

LOK SABHA DEBATES

(English Version)

Fourth Session
(Fifteenth Lok Sabha)

Gazettes & Debates Section
Parliament Library Building
Room No. FB-025
Block 'G'

Acc. No. 92

Dated 16 April 2014



सत्यमेव जयते

(Vol. VII contains Nos. 1 to 10)

LOK SABHA SECRETARIAT
NEW DELHI

Price : Rs. 80.00

EDITORIAL BOARD

P.D.T. Achary
Secretary General
Lok Sabha

Brahm Dutt
Joint Secretary

Kamla Sharma
Director

Piyush C. Dutta
Additional Director

G.S. Chauhan
Joint Director

Naresh Mishra
Editor

© 2010 LOK SABHA SECRETARIAT

None of the material may be copied, reproduced, distributed, republished, downloaded, displayed, posted or transmitted in any form or by any means, including but not limited to, electronic, mechanical, photocopying, recording, or otherwise, without the prior permission of Lok Sabha Secretariat. However, the material can be displayed, copied, distributed and downloaded for personal, non-commercial use only, provided the material is not modified and all copyright and other proprietary notices contained in the material are retained.

Original English proceedings included in English Version will be treated as authoritative and not the English translation of the speeches made in Hindi and other languages included in it. For complete authoritative version please see Original Version of Lok Sabha Debates.

CONTENTS

[Fifteenth Series, Vol. VII, Fourth Session, 2010/1931 (Saka)]

No. 10, Tuesday, March 9, 2010/Phalguna 18, 1931 (Saka)

| SUBJECT | COLUMNS |
|---|-------------|
| ORAL ANSWERS TO QUESTIONS | |
| *Starred Question Nos. 161 to 163 and 165 | 2—29, 34—36 |
| WRITTEN ANSWERS TO QUESTIONS | |
| Starred Question Nos. 164, 166 to 180 | 36—95 |
| Unstarred Question Nos. 1809 to 2038 | 95—735 |
| PAPERS LAID ON THE TABLE | 735—748 |
| MESSAGE FROM RAJYA SABHA | 748—749 |
| RULES COMMITTEE | 749 |
| 1st Report | |
| COMMITTEE ON EMPOWERMENT OF WOMEN | 749 |
| 2nd Report | |
| STANDING COMMITTEE ON PERSONNEL, PUBLIC GRIEVANCES, LAW AND JUSTICE | 750 |
| 37th Report | |
| MOTION RE: TWELFTH REPORT OF BUSINESS ADVISORY COMMITTEE | 750 |
| STATEMENT BY MINISTER | |
| Climate change | |
| Shri Jairam Ramesh | 750—752 |
| MATTERS UNDER RULE 377 | 752—761 |
| (i) Need to release funds for repair, restoration and modernization of small ponds and rivulets in drought-prone areas of Andhra Pradesh | |
| Shri Anantha Venkatarami Reddy | 753 |
| (ii) Need to introduce a Bill in the Parliament to categorise Scheduled Caste population into A, B, C & D groups in Andhra Pradesh as per the recommendations of the Justice Usha Mehra Commission Report | |
| Dr. Manda Jagannath | 753—754 |

*The sign + marked above the name of a Member indicates that the Question was actually asked on the floor of the House by that Member.

| SUBJECT | COLUMNS |
|---|---------|
| (iii) Need for effective implementation of centrally sponsored food, health & employment schemes in the Country Shri Jai Prakash Agarwal | 754 |
| (iv) Need to provide funds for de-silting of Manur Tank in Tirunelveli district, Tamil Nadu and diversion of excess water of Thamirabarani river into the Manur Tank to improve irrigation facility in the district Shri S.S. Ramasubbu | 755 |
| (v) Need to open new LPG Agencies in Faizabad Parliamentary Constituency, Uttar Pradesh Dr. Nirmal Khatri | 755—756 |
| (vi) Need to modernize and provide all necessary passenger facilities in the 'Rajmata Vijaya Raje Scindia Airport' in Gwalior, Madhya Pradesh Shrimati Yashodhara Raje Scindia | 756 |
| (vii) Need to introduce E-commerce for agricultural produce in the country to ensure good returns to the farmers for their produce Shri Rakesh Singh | 756—757 |
| (viii) Need to accord approval to the proposal of Government of Madhya Pradesh for augmenting water supply in Satna Parliamentary Constituency, Madhya Pradesh Shri Ganesh Singh | 757 |
| (ix) Need to safeguard the interest of farmers whose land is being acquired for construction of Ganga Express Highway in Kaushambi Parliamentary Constituency of Pratapgarh district in Uttar Pradesh Shri Shailendra Kumar | 757 |
| (x) Need to construct a permanent bridge on Ghagra river near Kamhariya Ghat in Sant Kabir Nagar Parliamentary Constituency, Uttar Pradesh to facilitate movement of traffic Shri Bhisma Shankar <i>alias</i> Kushal Tiwari | 757—758 |
| (xi) Need to re-start the work of Sidhvasarani Irrigation Project in Jamui Parliamentary Constituency, Bihar Shri Bhudeo Choudhary | 758 |
| (xii) Need to construct a flyover on N.H. 34 at Ranaghat Mission Gate Railway level crossing in the Ranaghat Parliamentary Constituency, West Bengal to facilitate smooth passage of traffic Dr. Sucharu Ranjan Haldar | 758—759 |
| (xiii) Need to provide a special financial package to textile sector Shri P. Karunakaran | 759 |
| (xiv) Need to provide rail connectivity to the upcoming ports at Kirtania, Astaranga, Inchudi, Bahuda Muhana, Chudamani from Howrah-Chennai rail route and extend the Ludhiana – Dankuni Eastern Dedicated Freight Corridor upto Haridaspur in Orissa Shri B. Mahtab | 759—760 |

| SUBJECT | COLUMNS |
|---|-------------|
| (xv) Need to construct flyover and underpass besides repairing city roads of Tiruchirapalli, Tamil Nadu under Jawaharlal Nehru National Urban Renewal Mission Scheme Shri P. Kumar | 760 |
| (xvi) Need to open a Kendriya Vidyalaya in Mandya Parliamentary Constituency, Karnataka Shri N. Cheluvarama Swamy..... | 760—761 |
| (xvii) Need to provide financial assistance and relief to Indian migrant workers stranded abroad owing to lack of valid work visas Shri Jose K. Mani..... | 761 |
| RAILWAY BUDGET, (2010-2011)—GENERAL DISCUSSION | |
| DEMANDS FOR GRANTS ON ACCOUNT—(RAILWAYS), 2010-2011 | |
| DEMANDS FOR SUPPLEMENTARY GRANTS—(RAILWAYS), 2009-2010 | |
| AND | |
| DEMANDS FOR EXCESS GRANTS—(RAILWAYS), 2007-2008 | 763— |
| Shri Harin Pathak..... | 764—770 |
| Shri Harsh Vardhan | 770—774 |
| Shri Tufani Saroj | 774— |
| Shri Ram Singh Kaswan..... | 774—777 |
| Shri Anantha Venkatarami Reddy | 777—781 |
| Shri Shivraj Bhaiya | 781—782 |
| Shri Sonawane Pratap Narayanrao..... | 782—787 |
| Shrimati Meena Singh | 787—789 |
| Shri Shailendra Kumar..... | 789— |
| Shri Mahabal Mishra | 789—792 |
| Shri Hansraj G. Ahir | 792—794 |
| Shri P. Kumar | 795—798 |
| Shri Ghanshyam Anuragi..... | 798 |
| Shri S. Semmalai | 798—802 |
| Shri Shripad Yesso Naik | 802—803 |
| Shri C. Sivasami | 803—806 |
| Shri Jai Prakash Agarwal..... | 807— |
| Shri Ganesh Singh..... | 808—813 |
| Shri Jose K. Mani..... | 813—815 |
| Shri Devendra Nagpal | 815—818 |
| Shri K.C. Venugopal | 818—820 |

| SUBJECT | COLUMNS |
|--|---------|
| Shri R. Dhruvanarayana | 820—822 |
| Shri Jagdambika Pal | 822—824 |
| Shri Bhisma Shankar <i>alias</i> Kushal Tiwari | 824—826 |
| Shri Ramkishun | 826—827 |
| Shri Jagdish Thakor | 827—829 |
| Shrimati Sumitra Mahajan | 829—836 |
| Shri A. Ganeshamurthi | 836—838 |
| Shri S.R. Jeyadurai | 838—842 |
| Shri P. Lingam | 843—844 |
| Shrimati Supriya Sule | 844—861 |
| Shri Manikrao Hodlya Gavit | 861—863 |
| Shri Ijyaraj Singh | 863—866 |
| Shri K.D. Deshmukh | 866— |
| Shri Pakauri Lal | 866—867 |
| Shrimati Annu Tandon | 867—870 |
| Shri Ratan Singh | 870—873 |
| Shri B. Mahtab | 873—877 |
| Shri R.K. Singh Patel | 877—879 |
| Shri Virendra Kashyap | 879—880 |
| Shri Gorakh Prasad Jaiswal | 880—883 |
| Shrimati Botcha Jhansi Lakshmi | 883—885 |
| Shrimati Sushila Saroj | 885—887 |
| Shri Lalit Mohan. Suklabaidya | 887—889 |
| Shri Rakesh Sachin | 889—890 |
| Shri Rudramadhab Ray | 890—894 |
| Shri D.V. Sadananda Gowda | 894—896 |
| Shrimati Usha Verma | 897—898 |
| Shri Arjun Charan Sethi | 898—901 |
| Yogi Aditya Nath | 901—906 |
| Shrimati Poonam Veljibhai Jat | 906—907 |
| Dr. Kirit Premjibhai Solanki | 907—909 |

| SUBJECT | COLUMNS |
|---|----------|
| Shri P. Karunakaran | 909—910 |
| Shrimati Rama Devi | 910—913 |
| Shri Radha Mohan Singh | 913—918 |
| Shri Rajendra Agrawal | 919—921 |
| Shri Mahendrasingh P. Chauhan | 921—923 |
| Shri S.S. Ramasubbu | 923—927 |
| Shri Kamlesh Paswan | 927—929 |
| Shri K. Shivakumar <i>alias</i> J.K. Ritheesh | 929—932 |
| Shri Dara Singh Chauhan | 932—934 |
| Shrimati Darshana Jardosh | 934—936 |
| Shri Prem Chand Guddu | 936—939 |
| Shri Anurag Singh Thakur | 939—944 |
| Shri Ashok Kumar Rawat | 944—946 |
| Shrimati Raneer Narah | 947—948 |
| Shri Rakesh Singh | 948—953 |
| Shri Mithlesh Kumar | 953—954 |
| Shrimati Jayshreeben Patel | 954—959 |
| Shri Shivarama Gouda | 959—960 |
| Shri Ganeshrao Nagorao Dudhgaonkar | 960—962 |
| Shri Pralhad Joshi | 962—968 |
| Shri Haribhau Jawale | 969—970 |
| Shri J.M. Aaron Rashid | 970—974 |
| Shri Virendra Kumar | 974—976 |
| Shri Naranbhai Kachhadia | 976—978 |
| Dr. Nirmal Khatri | 978—983 |
| Dr. Prabha Kishore Taviad | 983—986 |
| Shri Arjun Ram Meghwal | 986—988 |
| Shri P.T. Thomas | 988—989 |
| Shri Sameer Bhujbal | 989—992 |
| Shri K.C. Singh 'Baba' | 992—995 |
| Kumari Mamata Banerjee | 995—1000 |

| SUBJECT | COLUMNS |
|---|-----------|
| APPROPRIATION (RAILWAYS) VOTE ON ACCOUNT BILL, 2010 | 1000—1003 |
| APPROPRIATION (RAILWAYS) NO. 2 BILL, 2010 | 1003—1004 |
| APPROPRIATION (RAILWAYS) BILL, 2010 | 1004—1006 |
| ANNEXURE-I | |
| Member-wise Index to Starred Questions | 1007 |
| Member-wise Index to Unstarred Questions | 1008—1016 |
| ANNEXURE-II | |
| Ministry-wise Index to Starred Questions | 1017—1018 |
| Ministry-wise Index to Unstarred Questions | 1017—1018 |

OFFICERS OF LOK SABHA

THE SPEAKER

Shrimati Meira Kumar

THE DEPUTY SPEAKER

Shri Karia Munda

PANEL OF CHAIRMEN

Shri Basu Deb Acharia

Shri P.C. Chacko

Shrimati Sumitra Mahajan

Shri Inder Singh Namdhari

Shri Francisco Cosme Sardinha

Shri Arjun Charan Sethi

Dr. Raghuvansh Prasad Singh

Dr. M. Thambidurai

Shri Beni Prasad Verma

Dr. Girija Vyas

SECRETARY GENERAL

Shri P.D.T. Achary

LOK SABHA DEBATES

LOK SABHA

Tuesday, March 9, 2010/Phalgun 18, 1931 (Saka)

The Lok Sabha met at Eleven of the Clock.

[MADAM SPEAKER *in the Chair*]

[*English*]

MADAM SPEAKER: Q. No. 161, Shri K.P. Dhanapalan.

...(Interruptions)

[*Translation*]

SHRI LALU PRASAD: Madam Speaker they have the NGO women stood at the gate ...(Interruptions) MPs are not being allowed to enter the gate. ...(Interruptions)

MADAM SPEAKER: Please take your seats, let the question hour run.

...(Interruptions)

SHRI LALU PRASAD: This is very wrong. ...(Interruptions)

MADAM SPEAKER: You sit down, let the question hour run.

...(Interruptions)

11.01 hrs.

At this stage, Shri Shailendra Kumar and some other hon. Members came and stood on the floor near the Table.

[*English*]

MADAM SPEAKER: Nothing will go on record.

(Interruptions) ...*

11.01½ hrs.

ORAL ANSWERS TO QUESTIONS

MADAM SPEAKER: Q. No. 161, Sh. K.P. Dhanapalan.

Port Connectivity

*161. ⁺ SHRI K.P. DHANAPALAN:
SHRI D.B. CHANDRE GOWDA

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Government/National Highways Authority of India are implementing various road projects for providing connectivity with the major ports;

(b) if so, the details thereof, State-wise;

(c) the original and revised completion schedules and the time and cost overruns and reasons for the delay for each project;

(d) whether the Government has terminated/proposes to terminate contracts and also re-tender some port connectivity projects, including in Kerala and Tamil Nadu;

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

(f) the details of the funds earmarked and utilised during each of the last three years and the current year, project-wise?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (KUNWAR R.P.N. SINGH): (a) to (c) Yes, Madam. State-wise details of major Port Connectivity projects being implemented by National Highways Authority of India (NHAI) are enclosed in the statement-I. Reply to parts (d) to (f) is laid on the Table of the House.

(d) and (e) Yes Madam. Details of major Port Connectivity contracts terminated and re-awarded and proposed to be re-awarded are enclosed as Statement-II.

(f) Funds are not earmarked project-wise by NHAI. Expenditure on projects is met out of overall funds available with NHAI. Details of expenditure on each of the port connectivity projects during the last three years and current year are enclosed as Statement-III.

*Not recorded.

Statement I*List of Major Port Connectivity Projects*

| Sl.No. | Name of the project | Length (km) | Total Project Cost (Rs. in Crore) | Date of start | Completion date as per contract | Completion date/Anticipated date of completion | Time Over-run | Reasons for delay |
|--------|--|-------------|-----------------------------------|--|---------------------------------|--|------------------|--|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| 1. | West Bengal Haldia Port connectivity (NH-41) From Kolaghat to Haldia in West Bengal | 52.2 | 273 522 (revised) | Sept, 08 | Sept, 10 | Sept, 10 | Nil | Not Applicable |
| 2. | Orissa Paradip Port Connectivity (NH-5A) from Chandikhole to Paradip in Orissa | 77 | 427.4 | Feb., 04 | Feb., 07 | June, 09 | 2 years 4 months | Mainly due to high traffic volume and utility shifting. |
| 3. | Andhra Pradesh Visakhapatnam Port Connectivity Project | 12.5 | 94 116.7 (revised) | June, 02 | Dec., 04 | Dec., 06 | 2 years | Land acquisition and utility shifting. |
| 4. | Tamil Nadu (i) Chennai-Ennore Port Connectivity in Tamil Nadu: | | | | | | | |
| | Phase-I: Sea Protection Work | | 24.6 | June, 03 | June, 05 | June, 06 | 1 year | Changes in technical details |
| | Phase-II: Tiruvottiyur-Ponneri-Panchetti (TPP) Road | 9 | 309 600 (revised) | Contract of work of Phase-II & III were terminated due to delay in Land Acquisition process by Govt. of Tamil Nadu and non-performance of contractor. Scope of work increased after restructuring the work of Phase-II, III & IV based on the request of stakeholders. Bids were invited which were cancelled in Dec., 2009 due to non-availability of proportionate equity participation from stakeholders. | | | | |
| | Phase-III: Manali Oil Refinery Road (MoRR) (5.4 km); Inner Ring Road (IRR) (8.1 km) & Ennore Expressway (1.6 km) | 15 | | | | | | |
| | Phase-IV: Ennore Expressway | 6 | | | | | | |
| 5. | (ii) NH-7A (km 4-km 51.2)- Tuticorin Port Connectivity Project | 47.2 | 231.2 | Feb., 04 | Aug., 06 | Mar., 12 | 5 years 7 months | The original contract was terminated in May, 2009 at 22.4% progress. Re-bidding has been completed for the balance work and Letter of Award (LOA) has been issued in Feb., 2010. |
| 6. | Kerala 4-laning of NH-47 from km 348.4 to km 358.75 in Kerala | 10.40 | 106 193 (revised) | Nov., 08 | April, 10 | April, 10 | Not Applicable | Not Applicable |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|----|---|------|--------|----------|----------|----------|------------------|---|
| 7. | Karnataka New Mangalore Port Connectivity Project on NH 17, 13 & 48 in Karnataka | 37.5 | 196.5 | June. 05 | Dec. 07 | June, 10 | 2 years 6 months | Due to land acquisition, utility shifting and shifting of religious structures |
| 8. | Maharashtra Phase-I (i) Jawaharlal Nehru Port Trust (JNPT) Package-I (NH 4B & NH 4) | 30 | 159 | Feb., 02 | July, 04 | July, 05 | 1 year | Due to land acquisition, utility shifting. |
| | Phase-II (ii) Package-II (SH 54 & Aamra Marg including Panvel Creek Bridge) | 14.4 | 143 | Nov., 04 | May, 07 | Dec., 08 | 1 year 5 months | Land acquisition by City and Industrial Development Corporation (CIDCO) delayed the work and LA process for 2.3 km is still on. Substantially completion issued for completed stretch and the work was fore-closed. |
| 9. | Goa Mormugao Port Goa Connectivity on NH 17 B in Goa | 5.2 | 120.32 | Oct, 09 | Oct, 11 | Oct, 11 | Not Applicable | Not Applicable |

Other Major Port Connectivity Projects

| | | | | | | | | |
|-----|---|------|------|--|----------|----------|-----------|--|
| 10. | Kerala Cochin Port Connectivity to ICTT, Vallarpadam | 17.2 | 557 | Sept., 07 | Feb., 10 | Dec., 10 | 10 months | Reclamation by Cochin Port Trust is delayed. Slow progress due to unforeseen ground improvement. |
| 11. | Tamil Nadu Elevated Road from Gate No. 10 to Maduravoyal on NH-4 under NHDP Phase VII | 19 | 1655 | Work awarded and Concession Agreement signed on 18.05.09. Financial closure is in advance stage. | | | | |

Statement II

Details of terminated contracts

| Sl.No. | Name of the project | Length (km) | Total Project Cost (Rs. in Crore) | Present status |
|--------|---|-------------|-----------------------------------|--|
| 1 | 2 | 3 | 4 | 5 |
| 1. | West Bengal Haldia Port connectivity (NH-41) Balance Work. Present progress is 35.75%. From Kolaghat to Haldia in West Bengal (Balance Work) | 52.2 | 522 | Original work was terminated in April, 2007. Re-awarded work in progress for |

| 1 | 2 | 3 | 4 | 5 |
|----|---|-------|-------|--|
| 2. | Tamil Nadu Tamil Nadu/State Roads (30 km)—Chennai- Ennore Port Connectivity Project (i) TPP Road (9 km) (ii) MoRR (5.4 km); IRR (8.1 km) & Ennore Expressway (1.6 km) (iii) Ennore Expressway (6 km) | | 600 | Work of (i) TPP Road (9 km) and (ii) MoRR (5.4 km); IRR (8.1 km) & Ennore Expressway (1.6 km) were terminated. Scope of works increased after restructuring the works based on the request of stakeholders. Bids were invited which were cancelled in Dec., 2009 due to non-availability of proportionate equity participation from stakeholders. |
| 3. | NH-7A (km 4-km 51.2)-Tuticorin Port Connectivity Project | 47.2 | 231.2 | The contract was terminated on 08 May 2009 at 22.4% progress. Re-bidding was done for Balance Work and now Letter of Award has been issued on 10.02.2010 for balance work. |
| 4. | GOA Mormugao Port Goa Connectivity on NH 17 B in Goa | 18.3 | 145 | 13.1 km completed in 2004 and 5.2 km was held up for Resettlement & Rehabilitation by State Govt. The balance work has been awarded in Oct., 2009. |
| 5. | Kerala 4-laning of NH-47 from km 348.4 to km 358.75 in Kerala | 10.40 | 193 | The earlier contract was terminated in June, 2007 due to slow progress and breach of contract. Balance work has been awarded in Oct., 2008. |

Statement III*Project expenditure under Major Port Connectivity*

(Rs. in crore)

| Sl.No. | Name of the Project | State concerned | 2006-07 | 2007-08 | 2008-09 | 2009-10 upto Feb., 10 |
|--------|--|-----------------|---------|---------|---------|-----------------------------|
| 1. | NH connectivity to ICTT Vallarpadam | Kerala | 0.00 | 152.15 | 145.97 | 206.66 |
| 2. | Port Connectivity (Murmugao Port) | Goa | 0.00 | 0.00 | 2.54 | 0.00 |
| 3. | (i) Port Connectivity JNPT Pkg-I | Maharashtra | 7.99 | 0.00 | 0.00 | 0.00 |
| | (ii) Port Connectivity JNPT Pkg-II | Maharashtra | 34.20 | 7.73 | 0.00 | 0.00 |
| 4. | Port Connectivity Pkg-III (Calcutta-Haldia) | West Bengal | 18.16 | 0.00 | 20.22 | 105.64 |
| 5. | Port Connectivity Pkg-IV (Cochin) Km. 348.300 to Km 358.700 Km on NH-47 | Kerala | 1.61 | 0.79 | 13.27 | 57.15 |
| 6. | Port Connectivity Pkg-V (New Mangalore) | Karnataka | 7.82 | 27.76 | 87.82 | 0.00 |
| 7. | Port Connectivity Pkg-VI (Paradeep Port) | Orissa | 88.98 | 97.48 | 99.18 | 32.95 |
| 8. | Port Connectivity Pkg-VII (Tuticorin) | Tamil Nadu | 0.00 | 0.00 | 0.00 | 0.00 |
| 9. | Port Connectivity (Chennai-Ennore Port) | Tamil Nadu | 0.00 | 8.07 | 20.96 | 4.68 |
| 10. | Port Connectivity (Visakhapatnam Port) | Andhra Pradesh | 10.75 | 2.16 | 1.84 | 2.59 |
| 11. | Elevated Road from Gate No.10 to Maduravoyal on NH-4 under NHDP Phase VII | Tamil Nadu | 0.00 | 0.00 | 0.00 | 0.00 |

SHRI K.P. DHANAPALAN: Madam Speaker, as per the reply given by the hon. Minister, two important works relating to Kerala, namely, port connectivity and four-laning of NH 47 are going very slow. Will the Minister convene a meeting of the MPs and Kerala Government representatives to speed up the implementation? ...(*Interruptions*)

KUNWAR R.P.N. SINGH: The four-laning of the Cochin Port is to be completed by April 2010. The progress is that it is very close to completion. The project is on time and it will be completed as per the schedule....(*Interruptions*)

SHRI K.P. DHANAPALAN: There are two by-pass projects going on in my constituency, one is at Kodungalloor in NH 17 and another one is at Angamaly in NH 47. The land acquisition and tender process of these projects are going very slow. Also an under passage at Chalakkudy Town, as decided by NHAI, is yet to be implemented. It has not been implemented yet. I would like to know the steps taken by the Government for the speedy completion of these projects. ...(*Interruptions*)

KUNWAR R.P.N. SINGH: Madam, this is a question not relating to port connectivity; it is regarding under passages. If he writes to us, we will give him detailed information of the projects. ...(*Interruptions*)

SHRI D.B. CHANDRE GOWDA: Madam Speaker, the reply given by the hon. Minister is incorrect. The hon. Minister in his reply has said that this is not a cleared project. The Planning Commission has cleared the New Mangalore Port Connectivity Project for Rs. 196 crore. This is a major Port which was under construction and which should have been completed by December 2007. The reason assigned is that there is a delay in land acquisition and there is a delay in contractor's work which is not sufficient to say that the project is not implemented. I would like to know from the hon. Minister whether the Planning Commission's clearance is correct or whether his reply is correct which is given on the floor of the House. ...(*Interruptions*)

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI KAMAL NATH): The Planning Commission is only one part of the clearance process. After the Planning Commission clears it, there is a process gone through, the engineering required, the feasibility study, the DPR if it is required etc. There have been problems of right of way in land

acquisiton...(*Interruptions*) I agree with the hon. Member that this is a very important project. We are giving port connectivities all the priority and importance which they need because there is no use of having a port without port connectivity. We will be taking this project up as a part of our programme in the future.

SHRI MOHAN JENA: I would like to ask about the progress of work of NH-5A that is from Chandikhol to Paradip, NH-200 from Chandikhol to Talcher, and NH-215 from Panikoili to Rajamunda in Orissa. So far as the answer is concerned, the delay of work of NH-5A is due to high traffic volume and utility shifting. But what about NH-200? I would like to know whether there is a proposal to make it four laning. What are the reasons for delay of execution of work of NH-215?...(*Interruptions*)

MADAM SPEAKER: Hon. Member, you are asking so many questions. Ask only one question.

...(*Interruptions*)

SHRI KAMAL NATH: So far as NH-5A is concerned, it is a major project; there is traffic volume. There has been a serious delay because of utility shifting. We are now taking steps with the State Government to ensure that utility shifting takes place. As far as NH-215 and NH-200 are concerned, the bids have been invited. The process of invitation of bids has started and we are giving it priority. That is why, we have put it in our works programme ...(*Interruptions*)

SHRI ANANDRAO ADSUL: Madam Speaker, the National Highway No. 6 starts from Surat border to Chhattisgarh border. It was sanctioned in 2002 and it was to be completed in 2004. But, unfortunately, till today, only 50 kilometre distance has been covered and the remaining work is going very slow and it is disturbing the traffic too. That is why, I would like to know from the hon. Minister as to when it will be completed. The cost is increasing day by day and it is also disturbing the traffic. ...(*Interruptions*)

SHRI KAMAL NATH: Madam Speaker, this question is not based on port connectivity. I will be happy to send details to the Member subsequently but this is outside the scope of this Question. ...(*Interruptions*)

MADAM SPEAKER: Nothing will go on record except the question and the answer.

(*Interruptions*)...*

SHRI S.S. RAMASUBBU: Madam Speaker, I would like to ask about the Chennai Port Trust Road connectivity. ...*(Interruptions)* Our people are getting affected more from the Members of Parliament who are interrupting the House; they have sent me here to speak on their behalf. I am talking about the connectivity road of the Chennai Port Trust. But it is not possible here to speak because of interruptions. Ennore Expressway, Manali Oil Refinery Road, Thiruvettioor, Ponneri, Ponchety Road are the connectivity roads of the Chennai Port Trust and Ennore. I hope, for this Port Trust connectivity, Rs. 600 crore is estimated. After prolonged delay, the amount was raised from Rs. 40 crore to Rs. 600 crore.

MADAM SPEAKER: Kindly ask your question.

SHRI S.S. RAMASUBBU: I would like to ask the hon. Minister as to when the road is going to be completed.

SHRI KAMAL NATH: This is a project being implemented by SPV; because the scope of the work has gone up, all the Members of the SPV including the Port Trust have to make equivalent contribution of the increased cost.

We are awaiting the decision of the Port Trust. As soon as the Port Trust is able to take a decision on increasing its contribution, this project will move further. ...*(Interruptions)*

Regulation of Lotteries

+
*162. DR. MANDA JAGANNATH:
SHRI VARUN GANDHI:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether there is any proposal to frame rules for regulating lotteries including double digit lotteries in the country;

(b) if so, the details thereof;

(c) whether the Government had set up a study group on regulation of lotteries in the country;

(d) if so, the composition and terms of reference of the study group; and

(e) the details of the recommendations made by the said study group and the follow-up action taken thereon?

THE MINISTER OF HOME AFFAIRS (SHRI P. CHIDAMBARAM): (a) to (e) A Statement is laid on the Table of the House.

Statement

(a) and (b) Yes, Madam. The Central Government is in the process of formulating Lotteries (Regulation) Rules, 2010 for effective control and regulation of lottery trade, including the double digit lotteries. The Rules are being finalised in consultation with Ministry of Law & Justice, Ministry of Finance and the State Governments/UTs.

(c) to (e) A Study Group was constituted on 27.11.2006 in the Ministry of Home Affairs. The composition and terms of reference of the Study Group are given in the Annexure-I and the recommendations made by said Study Group are given in the Annexure-II.

As a follow up to the report of the Study Group, MHA took the approval of the Cabinet to withdraw the Lotteries (Prohibition) Bill, 1999 introduced in the Rajya Sabha on 23.12.1999. Consequent to the Cabinet's approval on 01.10.2009 for withdrawal of the Lotteries (Prohibition) Bill, 1999 introduced in the Rajya Sabha on 23.12.1999, MHA had given a notice to Rajya Sabha. Consequently when the Bill came up for discussion during the last Session of the Rajya Sabha on 24.11.2009, the Bill was not pressed. However, after a brief discussion, the Motion to withdraw the Bill was deferred. It was evident from the debate in the Parliament on 24.11.2009 that MHA can press the withdrawal of Lotteries (Prohibition) Bill, 1999 once proper rules for better regulation of lottery trade are framed. Consequently, comments of the State Governments and the Ministry of Law and Justice have been obtained on the Draft Rules and the same are being finalized.

Annexure I

The composition of the Study Group is as under:

- | | |
|---|----------|
| 1. Joint Secretary (CS), M.H.A. | Chairman |
| 2. Representative of M/o Law & Justice, Department of Legal Affairs | Member |
| 3. Representative of Department of Revenue Ministry of Finance | Member |
| 4. Representative of Government of Maharashtra | Member |

| | |
|---|-----------|
| 5. Representative of Government of Manipur | Member |
| 6. Representative of Government of Nagaland | Member |
| 7. Representative of Government of Punjab | Member |
| 8. Representative of Government of Karnataka | Member |
| 9. Representative of Government of Kerala | Member |
| 10. Representative of National Institute of Public Finance & Policy | Member |
| 11. Director (CS), M.H.A. | Secretary |

the grounds that it offers employment to some people, but the fact remains that since time immemorial, gambling is a natural human instinct, even the traditional literature of all civilizations mentions it and has stories constructed around it, with the Gods themselves falling victim to it. The turning point in the great epic Mahabharata comes with the roll of the dice. Kautliya's Arthashastra has an interesting chapter on superintendence of gambling houses. Even if legally a ban is brought about it is doubtful whether our Enforcement machinery can completely wipe out the market and moreover it shall be difficult to implement, particularly when the trade has been continuing since independence. The experience of enforcing prohibition is too well known. Banning therefore though is the best course but is not an option. It is also a fact that it is one of the important sources of revenue for the State Governments particularly in the North-East and even Punjab.

TERMS OF REFERENCE OF STUDY GROUP

- (i) To conduct a study at the ground level and ascertain how the Lotteries (Regulation) Act, 1998 is operating in practice, what are the pros and cons of running the lotteries, who all benefit from the Lotteries and to what extent and in view of its findings in these respect whether the Lotteries should be continued;
- (ii) If it suggests continuation of Lotteries, to study further how lotteries are operating across the globe and whether any good practices can be adopted in India;
- (iii) To examine various provisions of the Lotteries (Regulation) Act, 1998 and suggest changes, if necessary, in the Act to regulate lotteries in a more effective manner;
- (iv) To prepare Rules as may be required under the Lotteries (Regulation) Act, 1998 for better implementation of the Act;
- (v) To examine specifically the operation of Online lotteries and the need for their better regulation;
- (vi) Any other matter that the Study Group may consider relevant to the issue, with prior approval of the Government.

Annexure II

VIEWS & RECOMMENDATIONS OF THE STUDY GROUP

Although, there is no doubt that lottery trade is unethical and its victims are generally the poor and the lower middle class and the trade cannot be justified on

With the introduction of Lotteries (Prohibition) Bill, 1999 in the Parliament on 23.12.1999, the Department related Parliamentary Standing Committee on Ministry of Home Affairs, to whom the Bill was referred rather than taking any view, suggested that the Government should explore the possibility of a larger political consensus in the matter. The political consensus was apparent in the meeting taken by the Union Home Minister on 6.2.2006, wherein the overwhelming view was that lotteries should not be prohibited but there should be stronger and more effective regulation of lotteries. In fact, regulating the market is urgently required so that Government can collect maximum amount of the money being poured in this sector and use the same for development activities. Such effective regulation shall also reduce, if not eliminate the manipulations in this trade.

The Study Group has also considered the views submitted by the various State Governments which makes it amply clear that no consensus is possible, and therefore, in line with the view emanating during the Home Minister meeting that the trade should continue with strict regulations, appears to be the best available course of action, atleast in the short run till some larger consensus emerge on the issue. It is felt that lotteries if operated in a proper manner and with a discrete orientation, keeping fully in mind the social concerns, can become an important leverage point to tap voluntary contribution from the public for taking up socially meaningful activities. Moreover, in a federal polity the Government would need to consider the impact it has on States especially the North-Eastern States, which are dependent on the revenue generated by lotteries. Therefore, whereas the Government of India

should work towards evolving a consensus for imposing a complete ban on lotteries, for immediate check on this industry, stringent regulatory measures should be adopted.

Therefore, to begin with, the Government shall, withdraw the Lotteries (Prohibition) Bill, 1999 from Rajya Sabha so that necessary amendment in the Act, if any, be made as also rules be framed for better conduct of lotteries so that to maximise the gains and minimise the damage to the society. The Lotteries (Prohibition) Bill has to be withdrawn as a first step as during its pendency, we cannot proceed ahead to amend the Act or make rules, as both shall be contradictory stands of the Government. MHA may approach the Union Cabinet for the same.

Once the Bill is withdrawn, the Study Group felt that the Government shall have to make some suitable amendments to the Act as also frame the rules so as to:-

- (i) Reduce exploitation of the poor;
- (ii) Reduce litigations;
- (iii) Include on-line lotteries clearly under the mandate of the Lotteries (Regulation) Act, 1998

The important points which need consideration of the Government for such regulation and the point-wise views of the Study Group are as under:-

1. **On-line Lottery:** It appears that the concept of on-line lottery was not conceived while enacting the Lotteries (Regulation) Act, 1998. Although, the views of the Ministry of Law & Justice states that on-line lotteries are duly covered under the Lotteries (Regulation) Act, 1998, there is definitely a scope for mis-interpretation and therefore the Act needs to be modified so as to make it very clear that the Act includes the on-line lottery as well. Although a number of states like Kerala who though run the Paper Lottery have banned the Online Lottery, but it is opined that in case and till the point we, in this country don't ban the lottery, we should permit the online lottery and not only explicitly include it in the present Act but also try to regulate it completely. Any ban exclusively on Online lottery in India would push those enjoy playing it online to internationally available online lotteries thereby leading to loss of revenue as also precious foreign exchange.

Although the complaints received from States show certain malpractices in Online lottery operations, but the course should be to frame guidelines so as to check the same. Though there is no doubt regarding the non understanding of the online lottery by the sections of the society prone to playing lottery; many of the State Governments, of those who operate their lotteries e.g. W. Bengal, Kerala have already banned the same; the reports submitted by the state of Kerela stating that from their experience they have seen that there is no direct link between the vending machines installed at different places in the State with any Central server, strict technological guidelines in association with Ministry of Information Technology need to be framed and the server used by the operators need to be centrally placed and controlled. The malpractices reported by Kerala showed that the computers installed at lottery vending points are at times stand alone machines without any connection with the internet or to any other server. The experience of the State of Maharashtra is also an indicator that there are a number of legal issues and the contracts entered into could not be executed.

Therefore, while continuing with the Online Lotteries, in association with the Ministry of information technology, further study should be conducted so as to formulate certain guidelines for running Online Lotteries.

2. **Number of draws in a day and timings of the draw:** Most of the State Governments have been found to be circumventing the provision under section-4(h) of the Lotteries (Regulation) Act, 1998 by having 100s of draws everyday by merely changing the name of the lottery. Commissioner of lotteries, Maharashtra informed that in their State as many as 500-1000 draws are conducted every day by the lotteries run by their State as well as other states put together. This practice is to be checked and therefore maximum number of draws by any State, for all kinds of lotteries put together in a day has to be fixed. Such a fixation shall also be guided by the time period during which such draws shall be made. Instances have come to notice, wherein the State Governments take out their draws as early as 7.00 AM in the morning and as late as 12.00 in the night. This leads to the

addicts sitting there all day, just buying tickets and waiting for draws, one after the other. This definitely needs to be checked and is recommended that the draws shall be held during the day time only and preferably between 2.00 PM to 7.00 PM. There should be no draws on national holidays. This would help the normal man to go to his workplace once in the morning atleast.

Considering these five hours when the draws shall be made, it shall be prudent to have not more than 50 draws in a day by a State Government, which shall mean a draw in every 8 minutes. Suitable amendments need to be made in Section 4(h), 4(i) and 4(j) of the Act or the same can be incorporated in the rules.

The Commissioner, Government of Maharashtra recently held a meeting with the leaders in the lottery trade and they were agreeable that the number of draws by a particular State Government during the course of a day should not exceed 48. Also it was their suggestion that Section 11 of the Lottery Regulation Act could be amended to the effect that any form of lottery should be conducted between 3 pm and 9 pm and there should be no draws on national holidays. This shall ensure that the players go for their regular work in the day time as also get back home in time after closure of draw timings.

3. **Revenue to the States from lotteries:** The issue here is two pronged, *i.e.* firstly, as to how much should the State Governments earn from this trade, and secondly, how should the taxes on this trade be levied. It has been learnt that certain States have agreed to as low as 0.2% of revenue sharing and the suggestion to fix a minimum 1% floor price has been made in this context. When certain State Governments have been advocating continuance of lotteries on the ground that these provide much needed revenue to the States, agreeing to as low as 0.2% revenue sharing is beyond comprehension. In the guidelines that were issued by this Ministry long ago, a minimum of 15% of gross value of tickets printed was suggested as norm for the lottery. While 15% may be too high to fix as a norm for minimum revenue sharing, there is definitely a need for prescribing a minimum percentage of the gross value of tickets printed

to guarantee as State Government's revenue. It is suggested that we may consider prescribing 1.5 to 3% as the minimum floor price as reasonable in this regard.

In this regard, it shall be desirable that the States get a percentage of the gross value of tickets approved by the Government and this shall incentivize the Governments from checking printing of unlimited number of tickets.

As of now, this matter is neither covered under the Act nor does it seem that it can be specified under the rules that may be framed under section-11 of the Lotteries (Regulation) Act. Such a provision can probably be made under section-10 of the Act. The Law Ministry is of the view that fixing of the minimum revenue to the State would not be possible in the absence of an enabling provision under the Act.

4. **Tax on the number of draws:** Furthermore, as regards the issue of imposing tax on the number of draws, it is suggested that the same should be over and above the revenue generated as narrated in the above point. The tax on draw should be considered based on the highest (1st) prize in that draw. This shall also entail that all draws are registered. Since, the number of draws under a particular lottery scheme is pre announced, this draw wise levy is easy to monitor. As suggested by the various State Governments, it is a prerogative of State Government to levy any tax under Tax on Paper Lottery Act, whatever amount it considers as reasonable. Amendment in the Lotteries (Regulation) Act, 1998 is suggested which shall give powers to the State Governments to levy a tax on lotteries on draws and on turnover basis. This is required since dealers always raise this point in Courts that State Governments do not have the power to impose tax on lotteries as this is a subject which comes under the Union List.

This shall also need suitable incorporation in the Act.

5. **Power of the State Governments to make rules under section-12:** The rule making power under section-12 of the Act refers to the lotteries organised by the concerned State Governments. Most of the States were in favour of the rule making power under Section 12 of the Lotteries

(Regulation) Act, 1998 be confined to the lotteries of the respective States. Although, there is no indication that such power can be exercised in respect of the lotteries of other States, but it shall go without saying that all lotteries undertaken in the jurisdiction of that State shall be subjected to the laws and rules made by that State besides the Lotteries (Regulation) Act. This needs to be incorporated in the rules and shall also lay at rest many court cases against the rules framed by the Government. This shall also lead these State Governments to have effective control over the lotteries being run by the other State Governments over which at present virtually there is no control. The prime example today is Maharashtra, which is not able to control the lotteries run by North eastern States in their jurisdiction.

6. **Making of Offences under the Act as non cognizable & bailable:** As per the existing Act offences are cognizable and non-bailable. With the exception of State Governments of Maharashtra and Kerala, all other States were in favour of the offences being made non-cognizable and bailable. In case an amendment is envisaged we would need to amend the Act. So far a punishment of 2 years has been provided for the offence under Section 7 of the Act. The Law ministry is of the view that since it is an economic offence and if it is made non-cognizable and bailable, then it will dilute the gravity of the offence and decrease the fear of offenders as they get bail easily from the court after committing an offence under the Act. Study Group is of the view that no changes are desirable as the economic offences should be given due importance and as regards the apprehension of the exploitation by State Governments, the same also gets addressed in view of the changes in the Cr.PC.
7. **Delegation of powers to the State Governments under section-6:** Since, the lottery trade is governed by the Lotteries (Regulation) Act, as also the rules framed by the Central Government under section-11 of the Act and by the State Governments under section-12 of the Act, it shall not be desirable to give the powers under section-6 to State Governments, as the chances of the same being

misused to ban lotteries of other States is very high. The State Governments shall refer such cases to the Central Government for appropriate decision and Govt. of India should intervene in such cases on the request of the State Governments and exercise the powers conferred under Section-6 of the Act for banning lotteries of such defaulting States.

8. **Sales Tax on lotteries:** With the Order of the Hon'ble Supreme Court in the case of M/s. Sunrise Associates Vs NCT of Delhi & Others (Appeal (civil) No. 4552/1998), the State Governments are left with no powers to impose any kind of sales tax on lotteries.
9. **Banning of Double digit and triple digit Lotteries:** It has been seen that even today, after the ban on single digit lottery, the most popular lottery is the double digit lottery. In the State of Maharashtra and Punjab, two digit lotteries were being clubbed in groups of 10. This means that a person has to buy a minimum of ten tickets in the same number sequence and as such the chances of winning therefore is 10:100 (since it is a double digit lottery) which means chances of winning are 1:10 since the 10 clubbed tickets are in the same sequence. This effectively amounts to playing a single digit lottery and hence has circumvented the legal stipulations. In Maharashtra, 85% of the lottery market is dominated by the sale of these double digit lottery tickets. Punjab has informed that 75% of their revenue comes from double digit lottery.

The State Governments who run lottery of their own feel that this lottery should continue as this is the major source of revenue from them. It may also be mentioned that the menace of having 1000's of draw in a day is primarily because of this double digit lottery. Therefore, the best way short of banning lottery is to ban the double digit lottery completely. This is more so because general masses are attracted to this kind of lottery much more as they feel like they have some control over their chance of winning since they choose their own numbers. Section 4(a) already bans single digit lotteries. Double and triple digit lotteries are a guise under which single digit lotteries operate.

10. **Fixation of prize payout of the gross sale of tickets:** In the guidelines issued by this Ministry long ago, a minimum prize payout of at least 50% of gross value of tickets printed was suggested. There was, however, no upper limit on the prize payout. Most of the States suggested that the maximum prize payout may be 80-85%. Maharashtra was of the view that the maximum prize payout should not be more than 50-55% and Punjab was not in favour of a ceiling on the maximum prize payout. In order to ensure minimum revenue guaranteed to the State Government, there appears to be a need for maximum limit also on the prize payout. However, what this maximum limit should be, is an issue, which needs further examination in the light of how the lottery schemes of various State Governments are presently structured. As of now, the suggestion of cap of 80% in this regard seems to be reasonable, as any scheme with more than 80% prize payout would not seem financially feasible. The Law Ministry is of the view that fixing a maximum prize payout may not be possible without an amendment in the Act. Therefore, suitable amendments in the Act need to be worked out.
11. **Standardisation of Agreements:** It may be stated that the Comptroller and Auditor General of India had conducted an audit of the State Lotteries in five States of the North-East namely Nagaland, Mizoram, Sikkim, Manipur and Meghalaya. Reviews in the Audit Report 1997-98 of Nagaland, Audit Report 1998-99 of Meghalaya and Audit Reports 1999-2000 for Mizoram, Sikkim and Manipur have observed that agreements entered into with State Sole Distributors suffered from inconsistencies, as a result of which the State Governments had received only minimal amount as revenue out of the turnout of several thousand crore in the lottery business. Therefore, we shall endeavour to arrive at a model agreement separately for the Paper and online lottery after due consultation with Ministry of Law & Justice.
12. **Creation of a Lottery Fund:** The Government of Maharashtra was of the view that a lottery fund may be created for investing in charities, good causes and developmental activities. The State of Punjab felt that all earnings credited in the exchequer of state are meant for good

causes. Hence, the representative of Punjab was of the view that there is no need for setting up a separate fund for good causes. Many States agreed that a minimum of 20% of the gross revenue may be earmarked for developmental activities in the State. It is felt that there is no need on insisting on incorporating this in the Act and it should be left to the States to decide how this amount is to be utilized.

13. **Creation of a Lottery Commission:** A suggestion has been mooted by various States that there should be some forum where States can exchange information with each other instead of just depending on dealers for market information. While there is a need to study the tasks being undertaken by such Commissions in countries like UK, Norway etc., there should be a full fledged section in MHA dealing with lotteries so that it can act as an information hub as also address problems and complaints of the State Governments on a day to day basis. Since, the whole purpose of any such increased regulation is to maximize benefits to the people and the Government and to check any possibility of a fraud, the Central Government shall prescribe norms to enhance transparency and the section so created shall conduct audit of State lotteries, with the help of experts to keep a watch.

The Committee under the Home Secretary may consider deputing a team to study the working of the Commission on Lotteries in UK.

14. **Setting up of a Regulatory Agency on Lotteries for redressal of disputes:** Most of the States were in favour of setting up a regulatory authority on the lines of TRAI. The Ministry of Law is of the view that only States have the power to organize/conduct lotteries. Therefore, if any dispute arises relating to lotteries, it will be a dispute between the States. Under Article 131 of the Constitution, only Supreme Court has the original jurisdiction in respect of disputes between the States. As such establishment of a Regulatory Authority for settling disputes between the States will be against the provisions of the Constitution. However, it may be stated that the intention is not to set up a body to settle disputes but to regulate. The body could perhaps be given the powers to approve schemes and could also be

delegated with the powers under Section 6 of the Act which empowers the Government of India to prohibit a lottery organized, conducted or promoted in contravention of the provisions of Section 1 or where tickets of such lottery are sold in contravention of the provisions of Section 4. As on date the power to regulate is implicitly in the hands of the State Police as the offences under the Lotteries (Regulation) Act are cognizable and non-bailable. Although, there is an apprehension of misuse by the State Governments especially in respect of lotteries organised by other States as they are in direct competition with them, but keeping in mind the latest amendments in the Cr. PC Act [wherein arrest should not be resorted to in cases where imprisonment is less than 7 years], it might not be desirable to have a regulatory authority and burden the Government exchequer.

15. **Minimum Prize:** Minimum prize money of a reasonable amount as the first prize needs to be fixed so as to discourage the ticket amounts to be a meager Rs. 1-2. It is also felt that in case the double and triple digit lotteries are banned, this prize amount shall go up of its own.
16. **Auditing of Sale proceeds by way of third party audit:** The CAG does undertake systems audit for all revenue arms of the government, but this is not on a regular basis. For instance, during the period 2002-06, the reports for 12 major states were checked and there was systems review only of Karnataka Online lotteries. For the year 2005, the reports for Manipur and Arunachal Pradesh find some discussion of revenue lost on account of inadequate administration or poor contracts. However, there has been no serious systems review. As a mechanism for monitoring the security and integrity of lotteries conducted by the states, timely and regular audit is essential. It may be mentioned that the lotteries for the State government are more in the nature of a business - people are buying a chance to winning a prize, while the government derives revenue from selling this product. To this extent, the lottery business should be subjected to the same rigours of annual financial and systems audit as any other profit making enterprise in the country would be subject to. This function

of auditing can be assigned either to a Government agency or provide the option to the state government concerned to choose an auditor and make available in the public domain the report of the auditor. Once this system is in place, it may then be mandated that, any given state can refuse entry to the lotteries of a state which does not comply with these requirements of certification/documentation.

With demand for these services, it is expected that technically competent bodies would emerge which offer services of "certification" and "verification".

17. **Supervision during Draws:** It has been felt that the State Governments should devise means to effectively supervise the process of draws and till the publication of results to ward off any malpractices. Similarly, there needs to be a fixed time limit maximum upto three months for distribution of unclaimed prize money for the social welfare schemes.

DR. MANDA JAGANNATH: Madam Speaker, basically the sufferers of these lotteries are from poorer sections of society. Many State Governments have put a ban on lotteries. In the Rajya Sabha also, the Government of India has withdrawn the Bill to ban lotteries earlier. *...(Interruptions)*

As per the answer given by the hon. Minister, opinions of the State Governments have been obtained. What are the opinions of the State Governments? I would like to know from the hon. Minister whether the Government has any proposal to ban lotteries. *...(Interruptions)*

SHRI P. CHIDAMBARAM: Madam Speaker, there is no consensus among the State Governments regarding banning lotteries. Therefore, all that we can do is regulate lotteries. We have the recommendations of the Committee that was appointed. We are framing rules. These rules are at the final stages. Once these rules are framed, we will regulate lotteries more strictly. In the absence of a consensus among all the States, I am afraid it is not possible to ban lotteries altogether. *...(Interruptions)*

DR. MANDA JAGANNATH: Madam, according to the hon. Minister's statement, rules are being finalized in consultation with the Ministry of Law and Justice, Ministry of Finance, and the State Governments/UTs. I would

like to know from the hon. Minister as to how much time it will take to frame the rules and take action. ...(*Interruptions*)

SHRI P. CHIDAMBARAM: Madam, we have obtained the views of the Ministry of Law. It is under my consideration. I expect to be able to notify the rules shortly. ...(*Interruptions*)

SHRI VARUN GANDHI: Madam, my Question is concerning consumer vulnerability and ethical dilemmas surrounding the issue of online lottery. Will the hon. Minister of Home Affairs be pleased to state whether it is a fact that the draft on 'Lotteries (Regulation) Rules 2010' published by the Centre concedes legal validity to online lotteries; and if so, the reasons therefor? ...(*Interruptions*)

SHRI P. CHIDAMBARAM: Madam, according to advice, the word 'lottery' in the Act includes both paper lottery and online lottery. We can regulate lotteries. We can certainly regulate paper lotteries very effectively.

Regarding online lotteries, while we will make every effort to regulate online lotteries, I have asked for advise whether there are technological difficulties in regulating out-State online lotteries. All these are under consideration. We will try to address them in the rules that we are framing. ...(*Interruptions*)

SHRI J.M. AARON RASHID: Madam, I would like to know from the hon. Home Minister, through you, whether the Government is having any proposal to amend the Lotteries Act. It is a fact that some of the States in India are running lotteries and some are not. Worldwide lottery is running in every country. Why should there not be a similarity in all the States in India? Why should Section 5 of the Lotteries Act not be amended or removed? Is there any proposal to amend it? If not, what are the reasons therefor? ...(*Interruptions*)

SHRI P. CHIDAMBARAM: Madam, this concerns the distribution of legislative powers between Parliament and the State Legislatures. A State can ban an outstation lottery or all outstation lotteries provided it does not run its own lottery. That is the interpretation of the law given by the Supreme Court. Therefore, if a State wishes to ban all outstation lotteries, it should first discontinue its own lottery. ...(*Interruptions*)

There is at present no proposal to amend the Act. We think that we can regulate lotteries by framing rules. But if it becomes necessary to amend the Act, certainly we will look into that proposal also. ...(*Interruptions*)

MADAM SPEAKER: Q. No. 163, Shri R. Thamaraiselvan—Not present;

Shri G.M. Siddeshwara.

...(*Interruptions*)

Increase in APL Allocation

+
*163. SHRI G.M. SIDDESHWARA:
SHRI R. THAMARAISELVAN:

Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether the Government has reduced the allocation for the Above Poverty Line (APL) beneficiaries;

(b) if so, the details thereof indicating the quantity of foodgrains allocated, lifted and distributed during the last three years and the current year, State-wise;

(c) whether the Government proposes to increase the allocation for APL beneficiaries in view of the increase in the prices; and

(d) if so, the details thereof and the reaction of the Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) to (d) A statement is laid on the Table of the House.

Statement

(a) to (d) Allocations of foodgrains for Above Poverty Line (APL) category families under the Targeted Public Distribution System (TPDS) are made depending upon the availability of stocks of foodgrains in the Central Pool. Due to decreased availability of foodgrains in the Central Pool, allocations for APL category to States/UTs were rationalized during 2006-07, 2007-08 and 2008-09 on the basis of past offtake. However, based on availability of foodgrains in the Central Pool, additional allocations were subsequently made during 2008-09 and 2009-10. During 2009-10, a total quantity of 199.94 lakh tons of foodgrains have been allocated to States/UTs under APL category as against the allocation of 111.75 lakh tons of foodgrains during 2008-09. Presently, these allocations range between 10 kg and 35 kg per family per month in different States/UTs.

Considering the increase in food prices, Government has released 20 lakh tons of wheat and 10 lakh tons of rice to various States/UTs under Open Market Sale Scheme (OMSS) for distribution to retail consumers. A special adhoc additional allocation of 5.32 lakh tons of rice and 12.72 lakh tons of wheat @ 10 kg of food grains per family per month in respect of all accepted

number of families including APL families in the country has also been made for January and February 2010.

The details of allocation and offtake of foodgrains (Rice and Wheat) for the APL category for the last three years and the current year is given in the enclosed Annexure.

Annexure

Allocation and Offtake of Rice & Wheat for the years 2006-07 to 2009-10(upto December,2009) under APL

(In Thousand tons)

| Sl.No. | States/UTs | 2006-07 | | 2007-08 | | 2008-09 | | 2009-10 (Upto Dec. 2009)* | |
|--------|-------------------|------------|----------|------------|----------|------------|---------|------------------------------|----------|
| | | Allocation | Offtake | Allocation | Offtake | Allocation | Offtake | Allocation | Offtake |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 1. | Andhra Pradesh | 2,194.22 | 1497.672 | 2,178.45 | 1835.017 | 1,871.31 | 1852.54 | 1,614.58 | 1423.171 |
| 2. | Arunachal Pradesh | 62.148 | 35.045 | 62.052 | 47.143 | 60.06 | 49.889 | 45.045 | 44.045 |
| 3. | Assam | 943.83 | 760.534 | 574.611 | 616.97 | 635.34 | 632.043 | 516.36 | 478.137 |
| 4. | Bihar | 1,307.24 | 9.257 | 28.239 | 7.999 | 218.33 | 17.729 | 537.009 | 144.453 |
| 5. | Chhattisgarh | 821.39 | 33.377 | 50.784 | 33.956 | 150.066 | 31.117 | 228.24 | 150.711 |
| 6. | Delhi | 664.676 | 378.265 | 576.401 | 533.522 | 420.768 | 420.295 | 315.576 | 323.852 |
| 7. | Goa | 91.19 | 18.67 | 20.614 | 19.392 | 24.787 | 23.142 | 26.98 | 27.196 |
| 8. | Gujarat | 1,444.40 | 108.286 | 273.387 | 102.757 | 215.491 | 70.865 | 597.33 | 149.092 |
| 9. | Haryana | 499.54 | 4.739 | 120.525 | 1.333 | 272.101 | 77.792 | 486.81 | 103.483 |
| 10. | Himachal Pradesh | 319.4 | 247.94 | 261.618 | 252.51 | 247.296 | 251.615 | 205.617 | 191.239 |
| 11. | Jammu and Kashmir | 482.72 | 351.349 | 514.511 | 436.854 | 467.72 | 454.501 | 335.79 | 384.947 |
| 12. | Jharkhand | 189.98 | 13.912 | 52.244 | 12.537 | 60.438 | 10.654 | 218.01 | 51.239 |
| 13. | Karnataka | 1,594.22 | 851.32 | 1,372.76 | 658.628 | 730.586 | 647.726 | 663.976 | 563.686 |
| 14. | Kerala | 1,604.46 | 375.769 | 531.999 | 497.499 | 511.996 | 467.888 | 505.497 | 446.018 |
| 15. | Madhya Pradesh | 1,041.95 | 136.652 | 125.55 | 101.325 | 353.207 | 182.422 | 942.837 | 674.341 |
| 16. | Maharashtra | 2,270.90 | 169.94 | 176.379 | 120.662 | 421.481 | 258.555 | 1,328.53 | 767.214 |
| 17. | Manipur | 41.328 | 22.171 | 37.925 | 34.433 | 36.684 | 37.861 | 34.253 | 35.435 |
| 18. | Meghalaya | 44.944 | 38.895 | 63.557 | 59.732 | 67.416 | 67.973 | 52.812 | 52.138 |
| 19. | Mizoram | 43.662 | 40.158 | 56.487 | 54.003 | 54.348 | 49.788 | 40.761 | 37.92 |
| 20. | Nagaland | 77.004 | 87.041 | 78.807 | 77.18 | 74.796 | 83.423 | 58.767 | 58.376 |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
|-------|-----------------------------|-----------|----------|-----------|----------|-----------|----------|-----------|-----------|
| 21. | Orissa | 838.99 | 137.985 | 203.375 | 165.491 | 170.091 | 135.127 | 314.37 | 279.133 |
| 22. | Punjab | 672.41 | 53.848 | 83.489 | 50.865 | 466.384 | 354.574 | 763.038 | 590.026 |
| 23. | Rajasthan | 1,337.89 | 160.975 | 290.948 | 239.832 | 343.604 | 289.057 | 655.302 | 639.01 |
| 24. | Sikkim | 26.447 | 25.948 | 27.552 | 28.109 | 25.98 | 25.54 | 19.485 | 20.058 |
| 25. | Tamil Nadu | 3,763.56 | 1505.038 | 2,805.51 | 1652.474 | 1,640.46 | 1629.144 | 1,305.34 | 1787.864 |
| 26. | Tripura | 176.858 | 116.723 | 139.311 | 127.097 | 151.104 | 141.336 | 133.578 | 113.023 |
| 27. | Uttar Pradesh | 3,842.70 | 325.775 | 65.51 | 52.23 | 440.674 | 190.049 | 1,821.55 | 1776.689 |
| 28. | Uttarakhand | 287.77 | 102.36 | 132.369 | 95.277 | 153.08 | 127.307 | 153.81 | 141.102 |
| 29. | West Bengal | 3,473.76 | 838.775 | 847.94 | 780.491 | 856.678 | 824.037 | 860.96 | 879.115 |
| 30. | Andaman and Nicobar Islands | 22.07 | 13.67 | 22.404 | 13.444 | 22.501 | 10.92 | 18.324 | 9.412 |
| 31. | Chandigarh | 31.806 | 0 | 0.3 | 0.119 | 1.8 | 0 | 16.2 | 16.237 |
| 32. | Dadra and Nagar Haveli | 6.65 | 1.52 | 5.092 | 4.007 | 1.434 | 1.368 | 1.62 | 0.733 |
| 33. | Daman and Diu | 8.9 | 0.25 | 1.02 | 0.229 | 0.69 | 0.088 | 1.98 | 0.547 |
| 34. | Lakshadweep | 3.698 | 2.83 | 3.66 | 3.76 | 3.36 | 2.455 | 2.52 | 1.88 |
| 35. | Puducherry | 50.05 | 1.81 | 30.69 | 5.524 | 3.237 | 1.564 | 13.5 | 2.997 |
| Total | | 30,282.76 | 8,468.50 | 11,816.06 | 8,722.40 | 11,175.29 | 9,420.38 | 14,836.35 | 12,364.52 |

*2009-10 figures of allocation and offtake are for the period April to December, 2009.

11.15 hrs.

At this stage Shri Mulayam Singh Yadav, Shri Lalu Prasad, Shri Sharad Yadav and some other Hon. Members came and stood on the floor near the Table.

...(Interruptions)

SHRI G.M SIDDESHWARA: Hon. Madam Speaker, I would like to mention that during September-October, 2009, almost all the districts of Karnataka including Davangere, Chitradurga etc., covering about 60 per cent of the State's area, have experienced heavy rainfalls causing unprecedented floods in the region. *...(Interruptions)* The Central Government should have extended a helping hand to the Government Karnataka in allocating more foodgrains for the State. *...(Interruptions)*

MADAM SPEAKER: Mr. Siddeshwara, please ask your Supplementary.

SHRI G.M SIDDESHWARA: But as per the figures available, as compared to the previous three years, till December 2009, the Government of India had reduced the allocation for the Above Poverty Line (APL) beneficiaries to 4,94,010 metric tonnes of rice and 46,404 metric tonnes of wheat to the State of Karnataka. *...(Interruptions)*

[Translation]

MADAM SPEAKER: You, ask the question.

...(Interruptions)

SHRI G.M. SIDDESHWARA: I am asking the question. *...(Interruptions)*

[English]

...Keeping this in view, I would like to know from the Minister as to what are the main reasons for reduced

allocation of rice and wheat for the APL beneficiaries in Karnataka. Has the Government of Karnataka requested for more allocation for the APL beneficiaries? If so, whether the Union Government has considered the request of the Government of Karnataka; and what are the steps taken in this regard?

[Translation]

MADAM SPEAKER: You all take your seats.
...(Interruptions)

[English]

PROF. K.V. THOMAS: Madam, the Government of India, as per the poverty estimate of the Planning Commission, is giving full quota of rice and wheat to every State under the AAY and BPL. *...(Interruptions)*

[Translation]

MADAM SPEAKER: After questions hour I will call you. Please take your seat.

...(Interruptions)

[English]

PROF. K.V. THOMAS: Coming to the APL, Madam, the APL depends on the part off-take by the States and also on the availability of rice and wheat. *...(Interruptions)*

[Translation]

MADAM SPEAKER: Take your seat.

...(Interruptions)

MADAM SPEAKER: Mulayam Singh Ji, I will call you after question hour.

...(Interruptions)

[English]

PROF. K.V. THOMAS: We have also made special allotment under the OMSS to every State on the basis of Minimum Support Price. *...(Interruptions)*

[Translation]

MADAM SPEAKER: I will call you after Question hour.

MADAM SPEAKER: I will call you after Question hour.

...(interruptions)

[English]

PROF. K.V. THOMAS: Coming to Karnataka, Madam, in 2006-07, the allocation was 1,594,222 metric tonnes and the off-take was 851,320 metric tonnes. During 2009-10 up to December, 2009, the allocation was 663,976 metric tonnes and the off-take was 563,686 metric tonnes. *...(Interruptions)* So, we have given full quota of BPL. In the case of APL, depending on the off-take and availability, we have done it. *...(Interruptions)*

SHRI G.M SIDDESHWARA: Madam, I would like to know from the hon. Minister whether there is a shortage of rice for the Above Poverty Line families under the Public Distribution System. If so, what are the details thereof and the reasons therefor? I would also like to know whether the State Governments, especially the State Government of Karnataka, have demanded additional rice for the APL families under the Public Distribution System. If so, what are the steps taken by the Union Government thereon?

PROF. K.V. THOMAS: Madam, about the APL quota, we have made special allotment under the OMSS to every State including Karnataka on the basis of Minimum Support Price. The special allotment of 10 kilogram of wheat and rice to every family in the country has also been done during January and February.

Many States including the State of Karnataka have requested the Central Government to increase the APL quota. But we can allot the APL quota only on the basis of off-take of these Governments over the last three consecutive years as well as the availability. *...(Interruptions)*

MADAM SPEAKER: Yes, now, Mr. K. Karunakaran.

...(Interruptions)

[Translation]

MADAM SPEAKER: I will call you after Question hour.

...(Interruptions)

SHRI P. KARUNAKARAN: Madam, there is a sharp decline in the allotment of food grains to the State of Kerala compared to 2007. The Government of Kerala

has already requested to retain the earlier quota of food grains. Therefore, considering the shortage of the food grains in the State, would the Central Government retain the food grains that it had already allotted in 2007?

PROF. K.V. THOMAS: We have allotted the full quota of the BPL and AAY to the Government of Kerala from day one. There is no complaint. We have also allotted to the APL. But if you look at the figures of last three years, you would find that the Kerala Government has not taken the fully allotted APL quota. I have got the details with me...*(Interruptions)* Under the OMSS also, they can take special allotment...*(Interruptions)*

Under the OMSS also, they can take. Regarding wheat allotment, we have allotted under BPL and AAY full quantity to the State of Kerala...*(Interruptions)* Coming to APL, now the allotment is depending on three consecutive years of off-take. Kerala has not taken the full quantity of rice and wheat which is given under this particular quota...*(Interruptions)* But under OMSS also, depending on the MSP price, we have allotted rice and wheat to Kerala. They have to take them...*(Interruptions)*

[Translation]

SHRI BISHNU PADA RAY: Madam Speaker, there is a quota of 20 to 22 kg food items of ration in Andaman and Nicobar Islands for the last eight years, whereas the Minister of Consumer Affairs, Food and Public Distribution had himself announced in this House that 35 kg foodgrains of ration would be provided to each beneficiary over there. Our Lieutenant Governor of Andaman and Nicobar Islands has demanded more ration. There are 102000 ration card holders in our state. Would he provide as much quantity of rice as has been sought for them?

MADAM SPEAKER: Do not ask such a lengthy question.

SHRI BISHNU PADA RAY: I am making this very demand whether he would provide or not 42000 metric ton ration as per his announcement for giving 35 kg rice or foodgrains per card holder to APL and BPL families.

[English]

PROF. K.V. THOMAS: Madam, the quota for BPL and AAY is decided by the Planning Commission. ...*(Interruptions)* As per whatever BPL and AAY quota decided by the Planning Commission, we are releasing.

...*(Interruptions)* But coming to APL, we are releasing different quantity of wheat and rice depending on the off-take by the Andaman and Nicobar Islands. I have got the entire details with me. ...*(Interruptions)*

[Translation]

MADAM SPEAKER: You keep quiet.

...*(Interruptions)*

MADAM SPEAKER: You, do not be angry. You should not be angry like this.

...*(Interruptions)*

[English]

MADAM SPEAKER: The House stands adjourned to meet again at 11.35 a.m.

11.23 hrs.

The Lok Sabha then adjourned till Thirty Five Minutes past Eleven of the Clock.

11.37 hrs.

The Lok Sabha reassembled at Thirty Seven past Eleven of the Clock.

[MADAM SPEAKER *in the Chair*]

...*(Interruptions)*

11.38 hrs.

At this stage Shri Ghanshyam Anuragi and some other hon. Members came and stood on the floor near the Table.

11.38 hrs.

ORAL ANSWER TO QUESTION

[Translation]

Ex-gratia for CPF Personnel

*165. SHRI HARISHCHANDRA CHAVAN: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether ex-gratia payments, compensations etc. have been made to the jawans/next of kin belonging to the Central Para-military Force (CPF) personnel killed or injured in action;

(b) if so, the details thereof;

(c) the number of cases for grant of such ex-gratia/package/compensation pending with the Government as on date alongwith the number of such cases taken to court during the said period; and

(d) the time by which the pending cases are likely to be disposed of?

[English]

THE MINISTER OF HOME AFFAIRS (SHRI P. CHIDAMBARAM): (a) to (d) A Statement is laid on the Table of the House.

Statement

(a) Yes, Ex-gratia compensation @ Rs. 15 lacs is paid to the next of Kin (NoK) of personnel killed in action. No ex-gratia compensation is payable to CPMF personnel injured in action.

(b) As per Government instructions Ex-gratia provision are as under:-

| | | |
|---|--|---------|
| a | Death due to accident while on duty | 10 lacs |
| b | Death due to act of violence by terrorist etc. | 10 lacs |
| c | Death in action | 15 lacs |
| d | Death in natural disasters | 15 lacs |

(c) and (d) 27 cases of ex-gratia compensation are under process with the respective forces, out of which 15 cases are pending for want of succession certificate from the court of law. On receipt of the succession certificate from the NOKs, payment will be released immediately. Remaining 12 cases will be settled on completion of procedural formalities as per relevant government instructions.

[Translation]

SHRI HARISHCHANDRA CHAVAN: Madam Speaker, I had asked whether the payment of gratuity, compensation etc. had been made to the next of kin to those jawans/personnel of central para-military forces who were killed or got injured in operation. ...*(Interruptions)*.

MADAM SPEAKER: You please ask the question quickly.

...*(Interruptions)*.

SHRI HARISHCHANDRA CHAVAN: Madam, in reply to my question that I put up it has been stated—yes, compensation at the rate of Rs. 15 lakh each is given to the next of kin to the deceased personnel till date. The Government had admitted that the next of kin to each of the jawans and personnel would be allotted petrol pumps and gas agencies. I would like to know through you whether the government would give them all these? ...*(Interruptions)*

[English]

THE MINISTER OF HOME AFFAIRS (SHRI P. CHIDAMBARAM): Madam, there are 15 cases in which we are unable to disburse the compensation because the next of kin are before the court and they have to get succession certificates in the court. ...*(Interruptions)* We are waiting for the succession certificates. As soon as the succession certificates come, we will disburse the amount. ...*(Interruptions)* The remaining 12 cases are cases which have occurred after 23.11.2009, that is in the last three-and-a-half months. These cases are being processed and we are making every effort to expeditiously process these cases.

MADAM SPEAKER: Thank you hon. Minister.

...*(Interruptions)*

WRITTEN ANSWERS TO QUESTIONS

[English]

Landless Farmers

*164. SHRI VIKRAMBHAI ARJANBHAI MADAM: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the National Commission on Farmers envisages one acre of land per household to landless farmer;

(b) if so, details thereof;

(c) whether the Union Government has taken up the matter with the State Governments;

(d) if so, the details thereof; and

(e) the follow-up action taken thereon alongwith the achievement made in this regard?

THE MINISTER OF AGRICULTURE AND MINISTER OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (SHRI SHARAD PAWAR): (a) to (e) The National Commission on Farmers (NCF) recommended provision of one acre of land per landless labour household, wherever feasible. The National Policy for Farmers (NPF), 2007, which was approved by the Government based on the recommendations of NCF and after consultations with the Central Ministries and Departments and the States, provides for asset reforms to ensure that every farmer household in villages possesses and/or has access to productive assets like land, livestock, fish pond, homestead farm and/or income through an enterprise or market driven skills so that the household income is increased substantially on a sustainable basis which, in turn, would ensure nutrition and livelihood security and their education and health requirements.

The NPF, 2007 was circulated to all State Governments in December, 2007 for further suitable action. The Inter-Ministerial Committee constituted by the Government finalized a Plan of Action of Operationalization of the NPF, 2007, which was circulated to all the State Governments in October, 2008 for necessary follow up action. The issues/steps identified in the Plan of Action, including those on asset reforms, on which further action by the State Governments is required, were again circulated to the States in September, 2009. No report in this regard has been received so far from the States. In addition, State Governments/UT Administrations have been requested from time to time for distribution of ceiling surplus land and Bhodan land to the eligible rural poor.

Prasar Bharati

*166. SHRI NITYANANDA PRADHAN: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the Government had recently ordered a special audit of the Prasar Bharati;

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

(c) whether there exists a gap between the income and expenditure of Prasar Bharati;

(d) if so, the details in respect of the last three years and the current year; and

(e) the details of the steps taken by the Government to address various issues plaguing Prasar Bharati?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRIMATI AMBIKA SONI): (a) and (b) Yes Madam, Special audit of Prasar Bharati was ordered on 25.5.2009 and is in progress. The scope of the special audit includes the following:

- (i) General accounting issues on expenditure incurred by Prasar Bharati from grants-in-aid given by Government of India since its inception, unspent balances not refunded to Government, internal and extra budgetary resources and reconciliation of receipts and bank statements.
- (ii) Specific issues of financial management brought out by Member (Finance), Prasar Bharati relating to issues such as acquisition of Radio Broadcast Rights for three cricket series, investment of surplus funds of Prasar Bharati in various banks, verification of imprest balances lying with field offices, Debtors profile, etc.

(c) and (d) Yes Madam, Prasar Bharati being a public service broadcaster is not principally guided by commercial motive in its functioning. The income earned by Prasar Bharati is known as Internal Extra Budgetary Resource (IEBR). The details of income, expenditure and gap for the last three years and the current year are as under:

| | (Rs. in crore) | | |
|----------------|----------------|-------------|----------------------------------|
| Financial Year | Income | Expenditure | Gap between Expenditure & Income |
| 2006-07 | 983.05 | 1954.67 | 971.62 |
| 2007-08 | 1035.86 | 2057.92 | 1022.06 |
| 2008-09 | 1096.78 | 2518.88 | 1422.10 |
| 2009-10 | 1119.00 | 3098.00 | 1979.00 |

For the year 2009-10 figures are provisional. The steep rise in expenditure during the year 2008-09 and 2009-10 is primarily due to the implementation of the 6th Central Pay Commission's recommendations.

The Government has provided financial assistance to Prasar Bharati by way of grant-in-aid and loan in the form of Direct Budgetary Support to meet the plan and non-plan expenditure. The assistance given for the last three years and the current year is as under:

(Rs. in crore)

| Financial Year | Direct Budgetary Support | | | Total |
|----------------|--------------------------|--------|--------|---------|
| | Grant-in-aid | | Loan | |
| | Non-Plan | Plan | | |
| 2006-07 | 878.18 | 255.50 | 40.02 | 1173.70 |
| 2007-08 | 974.14 | 119.13 | 204.19 | 1297.46 |
| 2008-09 | 1137.12 | 81.82 | 232.11 | 1451.05 |
| 2009-10 | 1246.42 | 198.48 | 150.11 | 1595.01 |

For the year 2009-10 figures are provisional.

(e) To consider the financial restructuring and other critical issues plaguing Prasar Bharati a Group of Ministers (GOM) was constituted in March, 2006. The GOM has been reconstituted on 10th February 2010 to examine various issues pertaining to the functioning of Prasar Bharati.

Commonwealth Games

*167. SHRI C. SIVASAMI:
SHRI PRASANTA KUMAR MAJUMDAR:

Will the Minister of YOUTH AFFAIRS AND SPORTS be pleased to state:

(a) whether the Government is satisfied with the progress of the ongoing construction works and other projects related to the Commonwealth Games (CG);

(b) If so, the present status on the progress made and the details of the construction work pending, project-wise;

(c) whether the Government has sought advisories on the facilities and arrangements to be provided at various sporting venues from the different sports institutions/organisations; and

(d) if so, the details thereof?

THE MINISTER OF YOUTH AFFAIRS AND SPORTS (DR. M.S. GILL): (a) and (b) Yes, Madam. The work at all the sports infrastructure projects for Commonwealth

Games is progressing at a rapid pace and they are in an advanced stage of completion. Four stadia viz. Major Dhyan Chand National Stadium, Talkatora stadium, Yamuna Sports Complex (Archery), and Dr. Karni Singh Shooting Ranges have already been completed. The Major Dhyan Chand National Stadium was inaugurated on 24th Jan. 2010. The Stadium is now hosting the World Cup Hockey from 28th Feb. 2010 to 13th March 2010. The Dr. Karni Singh Shooting Range was inaugurated on 31st Jan. 2010 and the Test Event for Shooting was held here from 17th Feb 2010 to 28th Feb. 2010 Both these stadia have been acclaimed as world class stadia. The Talkatora Boxing Stadium is also complete and was inaugurated on 24th Feb 2010. It will be the venue for Commonwealth Boxing Championship from 10th March 2010 to 18th March 2010. The Archery venue at Yamuna Sports Complex has also been inaugurated on 5th March 2010, and is hosting the Archery Test Event from 7th March 2010 to 13th March 2010.

There have, however, been some instances of delay for which recovery schedules have been worked out. All the stadia will be completed well in time, for the Games. In the Jawaharlal Nehru Stadium, work related to the roof, tunnel, external development, and internal finishing are in process, while in the Indira Gandhi Indoor Stadium Complex, Dr. S.P. M. Swimming Pool Complex, Siri Fort Complex, Yamuna Sports Complex, and R.K. Khanna Stadium, work related mainly to Heating, Ventilation, Air Conditioning, External Development, and some works relating to the roofs are under process.

(c) and (d) the design and details of the various sports venues had been developed on the basis of the 'Venue Briefs' provided by the Organising Committee (oc) Commonwealth Games and the International Consultants of the oc, specialized in the field of sports.

[Translation]

Projects under North-South Corridor

*168. SHRI ARJUN MUNDA: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the details of the targets set for completion of projects under the North- South (NS) corridor, project-wise and length-wise;

(b) the present status of such projects; and

(c) the steps being taken by the Government/NHAI for expeditious completion of projects under the NS corridor?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI KAMAL NATH): (a) and (b): The Project-wise details of targets for completion of the projects under North-South Corridor are at Statement enclosed. Out of total length of 3698 km of North-South Corridor, 4/6 laning has been completed so far in 2491 km and 856 km are under implementation. A length of 351 km is yet to be awarded. The projects of North-South Corridor under implementation are targeted for substantial completion by December 2010. Reply to part (c) is laid on the Table of the House.

(c) In order to expedite completion of projects, close monitoring of progress of projects is being done at HQs as well as field units. Regional offices have been set up by NHAI headed by Chief General Managers for monitoring land acquisition matters as well as implementation of projects. Special Land Acquisition Units are set up to expedite land acquisition. State Governments have been requested to appoint Chief Secretaries as Nodal officers for NHDP projects. Regular meetings are being held with State Government agencies and contractors/concessionaires to identify and initiate measures to remove obstacles in the way of timely completion of projects.

Statement

Details of under implementation projects of North South Corridor

| Sl.No. | Project | NH No. | Length (in km) | Length completed (in km) | Total Project Cost (in cr) | Completion as per contract | Anticipated completed date | State |
|--------|--|--------|----------------|--------------------------|----------------------------|----------------------------|----------------------------|----------------------------------|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| 1. | Srinagar Bypass (Road Portion) (NS-30) | 1A | 17.8 | 17 | 60.66 | Sep.-2008 | Apr.-2010 | Jammu Kashmir |
| 2. | Srinagar Bypass (Bridge Portion) (NS-30A) | 1A | 1.23 | 0 | 62.96 | Dec.-2008 | Dec.-2010 | Jammu Kashmir |
| 3. | Jammu to Kunjwani (Jammu Bypass) NS-33/J&K | 1A | 15 | 11.5 | 85.34 | May-2008 | May-2010 | Jammu Kashmir |
| 4. | Kunjwani to Vijaypur (NS-15/J&K) | 1A | 17.2 | 17 | 110 | Dec.-2004 | Dec.-2010 | Jammu Kashmir |
| 5. | Vijaypur to Pathankot (NS-34/J&K) | 1A | 33.65 | 18.9 | 193.09 | Feb.-2008 | May-2010 | Jammu Kashmir |
| 6. | Vijaypur to Pathankot (NS-35/J&K) | 1A | 30 | 17.2 | 166.27 | Feb.-2008 | May-2010 | Jammu Kashmir |
| 7. | Pathankot to Jammu & Kashmir Border (NS-36/J&K) | 1A | 19.65 | 2.5 | 97.73 | May-2008 | Dec.-2010 | Jammu Kashmir |
| 8. | Pathankot to Bhogpur (NS-37/PB) | 1A | 40 | 29.45 | 284 | May-2008 | Dec.-2010 | Punjab[29]/Himanchal Pradesh[11] |
| 9. | Pathankot to Bhogpur (NS-38/PB) | 1A | 44 | 0.15 | 229 | May-2008 | Terminated | Punjab |
| 10. | Panipat to Panchi Gujran (Six laning work) (NS-89/HR) | 1 | 20 | 20 | 109 | Oct.-2008 | Dec.-2010 | Haryana |
| 11. | Six laning of Panchi Gujran to Kamaspur (Sonapat) (NS-17/HR) | 1 | 21.7 | 21.7 | 83.67 | July-2007 | Dec.-2010 | Haryana |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|-----|---|--------|--------|--------|--------|---|-----------|--|
| 12. | Eight laning of Haryana/Delhi Border to Mukaraba Chowk (NS-18/DL) | 1 | 12.9 | 5 | 87.89 | Sep.-2010 | Dec.-2010 | Delhi |
| 13. | New 4 laning Agra Bypass (NS-1/UP-1) | 2,3 | 32.8 | 0 | 348.16 | Oct.-2010 | Feb.-2011 | Uttar Pradesh |
| 14. | Dholpur - Morena Section (including chambal bridge) NS-1/RJ-MP/1 | 3 | 10 | 0 | 232.45 | Sep.-2010 | Mar.-2011 | Madhya Pradesh [1/ Rajasthan [9] |
| 15. | Gwalior - Jhansi | 75 | 80 | 0 | 604 | Dec.-2009 | Dec.-2010 | Madhya Pradesh [68.5/ Uttar Pradesh[11.5] |
| 16. | Gwalior Bypass (NS-1/BOT/MP-1) | 75, 3 | 42 | 10 | 300.93 | Oct.-2009 | Oct.-2010 | Madhya Pradesh |
| 17. | Jhansi to Lalitpur (NS-1/BOT/UP-3) | 26 | 49.3 | 40 | 276.09 | Sep.-2009 | Sep.-2010 | Uttar Pradesh |
| 18. | Jhansi to Lalitpur (NS-1/BOT/UP-2) | 25, 26 | 49.7 | 33.5 | 355.06 | Sep.-2009 | June-2010 | Uttar Pradesh |
| 19. | Lalitpur-Sagar (ADB-II/C-3) | 26 | 38 | 14 | 198 | Nov.-2008 | Sep.-2010 | Uttar Pradesh |
| 20. | Lalitpur-Sagar (ADB-II/C-4) | 26 | 55 | 30.97 | 225 | Oct.-2008 | May-2010 | Madhya Pradesh |
| 21. | Sagar Bypass (ADB-II/C-5) | 26 | 26 | 17.34 | 151.3 | Oct.-2008 | Dec.-2010 | Madhya Pradesh |
| 22. | Sagar-Rajmarg Choraha (ADB-II/C-6) | 26 | 44 | 9.35 | 203.43 | Oct.-2008 | Dec.-2010 | Madhya Pradesh |
| 23. | Sagar Rajmarg Choraha (ADB-II/C-7) | 26 | 42 | 42 | 206.96 | Oct.-2008 | Mar.-2010 | Madhya Pradesh |
| 24. | Rajmarg Choraha to Lakhnadon (ADB-II/C-8) | 26 | 54 | 26.5 | 251.03 | Oct.-2008 | Dec.-2010 | Madhya Pradesh |
| 25. | Rajmarg Choraha to Lakhnadon (ADB-II/C-9) | 26 | 54.7 | 35.12 | 229.91 | Oct.-2008 | Dec.-2010 | Madhya Pradesh |
| 26. | Lakhnadon to MP/MH Border (NS-1/BOT/MP-3) | 7 | 56.475 | 26.22 | 407.6 | June-2010 | June-2010 | Madhya Pradesh |
| 27. | Lakhnadon to MP/MH Border (NS-1/BOT/MP-2) | 7 | 49.35 | 40 | 263.17 | Sep.-2009 | Sep.-2010 | Madhya Pradesh |
| 28. | Four laning from MP/Maharashtra border to Nagpur I/C Kamptee Kanoon and Nagpur bypass | 7 | 95 | 0 | 1170.5 | Letter of Award issued on 27.08.2009 | | Maharashtra |
| 29. | Butibori ROB (NS-29/MH) | 7 | 1.8 | 0 | 26 | Dec.-2006 | Mar.-2010 | Maharashtra |
| 30. | Borkhedi-Jam (NS-22/MH) | 7 | 27.4 | 25.9 | 110 | Dec.-2007 | Mar.-2010 | Maharashtra |
| 31. | Jam-Wadner (NS-59/MH) | 7 | 30 | 28.605 | 145 | Apr.-2008 | Dec.-2010 | Maharashtra |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|-----|---|----|--------|-------|--------|--|------------|----------------|
| 32. | Wadner-Devdhari (NS-60/MH) | 7 | 29 | 0 | 145 | Apr.-2008 | Terminated | Maharashtra |
| 33. | Devdhari-Kelapur (NS-61/MH) | 7 | 30 | 28.27 | 144 | Apr.-2008 | Mar.-2010 | Maharashtra |
| 34. | Kelapur-Pimpalkhatti (NS-62) | 7 | 22 | 6 | 117.4 | Nov.-2008 | June-2011 | Maharashtra |
| 35. | Islam Nagar to Kadtal (NS-2/BOT/AP-7) | 7 | 48 | 46.06 | 546.83 | Mar.-2010 | July-2010 | Andhra Pradesh |
| 36. | MH/AP border to Islam Nagar (NS-2/BOT/AP-6) | 7 | 55 | 49 | 360.42 | Nov.-2009 | Mar.-2010 | Andhra Pradesh |
| 37. | Armur to Kadloor Yellareddy (NS-2/AP-1) (Approved Length 60.25) | 7 | 59 | 0 | 390.56 | Aug.-2012 | Aug.-2012 | Andhra Pradesh |
| 38. | Gundla Pochampalli to Bowenpalli Shivarampalli to Thondapalli (NS-23/AP) | 7 | 23.1 | 16.2 | 71.57 | Dec.-2006 | Jun.-2010 | Andhra Pradesh |
| 39. | Hyderabad Bangalore section (ADB-11/C-10) | 7 | 40 | 35.7 | 194.8 | Aug.-2009 | Apr.-2010 | Andhra Pradesh |
| 40. | Hyderabad Bangalore section (ADB-11/C-11) | 7 | 42.4 | 38.74 | 208.46 | Aug.-2009 | Apr.-2010 | Andhra Pradesh |
| 41. | Hyderabad Bangalore section (ADB-11/C-12) | 7 | 42.6 | 33.88 | 239.19 | Sep.-2009 | Jun.-2010 | Andhra Pradesh |
| 42. | Hyderabad Bangalore section (ADB-11/C-13) | 7 | 40 | 32.6 | 243.38 | Sep.-2009 | Jun.-2010 | Andhra Pradesh |
| 43. | Hyderabad Bangalore section (ADB-11/C-14) | 7 | 42 | 40.75 | 205.92 | Aug.-2009 | Apr.-2010 | Andhra Pradesh |
| 44. | Hyderabad Bangalore section (ADB-11/C-15) | 7 | 45.6 | 39.97 | 243.64 | Aug.-2009 | Apr.-2010 | Andhra Pradesh |
| 45. | Thumpipadi to Salem (NS-26/TN) | 7 | 19.2 | 19.2 | 82.49 | Aug.-2003 | Jun.-2010 | Tamil Nadu |
| 46. | Salem to Kerala Border Section (TN-6) | 47 | 53.525 | 47.5 | 469.8 | Jan.-2009 | Mar.-2010 | Tamil Nadu |
| 47. | Madurai-Kanniakumari Section (NS-41/TN) | 7 | 39.51 | 39.23 | 323.36 | Apr.-2008 | Mar.-2010 | Tamil Nadu |
| 48. | Madurai-Kanniakumari Section (NS-42/TN) | 7 | 42.7 | 36.1 | 507.49 | Mar.-2008 | Mar.-2010 | Tamil Nadu |
| 49. | Kanniyakumari-Panagudi (NS-32) | 7 | 30.6 | 6 | 120 | Apr.-2010 | Oct.-2010 | Tamil Nadu |
| 50. | Chengapalli to Cimabatore Bypass and end of Coimbatore Bypass to TN/Kerala Border | 47 | 54.83 | 0 | 852 | Letter of Award issued on 11.01.2010 | Jan.-2013 | Tamil Nadu |
| 51. | Six lanning of Vadakkancherry - Thrissuresection | 47 | 30 | 0 | 617 | Aug.-2012 | Aug.-2012 | Kerala |
| 52. | Thrissur to Angamali (KL-I) | 47 | 40 | 28.2 | 312.5 | Mar.-09 | Jun.-10 | Kerala |

Revival of Mining Activities

*169. SHRIMATI SHRUTI CHOUDHRY: Will the Minister of MINES be pleased to state:

(a) whether mining activities in some of the mines have been banned/suspended/abandoned;

(b) if so, the details thereof;

(c) whether some of the State Governments including Haryana have urged revival of such mines; and

(d) if so, the details thereof and the follow-up action taken thereon?

THE MINISTER OF MINES AND MINISTER OF DEVELOPMENT OF NORTH EASTERN REGION (SHRI B.K. HANDIQU): (a) to (d) A statement is laid on the Table of the House.

(a) and (b) As per available information:

- (i) vide Supreme Court order dated 19.02.2010, 157 mines in Aravalli hills of Rajasthan have been restrained from mining till further orders. The matter is sub-judice.
- (ii) In Haryana all mining operations have been closed since 01.03.2010.
- (iii) 76 mines have temporarily stopped operations in Maharashtra for want of environmental clearance / approved mining plan.
- (iv) A total of 482 mines have been suspended in Orissa, Karnataka, Chhattisgarh, Gujarat, Himachal Pradesh and Jharkhand.
- (v) In Andhra Pradesh 6 mines were suspended. However, suspension orders for 6 mines have been quashed by the High Court of Andhra Pradesh.
- (vi) Indian Bureau of Mines suspended 66 mines in the country for violations in the year 2009-10 (till February 2010).
- (vii) A total of 11 mines have been abandoned in Kerala.
- (viii) In the year 2003, IBM identified 297 abandoned mines in the country which were left un-reclaimed before April 2003.

(c) and (d) At a request from the State Government of Haryana, the Supreme Court vide its orders dated 08.10.2009 had permitted the State Government of

Haryana to allow mining of minor mineral (construction material) over an area of 600 hectares in the district of Faridabad subject fulfillment of conditions including commencement of restoration/rehabilitation work. State Government of Haryana has notified a Scheme of Mining in compliance with the directions of the Hon'ble Supreme Court for resuming mining. However, mining has not begun.

IBM shortlisted 106 mines for reclamation, but 22 of the shortlisted mines have become operational again due to recovery in the price of minerals, regrant of fresh mining lease and availability of forest clearance.

[Translation]

Obscenity in Advertisements

*170. SHRI GHANSHYAM ANURAGI:
SHRI ANANTKUMAR HEGDE:

Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether cases of obscenity in the advertisements appearing in the print and the electronic media have been reported;

(b) if so, the details thereof alongwith the number of such cases reported during each of the last three years and the current year and the action taken thereon;

(c) the mechanism in place to regulate the content of the advertisements displayed on the print and the electronic media;

(d) whether the Government proposes to introduce a new code for regulating the contents of the advertisements to prevent its adverse impact on children; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRIMATI AMBIKA SONI) (a) to (e) Some instances of obscene content both in print and electronic media have come to the notice of the Government. The statements indicating the details of the cases in respect of print and electronic media, reported during the last three years and the current year alongwith the action taken thereon are annexed as Statements-I and II, respectively.

The Government, in pursuance to its policy to uphold the freedom of the press and of maintaining and improving

the standards of newspapers and news agencies in India and also to inculcate the principles of self regulation among the press has set up the Press Council of India (PCI), an autonomous body under the Press Council Act, 1978. The PCI in furtherance of its object under section 13(2) of the Act has been mandated to build up a code of conduct for newspapers, news agencies and journalists in accordance with high professional standards. Accordingly, the Press Council has formulated 'Norms of Journalistic Conduct' to help the journalists to self-regulate their conduct. The norm 17, which is annexed as Statement III specifically relates to obscenity and vulgarity.

All advertisements telecast on TV channels, transmitted/retransmitted through the Cable TV network, are required to adhere to the Advertising Code prescribed under the Cable TV Networks (Regulation) Act, 1995 and rules framed thereunder. Action is taken as per rules whenever any violation of Code is brought to the notice of the Government. This Ministry has constituted an Inter Ministerial Committee (IMC) to look into the specific complaints or to take *suo motu* cognizance against the violation of Programme and Advertising Codes and action

is taken as per rules if violation is established. Government has also set up an Electronic Media Monitoring Centre (EMMC) to monitor the content of private television channels with reference to the violation of Programme and Advertising Codes.

The Government had constituted a committee for reviewing the Programme and Advertising Code (Content Code) prescribed under the Cable Television Networks (Regulation) Act, 1995 and rules framed thereunder, and the committee has submitted its report and made recommendations in the form of draft 'Self-regulation Guidelines for the Broadcasting Sector (2008)' which are available on the Ministry's website <http://mib.gov.in> under the heading "Code and Guidelines". The Government is holding consultations with all stakeholders concerned, to arrive at broad consensus regarding the provisions of the elaborated Content Code. The Ministry of Information and Broadcasting has recently set up a Task Force including representatives of Broadcasting Associations under the Chairmanship of Secretary (I & B) for holding wider consultation with all the stakeholders to arrive at a consensus in this regard.

Statement I

Details of the cases Reported of Obscenity in the Advertisements in print media

| Sl.No. | Details of the Case | Action Taken |
|---------------------------------------|---|------------------------------|
| 1 | 2 | 3 |
| April 1, 2006 – March 31, 2007 | | |
| 1. | Complaint of Shri M.S. Kilpady, Mumbai against Afternoon Dispatch & Courier | Warned |
| 2. | Complaint of Dr. Rajiv Kumar Gupta, Sr. Lecture (Commerce), Government P.G. College, NOIDA against Hindustan Times, New Delhi | Assurance |
| 3. | Complaint of Dr. Rajiv Kumar Gupta, Sr. Lecture (Commerce), Government P.G. College, NOIDA against Times of India, New Delhi | Censured |
| 4. | Complaint of Dr. C.D. Narshimha Reddy, Editor, Public Relations Voice, Hyderabad against the Editor, Economic Times, Mumbai | Displeasure |
| 5. | Complaint of Shri Sanjay Kumar Bansal, Advocate/Chairman, Desh Kalyan Samiti, Muradabad, U.P. against Cricket Samrat | Closed. |
| 6. | Complaint of Shri Sanjay Kumar Bansal, Advocate/Chairman, Desh Kalyan Samiti, Muradabad, U.P. against Dainik Jagran | Disposed of with observation |
| 7. | Complaint of Shri Sanjay Kumar Bansal, Advocate/Chairman, Desh Kalyan Samiti, Muradabad, U.P. against Romantic Duniya. | Matter Allowed to rest |

| 1 | 2 | 3 |
|---------------------------------------|--|--|
| 8. | Complaint of Prof. D.P.S. Verma, Former Professor, Faculty of Commerce and Business Studies, Delhi School of Economics, University of Delhi, Delhi against The Pioneer | Dismissed |
| 9. | Complaint of Shri Shiv Ranjan Singh, President, Aasra Samajik Seva Sanstha, Dhanbad, Jharkhand against Dainik Jagran, Ranchi, Jharkhan | Reprimanded |
| 10. | Complaint of Editor, Arthik Prasanga, Kolkata against Ananda Bazar Patrika, Kolkata | Advise |
| 11. | Complaint of Editor, Arthik Prasanga, Kolkata against Desh, Kolkata | Advise |
| 12. | Complaint of President, Bhartiya Sanskriti Vikas Sanstha, Hanumangarh against the editor, Rajasthan Patrika, Jaipur | Warned |
| 13. | Complaint of President, Bhartiya Sanskriti Vikas Sanstha, Hanumangarh against the editor, Dainik, Jaipur | Warned |
| 14. | Complaint of President, Bhartiya Sanskriti Vikas Sanstha, Hanumangarh against the editor, Punjab Kesari, Jalandhar | Warned |
| April 1, 2007 — March 31, 2008 | | |
| 15. | Complaint of Shri Sanjay Kumar Bansal, Advocate/Chairman, Desh Kalyan Samiti, Muradabad, U.P. against Rashtriya Sahara, NOIDA | Regret expressed |
| 16. | Complaint of Shri B.K. Sinha, Income Tax Officer, Hazaribagh, Jharkhand against the editor, Dainik Jagran, Ranchi | Closed |
| 17. | Complaint of Shri B.K. Sinha, Income Tax Officer, Hazaribagh, Jharkhand against the editor, Vichar Saransh, New Delhi | Closed |
| 18. | Complaint of Mr. Ashok Basappa Udyavar & others and Mrs. Sheetal Vivek Mehta, Vasai & othes, Thane, Maharashtra against Maharashtra Buland Times, Thane, Maharashtra | Censured |
| 19. | Suo-motu action against Debonair, Mumbai. | Censured |
| April 1, 2008 — March 31, 2009 | | |
| 20. | Complaint of Shri Chandrahas Shukla, Leader, Shiv Sena, Delhi against the Editor, Punjab Kesari, New Delhi | Assurance |
| 21. | Complaint of Shri Sanjay Kumar Bansal, Advocate, Muradabad, against the Editor, Amar Ujala, Meerut | Closed |
| 22. | Complaint of Shri Sanjay Kumar Bansal, Advocate, Muradabad, against the Editor, Punjab Kesari, New Delhi . | Closed |
| 23. | Complaint of Shri V.P. Goel, Lucknow against The Times of India | Upheld |
| 24. | Complaint of Shri Mayurkumar Shah, Ex-Chief of Shiv Sena, Bhavnagar, Samachar, Rajkot, Gujarat | Action condemne |
| 25. | Complaint of Shri Nisaruddin Ahmed Jeddy, Advocate, Hyderabad, A.P. against the Editor, Deccan Chronicle, Vijayawada, A.P. | Disposed of |
| 26. | Complaint of Shri N. Raveendran, Chennai against the Editor, Deccan Chronicle, Chennai edition | Matter allowed to rest with observations |

| 1 | 2 | 3 |
|-----------------------------------|--|--------------------------|
| April 1, 2009 – Feb., 2010 | | |
| 27. | Complaint of Ms. Pratibha Naithani, Mumbai against the Editor, Mumbai Mirror, Mumbai | Reprimanded |
| 28. | Complaint of S/Shri Satinder Kadian and Sandeep Kadian, Advocates, Panipat, Haryana against the Editor, Punjab Kesari, Jalandhar, Punjab | Disposed off |
| 29. | Complaint of Ms. Pratibha Naithani, Mumbai against the Editor, Mumbai Mirror, Mumbai | Censured |
| 30. | Complaint of Shri Dheeraj Jindal, New Delhi against the Editor, Metro Now, New Delhi | Closed |
| 31. | Complaint of Shri Rajesh Kumar Sharma, New Delhi against editor, Times of India, New Delhi (14/247/08-09) | Upheld |
| 32. | Complaint of Shri Sanjeev Gupta, Delhi against the editor, Metro Now, New Delhi (14/326/08-09) | Disposed with directions |

Statement II

Action taken against private TV channels for telecasting obscene advertisement during the last three years i.e. 2007, 2008 & 2009 and during the current year i.e. 2010

| Sl. No. | Name of the Channel | Date of SCN | Reason for SCN/Letter | Details of Order/Warnings |
|------------------|---------------------|-------------|---|--|
| Year 2007 | | | | |
| 1. | Sony Max | 3.11.06 | Vulgar and obscene advertisements of product 'XXX Flavoured Condoms'. | Warning dated 5.2.2007. |
| 2. | All Channels | No SCN | Telecast of indecent and vulgar Advertisements of 'Lux Cozy Underwear' and 'Amul Macho Underwear' | Order dated 26.07.2007 was issued to All Channels not to telecast such advertisements. |
| Year 2008 | | | | |
| 1. | Star News | 22.2.2008 | A vulgar advertisement of product 'New Axe Deodorant'. | Order dated 02.05.2008 directing the Channel to run an apology scroll for three days. The channel complied with the direction. |
| 2. | MTV | 22.2.2008 | A vulgar advertisement of product 'New Axe Deodorant'. | Order dated 02.05.2008 directing the Channel to run an apology scroll for three days. |
| 3. | All Channels | No SCN | A vulgar and obscene advertisement of product 'Frenchie-X' Undergarment | Advisory dated 15.05.2008 issued to all the TV Channels prohibiting the telecast of the said advt. |
| 4. | All Channels | No SCN | A vulgar and obscene advertisement of product "Lux-Cosy Undergarment" | Advisory dated 10.06.2008 issued to all the TV Channels prohibiting the telecast of the said advt. |

Year 2009 and 2010

'NIL'

Statement III**17. Obscenity and vulgarity to be eschewed**

- (i) Newspapers/journalists shall not publish anything which is obscene, vulgar or offensive to public good taste.
- (ii) Newspapers shall not display advertisements which are vulgar or which, through depiction of a woman in nude or lewd posture, provoke lecherous attention of males as if she herself was a commercial commodity for sale.
- (iii) Whether a picture is obscene or not, is to be judged in relation to three tests; namely
 - (a) Is it vulgar and indecent?
 - (b) Is it a piece of mere pornography?
 - (c) Is its publication meant merely to make money by titillating the sex feelings of adolescents and among whom it is intended to circulate? In other words, does it constitute an unwholesome exploitation for commercial gain.

Other relevant considerations are whether the picture is relevant to the subject matter of the magazine. That is to say, whether its publication serves any preponderating social or public purpose, in relation to art, painting, medicine, research or reform of sex.

- (iv) A photograph or a painting is a work of art and the artist enjoys artistic liberty in its portrayal. However, it is to be understood that a work of art is enjoyed, judged and appreciated by the connoisseurs. The pages of a newspaper may not be the most appropriate place for such painting.
- (v) The globalisation and liberalisation does not give licence to the media to misuse freedom of the press and to lower the values of the society. The media performs a distinct role and public purpose which require it to rise above commercial consideration guiding other industries and businesses. So far as that role is concerned, one of the duties of the media is to preserve and promote our cultural heritage and social values.
- (vi) Columns such as 'Very Personal' in a newspaper replying to personal queries of the readers must

not become grossly offensive presentations, which either outrage public decency or corrupt public moral.

- (vii) The attempt of the press should be to ensure coverage that is in keeping with the norms of the society at large and not merely a few. It is also our duty to prevent the degeneration of culture and standards and press with its reach and impact carries an immense potential in moulding the psyche and thought process of a society.
- (viii) The Indian reader is much more mature and able to appreciate good journalism and in the long run, the attempts to copy the west by promoting the 'so-called popular permissiveness' may defeat the very aim of the paper to boost circulation.
- (ix) The newspaper may expose the instances of immoral activities in public places through its writings but with proper caution of restrained presentation of news or photographic evidence.

Remunerative Price for Sugarcane

*171. SHRIMATI BHAVANA PATIL GAWALI:
SHRI SYED SHAHNAWAZ HUSSAIN:

Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

- (a) whether uniform fair and remunerative price has been fixed for sugarcane for the entire country despite the differences in geographical and climatic conditions;
- (b) if so, the reasons therefor;
- (c) whether the price of sugarcane has not been increased in consonance with the wholesale prices of sugar;
- (d) if so, the details thereof and the reasons therefor; and
- (e) the corrective steps taken/proposed to be taken for providing remunerative price to sugarcane farmers?

THE MINISTER OF AGRICULTURE AND MINISTER OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (SHRI SHARAD PAWAR): (a) and (b) Yes, Madam. The Central Government has been fixing uniform price for sugarcane linked to a basic recovery rate throughout the country. This practice has been followed on the basis of recommendations of the Mahajan Committee in 1998 and an Expert Group in 2004.

(c) to (e) The Fair and Remunerative Price (FRP) for sugarcane is fixed by the Central Government on the basis of criteria laid down in Clause 3(1) of the Sugarcane (Control) Order, 1966, which, *inter alia*, include the price at which sugar produced from sugarcane is sold by sugar producers as also margins on account of profit and risk to the farmers.

Cold Storage Facilities

*172. SHRI VIRENDER KASHYAP:
SHRI BAIDYANATH PRASAD MAHTO:

Will the Minister of AGRICULTURE be pleased to state:

(a) whether adequate cold storage facility exists for perishable agricultural products in the country;

(b) if so, the number of cold storages under the public and private sectors in the country including in hilly States, State-wise;

(c) the details of the recurring expenditure incurred in the maintenance and for the new capacity addition during each of the last three years and the current year, State-wise;

(d) the extent to which cold storages have helped in reducing loss of perishable goods in the country; and

(e) the steps taken to assist the entrepreneurs in setting up of new cold storage facilities in the country?

✓ THE MINISTER OF AGRICULTURE AND MINISTER OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (SHRI SHARAD PAWAR): (a) and (b) In view of growth in production of perishable agricultural products, there is a need for creation of additional cold storage facilities in the country. The State-wise number of Cold Storages under Public and Private Sectors including Cooperative Sectors in the country, as on 31.12.2008 is at Statement-I.

(c) to (e) Assistance is provided to the entrepreneurs in setting up of new cold storage facilities in the country through the schemes of National Horticulture Mission (NHM), National Horticulture Board (NHB), Technology Mission for Integrated Development of Horticulture in North Eastern States, Sikkim, J&K, Himachal Pradesh and Uttarakhand (IMNE), Agricultural and Processed Food Products Export Development Authority (APEDA) and Ministry of Food Processing Industries, (MFPI). The details of assistance provided under these schemes during each of the last three years, State-wise, are placed at Statement-II to Statement-VI. Under the scheme of Rashtriya Krishi Vikas Yojana, State Governments can also take up construction of cold storages. In order to attract the private sector, Government of India has also allowed investment linked tax incentives for the business of setting up and operating cold chains, including cold storages, for storing agricultural produce. No assistance is provided under Central Schemes for recurring expenditure for maintenance of the cold storages. Cold storages help in reducing the loss of stored perishable goods substantially. However, a quantitative estimate of its extent is not available.

Statement I

State-wise Number of Cold Storages as on 31.12.2008

| Sl.No. | State/Union Territory (UT) | Private Sector No. | Cooperative Sector No. | Public Sector No. | Total Number |
|--------|----------------------------------|--------------------|------------------------|-------------------|--------------|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 1. | Andaman and Nicobar Islands (UT) | 01 | 00 | 01 | 02 |
| 2. | Andhra Pradesh | 265 | 11 | 10 | 286 |
| 3. | Arunachal Pradesh | 01 | 00 | 00 | 01 |
| 4. | Assam | 19 | 01 | 04 | 24 |
| 5. | Bihar | 242 | 18 | 00 | 260 |
| 6. | Chandigarh (UT) | 05 | 01 | 00 | 06 |

| 1 | 2 | 3 | 4 | 5 | 6 |
|-------|-------------------|------|-----|-----|------|
| 7. | Chhattisgarh | 63 | 01 | 01 | 65 |
| 8. | Delhi | 76 | 02 | 16 | 94 |
| 9. | Gujarat | 351 | 21 | 05 | 377 |
| 10. | Goa | 29 | 00 | 00 | 29 |
| 11. | Haryana | 233 | 04 | 06 | 243 |
| 12. | Himachal Pradesh | 09 | 02 | 07 | 18 |
| 13. | Jammu and Kashmir | 15 | 03 | 01 | 19 |
| 14. | Jharkhand | 37 | 08 | 00 | 45 |
| 15. | Kerala | 170 | 06 | 11 | 187 |
| 16. | Karnataka | 126 | 18 | 17 | 161 |
| 17. | Lakshadweep (UT) | 00 | 00 | 01 | 01 |
| 18. | Maharashtra | 373 | 55 | 32 | 460 |
| 19. | Madhya Pradesh | 167 | 20 | 05 | 192 |
| 20. | Manipur | 00 | 00 | 00 | 00 |
| 21. | Meghalaya | 01 | 00 | 02 | 03 |
| 22. | Mizoram | 00 | 00 | 00 | 00 |
| 23. | Nagaland | 01 | 01 | 00 | 02 |
| 24. | Orissa | 83 | 26 | 00 | 109 |
| 25. | Puducherry (UT) | 02 | 01 | 00 | 03 |
| 26. | Punjab | 402 | 18 | 00 | 420 |
| 27. | Rajasthan | 97 | 09 | 01 | 107 |
| 28. | Sikkim | 00 | 00 | 00 | 00 |
| 29. | Tamil Nadu | 122 | 13 | 04 | 139 |
| 30. | Tripura | 03 | 01 | 07 | 11 |
| 31. | Uttar Pradesh | 1489 | 87 | 03 | 1579 |
| 32. | Uttarakhand | 12 | 00 | 00 | 12 |
| 33. | West Bengal | 481 | 50 | 00 | 531 |
| Total | | 4875 | 377 | 134 | 5386 |

Statement II*State-wise and Year-wise release under NHM scheme during 2006-07 to 2009-10*

(Rs. in lakh)

| State | 2006-07 Financial Release | 2007-08 Financial Release | 2008-09 Financial Release | 2009-10 Financial Release |
|----------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|
| Andhra Pradesh | 0.00 | 568.75 | 0.00 | 150.00 |
| Gujarat | 72.00 | 92.50 | 65.00 | 0.00 |
| Haryana | 0.00 | 0.00 | 1.00 | 0.00 |
| Karnataka | 8.00 | 50.00 | 0.00 | 0.00 |
| Madhya Pradesh | 0.00 | 0.00 | 0.00 | 280.18 |
| Maharashtra | 0.00 | 154.61 | 10.00 | 166.76 |
| Orissa | 0.00 | 0.00 | 0.00 | 50.00 |
| Punjab | 0.00 | 0.00 | 0.00 | 562.38 |
| Rajasthan | 117.50 | 117.60 | 0.00 | 383.49 |
| Uttar Pradesh | 0.00 | 876.08 | 1401.87 | 3620.60 |
| West Bengal | 0.00 | 643.00 | 296.50 | 125.00 |
| Total | 197.50 | 2502.54 | 1774.37 | 5338.41 |

Statement III*State-wise and Year-wise subsidy released under NHB Scheme during 2006-07 to 2009-2010*

(Rs. in lakh)

| Sl. No. | Name of the State | 2006-2007 Subsidy Released | 2007-08 Subsidy Released | 2008-09 Subsidy Released | 2009-10 (as on 1.02.2010) Subsidy Released |
|---------|-------------------|----------------------------------|--------------------------------|--------------------------------|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 1. | Punjab | 35.254 | 585.543 | 114.00 | 32.07 |
| 2. | Haryana | 341.024 | 0.00 | 0.00 | 5.00 |
| 3. | Tamil Nadu | 510.468 | 0.00 | 53.12 | 107.63 |
| 4. | Himachal Pradesh | 0.00 | 1599.00 | 0.00 | 0.00 |
| 5. | Uttar Pradesh | 3399.034 | 5139.653 | 1450.09 | 1844.06 |
| 6. | Uttaranchal | 0.00 | 2.67 | 0.00 | 0.00 |
| 7. | Maharashtra | 171.394 | 46.047 | 10.55 | 81.537 |

| 1 | 2 | 3 | 4 | 5 | 6 |
|-------|-------------------|----------|----------|---------|---------|
| 8. | Rajasthan | 102.137 | 0.00 | 0.00 | 47.87 |
| 9. | Karnataka | 363.889 | 592.125 | 92.83 | 69.68 |
| 10. | Gujarat | 347.629 | 349.525 | 0.00 | 282.24 |
| 11. | Orissa | 0.00 | 141.305 | 0.00 | 0.00 |
| 12. | Madhya Pradesh | 0.00 | 12.201 | 42.91 | 129.165 |
| 13. | Chhattisgarh | 202.984 | 25.131 | 26.01 | 26.772 |
| 14. | West Bengal | 266.763 | 99.50 | 0.00 | 148.02 |
| 15. | Andhra Pradesh | 1082.417 | 423.104 | 40.22 | 190.145 |
| 16. | Assam | 353.30 | 0.00 | 0.00 | 0.00 |
| 17. | Bihar | 434.895 | 463.875 | 75.25 | 243.985 |
| 18. | Jharkhand | 0.00 | 407.283 | 0.00 | 48.396 |
| 19. | Tripura | 0.00 | 0.00 | 0.00 | 0.00 |
| 20. | Delhi | 0.00 | 0.00 | 6.41 | 0.00 |
| 21. | Kerala | 48.495 | 0.00 | 23.59 | 0.00 |
| 22. | Nagaland | 0.00 | 0.00 | 0.00 | 0.00 |
| 23. | Goa | 0.00 | 0.00 | 0.00 | 0.00 |
| 24. | Arunachal Pradesh | 0.00 | 0.00 | 0.00 | 0.00 |
| 25. | Jammu and Kashmir | 0.00 | 0.00 | 0.00 | 0.00 |
| Total | | 7659.683 | 9886.734 | 1935.03 | 3256.57 |

Statement IV*State-wise and Year-wise financial progress under TMNE Scheme from 2006-07 to 2009-10*

(Rs. in lakh)

| State | 2006-07 Financial | 2007-08 Financial | 2008-09 Financial | 2009-10 Financial |
|-------------------|----------------------|----------------------|----------------------|----------------------|
| Assam | 313.30 | 0.00 | 0.00 | 60.00 |
| Himachal Pradesh | 859.68 | 0.00 | 0.00 | 250.00 |
| Jammu and Kashmir | 1.14 | 0.00 | 374.89 | 374.89 |
| Total | 1174.12 | 0.00 | 374.89 | 684.89 |

Statement V

State-wise and Year-wise disbursement by APEDA for setting up of Integrated Pack House including cold storages from 2006-07 to 2009-10

(Rs in lakhs)

| State | 2006-07 | 2007-08 | 2008-09 | 2009-10 |
|-------------------|----------------|----------------|----------------|----------------|
| Andhra Pradesh | 9.65 | 1371.27 | 670.76 | 0.00 |
| Assam | 0.00 | 0.00 | 139.58 | 148.54 |
| Gujarat | 0.00 | 0.00 | 18.93 | 33.03 |
| Goa | 0.00 | 0.00 | 73.68 | 0.00 |
| Jammu and Kashmir | 0.00 | 0.00 | 0.00 | 345.00 |
| Karnataka | 50 | 33.00 | 407.42 | 68.39 |
| Kerala | 866.92 | 0.0 | 148.32 | 396.74 |
| Mizoram | 0.00 | 160.18 | 160.00 | 0.00 |
| Maharashtra | 502.02 | 3032.99 | 652.82 | 181.00 |
| Madhya Pradesh | 0.00 | 358.00 | 150.00 | 0.00 |
| Punjab | 65.14 | 0.00 | 142.69 | 360.86 |
| Sikkim | 0.00 | 0.00 | 75.95 | 0.00 |
| Uttar Pradesh | 0.00 | 719.00 | 195.80 | 0.00 |
| West Bengal | 46.93 | 80.18 | 56.91 | 170.17 |
| Rajasthan | 258.34 | 0.00 | 564.58 | 136.40 |
| Orissa | 0.00 | 0.00 | 0.00 | 9.94 |
| Tamil Nadu | 0.00 | 0.00 | 0.00 | 2.89 |
| Total | 1799.00 | 5754.62 | 3457.44 | 1852.96 |

Statement VI

Status of Grant released for Cold Chain Infrastructure by Ministry of Food Processing Industries from 2006-07 to 2009-2010

(Rs. in Lakh)

| Sl.No. | State | 2006-07 | 2007-08 | 2008-09 | 2009-10 |
|--------|----------------|---------|---------|---------|---------|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 1. | Andhra Pradesh | 39.86 | 0.00 | 243.88 | 488.99 |
| 2. | Bihar | 0.00 | 0.00 | 0.00 | 250.00 |

| 1 | 2 | 3 | 4 | 5 | 6 |
|-------|-------------------|--------|-------|---------|---------|
| 3. | Haryana | 0.00 | 0.00 | 0.00 | 586.00 |
| 4. | Karnataka | 0.00 | 0.00 | 0.00 | 250.00 |
| 5. | Maharashtra | 107.06 | 51.74 | 0.00 | 750.00 |
| 6. | Rajasthan | 0.00 | 0.00 | 183.00 | 366.00 |
| 7. | Jammu and Kashmir | 0.00 | 11.99 | 0.00 | 0.00 |
| 8. | Tamil Nadu | 0.00 | 0.00 | 151.436 | 302.00 |
| 9. | Uttarakhand | 0.00 | 0.00 | 245.263 | 330.00 |
| 10. | West Bengal | 71.11 | 0.00 | 0.00 | 0.00 |
| 11. | Gujarat | 0.00 | 0.00 | 0.00 | 539.00 |
| 12. | Orissa | 0.00 | 14.56 | 0.00 | 0.00 |
| Total | | 218.03 | 78.29 | 823.579 | 3861.99 |

Modernisation of Fire Services

*173. SHRI GANESH SINGH:
SHRI PRALHAD JOSHI:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the fire protection capacity in the country is at par with international standards;

(b) if not, the reasons therefor;

(c) whether the Union Government has drawn up a plan/is implementing scheme for the modernisation of fire services;

(d) if so, the details thereof;

(e) the allocation of funds and utilization made thereof in this regard alongwith the status of discussions with multilateral financial institutions for securing funds for the said project;

(f) whether the Union Government has received project reports from the various State Governments on the modernization of fire services in the States; and

(g) if so, the follow-up action taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLY RAMACHANDRAN): (a) and (b) In India, the Standing Fire Advisory Council (SFAC) constituted by the Ministry of Home Affairs recommends/prescribes norms for Fire Service related matters. The norms for 'Fire Services' recommended by the SFAC are advisory in nature and enclosed as Statement. 'Fire Services' is a State subject and has been included as a municipal function in the XII Schedule of the Constitution of India in terms of Article 243-W. As such, it is the primary responsibility of the State Governments to adopt these norms and allocate sufficient resources for strengthening and equipping Fire Services.

(c) to (e) Government has approved a Centrally Sponsored Scheme at a cost of Rs. 200 crores for 'Strengthening of Fire & Emergency Services in the Country' on 10th November 2009. The Scheme attempts to fill the existing gaps in the fire fighting and rescue capability through introduction of modern technology such as Advanced Fire Tenders, High Pressure Pump with Mist Technology, Quick Response Team Vehicle, Combi Tools for Search & Rescue and capacity building of various stakeholders. An amount of Rs. 13.40 crore has been released to the State Governments recently for implementing the Scheme. Securing funds for the Scheme through multilateral financial institutions is not envisaged at this stage.

(f) and (g) Yes, Madam. After examining the proposals and based on the allocation of Rs. 200 crore by the Planning Commission a Scheme for Strengthening the Fire & Emergency Services has been approved as a supplemental initiative.

Statement

Norms Recommended by Standing Fire Advisory Council for Fire Service

- (i) One Fire Tender per 50,000 population up to 3 lakh population. One additional Fire Tender per one lakh of population or a fraction thereof plus a reserve of 20% of the total Water Tenders. In industrial cities and areas of high fire risk, the scale and other equipments should be determined on the basis of actual survey of the area to be protected.
- (ii) Six men crew on each vehicle;
- (iii) One Fire Station per 10 Sq. K.M. area in Urban area and 50 Sq. K.M. in Rural area;
- (iv) Fire Service response time maximum 5 minutes in Urban area and 20 minutes in Rural area;
- (v) One Rescue Tender per 3 to 10 lakh population;
- (vi) Special Vehicles *viz.* Turn Table Ladder, Hydraulic Platform, Emergency Light Vehicle etc (Number can be decided with the advice of local Fire Chief on the basis of actual risk analysis)

[*English*]

Illegal Mining

*174. SHRIMATI SUPRIYA SULE:
SHRI AMARNATH PRADHAN:

Will the Minister of MINES be pleased to state:

(a) Whether illegal mining is rampant in various parts of the country including mineral rich hilly regions;

(b) the details of cases of illegal mining reported and the corrective/punitive action taken thereon during each of the last three years and the current year, State-wise, mineral-wise;

(c) whether the Indian Bureau of Mines has conducted an inspection and submitted its report;

(d) if so, the details thereof alongwith those received from different State Governments in this regard; and

(e) the follow up action taken thereon?

THE MINISTER OF MINES AND MINISTER OF DEVELOPMENT OF NORTH EASTERN REGION (SHRI B. K. HANDIQUE): (a) and (b) Some instances of illegal mining of minerals have come into the notice of the Government in various parts of the country. No separate data is maintained for mineral rich hilly regions. As per available information details of illegal mining of minerals detected by the State Governments in the last three years upto December, 2009 is given in the enclosed Statement.

The Central Government had amended the Mines and Minerals (Development and Regulation) Act, 1957, to empower the State Governments to take action against illegal mining by giving them powers to enter and inspect any mine, penalize transportation and storage of illegal mined minerals, confiscate illegally mined minerals, tools, equipment and vehicles, and frame separate Rules under the Mines and Minerals (Development and Regulation) Act, 1957 for curbing illegal mining. This was followed by regular monitoring by Central Government of the action taken by the State Governments. Recently, all the State Governments have been requested to prepare an Action Plan using modern technology to curb illegal mining. Further, a Co-ordination- cum-Empowered Committee has been set up at to ensure elimination of delays in grant of mineral concessions. A draft Model State Mineral Policy has also been circulated to all the State Governments.

(c) to (e) Indian Bureau of Mines (IBM) conducted a total of 1978 inspections (till February 2010) in the year 2009-10 and prosecution cases launched in 23 cases and six mines suspended. Further a Task Force was constituted in the IBM which conducted inspection in 106 mines in Orissa, Gujarat, Jharkhand, Karnataka and Andhra Pradesh, and has suspended mining operations in 60 mines for deviation in approved Mining Plan in respect of production, location of pit, overburden production and non-submission of Mining Plan/Mining Scheme, and violation notices have been issued to 28 mines. The State Governments have stopped issuing transport permit (royalty pass) for suspended mines.

Statement*State-wise and year-wise statement of cases of illegal mining reported by State Governments*

| Sl.No. | State | Nos. of cases detected by State Governments | | | | Action Taken by State Governments | | | |
|--------|------------------|---|------|-------|---------------------|-----------------------------------|-------------|-------------------|------------------------------|
| | | 2006 | 2007 | 2008 | 2009 Upto Dec. 2009 | Vehicle seized | FIRs Lodged | Court cases filed | Fine realized (Rs. in Lakhs) |
| 1. | Andhra Pradesh | 5385 | 9216 | 13478 | 11591 | 844 | — | — | 2676.39 |
| 2. | Chhattisgarh | 2259 | 2352 | 1713 | 1078 | — | — | 2283 | 354.89 |
| 3. | Goa | 313 | 13 | 159 | 9 | 458 | — | — | 16.72 |
| 4. | Gujarat | 7435 | 6593 | 5492 | 5416 | 238 | 158 | 8 | 8085.70 |
| 5. | Haryana | 504 | 812 | 1209 | 1372 | 103 | 138 | 21 | 199.53 |
| 6. | Himachal Pradesh | 478 | — | 503 | 1114 | — | — | 711 | 21.04 |
| 7. | Jharkhand | 631 | 82 | 225 | 15 | 5592 | 205 | 39 | 108.41 |
| 8. | Karnataka | 3027 | 5180 | 2997 | 1687 | 44155 | 959 | 771 | 3900.1 |
| 9. | Kerala | 1595 | 2593 | 2695 | 1321 | — | — | — | 576.62 |
| 10. | Madhya Pradesh | 5050 | 4581 | 3895 | 3868 | — | 05 | 16157 | 1212.67 |
| 11. | Maharashtra | 4919 | 3868 | 5828 | 8270 | 20197 | 13 | — | 1541.88 |
| 12. | Orissa | 284 | 655 | 1059 | 758 | 1401+ 266 cycles | 57 | 86 | 3370.3 |
| 13. | Punjab | 218 | 26 | 50 | 73 | — | — | — | 3.66 |
| 14. | Rajasthan | 2359 | 2265 | 2178 | 4711 | 393 | 607 | 59 | 705.68 |
| 15. | Tamil Nadu | 2140 | 1263 | 1573 | 215 | 22650 | 579 | 421 | 7294.87 |
| 16. | Uttarakhand | — | — | 191 | — | 683 | — | — | 38.50 |
| 17. | West Bengal | 80 | 426 | 315 | 80 | 3774 | 974 | 196 | — |

*[Translation]***Custodial Deaths**

*175. DR. RAM SHANKAR:
SHRI A.T. NANA PATIL:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether despite directives of the Supreme Court and the guidelines of the National Human Rights

Commission (NHRC), there are several reports of custodial deaths and rapes from various parts of the country;

(b) if so, the details thereof including the number of such cases reported during each of the last three years and the current year, State-wise;

(c) the details of the payment of relief recommended by the NHRC in this regard and paid to the victims/next of kin of such victims during the said period, State-wise;

(d) whether the Union Government has taken up the matter of rising custodial deaths with the concerned State

Governments to devise a new strategy to prevent such incidents; and

(e) if so, the details thereof, including legislative measures proposed in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) Yes, Madam.

(b) Statements-I, II, III and IV indicating the number of cases registered by the National Human Rights Commission during the years 2006-2007, 2007-2008, 2008-2009 and 2009-2010 (upto 28.2.2010) are at enclosed.

(c) In proven cases of violation of human rights, the Commission has recommended monetary relief which has to be paid by the concerned State Government to the next of kin of the deceased. A statement indicating State-wise details of the number of such cases and the amount of relief recommended by the Commission is at Statement- V.

(d) and (e) In an important step aimed at curbing custodial violence all the State Governments/Union Territories were first advised in 1993 to issue directions

to the District Magistrates and Superintendents of Police of every district that they should report to the Secretary General of the National Human Rights Commission about the incident of custodial death and custodial rape within 24 hours of occurrence of the event and that failure to report promptly will give rise to presumption that there was an attempt to suppress the incident. The States and Union Territories were again advised in 1995 to follow the instructions.

Further, Section 176 of the Criminal Procedure Code has been amended vide Code of Criminal Procedure (Amendment) Act, 2005 to provide that in cases of death or disappearance of a person or rape of a woman while in custody of the police, there shall be mandatory judicial inquiry and in case of death, examination of the dead body shall be conducted within twenty four hours of death. The Union Government have also been issuing guidelines to the State Governments from time to time advising them to ensure that adequate steps are taken to check instances of custodial deaths.

Section 357 Cr. P.C. empowers the Courts to grant compensation to the victim and order for payment of cost of the prosecution.

Statement I

NATIONAL HUMAN RIGHTS COMMISSION (COMPUTER CELL)

State-wise, Classification-wise and Custody-wise Details of Cases Registered in NHRC During Year 2006-2007

| Name of State/UT | Death in Police Custody-Children | Death in Judicial Custody-Children | Custodial death in Juvenile Home-Children | Death in Home-Children | Custodial Death- Jail | Custodial Rape- Jail | Death in Homes- Jail | Custodial death- Police | Custodial Rape- Police | Custodial death- Defence | Custodial death- Defence | Custodial death- Para-Military | Custodial death- Beggars Juvenile Homes | Custodial rape- Beggars Juvenile Homes | Total |
|-----------------------------|----------------------------------|------------------------------------|---|------------------------|-----------------------|----------------------|----------------------|-------------------------|------------------------|--------------------------|--------------------------|--------------------------------|---|--|-------|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| Andaman and Nicobar Islands | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Andhra Pradesh | 0 | 0 | 1 | 1 | 118 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 126 |
| Arunachal Pradesh | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| Assam | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 1 | 0 | 25 |
| Bihar | 0 | 2 | 0 | 0 | 193 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 198 |
| Chandigarh | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| Chhattisgarh | 0 | 1 | 0 | 0 | 50 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|------------------------|---|----|---|-----|------|---|---|-----|----|----|----|----|-----|----|------|
| Dadra and Nagar Haveli | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Daman and Diu | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Delhi | 0 | 2 | 0 | 21 | 25 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 4 | 0 | 56 |
| Foreign Countries | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Goa | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Gujarat | 0 | 0 | 0 | 0 | 54 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| Haryana | 0 | 3 | 1 | 0 | 51 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 59 |
| Himachal Pradesh | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Jammu and Kashmir | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Jharkhand | 0 | 1 | 0 | 1 | 59 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 65 |
| Karnataka | 0 | 0 | 1 | 0 | 56 | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 66 |
| Kerala | 0 | 0 | 0 | 0 | 37 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| Lakshadweep | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Madhya Pradesh | 0 | 1 | 0 | 0 | 59 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 1 | 0 | 71 |
| Maharashtra | 0 | 0 | 0 | 151 | 130 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 72 | 0 | 374 |
| Manipur | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Meghalaya | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Mizoram | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Nagaland | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Orissa | 0 | 0 | 0 | 0 | 53 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| Puducherry | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Punjab | 0 | 1 | 0 | 0 | 87 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 90 |
| Rajasthan | 0 | 0 | 0 | 0 | 54 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 58 |
| Sikkim | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Tamil Nadu | 0 | 0 | 0 | 0 | 103 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 119 |
| Tripura | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Uttar Pradesh | 0 | 4 | 1 | 2 | 241 | 1 | 0 | 11 | 1 | 0 | 1 | 0 | 3 | 1 | 266 |
| Uttarakhand | 0 | 0 | 0 | 0 | 7 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| West Bengal | 0 | 4 | 0 | 3 | 69 | 0 | 1 | 7 | 0 | 0 | 0 | 0 | 39 | 0 | 123 |
| Total | 0 | 19 | 4 | 179 | 1477 | 2 | 1 | 119 | 7 | 1 | 1 | 0 | 123 | 2 | 1935 |

Statement II**NATIONAL HUMAN RIGHTS COMMISSION
(COMPUTER CELL)***State-wise, Classification-wise and Custody-wise Details of Cases Registered in NHRC During Year 2007-2008*

| Name of State/UT | Death in Police Custody-Children | Death in Judicial Custody-Children | Custodial death in Juvenile Home-Children | Death in Home-Children | Custodial Death- Jail | Custodial Rape- Jail | Death in Homes- Jail | Custodial death- Police | Custodial Rape- Police | Custodial death- Defence | Custodial death- Defence | Custodial death- Para-Military | Custodial death- Beggars Juvenile Homes | Custodial rape- Beggars Juvenile Homes | Total |
|-----------------------------|----------------------------------|------------------------------------|---|------------------------|-----------------------|----------------------|----------------------|-------------------------|------------------------|--------------------------|--------------------------|--------------------------------|---|--|-------|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| Andaman and Nicobar Islands | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Andhra Pradesh | 0 | 0 | 0 | 2 | 132 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 143 |
| Arunachal Pradesh | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Assam | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| Bihar | 0 | 1 | 0 | 0 | 222 | 0 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 234 |
| Chandigarh | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Chhattisgarh | 0 | 0 | 0 | 1 | 45 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 50 |
| Dadra and Nagar Haveli | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Daman and Diu | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Delhi | 0 | 0 | 1 | 22 | 33 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 1 | 0 | 63 |
| Foreign Countries | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Goa | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Gujarat | 0 | 0 | 0 | 0 | 55 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 71 |
| Haryana | 0 | 0 | 0 | 0 | 59 | 0 | 0 | 9 | 1 | 0 | 0 | 0 | 1 | 0 | 70 |
| Himachal Pradesh | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Jammu and Kashmir | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 8 |
| Jharkhand | 0 | 0 | 0 | 1 | 77 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 82 |
| Karnataka | 0 | 0 | 0 | 1 | 76 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 82 |
| Kerala | 0 | 0 | 0 | 0 | 56 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 62 |
| Lakshadweep | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Madhya Pradesh | 0 | 0 | 0 | 1 | 97 | 1 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 109 |
| Maharashtra | 0 | 1 | 0 | 147 | 174 | 0 | 12 | 25 | 0 | 0 | 0 | 0 | 25 | 0 | 384 |
| Manipur | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| Meghalaya | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|-------------------|---|---|---|-----|------|---|---|-----|----|----|----|----|----|----|------|
| Delhi | 0 | 0 | 0 | 24 | 19 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 44 |
| Foreign Countries | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Goa | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Gujarat | 0 | 1 | 0 | 0 | 74 | 0 | 1 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 88 |
| Haryana | 0 | 0 | 0 | 0 | 52 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| Himachal Pradesh | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| Jammu and Kashmir | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Jharkhand | 0 | 0 | 0 | 0 | 61 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 63 |
| Karnataka | 0 | 0 | 0 | 0 | 72 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 74 |
| Kerala | 0 | 0 | 0 | 0 | 40 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| Lakshadweep | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Madhya Pradesh | 0 | 0 | 0 | 0 | 86 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 91 |
| Maharashtra | 0 | 0 | 0 | 87 | 124 | 0 | 3 | 23 | 0 | 0 | 0 | 0 | 25 | 0 | 262 |
| Manipur | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Meghalaya | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Mizoram | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Nagaland | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Orissa | 0 | 0 | 0 | 0 | 48 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| Puducherry | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Punjab | 0 | 0 | 0 | 0 | 70 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 74 |
| Rajasthan | 0 | 0 | 0 | 0 | 56 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 60 |
| Sikkim | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Tamil Nadu | 0 | 0 | 0 | 0 | 69 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 75 |
| Tripura | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 8 |
| Uttar Pradesh | 0 | 3 | 1 | 0 | 287 | 2 | 0 | 24 | 3 | 0 | 0 | 0 | 6 | 1 | 327 |
| Uttarakhand | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 14 |
| West Bengal | 0 | 1 | 0 | 0 | 99 | 0 | 0 | 4 | 0 | 0 | 0 | 2 | 44 | 0 | 150 |
| Total | 0 | 5 | 1 | 112 | 1527 | 2 | 4 | 127 | 5 | 2 | 0 | 4 | 76 | 1 | 1866 |

Statement IV**NATIONAL HUMAN RIGHTS COMMISSION
(COMPUTER CELL)***State-wise, Classification-wise and Custody-wise Details of Cases Registered in NHRC During Year 2006-2007*

| Name of State/UT | Death in Police Custody- Children | Death in Judicial Custody- Children | Custodial death in Juvenile Home- Children | Death in Home- Children | Custodial Death- Jail | Custodial Rape- Jail | Death in Homes- Jail | Custodial death- Police | Custodial Rape- Police | Custodial death- Defence | Custodial death- Defence | Custodial death- Para- Military | Custodial death- Beggars Juvenile Homes | Custodial rape- Beggars Juvenile Homes | Total |
|-----------------------------|--|--|--|-------------------------------|-----------------------------|----------------------------|----------------------------|-------------------------------|------------------------------|--------------------------------|--------------------------------|--|---|--|-------|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| Andaman and Nicobar Islands | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Andhra Pradesh | 0 | 1 | 0 | 0 | 99 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 1 | 0 | 110 |
| Arunachal Pradesh | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Assam | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 20 |
| Bihar | 0 | 0 | 0 | 1 | 132 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 137 |
| Chandigarh | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Chhattisgarh | 0 | 1 | 0 | 0 | 39 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| Dadra and Nagar Haveli | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Daman and Diu | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Delhi | 0 | 0 | 0 | 20 | 12 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 6 | 0 | 39 |
| Foreign Countries | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Goa | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Gujarat | 0 | 1 | 0 | 0 | 54 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| Haryana | 0 | 0 | 0 | 0 | 38 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| Himachal Pradesh | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Jammu and Kashmir | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 |
| Jharkhand | 0 | 3 | 0 | 0 | 67 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 74 |
| Karnataka | 0 | 0 | 0 | 0 | 32 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| Kerala | 0 | 0 | 0 | 0 | 40 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| Lakshadweep | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Madhya Pradesh | 0 | 2 | 0 | 0 | 81 | 0 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 93 |
| Maharashtra | 0 | 2 | 0 | 62 | 105 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 21 | 0 | 208 |
| Manipur | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Meghalaya | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---------------|---|----|---|----|------|---|---|-----|----|----|----|----|----|----|------|
| Mizoram | 0 | 0 | 0 | D | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Nagaland | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Orissa | 0 | 0 | 0 | 0 | 42 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| Puducherry | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Punjab | 0 | 1 | 0 | 0 | 101 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 105 |
| Rajasthan | 0 | 0 | 0 | 0 | 74 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 78 |
| Sikkim | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Tamil Nadu | 0 | 0 | 0 | 0 | 64 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 71 |
| Tripura | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Uttar Pradesh | 0 | 6 | 1 | 3 | 302 | 1 | 0 | 13 | 1 | 0 | 0 | 0 | 2 | 0 | 329 |
| Uttarakhand | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| West Bengal | 0 | 1 | 0 | 4 | 58 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 26 | 0 | 97 |
| Total | 0 | 18 | 1 | 90 | 1389 | 1 | 0 | 115 | 5 | 0 | 0 | 2 | 56 | 0 | 1677 |

Statement V**NATIONAL HUMAN RIGHTS COMMISSION
(COMPUTER CELL)**

State-wise, and year-wise Details of Custodial Death and Rape Cases where Monetary Relief Recommended by the NHRC During the Period from 1.4.2006 to 28.2.2010

| Sl.No. | Name of State/UT | Year | | | | | | | | Total | |
|--------|-----------------------------|--------------|---|--------------|---|--------------|---|-----------------------------|---|--------------|---|
| | | 2006-2007 | | 2007-2008 | | 2008-2009 | | 2009-2010 upto 28.2.2010 | | No. of cases | Amount recommended as Monetary Relief (Rs.) |
| | | No. of cases | Amount recommended as Monetary Relief (Rs.) | No. of cases | Amount recommended as Monetary Relief (Rs.) | No. of cases | Amount recommended as Monetary Relief (Rs.) | No. of cases | Amount recommended as Monetary Relief (Rs.) | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| 1. | Andaman and Nicobar Islands | 0 | 0 | 13 | 1325000 | 10 | 1800000 | 10 | 1700000 | 33 | 48250000 |
| 2. | Arunachal Pradesh | 0 | 0 | 1 | 100000 | 1 | 25000 | 1 | 100000 | 3 | 225000 |
| 3. | Assam | 0 | 0 | 2 | 200000 | 0 | 0 | 4 | 1200000 | 6 | 1400000 |
| 4. | Bihar | 4 | 400000 | 9 | 1500000 | 13 | 1700000 | 12 | 1605000 | 38 | 5205000 |
| 5. | Gujarat | 0 | 0 | 5 | 1000000 | 3 | 500000 | 11 | 2000000 | 19 | 3500000 |
| 6. | Haryana | 0 | 0 | 3 | 400000 | 0 | 0 | 6 | 1000000 | 9 | 1400000 |
| 7. | Himachal Pradesh | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 10000 | 1 | 100000 |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
|-------|-------------------|----|---------|----|----------|-----|----------|-----|----------|-----|----------|
| 8. | Jammu and Kashmir | 0 | 0 | 0 | 0 | 1 | 300000 | 0 | 0 | 1 | 300000 |
| 9. | Karnataka | 2 | 200000 | 4 | 800000 | 2 | 300000 | 5 | 10000000 | 13 | 2300000 |
| 10. | Kerala | 0 | 0 | 2 | 200000 | 2 | 350000 | 1 | 100000 | 5 | 650000 |
| 11. | Madhya Pradesh | 4 | 300000 | 0 | 0 | 2 | 400000 | 4 | 600000 | 10 | 1300000 |
| 12. | Maharashtra | 2 | 20000 | 6 | 800000 | 6 | 600000 | 2 | 800000 | 16 | 2400000 |
| 13. | Meghalaya | 0 | 0 | 0 | 0 | 1 | 100000 | 0 | | 1 | 100000 |
| 14. | Orissa | 0 | 0 | 2 | 200000 | 1 | 100000 | 1 | 100000 | 4 | 400000 |
| 15. | Punjab | 1 | 100000 | 3 | 400000 | 6 | 850000 | 5 | 500000 | 15 | 1850000 |
| 16. | Rajasthan | 0 | 0 | 0 | 0 | 2 | 200000 | 8 | 1115000 | 10 | 1315000 |
| 17. | Tamil Nadu | 0 | 0 | 4 | 600000 | 7 | 1000000 | 5 | 800000 | 16 | 2400000 |
| 18. | Uttar Pradesh | 5 | 375000 | 16 | 2450000 | 66 | 9400000 | 48 | 6950000 | 135 | 19175000 |
| 19. | West Bengal | 0 | 0 | 1 | 100000 | 3 | 300000 | 1 | 100000 | 5 | 500000 |
| 20. | Delhi | 1 | 50000 | 5 | 900000 | 7 | 1100000 | 3 | 700000 | 16 | 2750000 |
| 21. | Puducherry | 0 | 0 | 0 | 0 | 1 | 300000 | 0 | 0 | 1 | 300000 |
| 22. | Chhattisgarh | 0 | 0 | 0 | 0 | 2 | 400000 | 2 | 200000 | 4 | 600000 |
| 23. | Jharkhand | 0 | 0 | 5 | 600000 | 4 | 350000 | 10 | 1300000 | 19 | 2250000 |
| 24. | Uttarakhand | 0 | 0 | 1 | 100000 | 4 | 500000 | 1 | 100000 | 6 | 700000 |
| Total | | 19 | 1625000 | 82 | 11675000 | 144 | 20575000 | 141 | 22070000 | 386 | 55945000 |

FM Community Radio Stations

*176. SHRI BHAUSAHEB RAJARAM WAKCHAURE:
Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the Government proposes to expand community broadcasting in the country for promoting elementary education;

(b) if so, the details thereof;

(c) the names of the States which have sent proposals to the Government to start community radio stations including FM Community Radio Stations; and

(d) the time by which such Stations are likely to commence services in the said States?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRIMATI AMBIKA SONI): (a) and (b)

In order to allow greater participation by the civil society on issues relating to development and social change, Government has formulated a Policy on Community Radio whereby Educational Institutions, 'Non-profit' organizations like civil society and voluntary organizations, State Agricultural Universities, ICAR institutions, Krishi Vigyan Kendras, Registered Societies and autonomous Bodies and Public Trusts registered under Societies Act or any other such act relevant for the purpose, can apply for grant of permission to set up Community radio Stations subject to fulfillment of the conditions laid down in the Policy guidelines. The details are available in this Ministry's website: www.mib.nic.in. This policy enables eligible applicants to expand community broadcasting for promoting elementary education amongst other subjects.

(c) Does not arise. State Governments are not eligible to apply under Community radio Policy.

(d) Does not arise.

*[English]***Revenue to Mineral Bearing States**

*177. SHRI YASHWANT SINHA: Will the Minister of MINES be pleased to state:

(a) whether the mineral bearing States get a fair share of the value of the minerals extracted from the boundary of the States concerned;

(b) if so, the details thereof;

(c) whether the revenue earned by some of the mineral producing State like Jharkhand are considerably less than the national average;

(d) if so, the details thereof; and

(e) the steps being taken by the Government to protect the economic interests of the mineral bearing States in this regard?

THE MINISTER OF MINES AND MINISTER OF DEVELOPMENT OF NORTH EASTERN REGION (SHRI B.K. HANDIQUE): (a) and (b) Revised rates of royalty in respect of minerals (other than minor mineral, coal and lignite, sand for stowing and uranium) has been notified by the Central Government in the Official Gazette vide G.S.R 574 (E) dated 13.8.2009 and 575(E) dated 13.8.2009, respectively, and the same are also available on the website of Ministry of Mines (<http://mines.gov.in>). Except for 9 minerals, royalty rates have been fixed on ad valorem basis for all minerals, and the ad valorem rates would enable the State to get a fair share of value of minerals.

(c) and (d) In case of iron ore, it has been observed that the average pit mouth value reported by the miners in Jharkhand is less than the average pit mouth value reported in other iron ore producing States of Chhattisgarh and Orissa. The average sale price is published by the Indian Bureau of Mines (IBM) and is available on the website of IBM (<http://ibm.nic.in>).

(e) The Central Government has amended the Mineral Concession Rules, 1960, to suitably define the method of calculation of royalty on ad valorem basis and IBM has been directed to compute the state-wise average sale price of a mineral on the basis of the pit mouth values reported by top-ten non-captive miners in each State mineral-wise, for the purpose of computation of royalty on ad valorem basis. A Monitoring Committee has

been constituted in the IBM for checking the pit mouth prices reported by the miners with actual invoices/ bills on random basis. The Monitoring Committee has held two meetings so far. IBM has further requested all State Governments to furnish information on the actual invoice prices of the minerals on 19.1.2010 in order to cross check the data furnished by the miners. IBM has also held a meeting with State Government of Jharkhand on 26-02-2010 wherein the State Government has agreed to furnish information on invoice price to IBM. Violation letters have been issued by IBM to miners in Karnataka and Jharkhand for submitting incorrect data. These measures will address the concerns on computation of average pit mouth value for minerals.

Storage System for Foodgrains

*178. SHRI PURNMASI RAM:
SHRI ASHOK KUMAR RAWAT:

Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) the total storage capacity of Government owned godowns alongwith the quantum of foodgrains stored therein;

(b) the quantum and value of foodgrains damaged during transit and storage alongwith the amount spent on their disposal;

(c) whether the Government has taken any steps to modernise the system of handling, transportation and storage of foodgrains; and

(d) if so, the details thereof?

THE MINISTER OF AGRICULTURE AND MINISTER OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (SHRI SHARAD PAWAR): (a) The total storage capacity of FCI as on 31.01.2010 is 282.68 lakhs tonnes. The stock of FCI and State Agencies in Central Pool as on 31.1.2010 was 205.87 lakh tonnes and 251.2 lakh tonnes respectively.

(b) The total quantity of foodgrains damaged in handling, transit and storage during 2009-10 (upto January 2010) is 4,000 tonnes. Its value is estimated to be Rs. 2.21 crores. FCI incurred an expenditure of Rs. 1.75 lakhs in disposal of damaged foodgrains.

(c) Yes, Madam. With a view to modernize the storage capability of FCI, a capacity of 5.50 lakh tonnes

of Silos was sanctioned under Public Private Partnership. Base Depots of 2 lakh tonnes each of storage capacity have been established at Moga in Punjab and Kaithal in Haryana. Both these Silos have been commissioned and FCI has started using them from RMS 2007-08.

(d) For creation of storage capacity for the long term, Government has formulated a scheme for construction of storage godowns through Private Entrepreneurs, under 7 year guarantee.

[Translation]

Decline in Sugar Production

*179. SHRI BRIJBHUSHAN SHARAN SINGH:
SHRI JAGDAMBIKA PAL:

Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether the sugar output has dropped in the country during the last few years;

(b) if so, the details thereof alongwith the reasons therefor indicating the total production during each of the last three years and the current year;

(c) whether the sugar industry has sought some incentives from the Union Government to tide over the looming crisis and to increase production;

(d) if so, the details thereof and the reaction of the Government thereto; and

(e) the steps taken to increase production and improve availability of sugar in the domestic market?

THE MINISTER OF AGRICULTURE AND MINISTER OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (SHRI SHARAD PAWAR): (a) and (b) Yes, Madam. Sugar production has dropped in 2008-09 and 2009-10 sugar seasons (October-September). This was largely on account of reduced acreage and availability of sugarcane for producing sugar. Sugar production during the last three sugar seasons and the estimated production in the current sugar season is as under:

| Sugar Season | Production (in lac Tons) |
|-----------------------|--------------------------|
| 2006-07 | 282 |
| 2007-08 | 263 |
| 2008-09 (Provisional) | 147 |
| 2009-10 (Estimated) | 160 |

(c) and (d) Sugar industry in their pre-Budget memorandum, addressed to Ministry of Finance, sought certain direct and indirect tax incentives which have been considered by the Government and appropriate decisions taken in the annual budget.

(e) The Central Government has taken a number of measures to increase production of sugar and increase availability of sugar in domestic market. Details are at given in the Statements-I and II respectively.

Statement I

Steps taken by the Government to increase area under sugarcane and sugarcane production:-

- The Central Government has now fixed the Fair & Remunerative Price (FRP) of sugarcane payable by sugar mills for 2009-10 sugar season at Rs. 129.84 per quintal linked to a basic recovery rate of 9.5% subject to a premium of Rs. 1.37 per quintal for every 0.1 percentage point increase in recovery above that level. Hitherto, the Central Government was fixing the Statutory Minimum Price (SMP) of sugarcane. This FRP is substantially higher than the SMP of 2008-09 sugar season which was Rs. 81.18 per quintal, with an additional premium of Rs. 0.90 for every 0.1% point increase in the recovery above 9%.
- The Sustainable Development of Sugarcane Based Cropping System (SUBACS) is one of the components of Centrally Sponsored Scheme (CSS), namely Revised Macro Management of Agriculture Scheme (RMMA). The main thrust of SUBACS is on the transfer of improved production technology to the farmers through field demonstrations, training of farmers, supply of farm implements, enhancing production of planting materials, efficient use of water, treatment of planting materials etc.
- The Central Government provides Concessional loans at an interest rate of 4% per annum to sugar factories from Sugar Development Fund (SDF) for modernization of plant and machinery, expansion of crushing capacity, utilization of by-products viz. baggasse for co-generation of power and molasses for production of ethanol, upgradation of technology and sugarcane development including better irrigation facilities, improved seed variety, ratoon management etc.

- (d) A short term scheme has been announced for cane development in the current financial year under which loans of Rs. 1.0 to 2.5 crore at 4% simple interest from the Sugar Development Fund (SDF) are made available to sugar factories depending upon their crushing capacity, for purchase of seeds, fertilizers and pesticides etc. to be passed on to the farmers at the same rate of interest.
- (e) To optimize processing of raw sugar along with cane juice to produce white sugar, a scheme has been introduced in the current financial year for loans from SDF at 4% simple interest to sugar factories to install balancing equipment so as to maximize availability of processed sugar from imported raw sugar in 2009-10 sugar season.

Statement II

Steps Taken to Augment Availability of Sugar and Control Sugar Prices in 2008-09 and 2009-10 Sugar Seasons:-

- Allowed duty-free import of raw sugar under Advance Authorization Scheme by sugar mills on ton-to-ton basis with effect from 17.02.2009 upto 30.09.2009.
- Allowed duty-free import of raw sugar by sugar mills under Open General License with effect from 17.04.2009 and opened up to private trade from 31.07.2009 for being processed by domestic factories on job basis. Presently, this facility is in force upto 31.12.2010.
- Allowed duty-free import of white/refined sugar by STC/MMTC/PEC and NAFED upto 1 million tons with effect from 17.04.2009 and opened up to other Central/State Government agencies and private trade in addition to existing designated agencies with effect from 31.07.2009. Presently, this facility is in force upto 31.12.2010 with out any quantative cap.
- Levy obligation has been removed in respect of all imported raw sugar and white/refined sugar. The white/refined sugar has been also allowed to be sold at the discretion of the importing organizations, but sugar processed from imported raw sugar is subject to accelerated releases.

- States have been requested to waive VAT on imported white/refined sugar so as to make the imports competitive.
- The levy obligation on sugar factories has been enhanced from 10% to 20% of production for 2009-10 sugar season only.
- Stockholding and turnover limits on sugar dealers were imposed vide notification dated 12.03.2009. Further, khandsari sugar has been brought under the ambit of stockholding and turnover limit from 16.07.2009. Presently these limits are in force upto 30.09.2010.
- An order has been issued vide notification dated 22.08.2009 imposing stockholding limit on large consumers of sugar who are using or consuming more than ten quintals of sugar per month as a raw material for production or consumption or use, stipulating that such bulk consumers shall not hold sugar stock exceeding fifteen days of their requirement. The notification has come into effect from 19.09.2009. The stockholding limit has been lowered to ten days, and the revised limit has been notified on 05.02.2010 to come into effect from 20.02.2010 and will continue for a period of 180 days thereafter *i.e.* upto 18.08.2010.
- Futures trading in sugar in domestic exchanges has been suspended w.e.f. 27th May 2009 to curb any possible speculative tendency. Currently, this is in force upto September, 2010.

[English]

Amnesty to Militants

*180. SHRI M. RAJA MOHAN REDDY:
SHRI ANANTH KUMAR:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether there is any proposal for granting general amnesty to the militants/terrorists in the State of Jammu and Kashmir;

(b) if so, the details thereof and the time by which it is likely to be implemented;

(c) whether the Government of Jammu and Kashmir has requested the Union Government to revise the policy for surrender-cum-rehabilitation of militants to facilitate the return of youth into the mainstream; and

(d) if so, the details thereof and the reaction of the Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) to (d) At the Chief Minister's Conference held on 7th February 2010, the Chief Minister, Jammu and Kashmir, raised the issue of considering a new surrender and rehabilitation policy to encourage more militants to return to the State and to manage their transition to Civilian life. The Government of India has asked the State Government of Jammu and Kashmir to submit a proposal for enabling return of youth from J & K who had crossed the LoC in the 1990s and who have now given up insurgent activities due to change of heart and are willing to return to the mainstream.

Revised Procedure for Grain Import

1809. SHRI E.G. SUGAVANAM: Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether the Government has revised the procedure for import of grains from international markets to meet the shortage in the country; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) Yes, Madam.

(b) In order to meet the shortage in domestic market, the Government had issued, in June 2008, the guidelines for import of wheat on Government account as per Statement-I and Statement-II enclosed.

Statement I

Government of India
Ministry of Consumer Affairs, Food & Public
Distribution
(Department of Food & Public Distribution)

GUIDELINES FOR IMPORT OF WHEAT ON
GOVERNMENT ACCOUNT

OBJECTIVE

To purchase wheat and other essential commodities like rice, pulses, edible oils etc. as may be decided by

Government from the international market at most economical price based on assessment of prevailing international price keeping in view fundamental principles of public buying.

BACKGROUND

In the recent past, wheat was imported on Government account by STC, MMTC and PEC. The PSUs were intimated the quantity to be imported and maximum quantities port-wise per month by the Department of Food and Public Distribution based on which tenders were invited. Commodity markets are generally volatile in nature. Tenders floated for large quantities of wheat may have hiked up prices in the international market.

Procurement of smaller quantities at regular intervals, a method followed by countries like Egypt and Japan, is likely to result in lower cost of imports. Further, buying small quantities regularly would stagger the arrivals and reduce the congestion in Indian ports. If the principle of purchase of small quantities at regular intervals is accepted, there is a need to evolve a procedure for doing so.

Accordingly, a procedure is indicated below for purchase of wheat from the international market at regular intervals in situations of shortage in the domestic market. In brief, the procedure will permit calling quotations at short notice from pre-qualified suppliers and deciding on the tenders and placing orders in about 48 hours to avoid speculation. The guidelines may apply *mutatis mutandis* to other commodities such as rice, pulses, edible oils, etc. which the Government may decide to import from time to time.

PROCEDURE SUGGESTED FOR CONSIDERATION

1. The PSU 'authorised to import wheat will enlist global suppliers of wheat after fixing suitable criteria (as at Annex I re) so that leading/reputed producers/traders who have previous experience in' exports and financial capabilities participate in the bidding process. This will be ensured by inserting suitable advertisements, in newspapers, by posting detailed criteria for empanelment on the PSU's website and also on the site tender.gov.nic.in (Government Tender website). Such producers/traders who fulfil the criteria will be laid down registered with the PSU.
2. On receipt of schedule of import from the Ministry of Consumer Affairs, Food & Public

Distribution (fortnightly/monthly/quarterly), tenders will be issued by electronically secured system to all suppliers. Registration will be an ongoing process. Any supplier can request for registration any time. However, the process of registration has to be completed before such suppliers are allowed to participate in the bids. The performance of suppliers shall be periodically reviewed keeping in view the requirements of para 142(IV) of GFR and those not performing satisfactorily shall be deleted from the list by the PSU in consultation with Purchase Committee.

3. Request for tenders in specified format will generally mention shipload quantities for each port of discharge. The suppliers shall specify maximum quantity offered and price (C&F, FO) for each port of discharge in tender bids. Tender will clearly stipulate that buyer is free to buy the quantity in multiple lots. Total quantity of purchase will not be indicated in the tender.
4. The bids shall normally be invited on weekly/ fortnightly basis keeping in view the overall quantity guidelines given by the Government. The tenders will be invited in a way that it does not encourage speculative activity by the supplier on exchanges leading to higher prices. As far as possible the tenders may be issued every Wednesday and closed in about two days. The suppliers may quote through the electronically secured system/in physical format by way of sealed bids if the secured electronic system is not functional. The sanctity of the tender procedure shall be ensured by the PSU in electronic or physical format. In case of online receipt of tenders the e-portal should be compliant with IT Act 2000 on information security.
5. GM (Marketing), GM (Finance) and GM (Internal Audit) of the PSU and the Inter-Ministerial Technical Committee constituted by the Department of Food and Public Distribution with the Dy. Director (Quality Control), Department of Food & PO, GM (Quality Control), FCI, Asstt. Director (PFA), Ministry of Health & Family Welfare and Dy. Director (Ent.), Department of Agri. & Cooperation as members shall constitute the Tender Opening Committee to oversee the process of tender opening. Tender will be opened at the pre-appointed time/date/place in

the presence of those suppliers who are present. The suppliers/their authorised representatives participating in the tender will be allowed to be present.

6. The Tender Opening Committee shall determine whether a particular bid is techno-commercially responsive or nonresponsive and prepare a Comparative Statement of the techno-commercially responsive bids which will be put up to the PSU management. The decision on import price will have to be benchmarked against the comparable prices prevailing at the time of purchase in the internationally reputed commodity exchanges such as CBOT, Kansas City Board of Trade, L1FFE etc. As subsequent price fluctuations cannot be predicted, the decision to import and the price reasonability cannot be linked to such future fluctuations in prices. However, PSU shall try to ensure that purchases are made of the quantity authorised and within the timeframe mandated at the prevailing international prices.
7. The CMD of the PSU will forward his recommendations to the Purchase Committee constituted by the Government and empowered to take decisions on acceptance of tenders recommended for approval by the PSU. The Purchase Committee for the present may consist of AS & FA from the Department of Food & Public Distribution, the CMD of the PSU, Joint secretaries (or equivalent) from the Departments of Food & Public Distribution and Commerce and an Executive Director from FCI. The Government may reconstitute the Purchase Committee in future. Taking into account all the relevant information, the PSU will make commercial recommendations to the Purchase Committee with respect to quantity, price, delivery schedule, terms of payment, etc. for import, keeping in mind prices as well as availability of the commodity in the, overseas markets. The Purchase Committee shall decide on the purchase based on available offers and prices prevailing in the international market. The CMD of the PSU shall immediately thereafter submit the information on the purchases made to the Department of Commerce, Department of Food & Public Distribution and Cabinet Secretariat.

8. The PSU (s) may continue to buy wheat on an ongoing basis within the overall quantity indicated by the Government, keeping in view the dynamics of the international market. The quantity s purchased will be within the quarterly/ semi-annual ceiling indicated by the Department of Food & Public.
9. Government may set up an Oversight Committee to oversee the buying operations so that the Purchase Committee receives necessary guidelines from them. The CMD of the PSU will submit a report along with the decisions of the Purchase Committee to the Oversight Committee every month. The Oversight Committee will review, inter-alia, the process of prequalification and registration of suppliers, the tender document, procedure, 'evaluation of tenders, propriety an objectivity of purchases made vis-a-vis these guidelines and advise the PSU on corrective action to be taken within the ambit of these guidelines for subsequent purchases.
10. PSU nominated by the Government for importing wheat on Government account, will take appropriate hedging positions as advised by the Empowered Committee constituted by the Ministry of Finance.
11. Broad guidelines for such procurements will be:
 - PSU will issue the tender to Pre-qualified (P) suppliers by e-mail/Fax.
 - Tenders will close within a short span of time of about 2 days depending upon the market conditions.
 - Pre-qualified suppliers will submit one time EMD of appropriate value as decided by the PSU by way of BG/DD to the PSU in advance as per terms of registration.
 - The PSU will finalise placement of orders at the earliest preferably within two days and within the validity of the offers as per tender terms.
 - The successful suppliers will submit Performance Bank Guarantee of 5% of the contract value.
12. Contract should normally be awarded to techno-commercially responsive L-1 supplier. However, in the event of L-1 supplier not quoting for the

full quantity required, following procedure shall be followed:

Techno-commercially responsive L-1 supplier will be awarded the contract for the quantity they have offered at the price quoted by them without further negotiations. The L-1 supplier will be given the first option of enhancing the quantity, if quantity sought to be procured is not covered by their offer. In case L-1 supplier does not cover the total required quantity at the L-1 price, the techno-commercially responsive L-2 supplier(s) shall be asked to match the L-1 price for the remaining quantity. If L-2 supplier(s) matches the price of L-1, the left over quantity shall be awarded in full/to the extent of their offer to L-2 supplier(s) at L-1 price and purchase shall be closed. No further negotiations shall be held with L-3 or any other supplier.

13. In order to achieve transparency, the process outlined in para 12, will be made part of the tender document.

Statement II

Expression of Interest

MMTC Limited invites applications for empanelment/ registration as pre-qualified suppliers from well established suppliers, producers, and traders of imported wheat. Interested parties can submit their application expressing their interest for empanelment with MMTC Limited for supply of imported wheat.

Eligibility criteria for empanelment of suppliers shall be as below:-

1. Should have exported minimum quantity of 0.50 million MT of wheat cumulatively in bulk to any country(ies) during the period of last three years.
2. Suppliers must have sound financial background with minimum turnover of Rs. 400 crore (US\$ 100.00 million) in any of the last three years and should submit Solvency Certificate from their bankers alongwith, copies of Income Tax Returns and Balance Sheets for the last three years.
3. The supplier shall have performed satisfactorily against earlier tenders issued/contracts, if any, awarded by Indian PSUs, *i.e.*, MMTC/STC & PEC.

4. Supplier shall supply wheat as per the Specifications prescribed in the tender. MMTC reserves the right to accept or reject any/all applications and cancel the EOI process any time. MMTC shall neither be liable for any such action nor be under any obligation to inform the applicant the ground for such action. Successful applicants whose applications are accepted by MMTC for empanelment will be required to submit one time EMD of USD 1.00 million by way of BG (as per MMTC's proforma)/Demand Draft within 7 days from the date of communication to the applicant. Only such applicants who submit EMD in time shall be, finally empanelled.

The import shall be on C&F FO basis in bulk at specified port(s) in India.

MMTC may at any time at its sole discretion deregister a supplier from empanelment in case their performance is not found to be satisfactory.

Registration shall be valid for one year from the date of Registration and it can be further renewed/extended at sole discretion of MMTC subject to fulfillment of conditions for registration applicable at the time of such renewal/extension.

The details of the contracts of similar or higher size entered into and executed by the suppliers in the current year and previous year shall be furnished.

Interested suppliers to submit their "EXPRESSION OF INTEREST" (EOI) furnishing following information:-

- (i) Full Name, Postal Address, e-mail, Telephone No., Fax No. of the supplier.
- (ii) Typical specification of the material proposed to be offered.
- (iii) Constitution of the supplier (supported by documents).
- (iv) Date of incorporation.
- (v) Name and address of the members of Board of Directors.
- (vi) Total Capital: a) Issued b) Paid up.
- (vii) Full Name, Postal Address, e-mail, Telephone No., Fax. No. of the Local Representative.
- (viii) Networth of the supplier.
- (ix) Quantum of Credit facilities enjoyed.

- (x) Name of Bankers with complete address.
- (xi) Turnover (during the last three years) supported by documents as per detail below:-
 - (A) Total of the Company.
 - (B) In Wheat Trade, Domestic & Export, Quantity and Value.
 - (C) Total of the holding company (if a subsidiary).
- (xii) Experience of Grains trade (Give full details as Trader/Broker).
- (xiii) Dealings with MMTC in any other commodities or with other Government organizations in India.
- (xiv) Detailed information of Holding Company, if the supplier is a subsidiary company.
- (xv) Audited Balance Sheet for the last three years.
- (xvi) Name of professional bodies/commodity exchanges of which member.
- (xvii) Other information of interest.

Shelling Across Border

1810. SHRI S.S. RAMASUBBU: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether instances of shelling of rockets from across the Indo-Pak border have been reported;

(b) if so, the details of cases reported and losses occurred thereof during the year 2009 and the current year; and

(c) the reaction of the Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLY RAMACHANDRAN): (a) to (c) Following three incidents of shelling of rockets from across the border in Punjab have reportedly taken place during the year 2009 and 2010 (upto 4.3.2010)

| S.No. | Date of incident | Nos. of shells | Place of incident |
|-------|----------------------|----------------|--|
| 1. | 04th July ,2009 | 04 rockets | In general area of JCP Attari and BOP Ratankhurd, Amritsar, Punjab |
| 2. | 11th September, 2009 | 05 rockets | In geneal area of BOP Ratankhurd, Amritsar, Punjab |
| 3. | 09th January, 2010 | 4 rockets | In general area of JCP Attari and BOP Ratankhurd, Amritsar, Punjab |

During these incidents, one civilian got minor injuries and some electric lines were damaged.

Border Security Force (BSF), which is the border guarding force deployed along Indo-Pak border, acted immediately and retaliated appropriately. The flag meetings were held between the BSF and Pakistan Rangers and strong protest was launched against each incident.

Subsidy on Premium of Crops

1811. SHRI P. BALRAM: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government proposes to provide subsidy on premium paid for the crops damaged;

(b) if so, the details thereof; and

(c) the details of fund likely to be released in the country including Andhra Pradesh, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) and (b) Yes, Madam. Presently, subsidy on premium @10% to small and marginal farmers under ongoing National Agricultural Insurance Scheme (NAIS) and subsidy ranging from 25% to 50% to all farmers under Pilot Weather Based Crop Insurance Scheme (WBCIS) is provided. Subsidy is shared on 50:50 basis by Central and State Governments.

(c) State-wise funds likely to be released are not indicated because insurance schemes are demand driven and admissible liabilities under NAIS are known after Crop Cutting Experiments at harvesting, while liabilities under WBCIS are known after coverage of farmers/collection of premium by implementing agencies. Government of India has earmarked Rs. 950 crore and Rs. 100 crore for 2010-11 under NAIS and WBCIS respectively for the country.

Weather Based Crop Insurance Scheme

1812. SHRI N. CHELUVARAYA SWAMY: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government has introduced the Weather Based Crop Insurance Scheme (WBCIS) on the line of developed countries;

(b) if so, the details thereof alongwith the criteria and objective of the scheme; and

(c) the details of area and crops covered under such scheme, area and crop-wise?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) Yes, Madam. Weather Based Crop Insurance Scheme (WBCIS) has been implemented on pilot basis from Kharif 2007. In developed countries, conventional insurance is preferred as farm size is large. Weather insurance is mostly implemented in Asia, Africa and Latin America where land holding is small and farm level data is not available. WBCIS has been tailor made to suit the conditions which are particular to our country.

(b) WBCIS is intended to provide insurance protection to the farmers against adverse weather incidences such as deficit & excess rainfall, low & high temperature, relative humidity wind speed etc. The scheme also provides an option to the non-loanee farmers in notified areas to choose either yield base crop insurance under NAIS or WBCIS.

(c) The details of area and crops covered under the scheme are given in the enclosed Statement.

Statement

Area and Crops covered under WBCIS

| Year | Area Covered (in ha.) | Crops Covered |
|---------|--------------------------|--|
| 1 | 2 | 3 |
| 2007-08 | 1034628 | Black Gram, Green Gram, Groundnut, Jowar, Maize, Ragi, Soyabean, Tur, Wheat, Gram, Mustard, Rapeseed, Barley, Coriander, Cumin, Isabgol, Linseed, potato, Fennugreek, Kinnu |
| 2008-09 | 486643 | Black Gram, Green Gram, Groundnut, Jowar, Maize, Ragi, Soyabean, Tur, Wheat, Gram, Mustard, Moong, Barley, Coriander, Cumin, Isabgol, Lin seed, Potato, Fennugreek, Kinnu, Bengal Gram, Moong, Urad, Paddy, Cotton, Onion, Bajra, Chilly, Tomato, lentil, Mango, Grape, Sunflower, Gingelly, Cashewnut, Guar, Orange, Amla, Gherkin, Moth, Sesamum |

| 1 | 2 | 3 |
|-------------------------|---------|---|
| 2009-10 (Kharif, 09) | 1565431 | Black Gram, Green Gram, Groundnut, Jowar, Maize, Ragi, Soyabean, Tur, Gram, Black Gram, Pulses, Grapes, Coriander, Cumin, Isabgol, Guar, Potato, Fennugreek, Kinnu, Orange, Paddy, Cotton, Onion, Bajra, Chilly, Sesamum, Cowpea, Red Gram, Millets, Vegetables, Banana, Tapioca, Turmeric, Amla, Gherkin, Moth, Sunflower, Black Pepper. |

[*Translation*]

Committee on Futures Market

1813. SHRI HANSRAJ G. AHIR: Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether the Government has decided to constitute a special committee to study the correlation between rising inflation and futures trading in the country;

(b) if so, whether the Bill to amend the Forward Contracts (Regulation) Act, has also been brought under the purview of the Committee;

(c) if so, the details thereof;

(d) whether the Government is contemplating to add the condition of compulsory delivery in futures transactions; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) No Madam. The Government had set up an Expert Committee in 2007 under the Chairmanship of Professor Abhijit Sen, Member, Planning Commission to study whether and to what extent futures trading has contributed to price rise in agricultural commodities. The Expert Committee submitted its Report in 2008 and stated as follows:

“Given these conflicting results from daily as against weekly and monthly data, no strong conclusion can be drawn on whether introduction of futures trade is associated with decrease or increase in spot price volatility”. The Expert Committee also analyzed annual

growth rate in prices of sensitive commodities (food grains and sugar) in pre-future period and post future period and concluded that although inflation clearly increased post-futures in some sensitive commodities that have higher weight in consumer price indices, it is not possible to make any general claim that inflation accelerated more in commodities with futures trading.

(b) and (c) Do not arise.

(d) and (e) Contract Design are approved by the Regulator, Forward Market Commission (FMC). It is stated by FMC that almost all Agricultural commodities traded in the futures market are on compulsory delivery settlement mode.

[*English*]

Censoring of Films

1814. SHRIMATI J. SHANTHA:
SHRI M. VENUGOPALA REDDY:

Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) the purpose behind getting certificate/permission from the Censor Board for public screening of films;

(b) the difference between public screening of films and telecasting of programmes by television channels;

(c) the reasons for not obtaining permission/certificate from the Censor Board for advertisements and other programmes telecast by television channels; and

(d) the steps taken/being taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING (DR. S. JAGATHARAKSHAKAN) (a) The purpose of sanctioning of films for public exhibition is to protect the viewing public from possible unhealthy influence of uncertified films.

(b) Whereas public exhibition of films is governed by the Cinematograph Act, 1952, television programme/broadcast is regulated under the Cable Television Networks (Regulation) Act, 1995 and the terms of permission granted to the channel under the Uplinking/Downlinking Guidelines issued by the Central Government.

(c) and (d) Pre-censorship of programmes and advertisements telecast on private TV channels is not provided in general. However, all the private TV channels are required to adhere to the Programme and Advertising Codes prescribed under the Cable Television Networks (Regulation) Act, 1995 and rules framed thereunder.

Items of Coir Products

1815. SHRI KODIKUNNIL SURESH: Will the Minister of MICRO, SMALL AND MEDIUM ENTERPRISES be pleased to state:

(a) whether the Union Government has ordered that all the items of coir products required by the Central Government Departments are reserved for exclusive purchase from the Coir Board;

(b) if so, whether such order would adversely affect the business of PSUs such as Kerala State Coir Corporation, etc;

(c) whether the State Government of Kerala has requested the Union Government to amend the such order so as to give direct purchase order to the Public Sector Undertakings and Apex Federation in Kerala;

(d) if so, whether the Union Government has considered the request of the Kerala Government;

(e) if so, the time by which final decision in this regard is likely to be taken; and

(f) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF MICRO, SMALL AND MEDIUM ENTERPRISES (SHRI DINSHA PATEL): (a) Yes, Madam, The Department of Commerce, Ministry of Commerce and Industry, Government of India vide their correction slip No.16 dated 4.11.2008 have made modifications in the DGS&D Manual by adding a provision that all items of coir products required by Central Government Departments are reserved for exclusive purchase from Coir Board.

(b) No, Madam, The contract system is expected to be advantageous to the Public Sector Undertakings (PSUs), in the coir sector of Government of Kerala as well, as they are likely to get better prices for the products and also due share of the orders.

(c) to (f) The request of Government of Kerala to maintain status quo or to include the State Government

Coir PSUs also in the order has been considered and Coir Board has been asked to take on board the legitimate interests of Kerala State PSUs/ Coir Federation/ Co-operative Societies while finalizing the rate contract with DGS&D so that their interests are not adversely affected.

[Translation]

Upgradation of AIR/DD Kendras

1816. DR. KIRODI LAL MEENA:
SHRI VITTHALBHAI HANSRAJBHAI
RADADIYA:
SHRI MANSUKH BHAI D. VASAVA:

Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) the number of Doordarshan (DD) and All India Radio (AIR) Kendras/stations functioning in the country, State-wise, location-wise and DD/AIR-wise;

(b) the details of upgradation and modernization work undertaken in such stations during each of the last three years and the current year, State-wise, location-wise and DD/AIR-wise;

(c) the details of areas of the country yet to be covered under the broadcasting/telecasting services of DD/ AIR, State-wise and location-wise; and

(d) the corrective measures being taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING (DR. S. JAGATHRAKSHAKAN): (a) There are, at present, 66 Doordarshan Kendras (Studio Centres) and 1416 Transmitters functioning in the country. State-wise locations of these Doordarshan Kendras and Transmitters are given at Statements-I and II. Presently 233 All India Radio (AIR) Kendras/Stations are functioning in the country as per Statement-III enclosed.

(b) The details of major upgradation and modernization works carried out at various Doordarshan stations during each of the last three years and the current year are given at Statement-IV. Details of upgradation and modernization in respect of AIR are at Statement III.

(c) and (d) In terrestrial mode, Doordarshan coverage is estimated to be available to about 92% population of the country spread over about 81% area. The areas

uncovered by terrestrial transmission, along with rest of the country, have been provided with multi channel TV coverage through Doordarshan's free-to-air DTH service.

As regards AIR, except some part of northern and eastern border area in J&K State, western border area in Rajasthan State, eastern border area in Uttarakhand & Himachal Pradesh and border area in the North-Eastern States, the whole country is covered by AIR terrestrial Radio signal. However in the uncovered areas, AIR broadcast is available through 21 radio channels on DD DTH Direct plus platform (Ku band), which can be received through a set top box. The state wise percentage coverage details of AIR terrestrial broadcast is given in Statement-V enclosed.

Statement I

*Existing Doordarshan Kendras (Studio Centres)
(as on 1.3.2010)*

| State/UT | Location |
|-------------------|--|
| 1 | 2 |
| Andhra Pradesh | Hyderabad Vijaywada Warangal |
| Arunachal Pradesh | Itanagar |
| Assam | Dibrugarh Guwahati Guwahati (PPC) Silchar |
| Bihar | Patna Muzaffarpur |
| Chhattisgarh | Raipur Jagdalpur |
| Goa | Panaji |
| Gujarat | Ahmedabad Rajkot |
| Haryana | Hissar |
| Himachal Pradesh | Shimla |

| 1 | 2 |
|-------------------|-------------------------------------|
| Jammu and Kashmir | Srinagar Jammu Leh Rajouri |
| Jharkhand | Ranchi Daltonganj |
| Karnataka | Bangalore Gulbarga |
| Kerala | Trivandrum Trichur Calicut |
| Madhya Pradesh | Bhopal Indore Gwalior |
| Maharashtra | Mumbai Nagpur Pune |
| Manipur | Imphal |
| Meghalaya | Shillong Tura |
| Mizoram | Aizawl |
| Nagaland | Kohima |
| Orissa | Bhubaneswar Sambalpur |
| Punjab | Bhawanipatna Jalandhar |
| Rajasthan | Patiala Jaipur |
| Sikkim | Gangtok |
| Tamil Nadu | Chennai Coimbatore Madurai |

| 1 | 2 |
|-----------------------------|---------------|
| Tripura | Agartala |
| Uttar Pradesh | Allahabad |
| | Bareilly |
| | Lucknow |
| | Gorakhpur |
| | Mau |
| | Varanasi |
| | Mathura |
| Uttaranchal | Dehradun |
| West Bengal | Kolkata |
| | Jalpaiguri |
| | Shantiniketan |
| Andaman and Nicobar Islands | Port Blair |
| Chandigarh | Chandigarh |
| Delhi | Delhi |
| | Delhi (CPC) |
| Puducherry | Puducherry |

Statement II*Existing TV Transmitters (as on 1.3.2010)*

| State/UT | Transmitters |
|----------------|---------------------|
| 1 | 2 |
| Andhra Pradesh | HPTs (13) |
| | Anantapur |
| | Hyderabad |
| | Kurnool |
| | Nandyal |
| | Rajamundry |
| | Tirupati |
| | Vijaywada |
| | Vishakhapatnam |
| | Warangal |
| | Hyderabad (DD News) |

| 1 | 2 |
|---|--------------------------|
| | Vijaywada (DD News) |
| | Vishakhapatnam (DD News) |
| | Rajamundry (DD News) |
| | LPTs (81) |
| | Achampet |
| | Adilabad |
| | Adoni |
| | Alagadda |
| | Amalapuram |
| | Banswada |
| | Belampally |
| | Bhadrachalam |
| | Bhainsa |
| | Bheemadolu |
| | Bheemavaram |
| | Bobbili |
| | Chitoor |
| | Cuddapah |
| | Darsi |
| | Devarkonda |
| | Emmiganur |
| | Gadwal |
| | Giddalur |
| | Guntakal |
| | Hindupur |
| | Jadcherla |
| | Jagtial |
| | Kadiri |
| | Kakinada |
| | Kamareddy |
| | Kandukur |
| | Karimnagar |
| | Kavali |
| | Khammam |
| | Kolhapur |
| | Kosgi |
| | Kothagudam |
| | Kuppam |

| 1 | 2 | 1 | 2 |
|---|-----------------|-------------------|--------------------------|
| | L.R. Pally | | Wanaparthy |
| | Macherla | | Yellandu |
| | Machilipatnam | | Zahirabad |
| | Madnapalli | | Atmakur (DD News) |
| | Madugula | | Kakinada (DD News) |
| | Mandassa | | Narsaraopet (DD News) |
| | Markapur | | Nellore (DD News) |
| | Medak | | Pedanandipadu (DD News) |
| | Mehboobnagar | | Vishakhapatnam (DD News) |
| | Miryalaguda | | VLPTs (10) |
| | Nagar Karnul | | Chintapalli |
| | Nalgonda | | Duttalur |
| | Narayanpet | | Icchapuram |
| | Nellore | | Kanigiri |
| | Nirmal | | Madipardu |
| | Nizamabad | | Maripadu |
| | Ongole | | Paderu |
| | Pedapalli | | Parwatipuram |
| | Produddur | | Seetampeta |
| | Pulamaner | | Srisalem |
| | Punganur | | Transposer (1) |
| | Rajampet | | Vijaywada |
| | Ramagundam | Arunachal Pradesh | HPTs (2) |
| | Siddipet | | Itanagar |
| | Sirisilla | | Itanagar (DD News) |
| | Sirpur | | LPTs (3) |
| | Srikakulam | | Miao |
| | Talakondapally | | Passighat |
| | Tamblapalli | | Tezu |
| | Tandur | | VLPTs (39) |
| | Tekkali | | Along |
| | Tirupati | | Baririjo |
| | Tuni | | Basar |
| | Udaigiri | | Boleng |
| | Veldanda | | Bomdilla |
| | Vemalvada | | Changlang |
| | Vinukonda | | Chayangtajo |
| | Vishakhapatanam | | Daporizo |

| 1 | 2 | 1 | 2 |
|-------|------------------------|-------|-----------------------|
| | Darak | | Guwahati (DD News) |
| | Deomali | | Silchar (DD News) |
| | Dirang | | LPTs (21) |
| | Geku | | Bokakhat |
| | Gensi | | Bongaigaon |
| | Hawai | | Dhubri |
| | Hayuliang | | Diphu |
| | Hunli | | Goalpara |
| | Inkiyong | | Gohpur |
| | Kalaktang | | Golaghat |
| | Khimyong | | Haflong |
| | Khonsa | | Hatsinghmari |
| | Mariyang | | Hojai |
| | Mechuka | | Jorhat |
| | Mukto | | Lumding |
| | Nampong | | Margheritta |
| | Namsai | | Nagaon |
| | Palin | | Nazira |
| | Raga | | North Lakhimpur |
| | Roing | | Satrasal |
| | Rupa | | Sonari |
| | Sagalee | | Tezpur |
| | Sangram | | Tinsukhia |
| | Seijosa | | Dibrugarh (DD News) |
| | Seppa | | VLPT (1) |
| | Taliha | | Digboi |
| | Tawang | | Transposer (1) |
| | Tirbin | | Guwahati |
| | Tuting | Bihar | HPTs (6) |
| | Yomcha | | Katihar |
| | Ziro | | Muzaffarpur |
| | Transposer (1) | | Patna |
| | Sankhiview | | Saharsa |
| Assam | HPTs (6) | | Patna (DD News) |
| | Dibrugarh | | Muzaffarpur (DD News) |
| | Guwahati | | LPTs (34) |
| | Kokrajhar (Int. Setup) | | Aurangabad |
| | Silchar | | Banka |

| 1 | 2 | 1 | 2 |
|--------------|---------------------|---------|--------------------|
| | Begusarai | | Ambikapur |
| | Bettiah | | Raipur (DD News) |
| | Bhabhua | | LPTs (16) |
| | Bhagalpur | | Bailadilla |
| | Buxar | | Bilaspur |
| | Darbhanga | | Champa |
| | Daudnagar | | Dungargarh |
| | Forbesganj | | Kanker |
| | Gaya | | Kharod |
| | Gopalganj | | Konta |
| | Jamui | | Korba |
| | Khagaria | | Kurasia |
| | Kishanganj | | Manindergarh |
| | Lakhisarai | | Narayanpur |
| | Madhepura | | Pandaria |
| | Madhubani | | Pendra Road |
| | Motihari | | Raigarh |
| | Munger | | Rajhara Jharandili |
| | Nawada | | Sakti |
| | Phoolparas | | VLPTs (8) |
| | Ramnagar | | Bijapur |
| | Raxaul | | Devbhog |
| | Rosera | | Jashpurnagar |
| | Sasaram | | Kondagaon |
| | Sheikhpura | | Koylibeda |
| | Sikandra | | Pakhanjore |
| | Simri Bakhtiarpur | | Pathalgaon |
| | Sitamarhi | | Sarangarh |
| | Siwan | Goa | HPTs (2) |
| | Supaul | | Panaji |
| | Gaya (DD News) | | Panaji (DD News) |
| | Darbhanga (DD News) | Gujarat | HPTs (11) |
| | VLPTs (2) | | Ahmedabad |
| | Masrakh | | Bhuj |
| | Marhaura | | Dwarka |
| Chhattisgarh | HPTs (4) | | Rajkot |
| | Jagdalpur | | Radhanpur |
| | Raipur | | Surat |

| 1 | 2 | 1 | 2 |
|---|---------------------|---------|-----------------------|
| | Vadodra | | Mehsana |
| | Ahmedabad (DD News) | | Modassa |
| | Rajkot (DD News) | | Morvi |
| | Surat (DD News) | | Palanpur |
| | Vadodra (DD News) | | Palitana |
| | LPTs (54) | | Porbander |
| | Ahwa | | Punandro |
| | Ambaji | | Rajpipla |
| | Amod | | Rajula |
| | Amreli | | Rapar |
| | Bantva | | Sanjeli |
| | Bharuch | | Shamlaji |
| | Bhavnagar | | Songarh |
| | Botad | | Surendranagar |
| | Chhota Udaipur | | Tharad |
| | Dediapara | | Umargaon |
| | Deesa | | Una |
| | Devgadh Baria | | Valsad |
| | Dhandhukha | | Veraval |
| | Dharangadhra | | Bhavnagar (DD News) |
| | Dhari | | Jamnagar (DD News) |
| | Dharmpur | | Gandhinagar (DD News) |
| | Dhorajee | | VLPTs (3) |
| | Dohad | | Kakrapar |
| | Godhara | | Netrang |
| | Idar | | Sagwara |
| | Jamjodhpur | Haryana | HPT (3) |
| | Jamnagar | | Karnal |
| | Jhagadia | | Hissar |
| | Junagarh | | Hissar (DD News) |
| | Kevadia Colony | | LPTs (20) |
| | Khambalia | | Bhiwani |
| | Khambat | | Charkhi Dadri |
| | Limbdi | | Fatehabad |
| | Lunawada | | Firozpur Jhirka |
| | Mahuva | | Jind |
| | Mangrol (Junagarh) | | Kaithal |
| | Mangrol (Surat) | | Mahendergarh |

| 1 | 2 | 1 | 2 |
|------------------|-------------------------|-----------|------------------------|
| | Meham | | Chamba |
| | Narnaul | | Chaupal |
| | Rewari | | Chauri Khas |
| | Rohtak | | Chirgaon |
| | Sirsa | | Dalhausi |
| | Tohana | | Diar |
| | Ambala (DD News) | | Hamirpur |
| | Bhiwani (DD News) | | Holi |
| | Karnal (DD News) | | Jahalma |
| | Kurukshetra (DD News) | | Jatingiri (Phooladhar) |
| | Mandi Dabwali (DD News) | | Jogindernagar |
| | Narnaul (DD News) | | Kaja |
| | Yamunanagar (DD News) | | Kalpa |
| Himachal Pradesh | HPTs (5) | | Karsog |
| | Dharamshala | | Keylong |
| | Kasauli | | Khara Pathar |
| | Shimla | | Kotkhai |
| | Shimla (DD News) | | Nehri |
| | Kasauli (DD News) | | Nichar |
| | LPTs (8) | | Palampur |
| | Bilaspur | | Parwanoo |
| | Kullu | | Pirbhayanu |
| | Manali | | Rohru |
| | Mandi | | Sarkaghat |
| | Rampur | | Shivbadar |
| | Sunder Nagar | | Thanedar |
| | Sujanpur | | Tissa |
| | Mandi (DD News) | | Udaipur |
| | VLPTs (39) | | Una |
| | Ajhu Fort | | Veer |
| | Ashapuri | | Transposers (2) |
| | Awah Devi | | Rajgarh |
| | Bajjnath | Jharkhand | Solan |
| | Bandla | | HPTs (5) |
| | Banjar | | Daltonganj |
| | Bharmour | | Ranchi |
| | Bharthi | | Jamshedpur |
| | Bijli Mahadev | | Jamshedpur (DD News) |
| | | | Ranchi (DD News) |

| 1 | 2 |
|-------------------|--------------------|
| | LPTs (19) |
| | Barharwa |
| | Bokaro |
| | Chaibasa |
| | Deoghar |
| | Dhanbad |
| | Dumka |
| | Ghatshila |
| | Giridh |
| | Godda |
| | Gumla |
| | Hazaribag |
| | Kodarma |
| | Lohardaga |
| | Mushabani |
| | Noamundy |
| | Saraikella |
| | Chatra |
| | Bokaro (DD News) |
| | Dhanbad (DD News) |
| | VLPT (3) |
| | Simdega |
| | Ramgarh Hill |
| | Garhwa (DD News) |
| Jammu and Kashmir | HPTs (19) |
| | Jammu |
| | Kathua |
| | Leh |
| | Poonch |
| | Srinagar |
| | Kupwara |
| | Naushera |
| | Samba |
| | Gurez |
| | Tithwal |
| | Jammu (DD News) |
| | Naushera (DD News) |
| | Samba (DD News) |

| 1 | 2 |
|---|----------------------|
| | Srinagar (DD News) |
| | Srinagar (DD Kashir) |
| | Gurez (DD News) |
| | Tithwal (DD Kashir) |
| | Kupwara (DD Kashir) |
| | Poonch (DD Kashir) |
| | LPTs (18) |
| | Anantnag |
| | Bandipore |
| | Chowkibal |
| | Darhal |
| | Kargil |
| | Kulgam |
| | Patnitop |
| | Pattan |
| | Quazigund |
| | Sonarwani |
| | Poonch |
| | Rajouri |
| | Riasi |
| | Wusan |
| | Udhampur |
| | Baramulla (DD News) |
| | Kathua (DD News) |
| | Leh (DD News) |
| | VLPTs (87) |
| | Abran |
| | Ardh Kumari |
| | Arnas |
| | Ashmuqam |
| | Bani |
| | Banihal |
| | Baramulla |
| | Basecamp (Siachin) |
| | Basgo |
| | Basoli |
| | Batalik |
| | Batot |

| 1 | 2 | 1 | 2 |
|---|------------------|---|----------------|
| | Bhadarwa | | Mansur |
| | Bilawar | | Mendhar |
| | Bodh Khurboo | | Mohra |
| | Boniyar | | Mulbekh |
| | Budhal | | Nagrota |
| | Chakroi | | Nimu |
| | Chanani | | Nowgam |
| | Chumathang | | Nyema |
| | Chushul | | Padam |
| | Dah | | Pahalgam |
| | Daskit | | Panamik |
| | Dhar | | Panicker |
| | Doda | | Poni |
| | Domchuk | | Pulwama |
| | Dras | | Ramban |
| | Fatula | | Ramkot |
| | Gujjaron Nagrota | | Ramnagar |
| | Hanle | | Ringdom Gompa |
| | Hira Nagar | | Sakti |
| | Ichar | | Sanasar |
| | Jajjar Kotli | | Sankoo |
| | Kalakot | | Shopian |
| | Kangan | | Sonmarg |
| | Kargil | | Sudh- Mahadev |
| | Khaltsi | | Tangmarg |
| | Khatlai | | Tangste |
| | Khrew | | Tatapani |
| | Kishtwar | | Thanamandi |
| | Kotranka | | Thathri |
| | Kud | | Tilel |
| | Lati | | Timsogam |
| | Lollab Valley | | Tral |
| | Loran | | Turtok |
| | Machil | | Uri |
| | Mahore | | Uri |
| | Mandi | | Yusmarg |
| | Manigam | | Zangla |
| | Manjakot | | Transposer (1) |
| | | | Surankot |

| 1 | 2 | 1 | 2 |
|-----------|---------------------|--------|-------------------------|
| Karnataka | HPTs (12) | | Hospet |
| | Bangalore | | Hungond |
| | Dharwad | | Indi |
| | Gulbarga | | Karwar |
| | Shimoga | | Kolar Gold Field |
| | Hassan | | Koppa |
| | Mangalore | | Kumta |
| | Mysore | | Medikeri |
| | Raichur | | Mudhol |
| | Bangalore (DD News) | | Mudigere |
| | Gulbarga (DD News) | | Mundargi |
| | Dharwad (DD News) | | Pavagada |
| | Mysore (DD News) | | Puttur |
| | LPTs (49) | | Ramadurg |
| | Arsikere | | Ranibennur |
| | Athani | | Sagar |
| | Bagalkot | | Sandur |
| | Bantwal | | Sindhur |
| | Basava Kalyan | | Sirsi |
| | Belgaum | | Talikota |
| | Bellary | | Tiptur |
| | Belthangadi | | Tumkur |
| | Bhatkal | | Udipi |
| | Bidar | | Bellary (DD News) |
| | Bijapur | | Davangere (DD News) |
| | Chickmagalur | | VLPTs (7) |
| | Chikodi | | Badami |
| | Chitradurga | | Huvin Hippargi |
| | Dandeli | | Kudligi |
| | Davangere | | Madhugiri |
| | Gadag Betgari | | Sakleshpur |
| | Gangawati | | Sringeri |
| | Gokak | | Sulya |
| | Harphanhalli | Kerala | HPTs (7) |
| | Hattihal | | Calicut |
| | Hiriyur | | Cochin |
| | Holenarsipur | | Trivandrum |
| | Hosdurg | | Cannanore (Int. Set Up) |

| 1 | 2 | 1 | 2 |
|----------------|----------------------|---|--------------------|
| | Calicut (DD News) | | Sagar |
| | Cochin (DD News) | | Chhatrapur |
| | Trivandrum (DD News) | | Bhopal (DD News) |
| | LPTs (22) | | Indore (DD News) |
| | Adoor | | Jabalpur (DD News) |
| | Attapadi | | Gwalior (DS News) |
| | Changanacherry | | LPTs (60) |
| | Chengannur | | Agar |
| | Idukki | | Ashoknagar |
| | Kalpetta | | Bada Malhera |
| | Kanhangarh | | Badwani |
| | Kasargod | | Balaghat |
| | Kayamkulam | | Bareli |
| | Kottarakara | | Betul |
| | Mallapuram | | Bhander |
| | Manjeri | | Bhanpura |
| | Pala | | Bhind |
| | Palghat | | Bijaipur |
| | Pathanamthitta | | Burhanpur |
| | Punalur | | Chanderi |
| | Shoranur | | Chhindwara |
| | Tellicherry | | Damoh |
| | Thodupuzha | | Datia |
| | Trichur | | Gadarwara |
| | Cannanore (DD News) | | Garot |
| | Trichur (DD News) | | Harda |
| | VLPTs (4) | | Itarsi |
| | Devikolam | | Jaora |
| | Eratuppeta | | Jhabua |
| | Kanjirapalli | | Karaira |
| | Mundakayam | | Kelaras |
| Madhya Pradesh | HPTs (12) | | Khandwa |
| | Bhopal | | Khargaon |
| | Gwalior | | Khurai |
| | Indore | | Kukdeshwar |
| | Jabalpur | | Kukshi |
| | Shahdol | | Kurwai |
| | Guna | | Lahar |

| 1 | 2 | 1 | 2 |
|-------------|----------------------|---|----------------------|
| | Lakhnadon | | Aurangabad |
| | Maihar | | Chandrapur |
| | Malanjkhanda | | Mumbai |
| | Mandla | | Nagpur |
| | Mandsaur | | Pune |
| | Multai | | Ratnagiri |
| | Murwara | | Jalgaon |
| | Nagda | | Mumbai (DD News) |
| | Narsimhapur | | Nagpur (DD News) |
| | Neemuch | | Pune (DD News) |
| | Panchmarhi | | Aurangabad (DD News) |
| | Panna | | Ambajogai (DD News) |
| | Piparia | | Mumbai (Digital) |
| | Raghogarh | | LPTs (89) |
| | Rajgarh | | Achalpur |
| | Ratlam | | Acot |
| | Rewa | | Aheri |
| | Satna | | Ahmednagar |
| | Seoni | | Akalkot |
| | Shajapur | | Akluj |
| | Sheopur | | Akola |
| | Shivpuri | | Amalner |
| | Sidhi | | Amravati |
| | Sindhwa | | Arvi |
| | Singrauli | | Badlapur |
| | Sironj | | Barshi |
| | Sitamau | | Bhamragad |
| | Tikamgarh | | Bhusawal |
| | Ujjain | | Bid |
| | VLPTs (6) | | Brahampuri |
| | Alirajpur | | Buldana |
| | Alot | | Chandur |
| | Budhni | | Chikhli |
| | Diamond Mining Proj. | | Chiplun |
| | Parasia | | Daryapur |
| | Singrauli | | Deorukh |
| Maharashtra | HPTs (14) | | Dhadgaon |
| | Ambajogai | | Dharmabad |

| 1 | 2 | 1 | 2 |
|---|----------------|---|--------------------|
| | Dhule | | Rissod |
| | Diglur | | Sangamner |
| | Garhchiroli | | Sangli |
| | Gondia | | Satana |
| | Hinganghat | | Satara |
| | Hingoli | | Shahad |
| | Ichalkaranji | | Shirdi |
| | Jalna | | Shirpur |
| | Kankauli | | Sholapur |
| | Karad | | Sironcha |
| | Karanja | | Tumsar |
| | Khamgaon | | Umerga |
| | Khanapur | | Umerkhed |
| | Khopoli | | Wani |
| | Kinwat | | Wardha |
| | Kolhapur | | Washim |
| | Mahad | | Yavatmal |
| | Malegaon | | Akola (DD News) |
| | Mangal Wedha | | Amravati (DD News) |
| | Mangaon | | Bhandara (DD News) |
| | Manmad | | Dhule (DD News) |
| | Mehekar | | Kolhapur (DD News) |
| | Mhasle | | Malegaon (DD News) |
| | Morshi | | Nanded (DD News) |
| | Nanded | | Nasik (DD News) |
| | Nandurbar | | Sangli (DD News) |
| | Nasik | | Sholapur (DD News) |
| | Navapur | | VLPTs (20) |
| | Osmanabad | | Ambet |
| | Pandharkawada | | Arjuni |
| | Pandharpur | | Ashti |
| | Parbhani | | Bhokar |
| | Patan (Satara) | | Chikaldhara |
| | Phaltan | | Chimur |
| | Pulgaon | | Junnar |
| | Pusad | | Karanja (Wardha) |
| | Rajapur | | Karjat |
| | Raver | | Khed |

| 1 | 2 | 1 | 2 |
|-----------|-----------------------|----------|------------------------|
| | Koregaon | | Aizwal (DD News) |
| | Kurkheda | | LPT (2) |
| | Malkapur | | Lawngtlai |
| | Malwan | | Lunglei (DD News) |
| | Pimpalner-sakri | | VLPTs (2) |
| | Sakoli | | Champhai |
| | Sindewahi | | Saiha |
| | Tiwsa | | Transposer (1) |
| | Vasantgarh | | Aizwal |
| | Wai | Nagaland | HPTs (3) |
| Manipur | HPT (3) | | Kohima |
| | Imphal | | Mokokchung |
| | Churachandpur | | Kohima (Dd News) |
| | Imphal (DD News) | | LPTs (3) |
| | LPT (1) | | Dimapur |
| | Ukhrul | | Tuensang |
| | VLPTs (4) | | Mokokchung (DD News) |
| | Chandel | | VLPTs (6) |
| | Kangpokpi | | Mon |
| | Moreh | | Phek |
| | Senapati | | Satakha |
| Meghalaya | HPTs (4) | | Shamtori |
| | Shillong | | Wokha |
| | Tura | | Zunheboto |
| | Tura (DD News) | | Transposers (2) |
| | Shillong (DD News) | | Kohima |
| | LPTs (3) | | Bara Basti |
| | Jowai | Orissa | HPTs (7) |
| | Williamnagar | | Baleshwar |
| | Cherapunji | | Bhawanipatna |
| | VLPTs (2) | | Cuttack |
| | Baghmara | | Sambalpur |
| | Nongstoin | | Berhampur |
| | Transposer (1) | | Cuttack (DD News) |
| | Shillong | | Sambalpur (DD News) |
| Mizoram | HPTs (3) | | LPTs (69) |
| | Aizwal | | Anandpur |
| | Lunglei | | Angul |

| 1 | 2 |
|---|----------------|
| | Athamalik |
| | Bahalda |
| | Balangir |
| | Baligurha |
| | Banapur |
| | Bargarh |
| | Baripada |
| | Bhadrak |
| | Bhanjanagar |
| | Bhuban |
| | Birmitrapur |
| | Bonai |
| | Boudh |
| | Brajrajnagar |
| | Chikti |
| | Dasrathpur |
| | Deogarh |
| | Dhenkanal |
| | Durgapur |
| | Gudaigiri |
| | Gondiya |
| | Jeypore |
| | Joda |
| | Kabisuryanagar |
| | Kamakhyanagar |
| | Karanjia |
| | Keonjhargarh |
| | Khandpara |
| | Khariar |
| | Koraput |
| | Kotpad |
| | Kuchinda |
| | Lutherpunk |
| | Malkangiri |
| | Mohana |
| | Narsinghpur |
| | Navrangpur |
| | Nuapara |

| 1 | 2 |
|---|-----------------------|
| | Padampur |
| | Padmapuram |
| | Padua |
| | Pallahara |
| | Paradeep |
| | Parlakhemundi |
| | Patnagarh |
| | Phulbani |
| | Puri |
| | Rairangpur |
| | Rajgangapur |
| | Rajranapur |
| | Rayagada |
| | Redhakhhol |
| | Rourkela |
| | Similigurha |
| | Sohela |
| | Sonepur |
| | Sundergarh |
| | Talcher |
| | Tushara |
| | Umerkote |
| | Baleshwar (DD News) |
| | Baliapal (DD News) |
| | Bhubneshwar (DD News) |
| | Dhenkanal (DD News) |
| | Dudharkot (DD News) |
| | Kendrapara (DD News) |
| | Tirtol (DD News) |
| | VLPTs (18) |
| | Aul |
| | Bada Barbil |
| | Chitrakonda |
| | Jayapatna |
| | Kalampur |
| | Kashipur |
| | Koksara |
| | Lanjigarh |

| | 1 | 2 | | 1 | 2 |
|-----------|---|-----------------------|--|---|------------------------|
| | | Machhkund | | | Jaipur (DD News) |
| | | Nagchi | | | Jodhpur (DD News) |
| | | Nayagarh | | | LPTs (69) |
| | | Paikamal | | | Alwar |
| | | Subdega | | | Anupgarh |
| | | Simlipalgarh | | | Bali |
| | | Sukinda | | | Banswara |
| | | Thoumal Rampur | | | Baran |
| | | Rourkela (DD News) | | | Bari Sadri |
| | | Lalitgiri (DD News) | | | Barmer |
| | | Transposer (1) | | | Basava |
| | | Sunabeda | | | Bhadra |
| Punjab | | HPTs (7) | | | Bharatpur |
| | | Amritsar | | | Bhilwara |
| | | Bhatinda | | | Bhinmal |
| | | Jalandhar | | | Chirawa |
| | | Fazilka | | | Chittaurgarh |
| | | Jalandhar (DD News) | | | Churu |
| | | Amritsar (DD News) | | | Deeg |
| | | Bhatinda (DD News) | | | Dungarpur |
| | | LPTS (5) | | | Ganganagar |
| | | Abohar | | | Gangapur (S.M. pur) |
| | | Firozpur | | | Hanumangarh |
| | | Gurdaspur | | | Hindaun |
| | | Pathankot | | | Jaisalmer |
| | | Patiala | | | Jalore |
| | | Transposer (1) | | | Jhalawar |
| | | Talwara | | | Jhunjhunun |
| Rajasthan | | HPTs (11) | | | Karanpur |
| | | Barmer | | | Karauli |
| | | Bundi | | | Kesriaji |
| | | Jaipur | | | Khajuwala |
| | | Jaisalmer | | | Khetri |
| | | Jodhpur | | | Kishnagarh-vas (Alwar) |
| | | Ajmer | | | Kotputli |
| | | Bikaner | | | Kushalgarh |
| | | Ajmer (DD News) | | | Makrana |
| | | Bundi (DD News) | | | Mount Abu |

| 1 | 2 | 1 | 2 |
|---|-------------------|------------|----------------------------|
| | Nagar | | Chaumahla |
| | Nagaur | | Deogarh |
| | Nathdwara | | Fatehpur |
| | Navalgarh | | Gangapur (Bhilwara) |
| | Nohar | | Kotra |
| | Nokha | | Kumbhalgarh |
| | Pali | | Laxmangarh |
| | Phalodi | | Mandalgarh |
| | Pilani | | Neem Ka Thana |
| | Pirawa | | Rajgarh (Alwar) |
| | Pratapgarh | | Rawatbhata |
| | Raisinghnagar | | Sikrai |
| | Rajgarh (Churu) | | Tibi |
| | Ratangarh | | Viratnagar |
| | Rawatsar | | Transposers (2) |
| | Sagwara | | Jamua Ramgarh |
| | Salumber | | Lalsot |
| | Sardarshahr | Sikkim | HPTs (2) |
| | Sawaimadhopur | | Gangtok |
| | Shahpura | | Gangtok (DD News) |
| | Sikar | | VLPTs (6) |
| | Sirohi | | Gyalshing |
| | Sojat | | Mangan |
| | Sridungargarh | | Namchi |
| | Sujangarh | | Rangpo |
| | Suratgarh | | Singtam |
| | Taranagar | | Zorethang |
| | Tonk | Tamil Nadu | HPTs (10) |
| | Udaipur | | Chennai |
| | Vallabhnagar | | Kodaikanal |
| | Alwar (DD News) | | Rameshwaram |
| | Bansi (DD News) | | Kumbakonam (Int. Set up) |
| | Bikaner (DD News) | | Dharmapuri |
| | Udaipur (DD News) | | Tirunelveli |
| | VLPT (17) | | Kodaikanal (DD News) |
| | Amet | | Chennai (DD News) |
| | Andhi | | Chennai (Podighai Channel) |
| | Bhim | | Chennai (Digital) |

| 1 | 2 | 1 | 2 |
|---|------------------|---------|--------------------------|
| | LPTs (53) | | Tuticorin |
| | Arani | | Udagamandalam |
| | Ambasamudram | | Udumalpet |
| | Ambur | | Vandavasi |
| | Arcot | | Vaniyambadi |
| | Attur | | Vellore |
| | Cheyyar | | Villupuram |
| | Chidambaram | | Coimbatore (DD News) |
| | Coimbatore | | Erode (DD News) |
| | Coonoor | | Madurai (DD News) |
| | Courtalam | | Salem (DD News) |
| | Cuddalore | | Tiruchirapalli (DD News) |
| | Denkanikotta | | Tirunelveli (DD News) |
| | Erode | | Tirupattur (DD News) |
| | Gudiyatam | | Tuticorin (DD News) |
| | Kallakurchi | | Vellore (DD News) |
| | Krishnagiri | | VLPTs (7) |
| | Marthandam | | Gingee |
| | Mayuram | | Kanchipuram |
| | Nagapattinam | | Mettupalayam |
| | Nagarcoil | | Tiruvanamalai |
| | Nattam | | Valliur |
| | Neyveli | | Valparai |
| | Palani | | Vaza Padi |
| | Pattukottai | | Transposer (1) |
| | Peranampet | | Dindigul |
| | Pollachi | Tripura | HPT (2) |
| | Pudukottai | | Agartala |
| | Rajapalayam | | Agartala (DD News) |
| | Salem | | LPTs (6) |
| | Shankarankovil | | Ambasa |
| | Thanjavur | | Kailasahar |
| | Thiruvaiyaru | | Amarpur |
| | Tindivanam | | Teliamura |
| | Tiruchendur | | Jolaibari |
| | Tiruchirapalli | | Kailasahar (DD News) |
| | Tirupattur | | VLPT (1) |
| | Tiruvannamalai | | Dharma Nagar |

| 1 | 2 | 1 | 2 |
|---------------|-----------------------|---|------------------------|
| | Transposer (1) | | Fatehpur |
| | Bellonia | | Ganj Dundwara |
| Uttar Pradesh | HPTs (18) | | Gauriganj |
| | Agra | | Gonda |
| | Allahabad | | Hardoi |
| | Bareilly | | Jagdishpur |
| | Gorakhpur | | Jhansi |
| | Kanpur | | Karwi |
| | Lucknow | | Kasganj |
| | Mau | | Kosi |
| | Varanasi | | Lalganj (Rae Bareilly) |
| | Banda | | Lalitpur |
| | Lakhimpur | | Mahoba |
| | Faizabad | | Mahroni |
| | Agra (DD News) | | Mainpuri |
| | Allahabad (DD News) | | Mathura |
| | Bareilly (DD News) | | Mau Ranipur |
| | Gorakhpur (DD News) | | Mohammadabad |
| | Kanpur (DD News) | | Moradabad |
| | Lucknow (DD News) | | Nanpara |
| | Varanasi (DD News) | | Narora |
| | LPTs (62) | | Naugarh |
| | Akbarpur | | Obra |
| | Aligarh | | Orai |
| | Amroha | | Pilibhit |
| | Athdama | | Puranpur |
| | Auraiya | | Rae Bareli |
| | Bahraich | | Rampur |
| | Ballia | | Rath |
| | Balrampur | | Rudauli |
| | Basti | | Sambhal |
| | Bidhuna | | Shahjahanpur |
| | Chhibramau | | Sikanderpur |
| | Deoria | | Sultanpur |
| | Dudhinagar | | Talbehat |
| | Etah | | Thirwa |
| | Etawah | | Aligarh (DD News) |
| | Farrukhabad | | Azamgarh (DD News) |

| 1 | 2 | 1 | 2 |
|-------------|-----------------------------------|-------------|------------------------|
| | Jhansi (DD News) | | Badrinath |
| | Lalganj (Pratapgarh) (DD News) | | Bageshwar |
| | Mau (DD News) | | Basot |
| | Moradabad (DD News) | | Bhatiari |
| | Rampur (DD News) | | Chaukhatia |
| | Rasra (DD News) | | Devprayag |
| | Shahjahanpur (DD News) | | Dewal |
| | Sultanpur (DD News) | | Dharchula |
| | VLPTs (4) | | Didihat |
| | Khubia Nangal | | Dugadda |
| | Manikpur | | Fata |
| | Mankapur | | Gajja |
| | Thakurdwara (DD News) | | Ghandyal |
| Uttarakhand | HPTS (2) | | Gopeshwar |
| | Mussoorie | | Joshimath |
| | Mussoorie (DD News) | | Kaljikkhal |
| | LPTs (17) | | Karan Prayag |
| | Bachher | | Kausani |
| | Champawat | | Maneshwar |
| | Dak Pathar | | Manila |
| | Haldwani | | Munsiari |
| | Haridwar | | Nandprayag |
| | Kalagarh | | Naugaonkhal |
| | Kashipur | | Okhimath |
| | Khetikhan | | Pokhri |
| | Kotdwar | | Pratapnagar |
| | Naini Danda | | Rajgrahi |
| | Nainital | | Ranikhet |
| | New Tehri | | Ruderprayag |
| | Pauri | | Tharali |
| | Pithoragarh | | Uttarakashi |
| | Tanakpur | | Transposers (2) |
| | Haridwar (DD News) | | Mussoorie |
| | Khetikhan (DD News) | West Bengal | Srinagar |
| | VLPTs (33) | | HPTS (14) |
| | Almora | | Asansol |
| | Aroli (Banoli) | | Kolkata |
| | | | Krishnanagar |

| 1 | 2 | 1 | 2 |
|--------------------------------|-------------------------|------------------------|-----------------------|
| | Kurseong | | LPTs (2) |
| | Murshidabad | | Car Nicobar |
| | Shantiniketan | | Car Nicobar (DD News) |
| | Balurghat | | VLPTs (24) |
| | Kharagpur | | Baratang |
| | Kurseong (DD News) | | Campbel Bay |
| | Murshidabad (DD News) | | Chowra |
| | Asansol (DD News) | | Diglipur |
| | Kolkata (DD News) | | Harinagar |
| | Kolkata (DD Bangla) | | Havelock |
| | Kolkata (Digital) | | Hutbay |
| | LPTs (21) | | Kadamtala |
| | Alipurduar | | Kalighat |
| | Baghmandi | | Katchal |
| | Balrampur | | Long Island |
| | Bardhaman | | Mayabunder |
| | Bishnupur | | Nancowry |
| | Contai | | Neil Island |
| | Cooch Bihar | | Rama Krishan Puram |
| | Darjeeling | | Rangat |
| | Farakka | | Swaraj Gram |
| | Garhbeta | | Teresa |
| | Jhalda | | Campbel Bay (DD News) |
| | Jhargram | | Diglipur (DD News) |
| | Kalimpong | | Hutbay (DD News) |
| | Kalna | | Mayabunder (DD News) |
| | Maldah | | Nancowry (DD News) |
| | Medinipur | | Rangat (DD News) |
| | Puruliya | Chandigarh | LPT (1) |
| | Ranaghat | | Chandigarh |
| | Rayna | Dadra and Nagar Haveli | LPT (1) |
| | Shantiniketan (DD News) | | Silvassa |
| | Basanti (DD News) | Daman and Diu | LPTs (2) |
| | VLPT (1) | | Daman |
| | Egra | | Diu |
| Andaman and Nicobar Islands | HPTs (2) | Delhi | HPTs (2) |
| | Port Blair | | Delhi |
| | Port Blair (DD News) | | Delhi (DD News) |
| | | | Delhi (Digital) |

| 1 | 2 | 1 | 2 |
|-------------|--|------------|--|
| Lakshadweep | LPT (1) Kavaratti VLPTs (15) Minicoy Agatti Amini Andrott Chetlat Kadmat Kalpeni Kilton Agatti (DD News) Amini (DD News) | Puducherry | Kavaratti (DD News) Minicoy (DD News) Andrott (DD News) Kadmat (DD News) Kalpeni (DD News) HPT (1) Puducherry LPTs (2) Karaikal Puducherry (DD News) VLPTs (2) Mahe Yanam |

Statement III

List of Existing A.I.R. Stations alongwith details of modernization and upgradation carried out in the last four years

| Sl. No. | Stations | States | Details of Modernization and Up-gradation Carried out in the last 4 year |
|---------|------------|----------------|---|
| 1 | 2 | 3 | 4 |
| 1. | Adilabad | Andhra Pradesh | Digital hand held Recorder Provided. |
| 2. | Anantpur | Andhra Pradesh | Digital hand held Recorder Provided. CD Player Provided. |
| 3. | Cuddapah | Andhra Pradesh | CD Player Provided. Digital STL Provided. |
| 4. | Hyderabad | Andhra Pradesh | Digital Switching Console Provided. Digital Dubbing Console Provided. Digital Transmission Console Provided. Digital hand held Recorder Provided. CD Player Provided. Digital Field Recorder Provided. Augmentation of CES. In-marsat Terminal Provided. Stereo Studio Facility Provided. |
| 5. | Kothagudam | Andhra Pradesh | Digital hand held Recorder Provided. CD Player Provided. |
| 6. | Kurnool | Andhra Pradesh | Hard disk (Computer) Based System for Transmission and Programme Production Installed. |
| 7. | Machrela | Andhra Pradesh | |

| 1 | 2 | 3 | 4 |
|-----|----------------|-------------------|---|
| 8. | Merkapuram | Andhra Pradesh | Hard disk (Computer) Based System for Transmission and Programme Production Installed. Replacement of AC Plant Completed. |
| 9. | Nizamabad | Andhra Pradesh | Digital hand held Recorder Provided. CD Player Provided. |
| 10. | Tirupathi | Andhra Pradesh | Digital hand held Recorder Provided. |
| 11. | Vijaywada | Andhra Pradesh | Hard disk (Computer) Based System for Transmission and Programme Production Installed. Digital hand held Recorder Provided. CD Player Provided. Digital field Recorder Provided. 1kw FM Transmitter (Interim set up) Commissioned. Digital STL Provided. Replacement of LT Panel Completed. Stereo Studio Facility Provided. |
| 12. | Vishakhapatnam | Andhra Pradesh | CD Player Provided. |
| 13. | Warangal | Andhra Pradesh | Digital hand held Recorder Provided. CD Player Provided. |
| 14. | Itanagar | Arunnchal Pradesh | Digital hand held Recorder Provided. Digital Field Recorder Provided. 10 kW FM Transmitter & Stereo Studio Commissioned. |
| 15. | Passighat | Arunnchal Pradesh | Digital hand held Recorder Provided. CD Player Provided. |
| 16. | Tawang | Arunnchal Pradesh | Digital Switching Console Provided. CD Player Provided. Digital field Recorder Provided. |
| 17. | Tezu | Arunnchal Pradesh | Digital hand held Recorder Provided. CD Player Provided. |
| 18. | Ziro | Arunnchal Pradesh | |
| 19. | Dhubri | Assam | |
| 20. | Dibrugarh | Assam | |
| 21. | Diphu | Assam | |
| 22. | Guwahati | Assam | Digital Switching Console Provided. Digital Dubbing Console Provided. Digital Transmission Console Provided. Digital Field Recorder Provided. News on Phone Service Provided. IN-MARSAT Terminal Provided. Fly Away Dsng Provided. |
| 23. | Haflong | Assam | Hard Disk (Computer) Based System for Transmission and Programme Production Installed. |

| 1 | 2 | 3 | 4 |
|-----|------------|--------------|--|
| 24. | Jorhat | Assam | Digital Hand Held Recorder Provided. CD Player Provided. |
| 25. | Kokrajhar | Assam | Hard Disk (Computer) Based System for Transmission and Programme Production Installed. |
| 26. | Nowgong | Assam | Hard Disk (Computer) Based System for Transmission and Programme Production Installed. |
| 27. | Silchar | Assam | Digital Switching Console Provided. Digital hand held Recorder Provided. Digital Field Recorder Provided. |
| 28. | Tezpur | Assam | |
| 29. | Aurangabad | Bihar | |
| 30. | Bhagalpur | Bihar | CD Player Provided. |
| 31. | Darbhanga | Bihar | |
| 32. | Patna | Bihar | Digital Switching Console Provided. Digital Dubbing Console Provided. Digital Transmission Console Provided. Digital hand held Recorder Provided. CD Player Provided. Digital field Recorder Provided. Digital STL Provided. Augmentation of CES. IN-MARSAT Terminal Provided. |
| 33. | Purnea | Bihar | Hard Disk (Computer) based system for Transmission and Programme Production Installed. |
| 34. | Sasaram | Bihar | Digital hand held Recorder Provided. |
| 35. | Ambikapur | Chhattisgarh | |
| 36. | Bilaspur | Chhattisgarh | Digital hand held Recorder Provided. |
| 37. | Jagdalpur | Chhattisgarh | Digital hand held Recorder Provided. |
| 38. | Raigarh | Chhattisgarh | Hard Disk (Computer) Based System for Transmission and Programme Production Installed. |
| 39. | Raipur | Chhattisgarh | Hard Disk (Computer) Based System for Transmission and Programme Production Installed. Digital hand held Recorder Provided. Digital field Recorder Provided. News on Phone Service Provided. Replacement of 100 kW MW by 100 kW DRM Compatible MW Transmitter Completed. Augmentation of CES. IN-MARSAT Terminal Provided. |
| 40. | Saraipalli | Chhattisgarh | |

| 1 | 2 | 3 | 4 |
|-----|-------------|---------|---|
| 41. | Delhi | Delhi | Digital hand held Recorder Provided. CD Player. Digital field Recorder Provided. Uplinking of DTH Channels Increased from 12 to 16. Starting of Digital Transmission (DRM) on 250 kW SW Transmitter. Replacement of 100 kW MW by 100 kW MW Transmitter DRM Compatible Completed. Replacement of 10 kW FM by 20 kW FM Transmitter & Replacement of 5 kW FM by 20 kW FM Transmitter Completed. Digital E1 Connectivity provided. IN-MARSAT Terminal provided. Mobile DSNG provided. |
| 42. | Panaji | Goa | Digital Switching Console provided. Digital Transmission Console provided. Digital hand held Recorder provided. IN-MARSAT Terminal provided. |
| 43. | Ahmedabad | Gujarat | Digital Switching Console provided. Digital Dubbing Console provided. Digital Transmission Console provided. Digital hand held Recorder provided. Digital field Recorder provided. News on Phone Service provided. Augmentation of CES. IN-MARSAT Terminal provided. |
| 44. | Ahwa | Gujarat | Hard Disk (Computer) Based System for Transmission and Programme Production Installed. |
| 45. | Bhuj | Gujarat | Digital hand held recorder provided. |
| 46. | Godhra | Gujarat | Digital hand held recorder provided. CD Player provided. |
| 47. | Himmatnagar | Gujarat | |
| 48. | Rajkot | Gujarat | Digital hand held recorder provided. |
| 49. | Surat | Gujarat | Digital hand held recorder provided. CD Player Provided. |
| 50. | Vadodra | Gujarat | |
| 51. | Hissar | Haryana | Hard Disk (computer) based system for transmission and programme production installed. |
| 52. | Kurukshehra | Haryana | Digital hand held recorder provided. |
| 53. | Rohtak | Haryana | Digital hand held recorder provided. Digital Field Recorder provided. Captive Earth Station provided. Augmentation of CES. IN-MARSAT Terminal provided. Replacement of LT Panel Completed. Stereo studio facility provided. |

| 1 | 2 | 3 | 4 |
|-----|-----------------|-------------------|--|
| 54. | Dharmshala | Himachal Pradesh | Hard Disk (computer) based system for transmission and programme production installed. |
| 55. | Hamirpur | Himachal Pradesh | Hard Disk (computer) based system for transmission and programme production installed. Digital Field Recorder provided. |
| 56. | Kasauli | Himachal Pradesh | |
| 57. | Kinnaur (Kalpa) | Himachal Pradesh | |
| 58. | Kullu | Himachal Pradesh | |
| 59. | Shimla | Himachal Pradesh | Digital Hand held recorder provided. CD Player provided. Digital Field Recorder provided. News on Phone Service provided. Augmentation of CES. IN-MARSAT Terminal provided. Replacement of LT Panel Completed. Stereo Studio Facility provided. |
| 60. | Bhadarwah | Jammu and Kashmir | New DG set provided. |
| 61. | Diskit | Jammu and Kashmir | New DG set provided. |
| 62. | Drass | Jammu and Kashmir | New DG set provided. |
| 63. | Jammu | Jammu and Kashmir | Digital hand held Recorder provided. CD Player provided. Fly Away Dsng provided. Replacement of LT Panel Completed. |
| 64. | Kargil | Jammu and Kashmir | Hard Disk (computer) based system for transmission and programme production installed. 200 kW MW Transmitter commissioned. |
| 65. | Kathua | Jammu and Kashmir | Digital Hand held recorder provided. CD Player provided. Digital Field Recorder provided. |
| 66. | Khalsi | Jammu and Kashmir | New DG set provided. |
| 67. | Kupwara | Jammu and Kashmir | |
| 68. | Leh | Jammu and Kashmir | Digital Switching Console provided. Digital Dubbing Console provided. Digital hand held Recorder provided. Digital Field Recorder provided. Captive Earth Station provided. 100 Watt FM Transmitter Commissioned. |
| 69. | Naushera | Jammu and Kashmir | |
| 70. | Nyoma | Jammu and Kashmir | New DG set provided. |

| 1 | 2 | 3 | 4 |
|-----|-------------|-------------------|---|
| 71. | Padam | Jammu and Kashmir | New DG set provided. |
| 72. | Poonch | Jammu and Kashmir | Hard Disk (computer) based system for transmission and programme production installed. |
| 73. | Rajouri | Jammu and Kashmir | |
| 74. | Srinagar | Jammu and Kashmir | Digital hand held Recorder provided. CD Player provided. Digital STL provided. Augmentation of CES. |
| 75. | Tiesuru | Jammu and Kashmir | New DG set provided. |
| 76. | Chaibasa | Jharkhand | Hard Disk (computer) based system for transmission and programme production installed. |
| 77. | Daltonganj | Jharkhand | Hard Disk (computer) based system for transmission and programme production installed. |
| 78. | Hazaribagh | Jharkhand | Hard Disk (computer) based system for transmission and programme production installed. |
| 79. | Jamshedpur | Jharkhand | Digital hand held Recorder provided. CD Player provided. |
| 80. | Ranchi | Jharkhand | Hard Disk (computer) based system for transmission and programme production installed. Digital Dubbing Console provided. Digital hand held Recorder provided. CD Player provided. Digital Field Recorder provided. Augmentation of CES. IN-MARSAT Terminal provided. |
| 81. | Bangalore | Karnataka | Digital Switching Console provided. Digital Dubbing Console provided. Digital Transmission Console provided. Digital hand held Recorder provided. Digital Field Recorder provided. News on Phone Service provided. Augmentation of CES. IN-MARSAT Terminal provided. |
| 82. | Bellary | Karnataka | Digital Field Recorder provided. |
| 83. | Bhadrawati | Karnataka | |
| 84. | Bijapur | Karnataka | Hard Disk (computer) based system for transmission and programme production installed. |
| 85. | Chitradurga | Karnataka | Digital hand held Recorder provided. CD Player provided. |
| 86. | Dharwad | Karnataka | Digital Hand Held Recorder provided. |

| 1 | 2 | 3 | 4 |
|------|---------------------|-----------|---|
| 87. | Gulbarga | Karnataka | Hard Disk (computer) based system for transmission and programme production installed. CD Player provided. Digital Field Recorder provided. Stereo Studio Facility provided. |
| 88. | Hassan | Karnataka | Digital Hand Held Recorder provided. |
| 89. | Hospet | Karnataka | Hard Disk (computer) based system for transmission and programme production installed. |
| 90. | Karwar | Karnataka | Hard Disk (computer) based system for transmission and programme production installed. |
| 91. | Madikeri (Mercara) | Karnataka | Hard Disk (computer) based system for transmission and programme production installed. |
| 92. | Mangalore/Udipi | Karnataka | Digital hand held Recorder provided. CD Player provided. |
| 93. | Mysore | Karnataka | Digital Switching Console provided. Digital Dubbing Console provided. Replacement of LT Panel Completed. Permanent Studio set up Commissioned. |
| 94. | Raichur | Karnataka | Hard Disk (computer) based system for transmission and programme production installed. Replacement of AC Plant Completed. |
| 95. | Alappuzha (Alleppy) | Kerala | |
| 96. | Devikulam (Idduki) | Kerala | Hard Disk (computer) based system for transmission and programme production installed. |
| 97. | Kannur | Kerala | Digital hand held Recorder provided. CD Player provided. |
| 98. | Kochi | Kerala | Digital hand held Recorder. CD Player provided. |
| 99. | Kozhikode (Calicut) | Kerala | Digital hand held Recorder provided. CD Player provided. |
| 100. | Manjeri | Kerala | |
| 101. | Trissure | Kerala | CD Player provided. Replacement of LT Panel Completed. |
| 102. | Thruvananthapuram | Kerala | Digital Switching Console provided. Digital Dubbing Console provided. Digital hand held Recorder provided. Digital Field Recorder provided. News on Phone Service provided. Augmentation of CES. IN-MARSAT Terminal provided. |

| 1 | 2 | 3 | 4 |
|------|------------|----------------|--|
| 103. | Balaghat | Madhya Pradesh | Hard Disk (computer) based system for transmission and programme production installed. |
| 104. | Betul | Madhya Pradesh | Hard Disk (computer) based system for transmission and programme production installed. |
| 105. | Bhopal | Madhya Pradesh | Digital hand held Recorder provided. Digital Field Recorder provided. Augmentation of CES. IN-MARSAT Terminal provided. |
| 106. | Chhatarpur | Madhya Pradesh | |
| 107. | Chhindwara | Madhya Pradesh | Digital hand held Recorder Provided. |
| 108. | Guna | Madhya Pradesh | Hard Disk (computer) based system for transmission and programme production installed. |
| 109. | Gwalior | Madhya Pradesh | Digital hand held Recorder provided. |
| 110. | Indore | Madhya Pradesh | |
| 111. | Jabalpur | Madhya Pradesh | Digital hand held Recorder provided. |
| 112. | Khandwa | Madhya Pradesh | Digital hand held Recorder provided. CD Player provided. |
| 113. | Mandla | Madhya Pradesh | |
| 114. | Rajgarh | Madhya Pradesh | |
| 115. | Rewa | Madhya Pradesh | |
| 116. | Sagar | Madhya Pradesh | |
| 117. | Shahdol | Madhya Pradesh | Hard Disk (computer) based system for transmission and programme production installed. CD Player |
| 118. | Shivpuri | Madhya Pradesh | Digital hand held Recorder provided. CD Player provided. |
| 119. | Ahmednagar | Maharashtra | Digital Hand Held Recorder provided. CD Player provided. |
| 120. | Akola | Maharashtra | Hard Disk (computer) based system for transmission and programme production installed. |
| 121. | Aurangabad | Maharashtra | Digital Field Recorder provided. Digital STL provided. Captive Earth Station provided. |
| 122. | Beed | Maharashtra | Digital hand held Recorder provided. CD Player provided. |
| 123. | Chandrapur | Maharashtra | Hard Disk (computer) based system for transmission and programme production installed. |

| 1 | 2 | 3 | 4 |
|------|-----------|-------------|--|
| 124. | Dhule | Maharashtra | Hard Disk (computer) based system for transmission and programme production installed. |
| 125. | Jalgaon | Maharashtra | |
| 126. | Kolhapur | Maharashtra | Hard Disk (computer) based system for transmission and programme production installed. |
| 127. | Mumbai | Maharashtra | Digital Switching Console provided. Digital Transmission Console provided. Digital Dubbing Console provided. Digital hand held Recorder provided. Digital Field Recorder provided. Replacement of 5kW FM by 20 kW FM Transmitter(interim Setup With 10 kW Commissioned). Augmentation of CES. Digital E1 Connectivity provided. IN-MARSAT Terminal provided. |
| 128. | Nagpur | Maharashtra | Digital hand held Recorder provided. CD Player provided. |
| 129. | Nanded | Maharashtra | Digital hand held Recorder provided. CD Player provided. |
| 130. | Nasik | Maharashtra | Hard Disk (computer) based system for transmission and programme production installed. |
| 131. | Oras | Maharashtra | |
| 132. | Osmanabad | Maharashtra | Hard Disk (computer) based system for transmission and programme production installed. |
| 133. | Parbhani | Maharashtra | CD Player provided. |
| 134. | Pune | Maharashtra | Digital Switching Console provided. Digital Transmission Console provided. Digital hand held Recorder provided. Digital Field Recorder provided. |
| 135. | Ratnagiri | Maharashtra | Digital hand held Recorder provided. CD Player provided. |
| 136. | Sangli | Maharashtra | CD Player provided. |
| 137. | Satara | Maharashtra | Hard Disk (computer) based system for transmission and programme production installed. |
| 138. | Sholapur | Maharashtra | Digital hand held Recorder provided. Digital Field Recorder provided. |
| 139. | Yavatmal | Maharashtra | Hard Disk (computer) based system for transmission and programme production installed. |
| 140. | Imphal | Manipur | Digital hand held Recorder provided. Digital Field Recorder provided. CD Player provided. News on Phone Service provided. |

| 1 | 2 | 3 | 4 |
|------|--------------|-----------|---|
| 141. | Jowai | Meghalaya | Hard Disk (computer) based system for transmission and programme production installed. |
| 142. | Nongstoin | Meghalaya | |
| 143. | Shillong | Meghalaya | Digital Switching Console provided. Digital Dubbing Console provided. Digital hand held Recorder provided. CD Player provided. Digital Field Recorder provided. |
| 144. | Tura | Meghalaya | CD Player provided. |
| 145. | Williamnagar | Meghalaya | |
| 146. | Aizawal | Mizoram | Digital Hand held Recorder provided. Digital Field Recorder provided. 6kW FM Transmitter & Stereo Studio Commissioned. |
| 147. | Lunglei | Mizoram | Hard Disk (computer) based system for transmission and programme production installed. |
| 148. | Saiha | Mizoram | |
| 149. | Kohima | Nagaland | Digital Hand Held Recorder provided. CD Player provided. Digital Field Recorder provided. 1kW FM Transmitter (Interim set up) Commissioned. |
| 150. | Mokokchung | Nagaland | Hard Disk (computer) based system for transmission and programme production installed. |
| 151. | Mon | Nagaland | |
| 152. | Tuensang | Nagaland | |
| 153. | Baripada | Orissa | Digital Hand held Recorder provided. CD Player provided. Replacement of 1kW MW TR. By 5kW FM Transmitter Completed. |
| 154. | Berhampur | Orissa | Hard Disk (computer) based system for transmission and programme production installed. |
| 155. | Bhawanipatna | Orissa | Digital Switching Console provided |
| 156. | Bolangir | Orissa | Hard Disk (computer) based system for transmission and programme production installed. |
| 157. | Cuttack | Orissa | Digital Switching Console provided. Digital Dubbing Console provided. Digital hand held Recorder provided. CD Player provided. Digital Field Recorder provided. Augmentation of CES. |

| 1 | 2 | 3 | 4 |
|------|-------------|-----------|--|
| 158. | Deogarh | Orissa | |
| 159. | Jeypore | Orissa | Digital Hand held Recorder provided. Digital STL provided. |
| 160. | Joranda | Orissa | Hard Disk (computer) based system for transmission and programme production installed. |
| 161. | Keonjhar | Orissa | Digital Hand held Recorder provided. |
| 162. | Puri | Orissa | Hard Disk (computer) based system for transmission and programme production installed. |
| 163. | Rourkela | Orissa | Hard Disk (computer) based system for transmission and programme production installed. |
| 164. | Sambalpur | Orissa | Digital Hand held Recorder provided. |
| 165. | Soro | Orissa | |
| 166. | Bhatinda | Punjab | Digital Hand held Recorder provided. CD Player provided. |
| 167. | Jalandhar | Punjab | Hard Disk (computer) based system for transmission and programme production installed. Digital Switching Console provided. Digital Dubbing Console provided. Digital Hand held Recorder provided. Digital Field Recorder provided. Augmentation of CES. IN-MARSAT Terminal provided. Stereo Studio Facility provided. |
| 168. | Patiala | Punjab | Hard Disk (computer) based system for transmission and programme production installed. |
| 169. | Ajmer | Rajasthan | |
| 170. | Alwar | Rajasthan | Digital Hand held Recorder provided. CD Player provided. |
| 171. | Banswara | Rajasthan | Digital hand Held Recorder provided. CD Player Provided. |
| 172. | Barmer | Rajasthan | Digital Hand held Recorder provided. CD Player provided. |
| 173. | Bikaner | Rajasthan | CD Player provided. Digital Field Recorder provided. Stereo Studio Facility provided. |
| 174. | Chittorgarh | Rajasthan | Digital Hand held Recorder provided. CD Player provided. |
| 175. | Churu | Rajasthan | Hard Disk (computer) based system for transmission and programme production installed. |

| 1 | 2 | 3 | 4 |
|------|----------------|------------|---|
| 176. | Jaipur | Rajasthan | Digital Switching Console provided. Digital Dubbing Console provided. Digital Hand Held Recorder provided. CD Player provided. Digital Field Recorder provided. News on Phone Service provided. Augmentation of CES. IN-MARSAT Terminal provided. |
| 177. | Jaisalmer | Rajasthan | Hard Disk (computer) based system for transmission and programme production installed. |
| 178. | Jhalawar | Rajasthan | Hard Disk (computer) based system for transmission and programme production installed. |
| 179. | Jodhpur | Rajasthan | CD Player provided. Digital STL provided. |
| 180. | Kota | Rajasthan | Replacement of 1 kW MW by 20 kW MW Transmitter completed. Digital STL provided. |
| 181. | Mount Abu | Rajasthan | Hard Disk (computer) based system for transmission and programme production installed. |
| 182. | Nagaur | Rajasthan | |
| 183. | Sawai Madhopur | Rajasthan | Hard Disk (computer) based system for transmission and programme production installed. |
| 184. | Suratgarh | Rajasthan | CD Player provided. |
| 185. | Udaipur | Rajasthan | Digital Field Recorder provided. Stereo Studio Facility provided. |
| 186. | Gangtok | Sikkim | Hard Disk (computer) based system for transmission and programme production installed. Digital Switching Console provided. Digital Hand held Recorder provided. CD Player provided. Digital Field Recorder provided. |
| 187. | Chennai | Tamil Nadu | Digital Switching Console provided. Digital Dubbing Console provided. Digital Transmission Console provided. Digital Hand held Recorder provided. CD Player provided. Digital Field Recorder provided. Replacement of 10 kW FM by 20 kW FM Transmitter & Replacement of 5 kW FM by 20 kW FM Transmitter completed. Digital E1 Connectivity provided. IN-MARSAT Terminal provided. Mobile DSNG Provided. Replacement of AC Plant completed. Refurbishing of studio completed. |

| 1 | 2 | 3 | 4 |
|------|-----------------|--------------------------------------|--|
| 188. | Coimbatore | Tamil Nadu | Digital Hand held Recorder provided. |
| 189. | Dharmapuri | Tamil Nadu | |
| 190. | Kodaikanal | Tamil Nadu | |
| 191. | Madurai | Tamil Nadu | CD Player Provided. Digital Field Recorder provided. Stereo Studio Facility provided. |
| 192. | Nagarcoil | Tamil Nadu | Digital Hand held Recorder provided. |
| 193. | Oottacamund | Tamil Nadu | Hard Disk (computer) based system for transmission and programme production installed. |
| 194. | Salem (Yercaud) | Tamil Nadu | |
| 195. | Tiruchirapalli | Tamil Nadu | Digital Switching Console provided. Digital Dubbing Console provided. |
| 196. | Tirunelveli | Tamil Nadu | Digital Hand held Recorder provided. Digital Field Recorder provided. Stereo studio Facility provided. |
| 197. | Tuticorin | Tamil Nadu | Hard Disk (computer) based system for transmission and programme production installed. Replacement of AC Plant completed. |
| 198. | Agartala | Tripura | Digital Hand held Recorder provided. CD Player provided. Digital Field Recorder provided. |
| 199. | Belonia | Tripura | Hard Disk (computer) based system for transmission and programme production installed. |
| 200. | Kailashahar | Tripura | Hard Disk (computer) based system for transmission and programme production installed. |
| 201. | Chandigarh | Union Territories | Hard Disk (computer) based system for transmission and programme production installed. Digital Hand held Recorder provided. CD Player provided. Digital Field Recorder provided. Digital STL Provided. Stereo Studio Facility provided. |
| 202. | Daman | Union Territories (Daman and Diu) | Hard Disk (computer) based system for transmission and programme production installed. |
| 203. | Karaikal | Union Territories (Puducherry) | Hard Disk (computer) based system for transmission and programme production installed. Replacement of AC Plant completed. |
| 204. | Puducherry | Union Territories (Puducherry) | CD Player provided. Digital Field Recorder provided. 5kW FM Transmitter Commissioned. Stereo Studio Facility provided. |

| 1 | 2 | 3 | 4 |
|------|------------|--|---|
| 205. | Kavaratti | Union Territories (L and M Islands) | Hard Disk (computer) based system for transmission and programme production installed. Digital Switching Console provided. Digital Dubbing Console provided. |
| 206. | Port Blair | Union Territories (A & N Islands) | Hard Disk (computer) based system for transmission and programme production installed. Digital Hand Held Recorder provided. CD Player provided. |
| 207. | Agra | Uttar Pradesh | Digital Hand held Recorder provided. CD Player provided. |
| 208. | Aligarh | Uttar Pradesh | |
| 209. | Allahabad | Uttar Pradesh | Digital Hand held Recorder provided. New DG set provided. |
| 210. | Bareilly | Uttar Pradesh | Hard Disk (computer) based system for transmission and programme production installed. CD Player provided. |
| 211. | Faizabad | Uttar Pradesh | Hard Disk (computer) based system for transmission and programme production installed. |
| 212. | Gorakhpur | Uttar Pradesh | Digital Hand held Recorder provided. CD Player provided. Digital Field Recorder provided. Replacement of LT Panel completed. Stereo Studio Facility provided. |
| 213. | Jhansi | Uttar Pradesh | Hard Disk (computer) based system for transmission and programme production installed. Digital Field Recorder provided. |
| 214. | Kanpur | Uttar Pradesh | Digital Hand held Recorder provided. CD Player provided. Digital Field Recorder provided. 1kW FM Transmitter (Interim set up) Commissioned. Stereo Studio Facility provided. |
| 215. | Lucknow | Uttar Pradesh | Hard Disk (computer) based system for transmission and programme production installed. Digital Switching Console provided. Digital Dubbing Console provided. Digital Hand held Recorder provided. Digital Field Recorder provided. News on Phone Service provided. Augmentation of CES. In-marsat Terminal provided. Replacement of LT Panel completed. Stereo Studio Facility provided. |

| 1 | 2 | 3 | 4 |
|-----------------|---------------------|---------------|---|
| 216. | Mathura | Uttar Pradesh | New DG set provided. |
| 217. | Najibabad | Uttar Pradesh | Digital Hand held Recorder provided. Replacement of 100 kW MW Transmission by 200 kW MW Transmitter completed. Replacement of LT Panel completed. |
| 218. | Obra | Uttar Pradesh | Hard Disk (computer) based system for transmission and programme production installed. |
| 219. | Rampur | Uttar Pradesh | Replacement of LT Panel completed. |
| 220. | Varanasi | Uttar Pradesh | Digital Hand held Recorder provided. Digital Field Recorder provided. 1kW FM Transmitter (Interim set up) Commissioned. Captive Earth Station provided. Stereo Studio Facility provided. |
| 221. | Almora | Uttarakhand | Augmentation of CES. |
| 222. | Gopeshwar (Chamoli) | Uttarakhand | |
| 223. | Mussoorie | Uttarakhand | |
| 224. | Pauri | Uttarakhand | Hard Disk (computer) based system for transmission and programme production installed. |
| 225. | Pithoragarh | Uttarakhand | |
| 226. | Uttarkashi | Uttarakhand | |
| 227. | Asansole | West Bengal | |
| 228. | Darjeeling | West Bengal | Digital Switching Console provided |
| 229. | Kolkata | West Bengal | Digital Switching Console provided. Digital Dubbing Console provided. Digital Transmission Console provided. Digital Hand held Recorder provided. CD Player provided. Digital Field Recorder provided. Replacement of 5 kW FM by 20 kW FM Transmitter completed. Digital E1 Connectivity provided. IN-MARSAT Terminal provided. |
| 230. | Kurseong | West Bengal | Digital Hand held Recorder provided. |
| 231. | Murshidabad | West Bengal | Digital Hand held Recorder provided. |
| 232. | Shantiniketan | West Bengal | |
| 233. | Siliguri | West Bengal | Digital Hand held Recorder provided. |
| Total (375 Tr.) | | | |

Statement IV*Upgradation/Modernization works carried out at Doordarshan stations during 2006-07 to 2009-10 (till Feb., 2010)*

| State/UT | 2006-07 | 2007-08 | 2008-09 | 2009-10 (till Feb.,10) |
|-------------------|---|--|--|---|
| 1 | 2 | 3 | 4 | 5 |
| Andhra Pradesh | Partial digitalization of Studio at Vijaywada Replacement of old 100W LPT by 500W automode LPT at Guntakal | | | Replacement of old 100W LPTs by 500W automode LPTs at Karimnagar & Nellore |
| Arunachal Pradesh | Partial digitalization of Studio at Itanagar | | | |
| Assam | Partial digitalization of PPC at Guwahati & Studios at Silchar & Dibrugarh Replacement of old 100W LPTs by 500W automode LPTs at Nagaon, Goalpara & Dhubri | Upgradation of existing DD1 LPT to HPT at Kokrajhar (int.) | | |
| Bihar | Replacement of old 100W LPTs by 500W automode LPTs at Forbesganj, Khagaria, Gaya, Madhepura, Sasaram, Jamui, Madhubani, Begusarai & Bettiah Replacement of old 100W LPTs by 500W LPTs at Sitamarhi, Gopalganj & Bhagalpur | Upgradation of existing DD1 LPT to HPT at Saharsa (int.) | | Upgradation of interim DD1 HPT to permanent set up at Saharsa |
| Chhattisgarh | | Replacement of old 100W LPT by 500W automode LPT at Manindergarh | Replacement of old 100W LPT by 500W automode LPT at Rajhara Jharandilli | |
| Goa | | | Additional Studio at Panaji | |
| Gujara | Partial digitalization of Studio at Rajkot Upgradation of existing DD1 LPT to HPT at Radhanpur DD1 & DD News HPTs at Surat operationalised with pmt. tower Replacement of old 100W LPT by 500W automode LPT at Mangrol | Replacement of old 100W LPT by 500W automode LPT at Mahesana | Upgradation of interim DD1 & DD News HPTs to permanent set up at Vadodara Replacement of old 100W LPTs by 500W automode LPTs at Surendernagar & Dahod | Replacement of old 100W LPTs by 500W automode LPTs at Jamnagar & Kevadia Colony |

| 1 | 2 | 3 | 4 | 5 |
|-------------------|---|--|--|---|
| Haryana | Upgradation of existing DD1 LPT to HPT at Karnal | Upgradation of existing DD1 & DD News LPTs to HPTs at Hissar | | |
| Himachal Pradesh | Partial digitalization of Studio at Shimla Replacement of old 100W LPT by 500W automode LPT at Kullu | Upgradation of existing DD1 LPT to HPT at Dharamshala | | |
| Jammu and Kashmir | Full digitalization of Studio at Srinagar Upgradation of interim DD1 & DD News HPTs to permanent set up at Samba Replacement of old 100W LPT by 500W automode LPT at Kargil | Upgradation of interim DD1 & DD Kashir HPTs to permanent set up at Kupwara | | |
| Jharkhand | Additional Studio at Ranchi Replacement of old 100W LPTs by 500W automode LPTs at Giridih, Ghatsila & Dumka Replacement of old 100W LPT by 500W LPT at Chaibasa | | | |
| Karnataka | Replacement of old 100W LPT by 500W automode LPT at Chikodi | Replacement of old 100W LPT by 500W automode LPT at Hospet | | |
| Kerala | Full digitalization of Studio at Thiruvananthapuram Replacement of old 100W LPT by 500W automode LPT at Kayamkulam | Replacement of old 100W LPT by 500W automode LPT at Pathanamthitta | Replacement of old 100W LPT by 500W automode LPT at Kalpetta | |
| Madhya Pradesh | Full digitalization of Studio at Bhopal Partial digitalization of Studio at Indore Upgradation of existing DD1 LPT to HPT at Sagar Replacement of old 100W LPTs by 500W automode LPTs at Neemuch & Narsinghpur | | Upgradation of existing DD1 LPT to HPT at Chhattarpur | Replacement of old 100W LPT by 500W automode LPT at Betul |

| 1 | 2 | 3 | 4 | 5 |
|-------------|--|---|--|--|
| Maharashtra | Partial digitalization of Studio at Pune | Upgradation of interim DD1 HPT to permanent set up at Jalgaon | Replacement of old 100W LPT by 500W automode LPT at Satara | |
| | Replacement of old 100W LPTs by 500W automode LPTs at Manmad & Pandharpur | | | |
| Manipur | Partial digitalization of Studio at Imphal | | | |
| | Replacement of old 100W LPT by 500W automode LPT at Ukhrul | | | |
| Meghalaya | Partial digitalization of Studios at Shillong & Tura | | | |
| Mizoram | Partial digitalization of Studio at Aizawl | | | |
| Nagaland | Partial digitalization of Studio at Kohima | | | |
| Orissa | Full digitalization of Studio at Bhubaneshwar | | | |
| | Partial digitalization of Studio at Sambalpur | | | |
| | Replacement of old 100W LPTs by 500W automode LPTs at Rourkela, Puri, Narsinghpur, Parlakhemundi, Bhadrak, Rayagada, Baliapal, Paradeep & Anandpur | | | |
| Punjab | Full digitalization of Studio at Jalandhar | | | |
| | Replacement of old DD1 HPT at Bathinda by new HPT | | | |
| | Replacement of old 100W LPTs by 500W automode LPTs at Pathankot & Ferozpur | | | |
| Rajasthan | Replacement of old 100W LPTs by 500W automode LPTs at Udaipur, Dungarpur, Ganganagar & Nagaur | Upgradation of existing DD1 LPT to HPT at Bikaner | | Upgradation of interim DD1 HPT to permanent set up at Barmer |
| | | Replacement of old 100W LPT by 500W automode LPT at Banswara | | |

| 1 | 2 | 3 | 4 | 5 |
|-----------------|---|--|---|---|
| Tamil Nadu | Upgradation of existing DD1 LPT to HPT at Tirunelveli | Replacement of old DD News & DD Podighai HPTs at Chennai by new HPTs | Replacement of old DD1 HPT at Chennai by new HPT | Replacement of old 100W LPTs by 500W automode LPTs at Courtalam, Vellore, Vaniyambadi & Neyveli |
| | Upgradation of existing DD1 LPT to HPT at Dharmapuri | | Replacement of old 100W LPT by 500W automode LPT at Coimbatore | |
| | Replacement of old 100W LPT by 500W automode LPT at Thanjavur | | | |
| Tripura | Partial digitalization of Studio at Agartala | | | |
| Uttar Pradesh | Full digitalization of Studio at Lucknow | Replacement of old 100W LPT by 500W automode LPT at Akbarpur | Permanent Studio Centre at Gorakhpur at new site | Replacement of old 100W LPTs by 500W automode LPTs at Fatehpur, Gonda & Mau |
| | Partial digitalization of Studios at Allahabad & Mau | | | |
| | Replacement of old 100W LPT by 500W automode LPTs at Balrampur, Basti, Bahraich & Tirwa | | | |
| Uttarakhand | Replacement of old 100W LPT by 500W automode LPT at Pauri | | | |
| West Bengal | Partial digitalization of Studio at Jalpaiguri | Upgradation of interim DD1 HPT to permanent set up at Balurghat | Upgradation of interim DD1 HPT to permanent set up at Kharagpur | Replacement of old 100W LPT by 500W automode LPT at Bardhaman |
| | Replacement of old DD1 HPT at Kurseong by new HPT | | | |
| A and N Islands | | Upgradation of existing DD1 & DD News LPTs to HPTs at Port Blair | Replacement of old 10W VLPTs by new VLPTs (50W) at Rangat, Campbell Bay, Nancowry & Mayabandar | Replacement of old 10W VLPT by new VLPT (50W) at Hutbay |
| | | Replacement of old 10W VLPT by new VLPT (50W) at Diglipur | | |
| Lakshadweep | | | Replacement of old 10W VLPTs by new VLPTs (50W) at Agatti, Amini, Minicoy & Kavaratti (DD News) | Replacement of old 10W VLPTs by new VLPTs (50W) at Kadmat, Kalpeni, Chetlat & Kilton |
| Puducherry | Upgradation of interim DD1 HPT to permanent set up at Puducherry | | | |

Statement V**ALL INDIA RADIO***State-wise Coverage during Day Time*

(As on 1.1.2010)

| 1 | Existing | |
|-----------------------|----------|---------------------------------|
| | Area% | Population% (2001 Census) |
| 1 | 2 | 3 |
| States | | |
| 1. Andhra Pradesh | 99 | 99.5 |
| 2. Arunachal Pradesh | 57 | 76 |
| 3. Assam | 96.7 | 98.87 |
| 4. Bihar | 99* | 99* |
| 5. Chhattisgarh | 93.8 | 97.35 |
| 6. Goa | 99* | 99* |
| 7. Gujarat | 99* | 99* |
| 8. Haryana | 99* | 99* |
| 9. Himachal Pradesh | 52 | 88.91 |
| 10. Jammu and Kashmir | 48.05 | 99.5 |
| 11. Jharkhand | 99* | 99* |
| 12. Karnataka | 96.4 | 97.3 |
| 13. Kerala | 99.6 | 99.8 |
| 14. Madhya Pradesh | 99.3 | 99.4 |
| 15. Maharashtra | 98.67 | 98.99 |
| 16. Manipur | 94.96 | 98.46 |
| 17. Meghalaya | 97.5 | 98.45 |
| 18. Mizoram | 59.56 | 73.27 |
| 19. Nagaland | 81.5 | 87.67 |
| 20. Orissa | 98.27 | 99 |
| 21. Punjab | 99* | 99* |
| 22. Rajasthan | 94 | 99 |

| 1 | 2 | 3 |
|-----------------------------|-------|-------|
| 23. Sikkim | 72 | 95.6 |
| 24. Tamil Nadu | 99* | 99* |
| 25. Tripura | 84.31 | 89 |
| 26. Uttar Pradesh | 99.9 | 99.9 |
| 27. Uttaranchal | 54.69 | 80.1 |
| 28. West Bengal | 99* | 99* |
| II Union Territories | | |
| 1. A and N Islands | 99* | 99* |
| 2. Chandigarh | 99* | 99* |
| 3. Dadra and Nagar Haveli | 99* | 99* |
| 4. Delhi | 99* | 99* |
| 5. Daman and Diu | 99* | 99* |
| 6. L and M Islands | 99* | 99* |
| 7. Puducherry | 99* | 99* |
| National Coverage | | 99.16 |

*Coverage in these States can normally be taken as 100% *i.e.* without taking consideration the special requirement of certain situations.

Quality Check for Foodgrains

1817. RAJKUMARI RATNA SINGH:
SHRI ANJAN KUMAR M. YADAV:

Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether the Food Corporation of India (FCI) checks the quality of foodgrains before procurement of the same;

(b) if so, the details thereof and the mechanism in place for the same;

(c) whether substandard foodgrains have been procured by FCI during each of the last three years despite having quality check system in place;

(d) if so, the details thereof alongwith the number of officers held responsible in this regard; and

(e) the action taken against the persons held responsible?

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
|-------------------|------|------|------|------|------|------|--------|--------|--------|------|------|-----|------|------|------|------|------|------|
| Assam | 1332 | 1428 | 1614 | 1117 | 1268 | 1090 | 39074 | 37692 | 38451 | 102 | 102 | 78 | 1734 | 1970 | 1939 | 889 | 968 | 910 |
| Bihar | 1486 | 1237 | 1599 | 1908 | 2058 | 2043 | 45953 | 35496 | 44324 | NG | NG | NG | 1775 | 1720 | 1439 | 1743 | 1656 | 1566 |
| Chattisgarh | 1354 | 1446 | 1176 | 1002 | 1059 | 1040 | 2597 | 2477 | 2396 | 340 | 170 | 170 | NG | NG | NG | 373 | 347 | 360 |
| Goa | 2458 | 2330 | 2466 | NG | NG | NG | 52727 | 56000 | 49300 | NG | NG | NG | NG | NG | NG | NG | NG | NG |
| Gujarat | 1894 | 1942 | 1744 | 2498 | 3013 | 2377 | 73037 | 71991 | 70181 | 625 | 581 | 507 | NG | NG | NG | NG | NG | NG |
| Haryana | 3238 | 3361 | 2726 | 4232 | 4158 | 4390 | 68429 | 63286 | 57000 | 582 | 663 | 694 | NG | NG | NG | NG | NG | NG |
| Himachal Pradesh | 1559 | 1546 | 1523 | 1385 | 1376 | 1520 | 19667 | 21630 | 23087 | 170 | 340 | 378 | NG | NG | NG | NG | NG | NG |
| Jammu and Kashmir | 2194 | 2133 | 2186 | 1893 | 1782 | 1735 | 4000 | 2000 | Neg. | NG | NG | NG | NG | NG | NG | NG | NG | NG |
| Jharkhand | 1828 | 2018 | 2031 | 1529 | 1621 | 1541 | 35500 | 25000 | 61193 | NG | NG | NG | Neg. | Neg. | Neg. | 900 | 900 | Neg. |
| Karnataka | 2470 | 2625 | 2511 | 762 | 946 | 918 | 87944 | 85752 | 83018 | 276 | 328 | 360 | NG | NG | NG | 180 | 180 | 180 |
| Kerala | 2390 | 2310 | 2519 | NG | NG | NG | 88000 | 109000 | 125227 | 170 | 222 | 213 | NG | NG | NG | NG | NG | NG |
| Madhya Pradesh | 824 | 938 | 927 | 1835 | 1612 | 1723 | 43639 | 42287 | 42199 | 220 | 233 | 233 | NG | NG | NG | 463 | 463 | 390 |
| Maharashtra | 1680 | 1903 | 1501 | 1325 | 1659 | 1483 | 74898 | 80912 | 78969 | 253 | 373 | 257 | NG | NG | NG | 297 | 270 | 260 |
| Manipur | 2322 | 2446 | 2357 | NG | NG | NG | 32857 | 33600 | 35500 | NG | NG | NG | NG | NG | NG | NG | NG | NG |
| Meghalaya | 1916 | 1880 | 1886 | 2000 | 1833 | 1750 | 2000 | 3000 | 3000 | 182 | 153 | 134 | 1575 | 1571 | 1557 | 822 | 818 | 818 |
| Mizoram | 559 | 288 | 885 | NG | NG | NG | 3286 | 889 | 10538 | 4420 | 1020 | 85 | NG | NG | NG | NG | NG | NG |
| Nagaland | 1600 | 1685 | 1994 | 867 | 1067 | 1500 | 48729 | 49460 | 43209 | 170 | 255 | 170 | 425 | 384 | 94 | NG | NG | NG |
| Orissa | 1534 | 1694 | 1529 | 1487 | 1554 | 1396 | 63403 | 55364 | 59833 | 363 | 423 | 430 | 1756 | 1546 | 1493 | 699 | 825 | 849 |
| Punjab | 3868 | 4019 | 4022 | 4210 | 4507 | 4462 | 60808 | 60818 | 57654 | 750 | 663 | 737 | NG | NG | NG | NG | NG | NG |
| Rajasthan | 1577 | 2031 | 1807 | 2751 | 2749 | 3175 | 57771 | 57096 | 59723 | 363 | 397 | 408 | NG | NG | NG | NG | NG | NG |
| Sikkim | 1433 | 1636 | 1476 | 1385 | 1000 | 1345 | NG | NG | NG | NG | NG | NG | NG | NG | NG | NG | NG | NG |
| Tamil Nadu | 3423 | 2817 | 2683 | NG | NG | NG | 105123 | 107484 | 106197 | 374 | 344 | 279 | NG | NG | NG | Neg. | Neg. | Neg. |
| Tripura | 2472 | 2633 | 2586 | 1800 | 1900 | 2000 | 47111 | 46700 | 51700 | 227 | 232 | 238 | 1440 | 1332 | 1332 | 1276 | 1224 | 1500 |
| Uttar Pradesh | 1879 | 2063 | 2171 | 2721 | 2817 | 3002 | 59626 | 57212 | 52326 | 238 | 269 | 38 | NG | NG | NG | NG | NG | NG |
| Uttarakhand | 1979 | 2052 | 1966 | 2049 | 2050 | 2003 | 50413 | 61984 | 52243 | | | | NG | NG | NG | NG | NG | NG |
| West Bengal | 2593 | 2573 | 2533 | 2282 | 2602 | 2490 | 76307 | 75266 | 93085 | 438 | 274 | 364 | 2541 | 2425 | 2426 | 1754 | 1885 | 2117 |
| A and N Islands | 2896 | 3000 | 2797 | NG | NG | NG | 26000 | 17500 | 15000 | NG | NG | NG | NG | NG | NG | NG | NG | NG |
| D and N Haveli | 1743 | 1743 | 1721 | 1833 | 1833 | 1833 | NG | NG | NG | NG | NG | NG | NG | NG | NG | NG | NG | NG |
| Delhi | 4203 | 4243 | 4243 | 4341 | 4354 | 4351 | NG | NG | NG | NG | NG | NG | NG | NG | NG | NG | NG | NG |
| Daman & Diu | 2056 | 1750 | 2111 | NG | NG | NG | NG | NG | NG | NG | NG | NG | NG | NG | NG | NG | NG | NG |
| Pondicherry | 2465 | 2618 | 2442 | NG | NG | NG | 74905 | 99304 | 85421 | 128 | 340 | | NG | NG | NG | NG | NG | NG |
| All India | 2131 | 2202 | 2178 | 2708 | 2802 | 2907 | 69022 | 68877 | 64553 | 421 | 467 | 403 | 2342 | 2260 | 2207 | 1210 | 1219 | 1141 |

NG: Not Grown, Neg.: Negligible

[Translation]

Agriculture Input and Output

1819. SHRI ANURAG SINGH THAKUR: Will the Minister of AGRICULTURE be pleased to state:

(a) whether steep variation in the agricultural inputs and outputs has adversely affected the farmers;

(b) if so, the details thereof; and

(c) the steps taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) to (c) As per estimates of GDP released by CSO, the value of output for agriculture including livestock for 2008-09 at 2004-05 prices has increased by 16.36 per cent over 2004-05. The value of inputs has increased by 15.66 percent during the same period.

The effect of rising input Cost of Cultivation of major crops is balanced by way of giving MSP that help the farmers to receive adequate return on their investment.

Johne's Disease

1820. SHRI K.C. SINGH 'BABA': Will the Minister of AGRICULTURE be pleased to state:

(a) whether a few cases of Johne's disease /Para T.B. have been reported in various part of the country;

(b) if so, the details of such disease alongwith its effects on animals State-wise;

(c) whether the Government has developed any indigenouse vaccine the said disease;

(d) if so, the details thereof along with its effectiveness and cost in comparison with foreign vaccines;

(e) whether the Government has formulated any scheme to provide treatment facility in line of European countries including USA and Australia; and

(f) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND

PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) to (b) Yes, Madam. Johne's disease (JD)/paratuberculosis, a wasting disease in animals, caused by *Mycobacterium avium* subspecies paratuberculosis is reported in the country. The disease is prevalent in herds/flocks of cattle, buffaloes, sheep and goats in Gujarat, Haryana, Maharashtra, Madhya Pradesh, Punjab, Rajasthan and Uttar Pradesh.

(c) and (d) No Madam. There is no vaccine available in the country for field use. However, the Indian Council of Agricultural Research (ICAR) has developed and indigenouse vaccine against Johne's disease/Para T.B. which is at an experimental stage. The vaccine is not known to eliminate or prevent infection of this disease because it does not offer an absolute resistance to the causative agent. It also interferes with serological testing for paratuberculosis vis a vis tuberculosis.

(e) and (f) There is no scheme to provide treatment against this disease. However, in organized farms the animals are tested and, if found positive, are segregated. In countries like USA, Netherlands and few other European countries, control measures for Johne's disease/Para T.B. include testing and stamping out. These measures cannot be applied in Indian conditions due to socio-religious reasons.

[English]

Construction of Expressway and Outer Ring Roads

1821. SHRI RAJENDRA AGARWAL: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether construction work on the Delhi Meerut Expressway and outer ring road in Meerut City of Uttar Pradesh has commenced;

(b) if so, the present status of the same alongwith the time limit by which the work relating to aforesaid projects is likely to be completed; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (KUNWAR R.P.N. SINGH): (a) No, Madam.

(b) Does not arise.

(c) Delhi-Meerut Expressway and Meerut ring road/ bypass projects are at Feasibility Studies stage and it is too early to indicate the commencement date.

National Horticulture Mission

1822. SHRI M.B. RAJESH: Will the Minister of AGRICULTURE be pleased to state:

(a) the present status of the National Horticulture Mission;

(b) the details of the steps taken/proposed to be taken by the Government to improve the functioning of the mission;

(c) whether the mission is providing assistance for cultivation of vegetables; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) The Centrally Sponsored Scheme of National Horticulture Mission (NHM) was launched during X Plan from 2005-06 for the holistic development of horticulture sector by adopting an area based regionally differentiated strategies and cluster approach for development of horticultural crops. The scheme is continued during XI Five Year Plan and being implemented in 18 States and 3 Union Territories (UTs) of Andaman & Nicobar Islands, Lakshdweep and Puducherry. Remaining 11 States are covered under the Technology Mission for Integrated Development of Horticulture in the North-Eastern States (TMNE) including Sikkim and Himalayan States.

Under the Mission, various horticultural crops such as fruits, spices, flowers, aromatic plants, plantation crops of Cashew and Cocoa are included for area expansion based on the natural potential of the area.

During 2005-06 to 2008-09, an amount of Rs. 3503.11 crore was released for implementation of the scheme. During 2009-10, an amount of Rs. 725.25 crore has been released for implementation of the Scheme till date.

(b) To make horticulture activity more popular and attractive among the farmers and growers, the cost norms & pattern of assistance for most of the components under the Mission has been enhanced recently. It is envisaged that increased pattern of assistance will motivate farmers for adopting improved technologies and cultivars, encourage private sector participation in building infrastructure for post harvest management and marketing. Besides, some new components like mushroom

production, high density plantation, certification of good agricultural practices, horticulture mechanization, ripening chambers, pre-cooling units, retail markets have also been included in the Mission.

(c) and (d) Under the Mission, assistance is not being provided for cultivation of vegetables under open condition. However, assistance is being provided for vegetable cultivation under protected conditions through green houses, shade net houses and plastic tunnels. Besides, assistance is also provided for vegetable seed production, INM/IPM and organic farming.

Foodgrains for the Homeless

1823. SHRI SURESH KUMAR SHETKAR: Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether the Government has reduced the allocation of foodgrains for the homeless;

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

(c) the corrective steps taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) to (c) No specific allocation of food grains for the homeless are made by the Government of India.

However, the Government has been making allocation of food grains at highly subsidized prices under Targeted Public Distribution System (TPDS) and other Welfare Schemes such as Annapurna, Emergency Feeding Programme, Midday Meal Scheme, Wheat Based Nutrition Programme, Nutrition Programme for Adolescent Girls, Welfare Institutions, etc. through the State/UT Governments. TPDS is implemented jointly by the Government of India and State/Union Territory (UT) Governments with sharing of responsibilities in this regard. Responsibilities for lifting of the food grains allocated by the Government of India, distribution of the food grains within the State/UT under TPDS and other welfare schemes, identification of eligible Below Poverty Line (BPL) and Antyodaya Anna Yojna (AAY) families based on estimates of Planning Commission, issuance of ration cards to them and supervision over distribution of allocated food grains to eligible ration card holders/beneficiaries through Fair Price Shops and other institutional mechanisms rests with the State/UT Governments.

Anti-National Activities

1824. SHRI JOSE K. MANI: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether there are reports of unemployed educated youth being enticed into anti-national activities in the country;

(b) if so, the details of such cases reported during the last three years, Statewise; and

(c) the reaction of the Government thereto alongwith the steps being taken to bring such youth back to the mainstream?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) and (b) Available reports indicate that some educated youth have been found to be involved in anti-national activities. However, the details of all such cases are not centrally maintained.

(c) So far as the State of Jammu & Kashmir (J&K) is concerned, the Prime Minister's Reconstruction Plan for J&K announced in November, 2004 includes several projects/schemes aimed at imparting a thrust to employment and income generation. Further, the Central Government is providing assistance to the State under the Security Related Expenditure (Relief and Rehabilitation) Scheme, which inter-alia covers on ex-gratia payment, surrender policy, etc. The Central Government has formulated a scheme for surrender-cum-rehabilitation to militants in the North Eastern States. In addition, every plan scheme in its manifest/and intent is geared towards creation of productive employment and endowing employable skills, creating rural connectivity, etc. and these schemes also help preventing misguided youth from taking to militancy. Further, in the Eleventh Plan the Government has included dedicated schemes which shall be instrumental in curtailing extremism/terrorism.

Profit by NALCO

1825. SHRI MANOHAR TIRKEY:
SHRI NRIPENDRA NATH ROY:

Will the Minister of MINES be pleased to state:

(a) whether the gross and net profit of National Aluminium Company Limited (NALCO) has declined;

(b) if so, the details thereof during each of the last three years and the current year and the reasons therefor;

(c) whether the modernisation work of NALCO has been delayed;

(d) if so, the reasons therefor;

(e) the number of contract workers working in NALCO; and

(f) the number of contract labour covered under Employees Provident Fund and Employees State Insurance Corporation?

THE MINISTER OF MINES AND MINISTER OF DEVELOPMENT OF NORTH EASTERN REGION (SHRI B.K. HANDIQUE): (a) and (b) Yes, Madam. National Aluminium Company Limited (NALCO) has informed that the gross and net profit of the Company for the last three years and the current year upto December, 2009 is as under:

| (Rs. in crores) | | |
|------------------------------------|--------------|------------|
| Year | Gross profit | Net profit |
| 2006-07 | 3620 | 2381 |
| 2007-08 | 2467 | 1632 |
| 2008-09 | 1927 | 1272 |
| 2009-2010 (Upto December, 2009) | 675 | 441 |

The reasons for decline in profit in 2007-08, 2008-09 and 2009-10 (till December, 2009) are mainly due to lower global prices of products, appreciation of rupee against US Dollar, global recession and increased cost of operations due to increase in prices of raw materials (like coal, caustic soda, CP coke, etc.), revision of salary for executives, provision for wage revision for workers.

(c) and (d) NALCO's 2nd phase expansion project envisaging augmentation of its various production capacities, which was scheduled for completion by December, 2008 has been delayed. The primary reasons for the project falling behind schedule are as under:

- (i) Delay in appointment of Engineering, Procurement, Construction and Management (EPCM) consultant.
- (ii) Delay in appointment of technology supplier M/s Aluminium Pechiney (now Rio Tinto Alcan).
- (iii) Poor response of suppliers to tenders and request for quotations floated by the Company, in view of saturated market conditions which ultimately delayed execution of work.

- (iv) Failure of major contractors engaged for the various project segments in honouring their commitments.
- (v) Lack of availability of adequate skilled manpower for mines and refinery project in Damanjodi due to its difficult terrain and naxalite threat perception.

(e) The total number of contract labours working under various contractors in the Company as on 31.1.2010 are 14030.

(f) The contract labours covered under Employees Provident Fund are 14030 and under Employees State Insurance Corporation are 8625, as on 31.1.2010.

Compensation to Affected People by NALCO

1826. SHRI JAYARAM PANGI: Will the Minister of MINES be pleased to state:

(a) the number of families displaced/affected on account of activities undertaken by National Aluminium Company Limited (NALCO) in Damanjodi District;

(b) whether some of the displaced/affected families have not been given any compensations like employment, rehabilitation by the NALCO; and

(c) if so, the details thereof and the reasons therefor?

THE MINISTER OF MINES AND MINISTER OF DEVELOPMENT OF NORTH EASTERN REGION (SHRI B.K. HANDIQUE): (a) National Aluminium Company Limited (NALCO) has informed that total 600 families were displaced due to establishment of projects of NALCO at Damanjodi, District Koraput. They were identified jointly by the District administration and the Company.

(b) and (c) All the displaced/affected families have been paid due monetary compensation for the land and house so acquired by NALCO as per the rate fixed by the State Government at that point of time. As per initial commitment of the Company at the time of land acquisition, out of total 600 identified land displaced families, 598 families have been rehabilitated in two specifically constructed rehabilitation colonies at Damanjodi and balance two families preferred to stay at their native place. One nominee each from 596 land displaced families

have been provided employment in the Company. In respect of the remaining 4 cases, NALCO has not been able to provide employment as on date due to constraints of non-finalisation of nomination by the District Administration.

Ambulance Services on NHs

1827. SHRI ABDUL RAHMAN: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Government/NHAI has any proposal to introduce ambulance service on National Highways (NHs) in the country; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI MAHADEO SINGH KHANDELA): (a) and (b) Ministry of Health and Family Welfare is implementing a Scheme titled "Project for establishment of trauma care facilities along National Highways" during the 11th Five Year Plan, at a total outlay of Rs. 732.75 crore to develop a network of Trauma Centers along the Golden Quadrilateral, North-South and East West Corridors of the National Highways to help the accident victims. The project comprises well equipped life support ambulances at every 50 Kilometer of the completed stretches of the National Highways equipped with life support equipments and trained staff, to be provided by National Highways Authority of India (NHAI). Presently, NHAI has provided 147 ambulances on the National Highways entrusted to them.

The places where these ambulances are stationed may be seen at in the enclosed Statement-I. Further, the Ministry of Road Transport & Highways is committed to provide 140 advanced life support ambulances to 140 identified hospitals under this Scheme.

In addition to above, the Ministry of Road Transport and Highways, under the scheme "National Highways Accident Relief Service Scheme (NHARSS)" has provided 437 ambulances to States/UTs/NGOs for relief and rescue measures on National Highways in the aftermath of accidents by way of evacuating road accident victims to the nearest medical aid centre. The ambulances distributed to various States may be seen as enclosed Statement-II.

Statement I

| Sl.No. | Stretch | NH No. | PIU/CMU | Ambulance | Location |
|----------------------|--|----------|---------------|-----------|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| Delhi-Mumbai | | | | | |
| 1. | Kishangarh - Kanwalias - Jojro ka Kheda (Chittorgarh) 0.0 to 35 & 15.00 to 163.90 Rajasthan | 79A & 79 | CMU-Bhilwada | 4 | Km 35 of NH-79A and Km 63.00, Km 113, Km 164 of NH-79 |
| 2. | Chittorgarh-Udaipur 220- 113.830 Udaipur-Ratanpur 278.00 to 388.18 Rajasthan | 76, 8 | PIU-Udaipur | 4 | Km 166-2 Nos on NH-76, Km 311.100, Km 348.450 on NH- 8 |
| 3. | Ratanpur-Chiloda 388.18 to 495.00 Gujarat | 8 | PIU - Chiloda | 2 | Km 416, Km 472 |
| 4. | Chiloda-Naroda 495.0-515 Ahmedabad Bypass 515-522 & 0-6.4 Gujarat | 8 | PIU- Chiloda | 1 | Km 501 |
| 5. | Ahemdabad-Vadodara 6.400-108.00 Gujarat | 8 | PIU-Ahemdabad | 2 | Km. 60.00, Km. 91.50 |
| | Sub-Total | | | 13 | |
| Delhi-Kolkata | | | | | |
| 1. | Delhi-Agra 18.80-198 Har./U.P. | 2 | CMU-Mathura | 3 | Km 164, Km 75, Km 27 |
| 2. | Dehri-on-Sone-Aurangabad (km 140-180) | 2 | PIU-Varanasi | 1 | Km 146.00 (Reliance Petrol Pump) |
| 3. | Barwa-Adda-Panagarh 398.750- 515.615 Jharkhand/WB | 2 | PIU-Durgapur | 2 | Km 455.00, Km 502.00 |
| 4. | Khaga-Kokhraj 100.0 to 158.0 UP | 2 | PIU-Allahabad | 1 | Km 120.00 Kotaghan Toll Plaza |
| 5. | Handia-Rajatalab 245.00 to 371.389 UP | 2 | PIU-Allahabad | 1 | Km 279.120 |
| 6. | Sikandra-Bhaunti Km 396.177 to Km 457.377 | 2 | PIU-Kanpur | 1 | Km 431 |
| 7. | Bhaunti-Fatehpur Border Km 457.377 to Km 508.877 | 2 | PIU-Kanpur | 1 | Km 488 |
| 8. | Etawah-Rajpur (Km 321.100 to Km 393) U.P | 2 | PIU-Agra | 1 | Km 351 |

| 1 | 2 | 3 | 4 | 5 | 6 |
|-----|---|----|------------------|----|---|
| 9. | Makhanpur-Etawah (Km 250.500 to Km 321.100) U.P. | 2 | PIU-Agra | 2 | Km 268 (2 nos) |
| 10. | Agra-Makhanpur (km 199.660 to km 250.500) | 2 | PIU-Agra | 1 | km 225 |
| 11. | Varanasi-Mohaniya (Km 317 to Km 319) (Km 0 to Km 30) VRM(Km 21 to Km 46) | 2 | PIU-Varanasi | 1 | Km 12 of VRM Bypass |
| 12. | Mohaniya-Sasaram (Km 65 to Km 110) | 2 | PIU-Varanasi | 1 | Km 93 |
| 13. | Sasaram-Dehri-On-Sone (Km 110 to Km 140) | 2 | PIU-Varanasi | 1 | Km 111 |
| 14. | Aurangabad-Gorhar (Km 180 - Km 320) | 2 | PIU-Dhanbad | 2 | Km 200.100 and Km 279.400 |
| | Sub-Total | | | 19 | |
| | Mumbai-Chennai | | | | |
| 1. | Pune-Satara 725.00 to 835.57 (Except 773.00 to 781.00) (Westerly Diversion and Katraj-Sarol 0.0 to 30.0 and 835.00 to 797.00) (Maharashtra) | 4 | PIU-Pune | 4 | Km 748.600 (Anewadi Toll), Km 782.400 (Khandela), Km 819.240 (Khed Shivapur Toll), Km Westerly Diversion Km 22.500 (O & M Center) |
| 2. | Hosur-Krishnagiri 33.015 to 94.00 | 7 | PIU- Krishnagiri | 1 | Km 88.3 Krishnagiri Toll Plaza |
| | Krishnagiri-Vaniyambadi 0.00 to 0.112 | 46 | | 1 | Km 46.800 Vaniyamadi Toll Plaza |
| 3. | Vaniyambadi-Palikonda 50.112 to 100.872 | 46 | CMU-Vellore | 1 | Km 98.520 Palikonda Toll Plaza |
| 4. | Palikonda-Ranipet 100.872 to 148.201 | | | 1 | Km 116.930 |
| 5. | Walajahapet-Kanchipuram 107.2 to 70.2 Tamil Nadu | 4 | CMU-Vellore | 1 | Km 104.990 Chorra Toll Plaza |
| 6. | Kanchipuram-Chennai 70.2 to 13.8 Tamil Nadu | 4 | CMU-Vellore | 1 | Km 37.880 Nemili-Pennalur |
| 7. | Belgaum-Dharwad (Km 433.100 to Km 475) (Km 475 to Km 515) Karnataka | 4 | PIU-Dharwad | 2 | Km 498.00, Km 450 |
| 8. | Haveri-Hubli (km 340 to km 404) | 4 | PIU-Dharwad | 1 | Km 386 |

| 1 | 2 | 3 | 4 | 5 | 6 |
|------------------------|--|----|--------------------|----|---|
| 9. | Tumkur-Sira including Sira bypass (Km 72.00 to Km 132.00) Karnataka (Stretch-I) | 4 | PIU-Chitradurga | 1 | Km 104.53 (Karjeevan Halli) |
| 10. | Sira-Chitradurga (Km 132.00 to Km 189.00) (Stretch-II) | 4 | PIU-Chitradurga | 1 | Km 172.762 (Guilalu) |
| | Sub-Total | | | 15 | |
| Chennai-Kolkata | | | | | |
| 1. | Chennai Bypass Tamil Nadu | 5 | PIU-Chennai | 1 | Km 16.635 |
| 2. | Nellore-Chilikaluripet section Km 1366.547 to Km 1183.027 A.P. | 5 | CMU-Ongole | 3 | Km 1220 Medarametla, Km 1259 IOC (Surareddypalam), Km 1339 IOC (Near Thippa) |
| 3. | Vijaywada-Gundugolanu including Eluru Bypass 1022.494-1101.694 A.P. | 5 | CMU-Vijaywada | 2 | Km 1050.800, Km 1076.00 |
| 4. | Divancheruvu-Gundugolanu 1022.494-901.753 A.P. | 5 | PIU-Rajahmundry | 2 | Km 943.600, Km 1003 |
| 5. | Srikakulam-Champavati-Ankapali- Vishakhapatnam Section 606.204- 741.256 Andhra Pradesh | 5 | PIU-Vishakhapatnam | 3 | Km 632, Km 679.40 and Km 729.000 |
| 6. | Ichapuram-Nandigam 470.415 to 543.204 Orissa | 5 | PIU-Srikakulam | 1 | Km 513 Koreaigate |
| 7. | Srikakulam-Nandigam Section 543.204.00-606.204 Andhra Pradesh | 5 | PIU-Srikakulam | 1 | Km 566.4 Kotabommali |
| 8. | Bhubaneswar-Cuttak-Jagatpur- Chndikhole 285.338-219.138 Orissa | 5 | PIU-Bhubneshwar | 2 | Km 241.00, Km. 265.00 |
| 9. | Kharagpur-Laxmannath 53.410 to 119.275 West Bengal/Orissa | 60 | PIU-Kharagpur | 1 | Km 103 (Rampura) |
| 10. | Kharagpur-Kolaghat Section 72.00-136.00 West Bengal | 6 | PIU Kolkata | 1 | Km 112 Debra Toll Plaza |
| 11. | Kolaghat-Dankuni 72.00 to 18.50 West Bengal | 6 | PIU-Kolkata | 1 | Km 35 |
| 12. | Chandikole-Bhadrak (Km 143.635 to Km 219.135) | 5 | PIU-Bhubneshwar | 1 | Km 191.698 |
| 13. | Laxmannath-Balasore (Km 0 to Km 53.41) | 60 | PIU-Kharagpur | 1 | Km 35 |
| 14. | Bhubnashwar-Sunakhala (Km 285.338 to Km 363.464) | 5 | PIU-Bhubneshwar | 1 | Km 302 |
| | Sub-Total | | | 21 | |

| 1 | 2 | 3 | 4 | 5 | 6 |
|-----------------------|--|----------|----------------------|----|---|
| North-South | | | | | |
| 1. | Agra-Gwalior 8.0-103.00 excluding 51.00-61.00 UP/MP | 3 | PIU-Gwalior | 2 | Km 34 Baretha, Km 84 Choundha |
| 2. | Nagpur-Hyderabad (Km 9.2 to Km 36) | 7 | PIU-Nagpur | 1 | Km 19 |
| 3. | Jalandhar-Bhogpur (Km 4.23 to Km 26.00) | 1A | PIU-Jalandhar | 1 | Km 10 |
| 4. | Bhogpur-Pathankot (Km 26.00 to Km 117.00) | 1A | PIU-Jalandhar | 1 | Km 75 |
| | Sub-Total | | | 5 | |
| East-West | | | | | |
| 1. | Palanpur-Deesa Section of NH-14 340.0 to 372.700 Gujarat | 14 | PIU-Palanpur | 1 | Km 345.00 |
| 2. | Deesa-Radhanpur Section of NH-14 372.700 to 458.00 Gujarat | 14 | PIU-Palanpur | 1 | Km 403 |
| 3. | Radhanpur-Gagodar Section of NH-15 138.800 to 245.000 Gujarat | 15 | PIU-Palanpur | 1 | Km 160 |
| 4. | Lucknow-Kanpur 11.38 to 59.19 | 25 | PIU-Lucknow | 1 | Km 26.000 |
| 5. | Purnea-Gayakota Section (Km 410.700 to Km 420.300) (km 447 to Km 470.15) (Km 476.15 to Km 498.970) | 31 | PIU-Siliguri | 3 | Km 420, 459 and 538 |
| 6. | Porbandhar-Bhiladi (Km 2.00 to Km 53.038) | NH-8B | PIU-Rajkot | 1 | Km 31 |
| 7. | Chittorgarh-Kota (Km 199.929 to Km 360.429) | 76 | PIU-Chittorgarh (EW) | 3 | Km 237.629, Km 294.469, Km 340.979 |
| | Sub-Total | | | 11 | |
| Other Projects | | | | | |
| 1. | Ghaziabad Hapur & Hapur Bypass 8.638 & bypass of Uttar Pradesh | 24 | PIU-Ghaziabad | 1 | Km 29.00 on NH-24 (Toll) |
| 2. | Samakhiali Gandhidham 306.00-362.16 Gujarat | 8A | PIU-Palanpur | 1 | Km 324.200 |
| 3. | Amravati Bypass Maharashtra | 6 | PIU-Amravati | 1 | Km 1.30 (Toll) |
| | JNPT Package-I | 4 and 4B | PIU-Panvel | 1 | Km 13.050 of NH-4B with contact no 9870771002 |
| | Sub-Total | | | 4 | |

| 1 | 2 | 3 | 4 | 5 | 6 |
|--------------------|---|------|----------------|---|---|
| BOT/Annuity | | | | | |
| 1. | AV Expressway (Km 0.00 to Km 93.3) | NE-1 | PIU-Ahmedabad | 2 | Km 2.8 at Toll Plaza and Km 86.00 Vadodara Toll Plaza |
| 2. | Moradabad Bypass from Km 148.43 to Km 166.65 | 24 | PIU-Moradabad | 1 | Km 156.00 |
| 3. | Tambaram-Tindivanam (Km 28 to Km 121) Tamil Nadu | 45 | PIU-Chennai | 8 | Km 32.00, Km. 36.000 with 108 services, Km 40.000, Km 45.000, Km 64.500, Km 95.00, Km 103.00 and Km 122.000 |
| 4. | Rajamundry-Dharmavaram (Km 901.753 to Km 848.743) | 5 | PIU-Rajamundry | 1 | Km 865.546 |
| 5. | Dharmavaram-Tuni (Km 848.753 to Km 799.998) | 5 | PIU-Rajamundry | 1 | Km 824.396 |
| 6. | Tada-Nellore (Km 52.80 to Km 163.500) | 5 | PIU-Nellore | 3 | Km 86, Km 125, Km 156 |
| 7. | Hyderabad-Vijayawada (Km 221.140 to Km 270.340) | 9 | PIU-Vijayawada | 1 | Km 231.900 |
| 8. | Jaipur-Kishangarh (Km 273.500 to Km 363.885) | 8 | PIU-Jaipur | 2 | Km 286, Km 360 |
| 9. | Dausa-Mauha (Km 175 - Km 120) | 11 | PIU-Dausa | 1 | Km 157 |
| 10. | Mahua-Bharatpur (Km 120 - Km 63) | 11 | PIU-Dausa | 1 | Km 65 |
| 11. | Bharatpur-Agra (Km 63 - Km 18) | 11 | PIU-Dausa | 1 | Km 31 |
| 12. | Delhi-Gurgaon Expressway (Km 13.7 to Km 42) | 8 | PIU-Gurgaon | 3 | At IGI being monitored through Walky Talky, Km 24, Km 42 |
| 13. | Namakkal-Karur (Km 248.625 to Km 292.600) | 7 | PIU-Karur | 1 | Km 272.950 Ambulance has been provided by the State Government |

| 1 | 2 | 3 | 4 | 5 | 6 |
|-----|--|----|----------------|-----|---|
| 14. | Karur-Dindigul (Km 292.600 to Km 373.725) | 7 | PIU-Karur | 2 | Km 330, Km 351 Ambulances have been provided by the State Government |
| 15. | Guna Bypass (Km 319.700 to Km 332.100) | 3 | PIU-Indore | 1 | Km 331.500 |
| 16. | Panagarh-Palsit (Km 517-Km 581.457) | 2 | PIU-Durgapur | 2 | Km 517, Km 572.300 |
| 17. | Palsit-Dankuni (Km 581.457-Km 645.6) | 2 | PIU-Durgapur | 2 | Km 617, Km 632.400 |
| 18. | Vadodara-Bharuch-Surat Km 108.700 to Km 263.000 Gujarat | 8 | PIU-Vadodara | 7 | Km 135, Km 157.75, Km 210, Km 228, Km 236, Km 249, Km 260 |
| 19. | Gurgaon-Jaipur Section of NH-8 42.8-273.5 Haryana/Rajasthan | 8 | PIU-Jaipur | 6 | Km 61, Km 116, Km 150, Km 190, Km 211, Km 242 |
| 20. | Chalthan-Dahisar 263.4-502 Gujarat/Maharashtra | 8 | CMU-Manor | 4 | Km 297.36, Km 356.20, Km 421.00, Km 470.00 |
| 21. | Chennai-Tada 11.00-54.383 Tamil Nadu | 5 | PIU-Chennai | 1 | Km 21.460 |
| 22. | Panipat-Jalandhar Bypass 96-387.1 Haryana/Punjab | 1 | CMU-Ambala | 3 | Km 146, Km 212.00, Km 328.00 |
| 23. | Chilakaluripet Vijaywada Section 355.00-434.15 A.P. | 5 | CMU-Vijaywada | 1 | Km 417 |
| 24. | Belgaum-Maharashtra Border 515-592.240 Karnataka | 4 | PIU-Dharwad | 1 | Km 543 |
| 25. | Ambala-Zirakhpur 5.739-39.950 Haryana | 22 | PIU-Chandigarh | 1 | Km 22 |
| 26. | Swaroopganj-Palanpur 264.00-340.000 Guajrat | 14 | PIU-Palanpur | 2 | Km 271, Km 339 |
| | Sub-Total | | | 59 | |
| | Grand Total | | | 147 | |

Statement II

| State | Number of ambulances made available |
|-------------------|-------------------------------------|
| 1 | 2 |
| Andhra Pradesh | 7 |
| Arunachal Pradesh | 3 |
| Assam | 14 |
| Bihar | 5 |
| Chhattisgarh | 10 |
| Goa | 4 |
| Gujarat | 17 |
| Haryana | 33 |
| Himachal Pradesh | 15 |
| Jammu and Kashmir | 12 |
| Jharkhand | 14 |
| Karnataka | 22 |
| Kerala | 16 |
| Madhya Pradesh | 26 |
| Maharashtra | 27 |
| Manipur | 6 |
| Meghalaya | 8 |
| Mizoram | 10 |
| Nagaland | 4 |
| Orissa | 23 |
| Punjab | 19 |
| Rajasthan | 11 |
| Sikkim | 9 |
| Tamil Nadu | 16 |
| Tripura | 15 |
| Uttarakhand | 20 |
| Uttar Pradesh | 51 |
| West Bengal | 11 |

| 1 | 2 |
|-----------------------------|------------|
| Andaman and Nicobar Islands | - |
| Chandigarh | 3 |
| Dadra abd Nagar Havelli | - |
| Daman and Diu | - |
| Delhi | 6 |
| Lakshadweep | - |
| Puducherry | - |
| Total | 437 |

Categorising Handicraft Items

1828. SHRI RAJIAH SIRICILLA: Will the Minister of MICRO, SMALL AND MEDIUM ENTERPRISES be pleased to state:

(a) whether the Union Government has received a request from the State Governments for categorising production of furniture and handicrafts items with red sandalwood under permissible value added items for export;

(b) if so, the details thereof alongwith the status of such proposals, State-wise; and

(c) the time by which such requests are likely to be approved?

THE MINISTER OF STATE OF THE MINISTRY OF MICRO, SMALL AND MEDIUM ENTERPRISES (SHRI DINSHA PATEL) (a) The Government (in the Ministry of Micro, Small and Medium Enterprises) has not received any such request from the State Governments for categorising production of furniture and handicrafts items with red sandalwood under permissible value added items for export.

(b) and (c) Do not arise.

Development under Kuttanad Package

1829. SHRI K.C. VENUGOPAL: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government of Kerala has submitted any proposal for the development of livestock, dairy and fishery sector under Kuttanad Package;

(b) if so, the details thereof; and

(c) the steps taken by the Government in this regard and funds likely to be sanctioned and released for the same?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE

MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) to (c) Yes, Madam. Details of proposals received in 2009-10 for the development of livestock, dairy and fishery sector under the 'Development of Kuttanad Wetland Eco-system' package is annexed. An amount of Rs. 5.89 crore has been released so far.

Statement

Status of proposals received and funds released under the 'Development of Kuttanad Wetland Eco-system'

| Sl.No. | Details of Proposals | Proposal for (Rs. in crore) | Funds Released (Rs. in crore) |
|--------|--|--------------------------------|----------------------------------|
| 1. | Paddy Fish Integration for Economic and Ecological Security in Kuttanad | 2.40 | 0.41 |
| 2. | Cluster Based Cage Culture of pearl spot/sea bass in open water cages in Kuttanad Wetlands. | 0.65 | 0.20 |
| 3. | Enhanced production of fish/prawn seeds by strengthening Departmental/Private Hatcheries | 0.60 | 0.06 |
| 4. | Commercial small scale dairy units with emphasis on production and marketing of milk and value added milk products in Kuttanad | 2.98 | 5.22 |
| 5. | Sustainable livestock resource development for Kuttanad | 5.24 | |
| Total | | 11.87 | 5.89 |

Target for Procurement

1830. SHRI K.J.S.P. REDDY:
SHRI P. BALRAM:
SHRI PONNAM PRABHAKAR:

Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether the Government proposes to procure/purchase more foodgrains to build adequate reserves and strengthen the Public Distribution System (PDS) for any contingency;

(b) if so, the details thereof indicating the targets fixed for procurement/purchase of foodgrains during the ensuing season, grain-wise; and

(c) the steps taken to achieve the said targets?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE

MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) Government procures foodgrains from farmers at MSP conforming to Fair Average Quality (FAQ) specifications. The Government maintains, through Food Corporation of India (FCI) and State agencies, the buffer stocks and strategic reserve of foodgrains.

(b) The procurement of wheat, rice and coarsegrains during last 3 years is as under:-

(Fig. in lakh tonnes)

| KMS/RMS | Rice | Wheat | Coarsegrains |
|----------|--------|--------|--------------|
| 2007-08 | 251.07 | 111.28 | 2.03 |
| 2008-09 | 336.84 | 226.89 | 13.75 |
| 2009-10* | 234.48 | 253.82 | 3.0 |

*Proc of Rice and Coarsegrains as on 4.3.2010 in KMS 2009-10.

For RMS 2010-11, Food Secretaries of State Government have given an estimate of procurement of 262.67 lakh tonnes. However, these are preliminary estimates and the actual procurement will depend upon production of wheat, market arrivals and open market prices at the time of procurement.

(c) A statement showing steps taken by the Government to maximize procurement of wheat and rice is given in the enclosed Statement

Statement

Steps taken to maximise the procurement of wheat and rice

- (i) The MSP for wheat was fixed at Rs.1000 per quintal for RMS 2008-09. As a result of which, 226.89 lakh tones of wheat as procured in RMS 2008-09, which has enhanced the availability of wheat. The MSP for wheat in RMS 2009-10 was fixed as Rs.1080 per quintal, which has resulted in procurement of 253.82 lakh tonnes. This level of procurement in RMS 2009-10 coupled with procurement of 226.89 lakh tonnes of wheat in RMS 2008-09 has ensured availability of comfortable wheat stock in central pool.
- (ii) In KMS 2009-10, the MSP of Rs.950/- and Rs.980/- per quintal was fixed for Common and Grade 'A' varieties of paddy, respectively. The Government also allowed a bonus of Rs.50/- per quintal on both varieties of paddy during KMS 2009-10 to maximize the procurement. A record Procurement of 336 lakh tonnes of rice in KMS 2008-09 has resulted in comfortable rice stock in central pool.
- (iii) To have an assessment of major rice purchases by private trade, a notification titled "Rice (Stock Declaration by Companies or Firms or individuals) Order 2009 was issued under the Essential Commodities Act 1955 on 11.11.2009. The order provides that any Company or Firm or individual which purchases paddy (in terms of rice) or rice beyond 10,000 tonnes during Kharif Marketing Season 2009-10 (October-September) shall furnish a return to the Secretary, Department of Food of the State from where maximum quantity has been purchased. In case the purchase of paddy (in terms of rice) exceeds 25, 000 tonnes (throughout the country) the return in the prescribed proforma is to be submitted to Department of Food & Public Distribution of Central Government.

- (iv) The State Governments have been requested to issue instructions for recording correct market arrivals and ensuring imposition of at least 50% compulsory levy on rice millers.
- (v) The Government has increased the commission charges for the Cooperative societies and Self Help Groups to 2.5% in KMS 2009-10 to encourage procurement from small and marginal farmers especially in state where infrastructure for procurement is not well developed. This will also ensure payment of MSP & Bonus to farmers.
- (vi) Certain State specific relaxations in specifications for paddy & rice based on the requests of the State Governments have been accorded so as to reduce hardships to farmers. This has also led to increase in procurement.

Assessment of TV Channels

1831. SHRI VILAS MUTTEMWAR: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

- (a) the details of TV channels under the control of the Government;
- (b) whether any profit/loss analysis and assessment of the viewership of these channels have been made by the Government;
- (c) If so, the details thereof; and
- (d) the parameters and methodology adopted in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING (CHOUHURY MOHAN JATUA): (a) Doordarshan is a constituent of Prasar Bharati which is an autonomous statutory body. Doordarshan carries 31 satellite channels in its network. However, there is no direct control of the Government on any channel, though some policy directives are issued by the Government from time to time. A list of major Doordarshan Channels is given in the enclosed Statement.

(b) to (d) No, Madam. Doordarshan is primarily a Public Service Broadcaster which is mandated to run the channels to inform educate and entertain the people and is not primarily driven by market forces/profit and loss consideration. The viewership of the major channels based on the TAM data is given in the enclosed Statement.

Statement*Viewership of Major DD Channels Week Ending (14.02.2010 to 20.02.2010)*

| No. | Major Channels Market: | 1[All 15 + Yrs] | | | 2[Cs 15 + Yrs] | | |
|-----|---------------------------|-------------------------|------|-------|-------------------------|------|-------|
| | | 000s 162096 25153 | TVR | Share | 000s 136768 19470 | TVR | Share |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 1. | DD1 | 1551 | 0.96 | 6.96 | 130 | 0.09 | 0.67 |
| 2. | DD News | 98 | 0.06 | 0.44 | 27 | 0.02 | 0.14 |
| 3. | DD Sports | 6 | 0.00 | 0.03 | 6 | 0.00 | 0.03 |
| 4. | DD Bharati | 2 | 0.00 | 0.01 | 2 | 0.00 | 0.01 |
| 5. | DD Rajya Sabha | 1 | 0.00 | 0.00 | 1 | 0.00 | 0.00 |
| 6. | DD Urdu | 2 | 0.00 | 0.01 | 2 | 0.00 | 0.01 |
| 7. | DD Gyan Darshan | 1 | 0.00 | 0.00 | 1 | 0.00 | 0.00 |
| 8. | DD India | 5 | 0 | 0.02 | 5 | 0 | 0.03 |
| 9. | DD North East* | — | — | — | — | — | — |
| 10. | DD Punjabi | 28 | 0.02 | 0.12 | 12 | 0.01 | 0.06 |
| 11. | DD10 Sahyadri (Marathi) | 215 | 0.13 | 0.96 | 41 | 0.03 | 0.21 |
| 12. | DD8 Telugu | 31 | 0.02 | 0.14 | 10 | 0.01 | 0.05 |
| 13. | DD11 Gujarati | 42 | 0.03 | 0.19 | 7 | 0.01 | 0.04 |
| 14. | DD12 Kashmiri | 0 | 0.00 | 0.00 | 0 | 0.00 | 0.00 |
| 15. | DD4 Malayalam | 16 | 0.01 | 0.07 | 4 | 0.00 | 0.05 |
| 16. | DD5 Podhigai (Tamil) | 12 | 0.01 | 0.05 | 10 | 0.01 | 0.05 |
| 17. | DD6 Oriya | 22 | 0.01 | 0.10 | 3 | 0.00 | 0.02 |
| 18. | DD7 Bangla | 61 | 0.04 | 0.27 | 23 | 0.02 | 0.12 |
| 19. | DD9 Chandana (Kannada) | 36 | 0.02 | 0.16 | 8 | 0.01 | 0.04 |
| 20. | DD14 Rajasthan | 6 | 0.00 | 0.03 | 0 | 0.0 | 0.00 |
| 21. | DD16 Lucknow | 46 | 0.03 | 0.21 | 2 | 0.0 | 0.01 |
| 22. | DD Patna | 4 | 0.00 | 0.02 | 1 | 0.0 | 0.01 |
| 23. | DD Bhopal | 33 | 0.02 | 0.15 | 2 | 0.0 | 0.01 |
| 24. | DD Shimla* | — | — | — | — | — | — |
| 25. | DD Ranchi* | — | — | — | — | — | — |
| 26. | DD Tura (Meghalaya)* | — | — | — | — | — | — |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|-----|----------------------------|---|---|---|---|---|---|
| 27. | DD Aizwal (Mizoram)* | - | - | - | - | - | - |
| 28. | DD Agartala (Tripura)* | - | - | - | - | - | - |
| 29. | DD Dehradun (Uttarakhand)* | - | - | - | - | - | - |
| 30. | DD Raipur (Chhattisgarh)* | - | - | - | - | - | - |
| 31. | DD Hissar (Haryana)* | - | - | - | - | - | - |

*Serial Nos. 9, 24 to 31 are not covered by TAM Viewership data at present.

Preserving of Immortal Songs

1832. SHRI PABAN SINGH GHATOWAR: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the Prasar Bharati has any plan to preserve the immortal songs and speeches of Dada Saheb Phalke award winner, Dr. Bhupen Hazarika available in the different libraries of All India Radio (AIR) and Doordarshan (DD);

(b) if so, the number of songs presently preserved by AIR and DD all over the country;

(c) whether the Prasar Bharati has any proposal for commercial production of CDs/DVDs of the songs of Dr. Bhupen Hazarika;

(d) if so, the time by which such CDs/ DVDs are likely to be made available to the public; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING (CHOUHURY MOHAN JATUA): (a) and (b) Yes, Madam. Prasar Bharati has informed that All India Radio (AIR) has preserved 237 songs and 10 interviews of Dr. Bhupen Hazarika. Doordarshan (DD) has also preserved his songs and light music programmes, a discussion, a documentary and interviews with him.

(c) to (e) Yes, Madam. Prasar Bharati has informed that the process of restoration and digitalization of programmes is being carried out by DD and AIR. Once the digitalization work is completed, the production of CDs/ DVDs can start.

Investment in Agricultural Bio-Technology

1833. SHRI P.K. BIJU: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government is contemplating private investment in agricultural bio-technology;

(b) if so, the details thereof; and

(c) the measures being taken to ensure the participation of the civil society organisations to determine the desirability of the private investment in agricultural bio-technology?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) to (c) The National Policy for Farmers, 2007 acknowledges that frontier technologies like Biotechnology provide opportunities for launching an evergreen revolution capable of improving productivity on a sustainable basis. In order to ensure social inclusion in access to new technologies, non-governmental organizations and private sector research and development institutions would also be included under the National Agricultural Research System, which would be restructured so as to effectively address the problems faced by small and marginal farmers.

The National Biotechnology Development Strategy (NBDS) was approved by the Union Government in 2007 after a nationwide consultation process with multiple stakeholders including ministries concerned, universities, research institutes, private sector, civil society, consumer groups, non-government and voluntary organizations and international bodies. In a major departure from normal funding mechanisms, it has been decided to invest up to 30% of the budget of the Department of Biotechnology (DBT) in Public-Private-Partnerships schemes by the end

of the Eleventh Five Year Plan to promote innovation, pre-proof-of-concept research, accelerated technology and product development in Biotechnology related to various sectors including agriculture.

Accordingly, the DBT is undertaking basic Research & Development (R&D) in anticipation of getting technologies for translation and agricultural biotechnology is included among one of focus areas of R & D. The focus of R & D in agriculture area is on three main staple crops *viz.* rice, wheat & maize, followed by pearl millet, groundnut, pigeonpea and cassava. After

success of Biofortification programme in main staple crops, Phase-II programme on pearl millet, groundnut, pigeonpea and cassava for alleviating micronutrient deficiencies is planned to be taken up. The DBT is engaged in delivering on the commitments effectively with the help of multiple stakeholders from the public and private space.

The details of projects sanctioned by DBT in the agriculture sector under its schemes of (i) Small Business Innovation Research Initiative (SBIRI) and (ii) Bio-Technology Industry Partnership Programme (BIPP) are at Statements-I and II.

Statement I

Projects sanctioned under "Small Business Innovation Research Initiative (SBIRI)" Scheme (Agriculture Sector)

| Sl.No. | Company Name with Collaborator | Title of the Project |
|--------|--|--|
| 1 | 2 | 3 |
| 1. | Bejo Sheetal Seeds Private Limited, Jalna | Genetically modified vegetable crops for insect pest and disease resistance |
| 2. | Bioseed Research India Private Limited, Hyderabad in collaboration with Shriram Bioseed Genetic India Limited, Hyderabad and International Centre for Genetic Engineering and Biotechnology (ICGEB), New Delhi | Development of drought tolerant genotypes of rice, corn & cotton through Genetic Engineering |
| 3. | Bioseed Research India Private Limited, Hyderabad in collaboration with Shriram Bioseed Genetic India Limited, Hyderabad and International Centre for Genetic Engineering and Biotechnology (ICGEB), New Delhi | Development of transgenic salinity tolerant rice hybrids |
| 4. | Maharashtra Hybrid Seeds Co. Limited, Jalna in collaboration with Indian Institute of Science, Bangalore | Evaluation of transgenic cotton containing antisense AV2 gene for resistance to cotton leaf curl disease |
| 5. | Multiplex Bio-Tech Private Limited, Bangalore | Enhancing the effectiveness of nucleopolyhedro viruses of <i>Helicoverpa armigera</i> & <i>spodoptera litura</i> through incorporation of enhancing inclusion proteins and sun light UV protectants in commercially produced HaNPV Helimar) & SINPV (Spodomar) |
| 6. | Nuziveedu Seeds Limited, Hyderabad in collaboration with International Centre for Genetic Engineering and Biotechnology (ICGEB), New Delhi | Stacking of Candidate genes (validated in planta) addressing different moisture stress resistance strategies in maize (<i>Zea mays</i>) |
| 7. | Rasi Seeds Private Limited, Attur, Tamil Nadu in collaboration with Tamil Nadu Agricultural University (TNAU), Coimbatore. | Transgenic Cassava production with genes conferring resistance to Indian cassava mosaic virus disease |

| 1 | 2 | 3 |
|-----|---|---|
| 8. | Sri Biotech Laboratories Private Limited, Hyderabad in collaboration with University of Hyderabad, Hyderabad. | Production, formulation and commercialization of microbial agents for weed management in rice (<i>Oryza sativa</i> L) |
| 9. | Hydrolina Biotech Private Limited, Chennai | PROVE IT (Promoting Rural Opportunities by Value additions through Extraction Intervention Technologies to Agri/Horti Crops - Project I: Lycopene from Tomato). |
| 10. | M/s. Devleela Biotech, Raipur, Chhattisgarh in collaboration with IARI, New Delhi. | Production of virus free garlic through tissue culture |

Statement II

Projects sanctioned under "Biotechnology Industry Partnership Programme (BIPP)" scheme (Agriculture Sector)

| Sl.No. | Name of the Company | Title of the Project |
|--------|--|--|
| 1. | Maharashtra Hybrid Seeds Company Ltd., Jalna | Stress tolerant rice. |
| 2. | M/s. Bench Bio Private Limited, Gujarat and M/s. Namdhari Seeds, Bangalore | TILLING in papaya: a reverse genetic approach to create non-transgenic Papaya Ringspot Virus (PRSV) resistant varieties |
| 3. | Krishidhan Research Foundation Pvt. Ltd., Jalna and National Botanical Research Institute, Lucknow | Development of eco-safe multiple insect resistant transgenic cotton with expression, purification and biosafety evaluation of modified ASAL fusion protein for resistance against sucking pests. |

Financial Assistance to Cottage Industries

1834. SHRI A. SAMPATH: Will the Minister of MICRO, SMALL AND MEDIUM ENTERPRISES be pleased to state:

(a) the total funds granted by the Government for the development of coir industry in the country during each of the last three years and the current year, State-wise;

(b) whether the Government has received any requests from the various State Governments with regard to more financial assistance to the coir industry; and

(c) if so, the details thereof and reaction of the Government in this regard, State-wise?

THE MINISTER OF STATE OF THE MINISTRY OF MICRO, SMALL AND MEDIUM ENTERPRISES (SHRI

DINSHA PATEL): (a) to (c) The Government of India, Ministry of Micro, Small and Medium Enterprises (MSME) is implementing various schemes like Skill Upgradation and Quality Improvement Programme including Mahila Coir Yojana, Domestic Market Promotion, Export Market Promotion, Development of Production Infrastructure Scheme, Research and Development Programmes etc. through Coir Board, a statutory body under the administrative control of this Ministry, for the overall development of coir industry in the country. A new Central Sector scheme on "Rejuvenation, Modernisation and Technology Upgradation of the Coir Industry" has been launched in March, 2008 to assist spinners and tiny household sector. Further, another scheme *viz.* "Scheme of Fund for Regeneration of Traditional Industries (SFURTI)" envisages holistic development of 26 coir clusters in the coir producing States.

Government of Kerala has recently sought financial assistance for its National Coir Research and Management

Institute, Thiruvananthapuram; Market Promotion Fund; External Market Assistance and also funds for transportation subsidy for coir yarn and products. However, the funds are released by the Ministry to the Coir Board and not directly to the State Governments for implementation of various programmes in coir sector. Details of funds sanctioned by the Government to Coir Board for the said purpose during each of the last three years and the current year are given below:

| (Rs. in Lakh) | | | | |
|-------------------------------------|---------|---------|---------|---------------------------------|
| Year | 2006-07 | 2007-08 | 2008-09 | 2009-10 (upto Feb., 2010) |
| Plan funds sanctioned to Coir Board | 2940.00 | 4197.00 | 5110.00 | 3351.00 |

[Translation]

Play Grounds

1835. SHRI NARENDRA SINGH TOMAR:
SHRI A. SAMPATH:

Will the Minister of YOUTH AFFAIRS AND SPORTS be pleased to state:

(a) the number of international level play grounds for Hockey, Football, Cricket and Tennis in the country, State-wise and location-wise;

(b) whether most of these grounds are two decades old; and

(c) if so, the steps taken/being taken by the Government to develop play grounds and enhance sports facilities to popularise sports in the country?

THE MINISTER OF STATE IN THE MINISTRY OF YOUTH AFFAIRS AND SPORTS (SHRI PRATIK PATIL):
(a) to (c) The Ministry does not maintain data about international play grounds for various sports disciplines in the country, as the primary responsibility of developing and maintaining play grounds is that of States/UTs and concerned sports bodies.

Following five stadia being maintained by Sports Authority of India, have either been renovated or are under renovation in the context of hosting of the forthcoming Commonwealth Games, 2010:

1. Jawaharlal Nehru Stadium

2. Major Dhyanchand National Stadium

3. Indira Gandhi Sports Complex

4. Dr. S.P. Mukherjee Swimming Pool Complex Talkatora

5. Dr. Karni Singh Shooting Ranges

[English]

Panel on J and K

1836. SHRI ASADUDDIN OWAISI: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Union Government has set up a panel to look into various issues relating to autonomy status for Jammu and Kashmir (J and K);

(b) if so, the details thereof;

(c) whether the said panel has submitted its report to the Union Government; and

(d) if so, the details thereof and the salient features of the recommendations made by the said panel alongwith the reaction of the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) and (b) The Working Group-V was set up to deliberate on strengthening relations between the State and the Centre.

(c) Yes, Madam.

(d) The report has been submitted during December 2009. The summary of recommendations is give in the enclosed Statement. The State Government has been requested to give its recommendations on the Working Group's report.

Statement

Summary of Recommendations

1. Article 370 of the Constitution of India

It is for the people of the State of Jammu and Kashmir to decide how long to continue Article 370 in its present form and when to make it permanent off abrogate. The matter being 60 years old would be settled once for all.

2. Demand of Autonomy by National Conference

The question of 'Autonomy' and its demand can be examined in the light of the 'Kashmir Accord' or in

some other manner or on the basis of some other formula as the present Prime Minister may deem fit and appropriate so as to restore the 'Autonomy' to the extent possible.

The question of appointment of the Governor and dismissal of the popular Government by the Governor may be considered and resolved.

3. Demand of Self Rule

Mr. M.H. Beg on behalf of PDP explained orally the concept of "Self Rule" but the 'Self Rule' as proposed by the PDP could not be considered in all its detail as the document containing the various aspects of the 'Self Rule' were not provided to the Working Group as promised by PDP during the course of the proceedings.

Basically it appears to relate to 'Autonomy' in a wider context, which requires to be considered by the Central Government if and when approached with documents containing specific proposals of the "Self Rule". This document should be record.

4. Terms of Legislative Assembly of the State

Any change in the term of the Assembly will require political consensus among the various political parties in the State and it can be effected only through a Constitutional Amendment.

5. Representation/Reservation for Scheduled Tribe and Women in the Assembly

On this issue, the national pattern may be a good guide subject to political consensus.

6. Abolition of State Legislative Council

The present position may be maintained.

7. Increase in the number of Assembly seats and De-limitation Commission

Since the Constitutional provisions do not allow any change upto the year 2026, the present position may be maintained till then.

8. Strength of the Council of Ministers

Formation of the Ministry and strength of the Council of Ministers is the exclusive prerogative of the Chief Minister within the provisions of the Constitution.

9. Strengthening of the Democratic Process

Regular elections to democratic bodies including Panchayats and Municipalities etc. should be held.

10. Human Rights

The Human Right violations must not be tolerated and the State Government should take steps to strengthen institutions which are involved in safeguarding the human rights including the State Human Rights Commission.

Additional staff as recommended in the body of the report be sanctioned, which will work under the direct control of the Commission.

11. Right to Information Act and Accountability Commission

The positions vacant in the Accountability Commission may be filled up and the Commission should be made fully functional.

12. Armed Forces Special Power Act

A group of Central Government and the State Government officers and people representatives may be constituted which will review the application of the Act to various parts of the State regularly to explore the possibility whether the Act can be withdrawn from any part of the State.

13. Issues relating to Kashmiri Migrants

The Central and State Governments must take all steps to implement the relief and rehabilitation packages sanctioned in this regard including the package announced by the present Prime Minister. The progress made should be regularly reviewed by a Group of Senior Officers from the Government of India and the State Government. Migrant employees should be encouraged to return to the Valley on guarantee of their children being admitted to educational/training institutions and they and their families be provided full security.

Large industrial units like ITI/HMT should be revived and migrants can also be housed in secure zones in these campuses, and also given employment.

Migrants within the Jammu Region may also be provided relief on the same pattern as the Kashmiri Migrants.

14. Issues relating to refugees of 1947, 1965 and 1971 and other migrants within Jammu Region

The recommendations of the Wadhwa Committee Report be implemented and an Empowered Group of Senior officers of Government of India/State Government be appointed to monitor the

implementation of these recommendations and other measures as may be sanctioned by the State Government.

State Government may consider providing relief to the Refugees from West Pakistan as permissible under the Constitution. Otherwise an alternative package providing cash relief as one-time settlement be considered.

State Government may provide a limited number of seats to the children of the refugees from West Pakistan in technical institutions and the Government of India may provide employment to them in Central Government offices located in Jammu and Kashmir to the extent of 2%.

Other refugees and border migrants displaced as a result of conflict at international border/LOC be given suitable compensation and proper steps taken for their rehabilitation. Similarly, those who were displaced in 1999 (after Kargil conflict) should be properly settled.

15. Under representation of Jammu in Legislative Assembly

Since there is Constitutional constraint to make any changes till the year 2026, as a new Delimitation Commission can be set up only thereafter, the present position may continue.

16. Discrimination against Jammu

The recommendations made by Gajendragadkar Commission and Sikri Commission may be kept in view while making out policies.

Planned Expenditure in the Jammu and Kashmir Regions and District sectors does not indicate any discrimination and this situation be maintained.

The daily wage rate in all areas should be on the basis of 'Equal Pay for Equal Work' and there shall not be any discrimination.

State Government should take steps to ensure that viable projects under IRDF or any other scheme are prepared for consideration.

A Dogri Channel may be set up on the lines of Kashir Channel of the Doordarshan.

For improvement in technical education, the NIT at Srinagar and Government Engineering College at Jammu be upgraded to IIT level. Similarly, the Central Government may also establish an IIM in the State.

Steps be taken to promote IT Industry in both Jammu and Kashmir regions to open up the employment opportunities for technically qualified youth.

The Financial Commission set up by the State Government will be an appropriate forum to address any left out grievances of any regions of the State. The Scope of Work given to the Finance Commission needs to be effectively taken up for finding permanent solution.

Although the recommendations of The Gajendragadkar Commission, The Sikri Commission and The Wazir Commission have largely been implemented, the State Government may examine if any further action is required so as to remove any apprehension about discrimination against any part of the state as brought out by some of the members.

The State Government may also look into the statement that the Civil Secretariat and H.O.D. offices have a proportionately high number of non-gazetted employees from The Kashmir Valley and if so this may be corrected through appropriate measure.

17. Union Territory Status for Ladakh

It is not recommended that the unity and integrity of the State of Jammu and Kashmir be compromised and the Union Territory Status for Ladakh is not recommended.

The functioning of Ladakh Autonomous Hill Development Council has been very successful and it may continue its commendable work.

Regarding higher cost of construction in Ladakh, the State Government/Finance Commission should make appropriate budget allocation for this region.

A separate university for Ladakh can be considered to be set up.

18. Position of Chief Minister, Dy. Chief Minister and Ministers from Ladakh

No specific recommendation is made except that the elected government should ensure that adequate representation is given to all regions of the State at appropriate levels, and may also consider the question of appointment of Dy. C.M. either from Jammu/Kashmir or Ladakh depending on the region to which the Chief Minister belongs.

19. Representation in the Supreme Court

The High Court of Jammu and Kashmir has benches in both Jammu and Srinagar and are functional round

the year. It will be appropriate and advisable in view of the Special Status of the State that Judges to the Supreme Court are elevated from both Jammu and Srinagar.

20. Regional Councils

The State may set up a State Planning and Development Board, which will be advisory in nature and could consider formulation of schemes for the state sector, assign priority to such schemes and also monitor their effective implementation. The Board will have MLAs, experts, representatives of backward regions as members.

21. Local Self Governance

All Panchayat Raj Institutions should be strengthened and the 73rd and 74th Amendment to the Constitution of India should be considered by the State for adaptation or making a similar provision in the State Constitution.

For backward areas, better infrastructure, road network and health and educational institutions should be provided. A special plan for backward areas within the overall State/District plans should be considered.

22. Reservation in services/promotions/professional institution

The Jammu and Kashmir State Backward Classes Commission will be the appropriate forum to deal with the issues of reservation for backward communities and backward areas.

The issue of providing reservation to the residents of areas adjoining international border at the same level as LOC may be considered by the State Government.

23. Other issues

Certain other issues not within the terms of reference of the Working Group-V, which were raised by various members, have been listed which may be considered for appropriate action.

[Translation]

Lignite Reserves

1837. SHRI BHOOPENDRA SINGH: Will the Minister of MINES be pleased to state:

(a) the estimated quantum of lignite reserves in the country, State-wise;

(b) the details of new reserves/areas of lignite which have been explored alongwith the estimated quantum available in these reserves/areas, State-wise;

(c) the steps taken/being taken to develop lignite reserves; and

(d) the time by which it is likely to be extracted?

THE MINISTER OF MINES AND MINISTER OF DEVELOPMENT OF NORTH EASTERN REGION (SHRI B.K. HANDIQUE) (a) As per available information, the quantum of lignite reserves estimated in the country (State-wise) as on 1.4.2009 is given below:

| Sl.No | State | Geological Reserves (in Million Tonnes) |
|-------|-------------------|--|
| 1. | Tamil Nadu | 31401.80 |
| 2. | Puducherry | 416.61 |
| 3. | Rajasthan | 4554.05 |
| 4. | Gujarat | 2662.75 |
| 5. | Jammu and Kashmir | 27.55 |
| 6. | Kerala | 9.65 |
| 7. | West Bengal | 1.15 |
| Total | | 39073.55 |

(b) As per available information, the details of state-wise new reserve areas added to the lignite inventory from 2005 to 2009 are given below:

| Sl.No. | State | Lignite Blocks | Reserves (in Million Tonnes) |
|-------------|------------|---------------------------|---------------------------------|
| 1. | Tamil Nadu | Bhuvanageri-Kullanchavadi | 385.40 |
| | | Eastern Part of Neyveli | 562.32 |
| | | Alangudi | 158.00 |
| | | Pandanallur | 73.67 |
| | | Tirumangaichri | 113.19 |
| | | Misal | 52.71 |
| | | Sub-Total (Tamil Nadu) | 1345.29 |
| 2. | Rajasthan | Nagurda and Nagurda East | 254.00 |
| | | Kawas Gravity Block | 53.69 |
| | | South of Nimbla | 109.60 |
| | | Sewara | 76.08 |
| | | Bapeau | 35.58 |
| | | Bigga Abaisinghpura | 44.64 |
| | | Sub-Total (Rajasthan) | 573.59 |
| Grant Total | | 1918.88 | |

(c) Mineral Exploration Corporation Limited (MECL), Geological Survey of India (GSI) are the exploration agencies involved in promotional Lignite Exploration. For the XI plan, a target of 3.50 lakhs metres (2.95 lakhs metres for MECL & 0.55 lakhs metres for GSI) is envisaged for promotional lignite exploration in the country.

(d) After allotment of lignite blocks to the mining entrepreneurs by the Government the development of lignite production takes 36 to 60 months depending upon the lease holder obtaining necessary clearances.

[*English*]

Language Training to Police Personnel

1838. SHRI RAMESH RATHOD: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government has any proposal to provide language and behavioural training to police personnel likely to be deputed during the Commonwealth Games to ensure better communication with foreign visitors;

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

(c) the total expenditure likely to be incurred in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) and (b) Yes Madam. A Capsule Course on helpful attitude, verbal & non-verbal communication and basic communication in English for the police personnel of Delhi Police, to improve their language & behaviour skills ahead of Commonwealth Games-2010 is being organized with the help of outside Institutions/agencies. Three Institutions/Agencies have been assigned the job. Till now 37,255 police officers/men have been trained.

(c) An amount of Rs. 1,61,60,000/- have been allocated for the training by the Govt. of NCT of Delhi.

Sugarcane Production

1839. SHRI R. DHROVANARAYANA: Will the Minister of AGRICULTURE be pleased to state:

(a) the average sugarcane production in the States vis-a-vis the country's average production during each of the last three years and the current year, State-wise;

(b) the steps taken to develop high yielding and blight resistant varieties of sugarcane; and

(c) the steps being taken to increase the acreage under sugarcane cultivation?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) Production of sugarcane State-wise and at all-India level during the last three years and the current year *i.e.* 2006-07 to 2009-10 are given in the enclosed Statement.

(b) The designated Research Institutes under ICAR are engaged in conducting basic and applied research for developing suitable high yielding varieties of sugarcane in the country. The Sugarcane Breeding Institute, Coimbatore and Indian Institute for Sugarcane Research, Lucknow are devoted for developing high yielding varieties of sugarcane. All-India coordinated research project on sugarcane through its coordinating centres involving State Agricultural Universities located in different agro-climatic zones of the country are also developing high yielding varieties of sugarcane. As blight disease is not an important disease, blight resistant variety of sugarcane has not been developed.

(c) In order to encourage farmers to increase the farming of sugarcane, Government is implementing a centrally sponsored scheme of Sustainable Development of Sugarcane Based Cropping Systems (SUBACS) in various sugarcane growing States of the country.

The main thrust of the scheme is on transfer of improved technologies to the farmers through field demonstrations, training of farmers, supply of farm implements, enhancing seeds production and pest management measures etc. To give more flexibility to the states and implement the scheme on the basis of states' priorities and requirements, this scheme has been clubbed under the Macro Management Mode of Agriculture (MMA). In addition, the Government of India provides 100% financial support for organization of front line demonstrations, national level trainings and breeder seed production through Indian Council of Agriculture Research (ICAR) and State Agricultural Universities.

Further, in order to check shift in cultivable area from sugarcane to other crops and to ensure that cultivation of sugarcane is not rendered unattractive and unprofitable *vis-a-vis* wheat and rice, the Government has also approved fixation of higher Fair & Remunerative Prices (FRP) of sugarcane for 2009-10 sugar season at Rs. 129.84 per quintal as compared to Statutory Minimum Price (SMP) of Rs. 81.18 per quintal fixed for the previous sugar season.

Statement*State-wise estimates of Production during 2006-07 to 2009-10*

| State | Sugarcane Production ('000 Tonnes) | | | |
|-----------------------------|------------------------------------|----------|----------|----------|
| | 2006-07 | 2007-08 | 2008-09 | 2009-10* |
| Andhra Pradesh | 21692.0 | 20296.0 | 15380.0 | 12258.0 |
| Arunachal Pradesh | 16.8 | 21.8 | 23.4 | # |
| Assam | 1055.0 | 980.0 | 1099.7 | 1077.0 |
| Bihar | 5955.5 | 3854.9 | 4959.9 | 5384.6 |
| Chhattisgarh | 18.7 | 27.5 | 25.4 | 18.6 |
| Gujarat | 15630.0 | 15190.0 | 15510.0 | 11330.0 |
| Goa | 58.0 | 56.0 | 49.3 | # |
| Haryana | 9580.0 | 8860.0 | 5130.0 | 4654.0 |
| Himachal Pradesh | 59.0 | 58.4 | 53.1 | 15.2 |
| Jammu and Kashmir | 0.8 | 0.2 | 0.0 | 0.3 |
| Jharkhand | 142.0 | 150.0 | 348.8 | 401.1 |
| Karnataka | 28669.7 | 26240.0 | 23328.0 | 21646.0 |
| Kerala | 440.0 | 218.0 | 275.5 | 112.0 |
| Madhya Pradesh | 2806.0 | 3180.0 | 2975.0 | 2519.3 |
| Maharashtra | 78568.0 | 88437.0 | 60648.0 | 54046.0 |
| Manipur | 23.0 | 16.8 | 21.3 | # |
| Meghalaya | 0.2 | 0.3 | 0.3 | # |
| Mizoram | 4.6 | 0.8 | 13.7 | # |
| Nagaland | 233.9 | 247.3 | 185.8 | # |
| Orissa | 1274.4 | 1096.2 | 646.2 | 661.3 |
| Punjab | 6020.0 | 6690.0 | 4670.0 | 3720.0 |
| Rajasthan | 629.7 | 593.8 | 388.2 | 135.4 |
| Tamil Nadu | 41124.0 | 38071.0 | 32804.4 | 33090.8 |
| Tripura | 42.4 | 46.7 | 51.7 | # |
| Uttar Pradesh | 133949.4 | 124665.3 | 109048.0 | 93102.9 |
| Uttarakhand | 6100.0 | 7686.0 | 5590.0 | 5060.0 |
| West Bengal | 1266.7 | 1272.0 | 1638.3 | 1600.0 |
| Andaman and Nicobar Islands | 2.6 | 3.5 | 3.0 | # |
| Puducherry | 157.3 | 228.4 | 162.3 | # |
| Others | NA | NA | NA | 435.3 |
| All India | 355519.7 | 348187.9 | 285029.3 | 251267.8 |

* 2nd advance estimates released on 12.02.2010.

Included in others.

NA: Not Applicable.

Proposals under NHM

1840. SHRI P.T. THOMAS: Will the Minister of AGRICULTURE be pleased to state:

(a) whether there is any proposal from the Government of Kerala for assistance under National Horticulture Mission (NHM) for vegetable cultivation in the State;

(b) if so, the details thereof; and

(c) the steps taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) to (c) Yes, Madam. Under the National Horticulture Mission (NHM), the State Horticulture Mission (SHM), Kerala submitted the Annual Action Plan (AAP) 2009-10 for Rs. 6921.44 lakh including the proposal for cultivation of export oriented vegetables, fruits and flowers production in six districts around Cochin International Airport with an outlay of Rs. 1254.50 lakh. The AAP was approved by the Government for Rs. 6921.44 lakh including Government of India share of Rs. 5883.22 lakh.

Rashtriya Krishi Vikas Yojana

1841. SHRI NILESH NARAYAN RANE: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Rashtriya Krishi Vikas Yojana (RKVY) is being implemented in various States including Maharashtra;

(b) if so, the details thereof alongwith the funds allocated under RKVY in the country including Maharashtra during each of the last three years and the current year;

(c) the details of funds utilised by various States including Maharashtra, Statewise; and

(d) the reasons for under-utilisation of funds by the States including Maharashtra, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) Yes, Madam.

(b) and (c) A list indicating the funds allocated and released to States and expenditure reported by the States, including Maharashtra, is given in the enclosed Statement.

(d) Utilization of funds released in year 2007-08 is 93% and funds released in 2008-09 is 88%. Utilization of 2009-10 funds is in progress. There is no major under-utilization of funds under RKVY in most States.

Statement

Statement showing allocation, release, expenditure and unspent balance of the States under RKVY as on 4.3.2010

(Rs. in crore)

| Sl. No. | Name of the State/UT | 2007-08 | | | 2008-09 | | | 2009-10 | | |
|---------|----------------------|------------|---------------|-------------|------------|---------------|-------------|------------|---------------|--------------|
| | | Allocation | Total Release | Expenditure | Allocation | Total Release | Expenditure | Allocation | Total Release | Expenditure* |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| 1. | Andhra Pradesh | 93.13 | 61.08 | 61.08 | 316.57 | 297.17 | 296.01 | 410.00 | 410.00 | 326.38 |
| 2. | Arunachal Pradesh | 2.85 | 1.90 | 0.30 | 6.88 | 0.00 | 1.60 | 16.10 | 4.03 | 0 |
| 3. | Assam | 23.77 | 0.00 | | 142.62 | 144.12 | 116.91 | 79.86 | 79.86 | 0 |
| 4. | Bihar | 64.02 | 57.77 | 57.77 | 148.54 | 148.54 | 148.54 | 110.79 | 110.79 | 31.29 |
| 5. | Chhattisgarh | 60.54 | 52.96 | 52.95 | 116.48 | 117.45 | 112.38 | 131.78 | 131.78 | 10.00 |

**Remarks: Information relating to expenditure for 2009-10 is still to be received from several States. For other states also, expenditure indicated in column 11 is last reported data.

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
|-----|--------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| 6. | Goa* | 2.29 | 1.70 | 0.54 | 6.91 | 0.00 | 0.00 | 11.87 | 0 | 0 |
| 7. | Gujarat | 53.71 | 49.81 | 47.58 | 243.39 | 243.39 | 223.32 | 386.19 | 386.19 | 166.28 |
| 8. | Haryana | 23.12 | 21.52 | 21.52 | 74.00 | 39.50 | 37.80 | 112.77 | 112.77 | 49.25 |
| 9. | Himachal Pradesh | 17.39 | 16.17 | 16.08 | 15.11 | 15.11 | 14.86 | 33.02 | 33.02 | 0 |
| 10. | Jammu and Kashmir | 6.85 | 0 | | 16.17 | 1.20 | 1.18 | 42.05 | 42.05 | 11.83 |
| 11. | Jharkhand | 61.66 | 55.68 | 32.3 | 58.62 | 29.31 | 25.56 | 70.13 | 70.13 | 0 |
| 12. | Karnataka | 171.97 | 154.30 | 154.30 | 316.57 | 314.14 | 314.14 | 410.00 | 410.00 | 130.00 |
| 13. | Kerala | 61.41 | 55.40 | 53.57 | 60.11 | 30.06 | 29.60 | 110.92 | 110.92 | 47 |
| 14. | Madhya Pradesh | 110.01 | 101.62 | 60.53 | 146.05 | 146.05 | 74.93 | 247.44 | 178.2 | 0 |
| 15. | Maharashtra | 142.20 | 128.20 | 127.10 | 269.63 | 261.77 | 213.52 | 407.24 | 346.11 | 0 |
| 16. | Manipur | 1.35 | 0 | | 4.14 | 0.90 | 0.90 | 5.86 | 5.86 | 0 |
| 17. | Meghalaya | 7.00 | 6.37 | 6.37 | 13.53 | 6.77 | 6.77 | 24.68 | 24.68 | 15.43 |
| 18. | Mizoram* | 1.05 | 0 | | 4.29 | 0.80 | 0.00 | 4.15 | 0 | 0 |
| 19. | Nagaland | 9.45 | 3.19 | 3.19 | 13.89 | 6.95 | 6.95 | 20.38 | 20.38 | 5.10 |
| 20. | Orissa | 46.59 | 39.30 | 39.30 | 115.44 | 115.44 | 102.35 | 121.49 | 121.49 | 19.1 |
| 21. | Punjab | 39.85 | 36.05 | 34.15 | 87.52 | 87.52 | 62.03 | 43.23 | 43.23 | 0 |
| 22. | Rajasthan | 71.68 | 55.76 | 53.96 | 233.75 | 233.76 | 175.78 | 186.12 | 186.12 | 82.21 |
| 23. | Sikkim | 2.77 | 2.77 | 2.77 | 11.37 | 5.68 | 4.33 | 15.29 | 15.29 | 0 |
| 24. | Tamil Nadu | 188.21 | 153.60 | 153.60 | 140.38 | 140.38 | 121.11 | 127.90 | 127.90 | 127.90 |
| 25. | Tripura | 4.69 | 4.16 | 4.16 | 34.02 | 16.08 | 10.04 | 31.28 | 31.28 | 0 |
| 26. | Uttar Pradesh | 116.15 | 103.90 | 103.90 | 316.57 | 316.57 | 266.98 | 390.97 | 390.97 | 76.2 |
| 27. | Uttarakhand | 30.54 | 28.25 | 19.71 | 20.6 | 10.30 | 7.34 | 71.36 | 71.36 | 5.14 |
| 28. | West Bengal | 60.87 | 54.93 | 54.93 | 147.38 | 147.38 | 147.13 | 147.38 | 147.38 | 0.00 |
| | Total States | 1475.12 | 1246.39 | 1161.66 | 3080.53 | 2876.34 | 2522.06 | 3770.25 | 3611.79 | 1103.11 |
| 29. | Andaman and Nicobar Islands | 9.52 | | | 6.43 | 2.26 | | 12.21 | 1.28 | |
| 30. | Chandigarh | 0.22 | | | 2.20 | 0.14 | | 3.70 | 0.42 | |
| 31. | Dadra and Nagar Haveli* | 0.25 | | | 0.61 | 0.00 | | 0.29 | | |
| 32. | Daman and Diu* | | | | 1.42 | 0.26 | | 0.30 | | |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
|-------------|----------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| 33. | Delhi | 0.56 | 0.10 | | 1.83 | 0.00 | | 2.36 | 0.24 | |
| 34. | Lakshadweep | 0.92 | | | 12.08 | 6.14 | | 10.12 | 1.09 | |
| 35. | Puducherry* | 3.13 | 0.40 | | 6.67 | 0.00 | | 0.69 | 0 | |
| | Total UTs | 14.58 | 0.50 | | 31.24 | 8.80 | | 29.67 | 3.03 | 0.00 |
| | District Agricultural Plan | | | | 53.90 | | | 6.82 | 0.90 | |
| | NIRD, ISEC, LEG, IIM-CMA | | | | | | 1.25 | | 0.33 | |
| | Contingency | | | | | 0.41 | | | | |
| Grand Total | | 1489.70 | 1246.89 | 1161.66 | 3165.67 | 2886.80 | 2528.25 | 3806.74 | 3616.05 | 1103.11 |

*These States/UTs are ineligible for the year 2009-10.

Training to CPF

1842. SHRI SARVEY SATYANARAYANA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government is laying greater emphasis on properly equipping and training to the Central Para-military Forces personnel for discharging law and order duties;

(b) if so, the details thereof;

(c) the total funds allocated in the XI Five Year Plan, force-wise and year-wise; and

(d) the details of the future action plan prepared in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) Yes, Madam. Government is laying emphasis on property equipping and training to the Central Para-military Forces personnel.

(b) Equipping and training of Central Para-military Forces personnel is a continuous process carried out on the basis of review conducted from time to time in view of security scenario of the country. CPMFs are equipped with items, such as modern weapons, new generation surveillance and navigation equipments, Cane shields, Body protectors, Lathi, Shin Guard, Helmet, Tear Smoke Munitions, Tear Gas Gun, Vazra Vehicles, Water Cannon, Shock Batons, Rubber Truncheons, Rubber Bullets, Plastic pellets etc. They are also imparted training on weapon,

IEDs, Post protection, Quick Reaction Team, Camp security, Counter ambush measures, legal matter relating to law and order functioning and training on area specific requirement etc. for North East, J&K and Left Wing Extremist areas etc.

(c) and (d) Funds are allocated for training and equipment under non plan. Government is also implementing a Police Modernisation scheme for providing modern equipments under which an allocation of Rs. 4185 crores has been made for CPMFs.

Offices of KVIC

1843. SHRI MAHENDRASINH P. CHAUHAN: Will the Minister of MICRO, SMALL AND MEDIUM ENTERPRISES be pleased to state:

(a) whether the Khadi and Village Industries Commission (KVIC) has offices at every State Capital for monitoring grass root level functioning; and

(b) if so, the total number of such offices in the country as on date to monitor the various schemes?

THE MINISTER OF STATE OF THE MINISTRY OF MICRO, SMALL AND MEDIUM ENTERPRISES (SHRI DINSHA PATEL): (a) and (b) Khadi and Village Industries Commission (KVIC) functions with its Head Office at Mumbai, six Zonal Offices located at New Delhi, Bhopal, Bangalore, Kolkata, Mumbai and Guwahati and 29 State Offices located at the State capitals. Besides, seven Divisional Offices and seven Sub Offices are operating throughout the country to facilitate speedy implementation of its programmes.

Base Depots of FCI

1844. SHRI ADAGOORU H. VISHWANATH: Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether the Food Corporation of India (FCI) is considering any proposal to set up more Base Depots in Karnataka;

(b) if so, the details thereof and the time by which these are likely to be set up;

(c) the number of procurement centres opened in Karnataka for foodgrain procurement during each of the last three years and the current year alongwith the number of centres proposed to be opened during the ensuing procurement season; and

(d) the target set for procurement of foodgrains in Karnataka during 2010-11?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) No, Madam.

(b) Does not arise.

(c) The number of procurement centres opened in Karnataka for foodgrain procurement during each of the last three years and the current KMS-2009-10 are as under:-

| Marketing Year | No. of Centre |
|--|---------------|
| KMS, 2006-07 | 11 |
| KMS, 2007-08 | 56 |
| KMS, 2008-09 | 120 |
| KMS, 2009-10 (From 1.9.2009 to 30.9.2010) | 240 |

(d) The estimate for procurement of levy rice in Karnataka during 2010-11 is 2.00 lakh tonnes.

Civic Amenities

1845. SHRI S.R. JEYADURAI: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether a number of housing colonies developed and allotted by the Delhi Development Authority and

transferred to the Municipal Corporation of Delhi for providing civic amenities like roads, water, general cleanliness are in a poor state;

(b) if so, the details thereof; and

(c) the steps taken or proposed to be taken to improve the civic amenities in such colonies?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLY RAMACHANDRAN): (a) to (c) The Municipal Corporation of Delhi has informed that at present the civic amenities like roads and cleanliness of the colonies transferred to it are in satisfactory condition. Development and upgradation works like re-surfacing of roads, construction of footpath, construction of storm water drain, improvement of parks etc. are carried out as per requirement. The requirement of safai karamcharis and equipment/ implements for general cleanliness in these colonies are assessed and provided.

[Translation]

Construction of Anti Flood Sluice on NH-57

1846. SHRI MANGANI LAL MANDAL: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Government has received complaints against the construction of an anti-flood sluice structure on the National Highway No. 57 in Bihar on the East West four lane National Highways;

(b) if so, the details thereof;

(c) whether the construction work of this structure is at a standstill; and

(d) if so, the reasons therefor and the remedial measures taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (KUNWAR R.P.N. SINGH): (a) to (d) A reference regarding inadequate provision of waterway to the anti-flood sluice structure on the National Highway No. 57 was made by Hon'ble Member of Parliament himself, which has already been replied to on 24th February, 2010. The complaint was regarding inadequate waterway for the sluice. The waterway was provided after consultation with Water Resources Department of the Government of Bihar. The

structure has already been completed. However, construction of approaches on both sides has been opposed by few villagers.

[*English*]

Violence in Mumbai

1847. DR. RAGHUVANSH PRASAD SINGH:
SHRIMATI BOTCHA JHANSI LAKSHMI:
SHRI M. ANANDAN:
SHRI BASU BED ACHARIA:
SHRIMATI PARAMJIT KAUR GULSHAN:
SHRI M.B. RAJESH:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether there are reports of threatening, intimidation, disruption, mortification and violence in general and against North Indians in particular by certain political parties in the city of Mumbai;

(b) if so, the details thereof;

(c) the details of the action taken in this regard including the number of cases registered and persons arrested;

(d) whether the Union Government has monitored the situation and issued any advisory to the State Governments in this regard including imposing a ban on such political parties; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) to (c) Agitations against North Indians in general and the people from U.P. and Bihar staying in Mumbai in particular on different issues at different times, have been made by a regional political party. However, the police took stringent preventive actions as well as legal action against workers of the said regional party. Law and order being a State subject the details of cases of preventive detention and criminal cases lodged are not held centrally by the Union Government.

(d) and (e) "Public Order" being State subject, as per the Constitution, it is primarily the responsibility of

the State Government to maintain law and order in their States. However, the Ministry of Home Affairs remained in constant touch with State Government, and the State Government were advised from time to time to take all precautionary and preventive measures to maintain law and order in the State. Some companies of the Central Para-military forces were also provided to the State Government to assist its efforts in the maintenance of law and order in the State.

[*Translation*]

Formulation of Body Code for Safety of Buses

1848. SHRIMATI MEENA SINGH:
SHRI RADHA MOHAN SINGH:
SHRIMATI BOTCHA JHANSI LAKSHMI:
SHRI M. ANANDAN:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Union Government has formulated a body code for the safety of buses to address concerns raised due to several incidents of low floor CNG buses plying in Delhi catching fire;

(b) if so, the details thereof;

(c) whether the Union Government has issued any advisory to the State Governments in this regard; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI MAHADEO SINGH KHANDELA): (a) to (d) The Bus Body Code, formulated by the Government lays down standards for various parts/bus body construction activities such as entry/exit door, emergency exit, floor level height, dimension of seats, seating layout, driver's work place requirements etc to provide comfort and safety to the passengers including persons with disabilities. The Government has already prescribed the safety and procedural requirements for type approval of CNG operated vehicles. It is the responsibility of the State Governments to investigate the causes of CNG buses catching fire to identify the problem and to rectify the defects. Therefore no advisory has been issued by the Union Government to State Governments.

Enactment of New Road Transport Act

1849. SHRIMATI DEEPA DASHMUNSI:
 SHRI CHANDU LAL SAHU:
 SHRI SHIVARAMA GOUDA:
 SHRI M.K. RAGHAVAN:
 SHRI ASADUDDIN OWAISI:
 SHRI S.S. RAMASUBBU:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) whether the Government is considering to review the existing Motor Vehicles Act;
- (b) if so, the details thereof;
- (c) whether an expert committee has been constituted by the Government in this regard;
- (d) if so, the details thereof and terms of reference of the said committee;
- (e) whether the Government proposes to define maximum speed limit on highways, cancel driving licence of the persons accused of road accident, increase terms of imprisonment and put an upper age limit for obtaining driving licence in the country;
- (f) if so, the details thereof; and
- (g) the time by which recommendations of the expert committee are likely to be submitted and implemented?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI MAHADEO SINGH KHANDELA): (a) to (d) In order to review the Motor Vehicles Act, 1988 in a comprehensive manner, the Government has constituted a Committee under the Chairmanship of Shri S. Sunder, Distinguished Fellow, The Energy and Resources Institute (TERI) and former Secretary, Ministry of Surface Transport. The Committee has been mandated to look into various aspects of administration and regulation of vehicular traffic in the country, which inter-alia includes review of the system of grant of driving licence.

(e) and (f) Maximum speed limit for motor vehicles as well as driving norms have already been prescribed by the Government. There is no proposal to cancel the driving licence of the person accused of road accidents, to increase, to increase terms of imprisonment and fix upper age limit for getting a driving licence/driving a motor vehicle.

(g) Since the Act is to be reviewed in a comprehensive manner, no definite time frame for submission/implementation of the report can be envisaged at this stage.

[English]

Decreasing Productivity of Bt. Cotton

1850. SHRI GURUDAS DAS GUPTA: Will the Minister of AGRICULTURE be pleased to state:

- (a) whether productivity of Bt. Cotton has decreased after the first three years of its introduction;
- (b) if so, the details thereof;
- (c) whether any study has been conducted to make an assessment in this regard; and
- (d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) No, Madam. The area under Bt. Cotton has increased from 29,000 hectares in 2002-03 to 80,00,000 hectares (anticipated) in 2009-10. The average yield of Bt Cotton has also increased from 300 kg per hectare in 2001-02 to 560 kg per hectare in 2007-08. Cultivation of Bt Cotton has resulted in 31% increase in yield, 39% reduction in pesticide usage and more than 80% increase in profitability of farmers (ISAAA 2009).

(b) Question does not arise.

(c) and (d) The Central Institute for Cotton Research (CICR), Nagpur has been conducting detailed studies at the State level in collaboration with the State Agricultural Universities of the 9 major cotton growing States. Information so far collected indicates that yields have increased in these cotton growing states with the introduction of Bt. Cotton. Bollworms menace in cotton has significantly reduced all over the country and there is a reduction in market share of insecticides used in Cotton.

Crop Loss Due to Pesticides

1851. SHRI BAIJAYANT PANDA:
 SHRI NITYANANDA PRADHAN:

Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government has estimated that there is crop loss of over Rs. 6,000 crores annually due to use of spurious pesticides;

(b) if so, the details thereof;

(c) the reaction of the Government thereto; and

(d) the corrective measures taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) and (b) No, Madam. There is no estimate available about the crop loss due to use of spurious pesticides. However, samples of pesticides are drawn by State Agriculture Departments under the provisions of the Insecticides Act, 1968 and Rules framed thereunder. The statistics of analysis of pesticide samples for quality control in the State Pesticides Testing Laboratories for last five years shows that 2.69 to 3.33 percent pesticide samples are found misbranded in the country.

(c) and (d) It has been the endeavour of the Government to provide quality pesticides to the farming community. Import, manufacture, sale, transport, distribution and use of the insecticides is regulated under a comprehensive legislation, the Insecticides Act, 1968, and Insecticides Rules, 1971 framed thereunder. Quality of pesticides is checked by the State Governments through regular drawal and analysis of pesticide samples by Insecticide Inspectors, Insecticide Analysts and Pesticide Testing Laboratories under the provisions of the Act.

Twenty one States and one Union Territory have set up 62 State Pesticides Testing Laboratories with analyzing capacity of 65,340 samples per annum. The Central Government has established two Regional Pesticides Testing Laboratories with analyzing capacity of 1,100 samples per annum for each laboratory to supplement the resources of the States. Central Insecticides Laboratory has been established under section 16 of the Act to perform the statutory requirement of the referral analysis.

State/UTs have been advised to grant/renew manufacturing license of only those manufacturers who have proper manufacturing facilities in terms of equipment and functional in-house quality control laboratory with requisite analytical equipments.

Measures to Check Human Trafficking

1852. SHRIMATI BOTCHA JHANSHI LAKSHMI:
SHRI GAJANAN D. BABAR:
SHRI ANANDRAO ADSUL:
SHRI BASU DEB ACHARIA:
SHRI P.C. GADDIGODAR:
SHRI ASADUDDIN OWAISI:
SHRIMATI SUMITRA MAHAJAN:
SHRI NISHIKANT DUBEY:
SHRI MANOHAR TIRKEY:
DR. G. VIVEKANAND:
SHRI HARI MANJHI:
SHRI NRIPENDRA NATH ROY:
SHRI NARAHARI MAHATO:
SHRI C. SIVASAMI:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Union Government has requested the State Governments to enact a law with the provisions for jail, heavy fine and even cancellation of licences of defaulting travel agents to curb human trafficking;

(b) if so, the details thereof alongwith the response of the State Governments thereon;

(c) whether there is an increase in inter- State and cross border cases of child trafficking including forced prostitution in the country;

(d) if so, the details of cases registered alongwith the conviction rates achieved during each of the last three years and the current year, State-wise; and

(e) the measures taken by the Government to deal with human trafficking, child trafficking and child prostitution including creation of a special police force in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) and (b) Ministry of Home Affairs has issued a general Advisory dt. 9.9.2009 on human trafficking, which however, does not mention about enactment of a new law, with the provision for jail, heavy fine and cancellation of licenses of defaulting travel agents. According to Ministry of Tourism, they have also not issued any such directions/ advisory.

(c) and (d) National Crime Records Bureau (NCRB) does not maintain information regarding cross-border cases of child trafficking separately. However, State/UT-wise details of cases registered, chargesheeted and

convicted under crimes related to human trafficking and under Immoral Trafficking (Prevention) Act, 1956 are at given as Statements-I and Statement-II.

(e) 'Police' and 'Public Order' being State subjects, the primary responsibility for preventing and combating the crime of human trafficking lies with the State Governments. However, Government of India has adopted a multi-pronged approach to combat human trafficking viz., issuing of Advisory dated 9.9.2009 to States/UTs to deal with the crime of trafficking in a holistic manner and to evolve an effective and comprehensive strategy encompassing rescue, relief and rehabilitation of victims

besides taking deterrent action against the law violators; setting up of Anti-Trafficking Nodal Cell in Ministry of Home Affairs; organizing training and workshops on the issue to create awareness among law enforcement agencies. The Advisory has listed special measures to prevent child trafficking like identification of children at risk, development of victim profiling with other agencies, carry out checks on sponsors and people who claim to be the relatives of children identified as being at risk of trafficking, etc. Ministry of Women & Child Development also runs shelter based homes, such as Short Stay-Homes, Swadhar Homes for women in difficult circumstances including trafficked victims.

Statement I

Cases Registered (CR), Cases Chargesheeted (CS), Cases Convicted (CN), Persons Arrested (PAR), Persons Chargesheeted (PCS) and Persons Convicted (PCV) for Total Crimes Committed under Human Trafficking During 2006 to 2008*

| Sl.No. | State/UT | 2006 | | | | | | 2007 | | | | | | 2008 | | | | | |
|--------|-------------------|------|-----|-----|------|------|------|------|-----|-----|------|------|-----|------|-----|-----|------|------|-----|
| | | CR | CS | CN | PAR | PCS | PCV | CR | CS | CV | PAR | PCS | PCV | CR | CS | CV | PAR | PCS | PCV |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| 1. | Andhra Pradesh | 720 | 672 | 267 | 1954 | 1883 | 711 | 681 | 666 | 143 | 1846 | 1735 | 366 | 427 | 437 | 77 | 1307 | 1398 | 251 |
| 2. | Arunachal Pradesh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3. | Assam | 31 | 32 | 10 | 126 | 63 | 2 | 22 | 20 | 6 | 53 | 46 | 1 | 28 | 26 | 10 | 63 | 91 | 17 |
| 4. | Bihar | 61 | 57 | 8 | 103 | 97 | 1 | 128 | 102 | 9 | 212 | 169 | 1 | 114 | 95 | 17 | 212 | 176 | 29 |
| 5. | Chhattisgarh | 19 | 18 | 3 | 94 | 94 | 8 | 21 | 19 | 2 | 80 | 80 | 8 | 13 | 13 | 3 | 28 | 28 | 5 |
| 6. | Goa | 27 | 24 | 25 | 62 | 74 | 6 | 10 | 7 | 3 | 27 | 22 | | 15 | 12 | 12 | 46 | 34 | 43 |
| 7. | Gujarat | 99 | 83 | 15 | 417 | 390 | 95 | 83 | 82 | 13 | 304 | 344 | 4 | 82 | 76 | 12 | 322 | 313 | 45 |
| 8. | Haryana | 92 | 82 | 13 | 383 | 347 | 7 | 92 | 93 | 15 | 360 | 367 | 2 | 81 | 85 | 21 | 375 | 376 | 117 |
| 9. | Himachal Pradesh | 3 | 2 | 0 | 6 | 4 | 0 | 3 | 3 | 0 | 9 | 11 | 0 | 5 | 2 | 1 | 15 | 4 | 1 |
| 10. | Jammu and Kashmir | 5 | 4 | 0 | 14 | 13 | 0 | 1 | 2 | 0 | 9 | 10 | | 4 | 4 | 0 | 10 | 10 | 0 |
| 11. | Jharkhand | 42 | 28 | 2 | 64 | 79 | 5 | 43 | 32 | 3 | 80 | 73 | 4 | 66 | 42 | 5 | 142 | 122 | 13 |
| 12. | Karnataka | 794 | 742 | 409 | 2547 | 2497 | 1014 | 624 | 620 | 396 | 1911 | 1877 | 877 | 529 | 522 | 216 | 1684 | 1670 | 576 |
| 13. | Kerala | 225 | 195 | 48 | 494 | 476 | 167 | 224 | 205 | 50 | 544 | 515 | 176 | 204 | 210 | 134 | 443 | 523 | 197 |
| 14. | Madhya Pradesh | 22 | 22 | 16 | 82 | 84 | 34 | 42 | 42 | 8 | 148 | 148 | 55 | 32 | 24 | 8 | 84 | 67 | 14 |
| 15. | Maharashtra | 433 | 328 | 16 | 1841 | 1372 | 42 | 373 | 375 | 36 | 1356 | 1356 | 61 | 371 | 350 | 62 | 1490 | 1317 | 144 |
| 16. | Manipur | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17. | Meghalaya | S | 0 | 0 | 4 | 0 | 0 | 10 | 1 | 0 | 2 | 1 | 0 | 3 | 1 | 0 | 14 | 1 | 0 |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
|-----|-----------------------------|------|------|------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 3. | Assam | 29 | 30 | 8 | 124 | 66 | 1 | 21 | 20 | 4 | 52 | 46 | 13 | 27 | 25 | 10 | 62 | 90 | 17 |
| 4. | Bihar | 13 | 15 | 0 | 30 | 31 | 0 | 27 | 19 | 3 | 55 | 39 | 5 | 39 | 25 | 9 | 80 | 49 | 12 |
| 5. | Chhattisgarh | 13 | 12 | 2 | 72 | 72 | 3 | 14 | 15 | 1 | 73 | 73 | 6 | 4 | 4 | 1 | 3 | 9 | 3 |
| 6. | Goa | 26 | 24 | 25 | 62 | 74 | 61 | 10 | 7 | 3 | 27 | 22 | 6 | 14 | 12 | 11 | 62 | 34 | 39 |
| 7. | Gujarat | 78 | 70 | 7 | 377 | 352 | 64 | 44 | 53 | 0 | 229 | 267 | 0 | 52 | 53 | 3 | 212 | 206 | 5 |
| 8. | Haryana | 85 | 77 | 13 | 359 | 324 | 78 | 88 | 91 | 15 | 353 | 361 | 27 | 77 | 81 | 21 | 361 | 360 | 117 |
| 9. | Himachal Pradesh | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 12 | 0 | 0 |
| 10. | Jammu and Kashmir | 5 | 4 | 0 | 14 | 13 | 0 | 1 | 2 | 0 | 9 | 10 | 0 | 4 | 4 | 0 | 10 | 10 | 0 |
| 11. | Jharkhand | 11 | 10 | 1 | 34 | 35 | 3 | 14 | 12 | 1 | 59 | 50 | 1 | 8 | 5 | 1 | 16 | 13 | S |
| 12. | Karnataka | 785 | 740 | 409 | 2545 | 2495 | 1014 | 612 | 617 | 395 | 1908 | 1874 | 876 | 515 | 512 | 215 | 1666 | 1654 | 575 |
| 13. | Kerala | 189 | 174 | 47 | 459 | 452 | 166 | 201 | 184 | 47 | 518 | 486 | 173 | 187 | 191 | 133 | 422 | 491 | 196 |
| 14. | Madhya Pradesh | 12 | 14 | 2 | 69 | 69 | 13 | 19 | 19 | 4 | 105 | 1d5 | 39 | 10 | 10 | 5 | 39 | 39 | 3 |
| 15. | Maharashtra | 378 | 284 | 14 | 1645 | 1207 | 38 | 322 | 326 | 35 | 1266 | 1223 | 58 | 327 | 308 | 62 | 1405 | 1224 | 144 |
| 16. | Manipur | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17. | Meghalaya | 1 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 3 | 1 | 0 | 14 | 1 | 0 |
| 18. | Mizoram | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 0 |
| 19. | Nagaland | G | 7 | 7 | 19 | 15 | 11 | 4 | 3 | 5 | 20 | 3 | 3 | 1 | 1 | 1 | 10 | 1 | 1 |
| 20. | Orissa | 44 | 38 | 3 | 131 | 141 | 18 | 40 | 39 | 3 | 131 | 129 | 24 | 29 | 36 | 3 | 107 | 82 | 15 |
| 21. | Punjab | 67 | 45 | 6 | 269 | 168 | 45 | 45 | 49 | 11 | 145 | 227 | 35 | 43 | 45 | 12 | 168 | 157 | 28 |
| 22. | Rajasthan | 143 | 141 | 52 | 387 | 389 | 237 | 91 | 91 | 13 | 320 | 320 | 22 | 72 | 70 | 65 | 253 | 253 | 41 |
| 23. | Sikkim | 0 | 1 | 0 | 2 | 2 | 0 | 2 | 1 | 0 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 24. | Tamil Nadu | 1732 | 1696 | 1631 | 2241 | 2292 | 2385 | 1199 | 1050 | 893 | 1964 | 1828 | 1282 | 687 | 730 | 803 | 1279 | 1196 | 1024 |
| 25. | Tripura | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 28. | Uttar Pradesh | 70 | 70 | 26 | 491 | 536 | 127 | 4s | 48 | 21 | 304 | 274 | 134 | 57 | 47 | 31 | 383 | 375 | 266 |
| 27. | Uttarakhand | 3 | 3 | 0 | 23 | 23 | 0 | S | 7 | 1 | 60 | 45 | 8 | 3 | 3 | 2 | 20 | 25 | 4 |
| 28. | West Bengal | 66 | 59 | 72 | 168 | 124 | 79 | 62 | 64 | 17 | 253 | 192 | 11 | 62 | 54 | 9 | 232 | 162 | 16 |
| | Total (States) | 4417 | 4132 | 2583 | 11353 | 10655 | 5064 | 3487 | 3332 | 1613 | 9563 | 9189 | 3085 | 2580 | 2610 | 1476 | 7982 | 7692 | 2758 |
| 29. | Andaman and Nicobar Islands | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 |
| 30. | Chandigarh | 3 | 6 | 1 | 7 | 16 | 6 | 5 | 7 | 1 | 21 | 27 | 2 | 7 | 2 | 0 | 35 | 3 | 0 |
| 31. | Dadra and Nagar Haveli | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 3 | 4 | 0 | 22 | 20 | 0 |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
|-------------------|---------------|------|------|------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 32. | Daman and Diu | 1 | 1 | 0 | 5 | 5 | 0 | 5 | 0 | 0 | 28 | 0 | 0 | 6 | 6 | 0 | 30 | 48 | 0 |
| 33. | Delhi | 112 | 185 | 89 | 376 | 369 | 103 | 63 | 97 | 76 | 217 | 225 | 112 | 60 | 50 | 40 | 162 | 289 | 119 |
| 34. | Lakshadweep | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 35. | Puducherry | 8 | 8 | 3 | 42 | 42 | 28 | 5 | 5 | 5 | 24 | 24 | 21 | 3 | 3 | 1 | 19 | 19 | 7 |
| Total (UTs) | | 124 | 200 | 93 | 430 | 432 | 137 | 81 | 109 | 82 | 298 | 276 | 135 | 79 | 66 | 41 | 268 | 381 | 126 |
| Total (All-India) | | 4541 | 4332 | 2682 | 11783 | 11087 | 5201 | 3568 | 3441 | 1685 | 9861 | 9465 | 3220 | 2659 | 2676 | 1517 | 8250 | 8073 | 2884 |

Source. Crime in India

Note: Information on disposal of police and courts includes the information on previous cases from previous years also.

[*Translation*]

Illegal Catering Van

1853. SHRI JAYWANT GANGARAM AWALE: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether there are reports of illegal catering vans being run on land owned by the Municipal Corporation of Delhi (MCD) in the NCT of Delhi;

(b) if so, the details thereof and the action taken to remove such encroachment on MCD land;

(c) the total revenue loss to the MCD as a result thereof; and

(d) the steps taken by the Government to check such cases?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLY RAMACHANDRAN): (a) and (b) The Municipal Corporation of Delhi (MCD) has informed that it takes action against unauthorised/unlicensed catering van, whenever noticed, as per law. During the year 2008-2009, 25 vans have been seized/lifted and during the year 2009-2010, 5 vans have been seized/lifted.

(c) There is no revenue loss, as whenever catering vans are noticed in the area of the MCD, these are lifted and composition charges and removal charges are levied on them.

(d) The steps taken by the MCD to check running of illegal catering vans in its area include carrying out regular inspections by the field staff, seizure and lifting of unauthorised catering vans, etc.

Agriculture Sector

1854. SHRI BRIJBHUSHAN SHARAN SINGH: Will the Minister of AGRICULTURE be pleased to state:

(a) the year-wise contribution in percentage of the agriculture sector to the Gross Domestic Product (GDP) of the country during each of the last three years;

(b) the contribution in percentage likely to be made by the agriculture sector to the GDP during the current financial year;

(c) whether the Government proposes to increase the allocation in view of falling growth rate of the agriculture sector; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) and (b) The contribution of agriculture and allied sector to Gross Domestic Product at 2004-05 prices during last four year is as follows:

| Year | Percentage of agriculture and allied sector to gross domestic product |
|---------|---|
| 2006-07 | 17.2 |
| 2007-08 | 16.4 |
| 2008-09 | 15.7 |

As per the advance estimate of National Income released by Central Statistical Organisation (CSO) on 8th Feb. 2010 the contribution of agriculture and allied sector to Gross Domestic Product at 2004-05 prices during the current financial year is expected to be 14.6 percent.

(c) and (d) The Plan Outlay in Agriculture and Allied Sector has increased from Rs.8050 crore in 2007-08 to Rs. 10060 crore in 2009-10.

[English]

Direct Subsidy to Farmers

1855. SHRI DATTA MEGHE: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government proposes to provide fertiliser subsidy directly to the farmers from the next financial year;

(b) if so, the details thereof; and

(c) the details of the provisions made to ensure that the dry land farmers including of Vidarbha region who use very little chemical fertilisers due to paucity of water during most of the seasons and farmers who adopt organic farming would be benefited from such new subsidy norms?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) and (b) No, Madam. There is no proposal to provide fertilizer subsidy directly to the farmers from the next financial year. The nutrient based subsidy, effective from 1.4.2010, will be released through the industry in the first phase.

(c) There is no specific provision for dryland farmers including Vidarbha region who use little chemical fertilizers and the farmers who adopt organic farming. However, there is provision under the centrally sponsored National Project on Management of Soil Health & Fertility for promotion of organic manuring with assistance @ Rs. 500 per hectare.

Standards for Gold and Jewellery

1856. SHRI PRADEEP MAJHI: Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether the Bureau of Indian Standards has set up any purity standards for ornamental gold and silver in the country;

(b) if so, the details thereof;

(c) whether a large number of jewellers violate such purity standards and adulterate gold with other materials in various parts of the country;

(d) if so, whether the Government has any mechanism to check such violation by jewellers;

(e) if so, the number of jewellers against whom the Government has taken action during each of the last three years and the current year, State-wise; and

(f) the names of the jewellers authorised to sell Hall Marked jewellery in various States?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K. V. THOMAS): (a) and (b) Yes, Madam. Bureau of Indian Standards (BIS) has formulated Indian Standard IS 1417:1999 "Gold and gold alloys, jewellery/Artifacts-Fineness and Marking-Specification" for nine grades of gold used in the manufacture of jewellery/Artifacts and IS 2112:2003, "Silver and Silver Alloys, Jewellery/Artifacts-Fineness and Marking-Specification" for three grades of fine silver, and five grades of silver alloys used in the manufacture of jewellery/artifacts.

(c) Market surveys conducted in the year 2001-02 and 2006 on non-hallmarked jewellery had revealed that jewellery articles with lesser purity than the declared value were being sold in the market.

(d) BIS Hallmarking Scheme for gold and silver jewellery articles ensures that purity of gold/silver in the articles is of the declared quality. However, BIS has no control over the quality/purity of articles being manufactured/sold by jewellers who are not its licensees.

(e) Details of action taken by BIS against its licensee jewellers for violation of provisions of Gold Hallmarking Scheme. State-wise and year-wise for last three years and the current year are given in Statement enclosed.

(f) There are 7,380 gold jewelers & 513 silver jewelers who are BIS licensees under its voluntary hallmarking Scheme. Details of such jewellers are available on the BIS website *i.e.* www.bis.org.in.

Statement

| State/UT | Number of Jewellers against whom action is taken | | | |
|------------------|--|-----------|-----------|----------|
| | 2006-07 | 2007-08 | 2008-09 | 2009-10 |
| Karnataka | | 1 | 1 | |
| Andhra Pradesh | — | 4 | 1 | — |
| Kerala | 1 | 4 | 6 | 4 |
| Tamil Nadu | 1 | 3 | 6 | 1 |
| Madhya Pradesh | | 1 | | |
| Rajasthan | | 3 | | 2 |
| Delhi | | 2 | 3 | |
| Gujarat | — | — | — | 2 |
| Maharashtra | 0 | 2 | 2 | — |
| Assam | | | 1 | |
| Himachal Pradesh | — | — | 1 | |
| Haryana | 1 | — | | — |
| Total | 3 | 20 | 21 | 9 |

[*Translation*]

MDA for SSI Sector

1857. SHRI ARJUN RAM MEGHWAL: Will the Minister of MICRO, SMALL AND MEDIUM ENTERPRISES be pleased to state:

(a) whether the marketing development assistance (MDA) has been introduced by the Government; and

(b) If so, the details of the facilities provided under the scheme to small industrial sector?

THE MINISTER OF STATE OF THE MINISTRY OF MICRO, SMALL AND MEDIUM ENTERPRISES (SHRI DINSHA PATEL): (a) and (b) Government is implementing a number of schemes for Marketing Assistance for the promotion of Micro, Small and Medium Enterprises (MSME)/Small Industrial Sector. To promote participation by manufacturing MSME units in International Trade Fairs/Exhibitions, entrepreneurs from general categories are reimbursed with 50% of stall rental charges and 75% of airfare in economy class. For Women/SC/ST entrepreneurs and units from North Eastern region, there is full

reimbursement for space rent and economy class airfare with an upper ceiling of Rs.1.25 lacs for all categories of entrepreneurs. There is also provision for reimbursement of 75% of one time registration fee as well as annual recurring fee to micro and small enterprises for adoption of Bar Code obtained from GS 1 India.

To promote marketing of khadi products, Government has approved Marketing Development Assistance scheme on production of khadi in place of existing scheme of Rebate on sale of khadi, which is being introduced with effect from 1 April 2010. The scheme envisages financial assistance at the rate of 20% of production value of khadi and polyvastra.

In Coir sector, financial assistance is provided to apex cooperative societies, manufacturing and Primary Societies, Public Sector Undertakings and sale depots of Coir Board at the rate of 10% of their annual sale turnover of Coir and coir products. This can be utilized for varying purposes like publicity, opening new show room, sales outlets, market study and upgradation of design facility etc.

The National Small Industries Corporation through its Marketing Assistance Scheme provides financial assistance to conduct studies to explore and assess new market and product ranges for domestic and international market, development and dissemination of advertising and publicity material, updation of Directory of Manufacturers/Suppliers/exporters for the benefit of MSMEs.

Weed Resistant Crops and Employment Generation

1858. SHRI RADHA MOHAN SINGH:
SHRI ANANDRAO ADSUL:

Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government has conducted any study to assess the adverse effects of experimentation with weed resistant crops on the employment generation in the country;

(b) if so, the details thereof; and

(c) the steps being taken by the Government to address the issue?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND

PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) No, Madam.

(b) and (c) Does not arise.

[English]

Small Scale and Cottage Industries

1859. SHRI SANJAY DHOTRE:
SHRI MADAN LAL SHARMA:

Will the Minister of MICRO, SMALL AND MEDIUM ENTERPRISES be pleased to state:

(a) the steps taken by the Government to protect the small scale and cottage industries from dumping of cheap goods from other countries;

(b) whether the Government is aware that due to Chinese sub-standard goods, the small scale and cottage industries are adversely affected in the country;

(c) if so, the details thereof and the reasons for Indian industries not able to withstand the competition; and

(d) the steps taken by the Government to enable them to sustain the competition?

THE MINISTER OF STATE OF THE MINISTRY OF MICRO, SMALL AND MEDIUM ENTERPRISES (SHRI DINSHA PATEL): (a) to (c) The Directorate General of Anti-Dumping and Allied Duties (DGAD) in the Department of Commerce is an investigating agency set up for conducting anti-dumping investigations which acts on the applications filed by the domestic industry with prima-facie evidence of dumping of goods in the country, injury to the domestic industry and causal link between the dumped goods and injury to the domestic industry. Such petitions submitted by domestic industry are processed as per the procedures and within the time limits specified under the Customs Tariff Act, 1975 as amended in 1995 and the rules made thereunder. DGAD conducts investigations and recommends imposition of duty, wherever appropriate, to the Department of Revenue by issuing its preliminary/final findings. Acting upon such recommendations of the DGAD, the Department of Revenue may impose the provisional or definitive duties. The DGAD does not maintain any record of the status of the applicant/domestic industry (*i.e.* whether the applicant/domestic industry is a small scale and cottage industry or otherwise).

Imports (including those dumped) from other countries, including China, could either be used as raw material/components for further production or as substitutes for domestically produced goods. As such, the precise effect of imported goods on small scale and cottage industries in the country is varied and not quantifiable.

(d) To facilitate the development of micro, small and medium enterprises (MSMEs), and to enhance their competitiveness, the Government has enacted the Micro, Small and Medium Enterprises Development (MSMED) Act, 2006, which has come into force w.e.f. 2 October 2006. The Act defines micro, small and medium enterprises, thus changing the concept from industry to enterprise. In addition, the Act provides, inter alia, for a National Board for Micro, Small and Medium Enterprises as a statutory consultative mechanism at the national level; Notification of schemes/programmes for SMEs; Preference in Government procurements to products and services of the micro and small enterprises; more effective mechanisms for mitigating the problems of delayed payments to micro and small enterprises. To facilitate the promotion and development of micro, small and medium enterprises (MSMEs) and enhance their competitiveness, the Government has announced a 'Policy Package for Stepping up Credit to Small and Medium Enterprises (SMEs)' in August 2005 which envisages public sector banks to fix their own targets for funding MSMEs in order to achieve a minimum 20 per cent year-on-year growth in credit to the MSME sector. The Government has also announced in February 2007 a 'Package for Promotion of Micro and Small Enterprises' with an objective to provide support in areas of credit, technology upgradation, marketing, infrastructure, etc. Further focusing the productivity and the competition into consideration Government has also announced the National Manufacturing Competitiveness Programme (NMCP), having ten components. These steps intend to provide enabling environment for MSMEs to sustain the competition.

Violation by DTH Operators

1860. SHRI GAJANAN D. BABAR:
SHRI ANANDRAO ADSUL:

Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether presently Direct to Home (DTH) service subscribers in the country are unable to switch service providers due to incompatibility of Set Top Box (STB);

(b) if so, the details thereof alongwith the steps taken by the Government in this regard;

(c) whether DTH service providers are not complying with the directives of the Telecom Regulatory Authority of India (TRAI) concerning the benefits to be offered by them to the consumers; and

(d) if so, the details thereof?

THE MINISTER OF THE STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI CHOUDHURY MOHAN JATUA): (a) and (b) With adoption of different technologies by DTH Service providers certain difficulties were felt in ensuring technical compatibility and effective interoperability of Set Top Boxes among different DTH service providers. Telecom Regulatory Authority of India (TRAI) was therefore required to furnish its recommendations on the issue. TRAI in its recommendations on "Interoperability and other issues relating to DTH Service" has recommended that inspite of certain problems in implementation of technical interoperability of DTH Set Top Boxes, the provisions in this regard needs to be retained. TRAI has also recommended that the issue of revision of standards for DTH STBs be taken up with Bureau of Indian Standards (BIS) so that standards laid down are updated for advanced technologies. TRAI also recommended that in case of revision of specifications such revisions should be made applicable prospectively to new subscribers, and the licensee will have a transition period of six months from the date of such revision to ensure full compliance with the revised specifications for the new subscribers. The existing operators had expressed their disagreement in making the revised specifications applicable to them. BIS has been examining the revision of standards for STBs. The Ministry is in process of taking a final view.

(c) Quality of Service regarding DTH Service are at present regulated by the Direct to Home Broadcasting Services (Standards of Quality of Service and Redressal of Grievances) Regulations, 2007 as amended. TRAI has informed that there is no case in which directives of

TRAI have not been complied with by the DTH Service providers.

(d) Does not arise.

[*Translation*]

Oil Production Capacity

1861. SHRI RAJIV RANJAN SINGH *ALLAS* LALAN SINGH:
SHRI JAGDISH SHARMA:

Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether only a fraction of the total installed capacity for production of edible oil in the country is being utilised;

(b) if so, the details thereof and the reasons therefor indicating the total installed capacity and its utilisation in the country during each of the last three years and the current year, State-wise;and

(c) the steps taken for optimum utilisation of the installed production capacity?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) and (b) The capacity utilization of edible oil industry in the country is about 35%. The details of installed capacity and capacity utilization are as Statement-I and Statement-II.

(c) The production and utilization of the installed capacity is based on demand and supply which varies from time to time. At present the import duty on crude edible oil is zero which encourages the industry to process crude edible oils for optimum utilization of the installed capacity. The industry also processes oilseeds procured from domestic market.

Statement I

Status of the Vegetable Oil Industry

(Estimate as on January 2010)

| Type of Vegetable Oil Industry | No. of Units | Annual Installed Capacity (Lakh MT) | Average Capacity Utilisation |
|--------------------------------|----------------------|-------------------------------------|------------------------------|
| 1 | 2 | 3 | 4 |
| Oilseed Crushing Units | 1,50,000 (Approx) | 450 (In terms of Seeds) | 15-25% |

| 1 | 2 | 3 | 4 |
|--|------|--|-----|
| Solvent Extraction Units | 810 | 350 (In terms of Oil-bearing Material) | 31% |
| Refineries attached with Vanaspati Units | 135 | 55 (in terms of oil) | 45% |
| Refineries attached with Solvent Units | 310 | 38 (in terms of oil) | 25% |
| Independent Refineries | 615 | 45 (in terms of oil) | 32% |
| Average of all Refineries | 1060 | 138 (in terms of oil) | 35% |
| Vanaspati Units | 128 | 38 (in terms of Vanaspati, Bakery Shortening & Margarine) | 35% |

Statement II*Statewise Installed Capacities (of working units) and Production of Vanaspati*

(In Mts)

| States/UTs | Production (November-October) | | | | | | | |
|-------------------|-------------------------------|------------|-----------------------|------------|-----------------------|------------|--|------------|
| | 2006-07 | | 2007-08 | | 2008-09 | | 2009-10 (Dec., 2009 to Jan., 2010) | |
| | Installed Capacity | Production | Installed Capacity | Production | Installed Capacity | Production | Installed Capacity | Production |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| North Zone | | | | | | | | |
| Haryana | 81000 | 17201 | 66000 | 20251 | 66000 | 15752 | 16500 | 2096 |
| Himachal Pradesh | - | - | - | - | - | - | - | - |
| Jammu and Kashmir | 46500 | 6563 | 46500 | 5919 | 46500 | 6478 | 11625 | 316 |
| Punjab | 359800 | 169294 | 359800 | 169314 | 351300 | 163652 | 87825 | 40712 |
| Rajasthan | 180900 | 97848 | 165900 | 86091 | 197900 | 58892 | 49475 | 14508 |
| Uttar Pradesh | 298000 | 280441 | 357000 | 260660 | 363000 | 302012 | 90750 | 51777 |
| Uttarakhand | 61500 | 16206 | 52500 | 22398 | 52500 | 11954 | 13125 | 2882 |
| Total North | 1027700 | 587553 | 1047700 | 564633 | 1077200 | 558740 | 269300 | 112291 |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|------------------------|----------------|----------------|----------------|----------------|----------------|----------------|---------------|---------------|
| South Zone | | | | | | | | |
| Andhra Pradesh | 300300 | 106846 | 270300 | 105969 | 282300 | 115421 | 70575 | 26862 |
| Karnataka | 60000 | 17287 | 60000 | 19866 | 60000 | 33652 | 15000 | 4744 |
| Kerala | 42000 | 4853 | 42000 | 5325 | 42000 | 5700 | 10500 | 1632 |
| Puducherry | 7500 | 3214 | 16500 | 663 | 16500 | 757 | 4125 | 154 |
| Tamil Nadu | 169500 | 63442 | 252000 | 85337 | 252000 | 113963 | 63000 | 25897 |
| Total South | 579300 | 195642 | 640800 | 217160 | 652800 | 269493 | 163200 | 59289 |
| East Zone | | | | | | | | |
| Assam | - | - | - | - | - | - | - | - |
| Bihar | 18000 | 2423 | 48000 | 16600 | 123000 | 13333 | 30750 | 2981 |
| Jharkhand | 18000 | 8411 | 18000 | 9242 | 18000 | 9134 | 4500 | 1272 |
| Orissa | - | - | - | - | - | - | - | - |
| West Bengal | 288000 | 102883 | 483000 | 78837 | 666000 | 83395 | 166500 | 20761 |
| Total East | 324000 | 113717 | 549000 | 104679 | 807000 | 105862 | 201750 | 25014 |
| West Zone | | | | | | | | |
| Chhattisgarh | - | - | - | - | - | - | - | - |
| Gujarat | 559600 | 142990 | 499600 | 190008 | 557600 | 249546 | 139400 | 45750 |
| Madhya Pradesh | 225000 | 40778 | 225000 | 32876 | 244500 | 56691 | 61125 | 8129 |
| Maharashtra | 267000 | 65037 | 442000 | 93990 | 483000 | 94954 | 120750 | 13649 |
| Total West | 1051600 | 248805 | 1166600 | 316874 | 1285100 | 101191 | 321275 | 67528 |
| Grand Total | 2982600 | 1145717 | 3404100 | 1203346 | 3822100 | 1335286 | 955525 | 264122 |
| Capacity Utilisation % | - | 38 | - | 35 | - | 35 | - | 28 |

Estimated Production of Edible Oils from Major oilseeds (Lakh tons)

| States | 2006-07 | 2007-08 | 2008-09 | 2009-10 (Kharif) |
|----------------|---------|---------|---------|------------------|
| 1 | 2 | 3 | 4 | 5 |
| Andhra Pradesh | 3.62 | 9.30 | 4.87 | 2.02 |
| Gujarat | 5.23 | 11.27 | 7.17 | 4.09 |
| Karnataka | 3.15 | 4.34 | 4.09 | 1.88 |
| Madhya Pradesh | 16.28 | 17.79 | 17.86 | 16.13 |
| Maharashtra | 10.39 | 13.62 | 8.04 | 6.27 |

| 1 | 2 | 3 | 4 | 5 |
|---------------------------|--------------|--------------|--------------|--------------|
| Punjab | 0.22 | 0.16 | 2.18 | 0.20 |
| Rajasthan | 14.10 | 11.39 | 11.65 | 3.05 |
| Tamil Nadu | 3.03 | 3.21 | 1.65 | 0.31 |
| Uttar Pradesh/Uttarakhand | 2.95 | 3.29 | 2.63 | 0.20 |
| Others | 6.51 | 6.43 | 4.68 | 1.62 |
| Total | 65.49 | 80.79 | 64.82 | 35.76 |

Occupational Study

1862. SHRI LAL CHAND KATARIA: Will the Minister of MINES be pleased to state:

(a) whether the Indian Bureau of Mines (IBM) has conducted any occupational study on asbestos mining;

(b) if so, the findings of the study;

(c) whether the Government proposes to initiate similar studies in other sectors of mining; and

(d) if so, the details thereof?

THE MINISTER OF MINES AND MINISTER OF DEVELOPMENT OF NORTH EASTERN REGION (SHRI B.K. HANDIQUE): (a) and (b) An S&T Project titled 'Study of Pollution Level in Asbestos Mines and processing plants in Rajasthan' was undertaken by Indian Bureau of Mines (IBM), a subordinate office of the Ministry. The Study recommended that subject to imposition of safeguards on pollution level in work environment, the ban imposed on grant and renewal of mining leases and expansion of mining may be lifted. Recommendations of the Study have been examined in consultation with all stakeholders. Some stakeholders have suggested that asbestos mining can be permitted with appropriate safeguards. IBM in consultation with Central Pollution Control Board and Directorate General of Mines Safety has been asked to work out these safeguards, which have not been finalized yet. At present the ban on grant/renewal of mining leases of asbestos has not been lifted.

(c) and (d) No, Madam.

Revenue Earned by DD/AIR

1863. SHRI R.K. SINGH PATEL: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the Public Broadcasters of the Doordarshan and AIR, are dependent upon the Government entirely for their finances;

(b) if so, the details thereof;

(c) whether the Government has made any efforts to increase the revenue of Doordarshan/All India Radio (DD/AIR);

(d) if so, the details thereof; and

(e) the other steps taken/being taken to generate adequate revenue for self-sustenance?

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING (DR. S. JAGATHRAKSHAKAN): (a) and (b) No Madam.

(c) to (e) Yes, Madam. Prasar Bharati has been making continuous efforts to improve the revenue earnings of All India Radio and Doordarshan.

As regards All India Radio, following initiatives have been taken:

- (i) Changing the Fixed Point Chart at regular intervals to include more popular programmes so as to attract more advertisements/commercials.
- (ii) Broadcasting interactive programmes to increase direct participation of the listeners through phone-in devices and field recordings.
- (iii) All the Stations of AIR have of late enhanced dedicated time-slots for their specific target audience *viz.* Women & Children, Youth, Rural Community, Music Lovers, Industrial Workers and the Farmers etc.

- (iv) Starting AIR Resources as a market oriented Engineering Division.
- (v) Local variation component has been a driving force in popularizing radio and thus has increased revenue manifold. The program pattern of Vividh Bharati/ FM Channels has been changed and made more listener interest oriented so as to attract more buyers from the corporate sectors.

To increase the revenue share in Doordarshan, emphasis is being given on following:

- (i) Best quality programmes are being made in-house & also outsourced from professional production houses/private producers through Self Financed Commissioning Scheme.
- (ii) Blockbuster popular films are being outsourced for improving the viewership and commercial revenue.
- (iii) Development Communication Division has been established to obtain business from Govt. Deptts. and Public Sector Undertakings on different themes and schemes of the Ministries and PSUs.

Further for ensuring professional marketing of Commercial airtime for both AIR and Doordarshan, Marketing Divisions have been established at New Delhi, Mumbai, Kolkata, Chennai, Hyderabad, Bangaluru, Thiruvananthapuram, Kochi, Guwahati and Jalandhar.

Also Audience research surveys are conducted by both AIR and Doordarshan so that programmes can be planned according to what the public desire.

Facilities to Agriculture

1864. DR. SANJAY SINGH:
SHRI IJYARAJ SINGH:

Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government provides subsidies and other facilities to agriculture sector analogous to the industry/manufacturing sector in the country;

(b) if so, the details thereof;

(c) whether the Government proposes to accord industry status to agriculture;

(d) if so, the details thereof; and

(e) the steps taken by the Government to assist the agriculture sector in achieving similar growth as has been registered in the industry/manufacturing sector?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) and (b) The Government provides subsidies/assistance to agriculture in the form of inputs subsidy under various Schemes such as Agricultural Credit, Seed, Micro Irrigation, Fertilizer, National Horticulture Mission etc. The provision of subsidy to farmers varies from Scheme to Scheme.

Crop specific subsidy/assistance is provided to paddy, wheat and pulses producing farmers under National Food Security Mission (NFSM) which has been in operation since 2007-08 in identified districts for raising production and productivity of wheat and paddy etc. The assistance under the Scheme is provided for specific components like seed minikit programme of rice and wheat, distribution of hybrid paddy seed, promotion of micronutrient in paddy and wheat, farm implements and purchase of diesel pump sets etc.

The Government also provides input subsidy to the farmers affected due to floods and drought with crop loss of 50% and above under the Calamity Relief Fund (CRF)/the National Calamity Contingency Fund (NCCF) as per norms.

Besides, this, for effective management of drought during 2009, the Government also announced:

1. Diesel Subsidy to the farmers for providing supplementary protective irrigation to the standing crops. 50% of the cost of subsidy given by the States will be borne by the Central Government subject to a ceiling of Rs. 7.50/ litre; and
2. Enhanced upper ceiling of distribution subsidy on certified seed (for Rabi 2009-10 and Summer 2010) under National Food Security Mission (NFSM), Integrated Scheme of Oilseeds, Pulses, Oil Palm & Maize (ISOPOM) and Macro Management in Agriculture (MMA).

(c) to (e) No, Madam. However, the Government seeks to bestow on the agriculture sector as many benefits as possible similar to those obtaining in the

manufacturing sector such as easy availability of credit and other inputs and infrastructure facilities for development of agriculture sector including marketing and post harvest management.

In order to make the agriculture sector more vibrant and dynamic with the objective to increase production and productivity, the Government has taken several initiatives, which include enhancing flow of institutional credit to the farmers and strengthening of cooperative credit structure, ensuring the timely availability of quality inputs, promoting farmer friendly & demand driven agriculture extension system, accelerating diversification of high value crops, launching of national horticulture mission, strengthening infrastructure and the supply chain, optimizing the efficient utilization of available water resources through drip & sprinkler techniques, enhancing the sustainability of dry-land/rainfed farming system, reforming agricultural markets, widespread use of post harvest technology and putting in place a broader spectrum of risk-management apparatus for farmers.

Coaching Programme for Sports Events

1865. SHRI MANSUKH BHAI D. VASAVA:
SHRI GORAKH PRASAD JAISWAL:
SHRI JAI PRAKASH AGARWAL:

Will the Minister of YOUTH AFFAIRS AND SPORTS be pleased to state:

(a) the details of funds allocated/released/utilized on various sporting events like hockey, football, kabaddi, athletics etc. during each of last three years and the current year, separately, discipline-wise;

(b) whether only a miniscule amount of the total allocated funds is spent on training/coaching programmes;

(c) if so, the reasons therefor and the reaction of the Government thereto;

(d) the details of coaching/training programmes run by the Government/Sports Authority of India for imparting coaching/training for such sporting events during the said period, discipline-wise; and

(e) the details of expenditure incurred on holding various sporting events/competitions in the country during the said period, State-wise and discipline-wise?

THE MINISTER OF STATE IN THE MINISTRY OF YOUTH AFFAIRS AND SPORTS (SHRI PRATIK PATIL):

(a) A Statement-I showing funds released to various National Sports Federations (NSFs) during the last three years and the current year is enclosed.

(b) No, Madam. The bulk of the expenditure is incurred on coaching and competition exposure of the national teams/sportspersons.

(c) Does not arise.

(d) A Statement-II showing details of coaching camps held Discipline-wise during 2007-08, 2008-09 and 2009-10 is enclosed.

(e) The releases shown in statement placed at Annexure-I includes financial assistance released for holding various sporting events/competitions in the country. As per the norms of the Scheme of 'Assistance to National Sports Federations' Rs. 10.00 lakh is given for holding major international events like World/Asian Championships, Rs. 6.00 lakh for holding other international tournaments, Rs. 6.00 lakh for holding national championship for sub-junior (boys & girls), Rs. 4.00 lakh for national championship for Junior (boys & girls), Rs. 2.00 lakh for national championship for senior (Men & Women) and Rs. 1.00 lakh for holding Zonal Championships.

Statement I

(Rs. in crores)

| Sl.No. | Name of the Federation | 2006-07 | 2007-08 | 2008-09 | 2009-10 |
|--------|---|---------|---------|---------|---------|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 1. | All India Carrom Federation, New Delhi | 0.12 | 0.15 | 0.19 | 0.14 |
| 2. | All India Chess Federation, Chennai | 1.04 | 2.39 | 2.21 | 1.63 |
| 3. | All India Karate-Do-Federation, | 0.03 | 00 | 00 | 00 |
| 4. | All India Sports Council of the Deaf, New Delhi | 0.19 | 0.17 | 0.42 | 0.24 |

| 1 | 2 | 3 | 4 | 5 | 6 |
|-----|--|------|------|------|------|
| 5. | Amateur Baseball Federation of India, Keshavpuram, Delhi | 0.15 | 0.09 | 0.11 | 0.12 |
| 6. | Amateur Handball Federation of India, J and K | 0.38 | 0.18 | 0.72 | 0.14 |
| 7. | Atya Patya Federation of India, Nagpur | 0.15 | 0.08 | 0.16 | 0.06 |
| 8. | Ball Badminton Federation of India, | 0.00 | 00 | 00 | 00 |
| 9. | Basketball Federation of India, New Delhi | 0.36 | 0.71 | 0.44 | 0.51 |
| 10. | Cycle Polo Federation of India, New Delhi | 0.30 | 0.14 | 0.15 | 0.09 |
| 11. | Fencing Association of India, Patiala | 0.45 | 0.06 | 0.24 | 0.31 |
| 12. | Gymnastics Federation of India, Jodhpur (Raj.) | 0.66 | 0.39 | 0.18 | 0.07 |
| 13. | Indian Body Building Fedn. | 0.00 | 00 | 00 | 00 |
| 14. | Indian Kayaking & Canoeing Association, New Delhi | 0.21 | 0.43 | 0.30 | 0.26 |
| 15. | Indian Polo Association, New Delhi | 0.01 | 0.02 | 0.06 | 00 |
| 16. | Indian Power Lifting Federation, New Delhi | 0.08 | 0.11 | 0.16 | 0.12 |
| 17. | Judo Federation of India, New Delhi | 0.48 | 0.92 | 0.62 | 0.50 |
| 18. | Kho-kho Federation of India, Kolkata | 0.02 | 00 | 00 | 0.04 |
| 19. | Korfball Federation of India, New Delhi | 0.12 | 0.13 | 0.12 | 0.12 |
| 20. | All India Tennis Association, New Delhi | 0.90 | 0.92 | 0.79 | 0.62 |
| 21. | National Rifle Association of India, New Delhi | 3.73 | 7.17 | 3.25 | 0.80 |
| 22. | Netball Federation of India, Sahadara, Delhi | 0.09 | 0.14 | 0.18 | 00 |
| 23. | Roller Skating Federation of India, Kolkata | 0.00 | 0 | 00 | 00 |
| 24. | Rowing Federation of India, Secunderabad | 0.09 | 0.65 | 0.55 | 0.89 |
| 25. | Sepak Takraw Federation of India, Nagpur, Maharashtra | 0.13 | 0.11 | 0.12 | 0.09 |
| 26. | Shooting Ball Federation of India, | 0.00 | 0 | 0.09 | 0.12 |
| 27. | Softball Federation of India, Jodhpur | 0.12 | 0.09 | 00 | 0.12 |
| 28. | Squash Racket Federation of India, Chennai | 0.21 | 0.11 | 0.33 | 0.12 |
| 29. | Swimming Federation of India, Ahmadabad | 0.13 | 0.84 | 0.15 | 0.26 |
| 30. | Table Tennis Federation of India, New Delhi | 1.78 | 3.32 | 1.02 | 1.04 |
| 31. | Taekwondo Federation of India, Bangalore | 0.00 | 0 | 00 | 0.12 |
| 32. | Tenni-Koit Federation of India, New Delhi | 0.13 | 0.09 | 0.16 | 0.09 |
| 33. | Tennis Ball Cricket Federation of India, Gorakhpur, U.P. | 0.11 | 0.08 | 0.16 | 0.05 |
| 34. | Tug of War Federation of India, New Delhi | 0.20 | 0.03 | 0.06 | 0.10 |
| 35. | Volleyball Federation of India, Chennai | 0.58 | 1.04 | 0.63 | 0.74 |

| 1 | 2 | 3 | 4 | 5 | 6 |
|-----|--|------|-------|-------|-------|
| 36. | Yachting Association of India, New Delhi | 0.78 | 1.17 | 0.36 | 1.48 |
| 37. | Wushu Association of India, New Delhi | 0.13 | 0.11 | 0.31 | 0.31 |
| 38. | Throwball Fedn. of India, Bangalore | 0.00 | 0.19 | 00 | 00 |
| 39. | Para Olympic, Bangalore | 0.33 | 2.19 | 0.40 | 1.43 |
| 40. | Archery Association of India, New Delhi | 0.96 | 0.81 | 0.96 | 1.39 |
| 41. | Billiards & Snooker Federation of India, Kolkata | 0.16 | 0.33 | 0.37 | 0.39 |
| 42. | Indian Amateur Boxing Federation, New Delhi | 0.81 | 1.54 | 1.65 | 0.95 |
| 43. | Indian Hockey Fedn., Patel Nagar, Delhi | 0.92 | 1.25 | 1.56 | 1.32 |
| 44. | Indian Women Hockey Federation, New Delhi | 1.11 | 1.91 | 0.74 | 0.11 |
| 45. | Indian Amateur Kabaddi Federation, Jaipur | 0.13 | 0.25 | 0.32 | 0.12 |
| 46. | Indian Weightlifting Federation, New Delhi | 0.03 | 0 | 0.26 | 0.31 |
| 47. | Athletics Federation of India, New Delhi | 0.86 | 2.33 | 2.28 | 0.12 |
| 48. | Badminton Association of India, Rajasthan | 1.17 | 1.99 | 1.70 | 0.24 |
| 49. | Equestrian Federation of India, New Delhi | 0.29 | 0.61 | 0.86 | 0.05 |
| 50. | Football, Delhi | 0.30 | 0.68 | 0.52 | 0.42 |
| 51. | Indian Golf Union, New Delhi | 0.23 | 0.56 | 0.18 | 0.16 |
| 52. | Wrestling Federation of India, I.G. Stadium Delhi | 0.32 | 0.06 | 0.02 | 0.64 |
| 53. | Winter Games Federation of India (WGFI), Daryaganj | 0.01 | 0 | 0.02 | 00 |
| 54. | Women's Cricket Fedn. of India, Delhi | 0.01 | 0.01 | 00 | 00 |
| 55. | Cycling Federation of India, Delhi | 0.01 | 0.27 | 00 | 0.02 |
| 56. | Special Olympic Bharat, New Delhi | 0.04 | 0.87 | 0.53 | 0.04 |
| 57. | Malkhamb | 00 | 0.03 | 0.09 | 00 |
| 58. | Amateur Soft Tennis Federation of India | 00 | 00 | 0.06 | 0.11 |
| 59. | Bridge Federation of India | 00 | 00 | 0.03 | 00 |
| 60. | Ice Hockey | 00 | 00 | 0.01 | 00 |
| 61. | School Games | 00 | 00 | 0.13 | 0.44 |
| 62. | Indian Olympic Association, New Delhi | 5.38 | 2.44 | 2.38 | 2.04 |
| 63. | Sports Authority of India, J.N. Stadium, New Delhi | 5.00 | 17.00 | 10.00 | 20.80 |
| 64. | Association of Indian Universities | — | — | — | 1.58 |

Statement II*Details of Coaching Camps held Discipline-wise During 2007-08*

| Sl.No. | Discipline | Senior | Junior | Sub Junior | Total |
|--------------|---------------------|------------|-----------|------------|------------|
| 1. | Athletics | 15 | 04 | 00 | 19 |
| 2. | Archery | 05 | 01 | 00 | 06 |
| 3. | Boxing | 14 | 09 | 05 | 28 |
| 4. | Basketball | 04 | 05 | 02 | 11 |
| 5. | Badminton | 09 | 11 | 06 | 26 |
| 6. | Billiards & Snooker | 01 | 00 | 00 | 01 |
| 7. | Chess | 01 | 01 | 00 | 02 |
| 8. | Cycling | 03 | 01 | 00 | 04 |
| 9. | Football | 01 | 00 | 00 | 01 |
| 10. | Gymnastics | 05 | 00 | 00 | 05 |
| 11. | Hockey (M) | 17 | 07 | 01 | 25 |
| 12. | Hockey (W) | 12 | 01 | 00 | 13 |
| 13. | Judo | 09 | 08 | 00 | 17 |
| 14. | Kayaking & Canoeing | 03 | 04 | 00 | 07 |
| 15. | Kabaddi | 05 | 01 | 00 | 06 |
| 16. | Rowing | 06 | 07 | 00 | 13 |
| 17. | Shooting | 10 | 08 | 00 | 18 |
| 18. | Swimming | 05 | 02 | 00 | 07 |
| 19. | Table Tennis | 04 | 01 | 00 | 05 |
| 20. | Volleyball | 04 | 00 | 00 | 04 |
| 21. | Wrestling | 14 | 03 | 00 | 17 |
| 22. | Weightlifting | 08 | 01 | 00 | 09 |
| 23. | Yachting | 00 | 00 | 01 | 01 |
| 24. | Wushu | 02 | 00 | 00 | 02 |
| 25. | Paralympic | 04 | 00 | 00 | 04 |
| 26. | SOB | 28 | 00 | 00 | 28 |
| 27. | AIU | 01 | 00 | 00 | 01 |
| 28. | Korfball | 01 | 00 | 00 | 01 |
| 29. | Netball | 01 | 00 | 00 | 01 |
| 30. | Deaf | 01 | 00 | 00 | 01 |
| Total | | 193 | 75 | 15 | 283 |

Details of Coaching Camps held Discipline-wise during 2008-09

| Sl.No. | Discipline | Senior | Junior | Sub Junior | Total |
|--------|-----------------------|--------|--------|------------|-------|
| 1. | Athletics | 06 | 04 | 00 | 10 |
| 2. | Archery | 02 | 02 | 00 | 04 |
| 3. | Badminton | 05 | 10 | 00 | 15 |
| 4. | Boxing | 11 | 05 | 00 | 16 |
| 5. | Basketball | 13 | 04 | 00 | 17 |
| 6. | Cycling | 03 | 03 | 00 | 06 |
| 7. | Chess | 03 | 00 | 00 | 03 |
| 8. | Football | 02 | 01 | 00 | 03 |
| 9. | Hockey | 13 | 05 | 00 | 18 |
| 10. | Handball | 06 | 00 | 00 | 06 |
| 11. | Judo | 02 | 01 | 00 | 03 |
| 12. | Kabaddi | 04 | 02 | 00 | 06 |
| 13. | Kayaking and Canoeing | 02 | 02 | 00 | 04 |
| 14. | Netball | 01 | 00 | 00 | 01 |
| 15. | Rowing | 05 | 02 | 00 | 07 |
| 16. | Shooting | 04 | 00 | 00 | 04 |
| 17. | Swimming | 02 | 00 | 00 | 02 |
| 18. | Table Tennis | 03 | 01 | 00 | 04 |
| 19. | Volleyball | 10 | 05 | 00 | 15 |
| 20. | Wrestling | 09 | 05 | 00 | 14 |
| 21. | Weightlifting | 03 | 02 | 00 | 05 |
| 22. | Wushu | 01 | 00 | 00 | 01 |
| 23. | Yachting | 01 | 00 | 02 | 03 |
| 24. | Paralympic | 10 | 00 | 00 | 10 |
| 25. | SOB | 26 | 00 | 00 | 26 |
| 26. | Deaf | 02 | 00 | 00 | 02 |
| Total | | 149 | 54 | 2 | 205 |

Details of Coaching Camps held Discipline-wise during 2009-10 (as on 5.3.2010)

| Sl.No. | Discipline | Senior | Junior | Sub Junior | Total |
|--------|---------------------|--------|--------|------------|-------|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 1. | Athletics | 03 | 01 | 00 | 04 |
| 2. | Archery | 06 | 01 | 00 | 07 |
| 3. | Badminton | 11 | 07 | 00 | 18 |
| 4. | Boxing | 16 | 06 | 00 | 22 |
| 5. | Basketball | 10 | 01 | 00 | 11 |
| 6. | Cycling | 03 | 01 | 00 | 04 |
| 7. | Football | 05 | 02 | 01 | 08 |
| 8. | Fencing | 03 | 01 | 00 | 04 |
| 9. | Gymnastics | 14 | 02 | 00 | 16 |
| 10. | Handball | 02 | 01 | 00 | 03 |
| 11. | Hockey | 16 | 03 | 02 | 21 |
| 12. | Judo | 09 | 06 | 00 | 15 |
| 13. | Kabaddi | 04 | 06 | 00 | 10 |
| 14. | Lawn Bowls | 05 | 00 | 00 | 05 |
| 15. | Netball (W) | 06 | 00 | 00 | 06 |
| 16. | Rowing | 06 | 02 | 00 | 08 |
| 17. | Rugby 7's | 04 | 00 | 00 | 04 |
| 18. | Swimming | 09 | 00 | 00 | 09 |
| 19. | Shooting | 15 | 02 | 00 | 17 |
| 20. | Squash | 01 | 00 | 00 | 01 |
| 21. | Table Tennis | 14 | 05 | 00 | 19 |
| 22. | Tennis | 10 | 00 | 00 | 10 |
| 23. | Volleyball | 07 | 00 | 00 | 07 |
| 24. | Weightlifting | 10 | 02 | 01 | 13 |
| 25. | Wrestling | 09 | 01 | 01 | 11 |
| 26. | Kayaking & Canoeing | 02 | 01 | 00 | 03 |
| 27. | Taekwondo | 01 | 00 | 00 | 01 |
| 28. | Wushu | 05 | 00 | 00 | 05 |
| 29. | Sepak Takraw | 01 | 00 | 00 | 01 |

| 1 | 2 | 3 | 4 | 5 | 6 |
|-----|-------------------|-----|----|----|-----|
| 30. | Soft Tennis | 01 | 00 | 00 | 01 |
| 31. | Para Sports (PCI) | 11 | 00 | 00 | 11 |
| 32. | SOB | 38 | 00 | 00 | 38 |
| 33. | DEAF | 09 | 00 | 00 | 09 |
| 34. | SGFI | 02 | 00 | 00 | 02 |
| | Total | 268 | 51 | 5 | 324 |

[English]

Delinking of Commonwealth Games' Projects

1866. SHRI NRIPENDRA NATH ROY: Will the Minister of YOUTH AFFAIRS AND SPORTS be pleased to state:

(a) the names of the projects undertaken by the Government for the Commonwealth Games (CG);

(b) whether some of the ongoing infrastructure projects are being delinked from the CG preparations;

(c) if so, the details thereof and the reasons therefor, project-wise; and

(d) the steps taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF YOUTH AFFAIRS AND SPORTS (SHRI PRATIK PATIL):

(a) Projects undertaken by the Government for the Commonwealth Games (CG), *inter-alia*, include (i) Upgradation/creation of Sports Infrastructure - Competition and Training venues; (ii) Development/Creation of Non-Competition venues - Games Village, International Broadcasting Centre, Main Press Centre and (iii) Upgradation works related to City Infrastructure.

(b) No, Madam.

(c) and (d) Do not arise.

[Translation]

Grazing Land

1867. SHRI DILIP KUMAR MANSUKHLAL GANDHI: Will the Minister of AGRICULTURE be pleased to state:

(a) the total area of grazing land in the country including in rural areas;

(b) the steps being taken by the Government to check encroachment on such land;

(c) whether the Government has allowed such land for any other purpose; and

(d) if so, the details thereof alongwith the area of land allotted?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) The total area under permanent pasture and other grazing lands during 2007-08 was 10.38 million hectares.

(b) The responsibility to safeguard against encroachment of land lies with the state governments.

(c) and (d) In view of (b), the question does not arise.

[English]

Artisan Welfare Fund Trust

1868. SHRI S. ALAGIRI:
SHRI GORAKH PRASAD JAISWAL:

Will the Minister of MICRO, SMALL AND MEDIUM ENTERPRISES be pleased to state:

(a) the number of Artisan Welfare Fund Trusts (AWFT) set up by the KVIC in the country, State-wise;

(b) the details of various activities undertaken by the AWFT;

(c) whether the Government has received any complaints with regard to the working of AWFT;

(d) if so, the details thereof alongwith the total number of such complaints received during each of the last three years and the current year, State-wise; and

(e) the follow up action taken by the Government in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF MICRO, SMALL AND MEDIUM ENTERPRISES (SHRI DINSHA PATEL)

(a) The State-wise number of Artisan Welfare Fund Trusts (AWFTs) functioning in the country, is given at Statement.

(b) Khadi Institutions registered with the Khadi and Village Industries Commission (KVIC) / Khadi and Village Industries Boards (KVIBs) of States / Union Territories are required to create Artisans Welfare Funds (AWFs) with a view to extending security and other help to the artisans in their hour of need Khadi institutions are required to contribute 12 per cent of wages of artisans to AWF. The benefit of the Artisans Welfare Fund is extended to all artisans except those who are salaried employees of khadi institutions. Amount accruing to AWF is kept in fixed deposits in Nationalized Banks etc. Separate accounts in respect of each artisans showing the subscriptions made by him/her together with the contribution made by the institution are maintained. Each artisans, subscribing to this fund is issued a pass book by the khadi institution. In the case of death of an artisan, the entire amount to his/her credit in AWF is paid to his/her legal heirs or nominees.

(c) So far no complaints have been reported to be received by KVIC.

(d) and (e) Do not arise.

Statement I

State/Union Territory-wise number of Artisan Welfare Fund Trusts

| Sl. No. | State/Union Territory | Number of AWFTs | Remarks |
|---------|-----------------------|-----------------|---|
| 1 | 2 | 3 | 4 |
| 1. | Andhra Pradesh | 1 | |
| 2. | Assam | 1 | Other States of the North Eastern Region except Sikkim included |

| 1 | 2 | 3 | 4 |
|-------|-------------------|----|-------------------------|
| 3. | Bihar | 1 | |
| 4. | Chhattisgarh | 1 | |
| 5. | Gujarat | 1 | |
| 6. | Haryana | 1 | |
| 7. | Himachal Pradesh | 1 | |
| 8. | Jammu and Kashmir | 1 | |
| 9. | Jharkhand | 1 | |
| 10. | Karnataka | 1 | |
| 11. | Madhya Pradesh | 1 | |
| 12. | Maharashtra | 1 | |
| 13. | Orissa | 1 | |
| 14. | Punjab | 1 | |
| 15. | Rajasthan | 1 | |
| 16. | Tamil Nadu | 1 | |
| 17. | Uttar Pradesh | 1 | Excluding Meerut Region |
| 18. | Delhi | 1 | Including Meerut Region |
| 19. | Uttarakhand | 1 | |
| 20. | West Bengal | 1 | |
| 21. | Kerala | 1 | |
| Total | | 21 | |

Women in Delhi Police

1869. PROF. RANJAN PRASAD YADAV: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the total number of women personnel presently working in Delhi Police, rank-wise;

(b) the steps taken by the Government to increase the percentage of women in Delhi Police;

(c) whether the Government has issued any directive to the Delhi Police in this regard; and

(d) if so, the details thereof alongwith the steps taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLY RAMACHANDRAN): (a) Details of the women personnel working in Delhi Police, rank-wise are given below:

| Rank | Number of women personnel working in Delhi Police, rank wise |
|--|--|
| Deputy Commissioner of Police/Additional Deputy Commissioner of Police | 03 |
| Assistant Commissioner of Police | 32 |
| Inspectors | 76 |
| Sub-Inspectors | 167 |
| Assistant Sub-Inspectors | 597 |
| Head Constables | 843 |
| Constables | 3239 |
| Total | 4957 |

(b) to (d) The Government has instructed the Delhi Police to ensure that 15% of recruitment should be for women. This will help in enhanced deployment of female police officers in Delhi Police. The strength of women in Delhi Police is 7.6% of the total strength but, Delhi Police has a satisfactory presence of women police particularly in the districts where there is regular interface with the public. The percentage of women Police Constables to total Constables in the districts is an overall 9.66% with figures touching 14.68% in North-West District and crossing the 10% mark in five out of 11 Districts.

[Translation]

Dairy Farming

1870. SHRI KUVARJIBHAI BAVALIYA:
SHRIMATI YASHODHARA RAJE SCINDIA:

Will the Minister of AGRICULTURE be pleased to state:

(a) the details of the number of persons engaged in dairy farming including small and marginal farmers;

(b) whether the Government has launched several schemes for the development of the dairy sector and included dairy cooperative/associations in the implementation of the scheme;

(c) if so, the details of the schemes and the dairy associations involved therein; and

(d) the funds allocated and released for the development of the said sector during the last three years and the current year, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) The provisional estimate of work force directly involved in livestock sector is 22.45 million (NSSO report of 2004-05)

(b) and (c) The Government is implementing following dairy development schemes:

- (i) Intensive Dairy Development Programme (IDDP)
- (ii) Strengthening Infrastructure for Quality and Clean Milk Production (CMP).
- (iii) Assistance to Cooperatives for rehabilitation of sick Milk Union/Federation.
- (iv) Dairy Venture Capital Fund (DVCF) for providing loan assistance to the dairy entrepreneurs.

The Project under the schemes, namely IDDP and CMP are implemented by State Milk Federations District Milk Unions. The project under the scheme 'assistance to cooperatives is implemented by the District Milk Unions through National Dairy Development Board. The scheme DVCF is implemented through National Bank for Agriculture and Rural Development (NABARD).

(d) The schemes of the department are prepared by the State Milk Federation/Milk Union/State Government based on their need. As the schemes are demand driven, the state-wise allocation are not made. However, year-wise budget allocation and expenditure for above mentioned scheme are enclosed Statement-I.

State-wise release of fund under the above schemes is enclosed Statement-II.

Statement I*Budget Allocation & Expenditure during last three years & current year 2009-10 (upto 04.03.2010)*

(Rs. in crore)

| Name of the Scheme | Allocation 2006-07 BE | Expenditure 2006-07 | Allocation 2007-08 BE | Expenditure 2007-08 | Allocation 2008-09 BE | Expenditure 2008-09 | Allocation 2009-10 BE | Expenditure 2009-10 (04.03.10) | Total Allocations (till date) | Total Expenditure (as on 4.3.2010) |
|--|-----------------------------|------------------------|-----------------------------|------------------------|-----------------------------|------------------------|-----------------------------|--------------------------------------|-------------------------------------|---|
| Intensive Dairy Development Programme | 23.00 | 33.61 | 23.00 | 34.68 | 29.99 | 31.62 | 32.49 | 25.97 | 108.48 | 125.88 |
| Strengthening Infrastructure for Quality & Clean Milk Production | 35.00 | 24.65 | 16.00 | 20.88 | 20.00 | 21.29 | 20.60 | 16.61 | 91.60 | 83.43 |
| Dairy Venture Capital Fund | 15.00 | 12.20 | 45.00 | 49.99 | 40.00 | 35.00 | 38.00 | 20.00 | 138.00 | 117.19 |
| Assistance to Cooperatives | 5.00 | 4.50 | 3.50 | 5.05 | 7.00 | 9.00 | 9.00 | 8.11 | 24.50 | 26.66 |
| Total | 78.00 | 70.46 | 87.50 | 110.60 | 96.99 | 96.91 | 100.09 | 70.69 | 362.58 | 353.16 |

Statement of funds released during last three years & current year (2006-07 to 2009-10) upto 4.3.2010 under the scheme 'Intensive Dairy Development Programme (IDDP)'

(Rs. in Lakh)

| Sl. No. | Name of State/ Project | Amount released during 2006-07 | Amount released during 2007-08 | Amount released during 2008-09 | Amount released during 2009-10 | Total funds released during 2006-07 to 2009-10 upto 4.3.10 |
|---------|-----------------------------|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 1. | Andaman and Nicobar Islands | 0.00 | 11.34 | 0.00 | 0.00 | 11.34 |
| 2. | Andhra Pradesh | 288.45 | 298.33 | 334.53 | 100.00 | 1021.31 |
| 3. | Bihar | 237.55 | 0.00 | 119.39 | 0.00 | 356.94 |
| 4. | Jharkhand | 20.00 | 107.64 | 0.00 | 19.76 | 147.40 |
| 5. | Haryana | 657.35 | 200.00 | 400.00 | 500.00 | 1757.35 |
| 6. | Himachal Pradesh | 39.00 | 340.05 | 0.00 | 125.00 | 504.05 |
| 7. | Karnataka | 72.00 | 0.00 | 0.00 | 0.00 | 72.00 |
| 8. | Kerala | 240.00 | 465.25 | 524.76 | 238.24 | 1468.25 |
| 9. | Madhya Pradesh | 100.59 | 285.00 | 132.00 | 0.00 | 517.59 |
| 10. | Chhattisgarh | 50.00 | 100.00 | 40.00 | 0.00 | 190.00 |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---------------|---------|---------|---------|---------|----------|
| 11. | Maharashtra | 72.00 | 200.00 | 0.00 | 0.00 | 272.00 |
| 12. | Manipur | 160.00 | 200.00 | 24.61 | 175.00 | 559.61 |
| 13. | Meghalaya | 30.00 | 0.00 | 0.00 | 0.00 | 30.00 |
| 14. | Mizoram | 90.00 | 139.70 | 50.00 | 0.00 | 279.70 |
| 15. | Nagaland | 162.70 | 35.00 | 0.00 | 70.80 | 268.50 |
| 16. | Orissa | 104.61 | 302.56 | 345.17 | 70.00 | 822.34 |
| 17. | Rajasthan | 0.00 | 310.00 | 284.52 | 762.40 | 1356.92 |
| 18. | Sikkim | 140.21 | 75.30 | 274.89 | 129.76 | 620.16 |
| 19. | Tamil Nadu | 356.47 | 125.00 | 273.59 | 275.00 | 1030.06 |
| 20. | Tripura | 40.00 | 90.00 | 120.44 | 0.00 | 250.44 |
| 21. | Uttar Pradesh | 19.00 | 100.00 | 95.00 | 0.00 | 214.00 |
| 22. | Uttarakhand | 467.98 | 0.00 | 128.96 | 50.00 | 646.94 |
| 23. | West Bengal | 0.00 | 70.83 | 0.00 | 55.86 | 126.69 |
| Total | | 3347.91 | 3456.00 | 3147.86 | 2571.82 | 12523.59 |

Funds released during 2006-07 to 2009-10 under Strengthening Infrastructure for Quality and Clean Milk Production (CMP) scheme upto 04.03.2010

(Rs. in Lakh)

| Sl. No. | State | Amount released during 2006-07 | Amount released during 2007-08 | Amount released during 2008-09 | Amount released during 2009-10 | Total funds released during 2006-07 to 2009-10 upto 4.3.10 |
|---------|------------------|--------------------------------|--------------------------------|--------------------------------|--------------------------------|--|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 1. | Assam | 20.00 | 0.00 | 0.00 | 0.00 | 20.00 |
| 2. | Andhra Pradesh | 83.75 | 99.63 | 50.00 | 0.00 | 233.38 |
| 3. | Bihar | 0.00 | 0.00 | 148.52 | 0.00 | 148.52 |
| 4. | Haryana | 234.77 | 125.33 | 31.56 | 0.00 | 391.66 |
| 5. | Himachal Pradesh | 38.78 | 2.40 | 0.00 | 0.00 | 41.18 |
| 6. | Karnataka | 196.13 | 69.89 | 243.06 | 128.99 | 638.07 |
| 7. | Kerala | 460.43 | 309.44 | 538.78 | 340.06 | 1648.70 |
| 8. | Madhya Pradesh | 177.15 | 161.77 | 43.51 | 0.00 | 382.43 |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---------------|---------|---------|---------|---------|---------|
| 9. | Maharashtra | 442.58 | 200.60 | 17.43 | 171.80 | 832.41 |
| 10. | Mizoram | 0.00 | 22.47 | 0.00 | 0.00 | 22.47 |
| 11. | Nagaland | 9.44 | 0.00 | 0.00 | 0.00 | 9.44 |
| 12. | Orissa | 114.01 | 0.00 | 0.00 | 67.00 | 181.01 |
| 13. | Punjab | 50.00 | 81.25 | 120.95 | 30.00 | 282.20 |
| 14. | Rajasthan | 70.40 | 286.97 | 0.00 | 38.41 | 395.78 |
| 15. | Sikkim | 20.00 | 17.28 | 8.74 | 8.74 | 54.76 |
| 16. | Uttar Pradesh | 322.69 | 203.82 | 0.00 | 7.03 | 533.54 |
| 17. | Tamil Nadu | 106.18 | 0.00 | 382.46 | 171.65 | 660.29 |
| 18. | Puducherry | 0.00 | 50.00 | 2.16 | 0.00 | 52.16 |
| 19. | West Bengal | 0.00 | 75.20 | 43.71 | 0.00 | 118.91 |
| 20. | Goa | 0.00 | 40.00 | 61.68 | 0.00 | 101.68 |
| 21. | Gujarat | 113.28 | 342.42 | 429.44 | 697.32 | 1582.46 |
| 22. | Manipur | 5.00 | 0.00 | 7.25 | 0.00 | 12.25 |
| Total | | 2464.58 | 2088.47 | 2129.25 | 1661.00 | 8343.29 |

Statement showing year wise & State wise-release during last three and current year years under the Scheme 'Assistance to Cooperatives' upto 04.03.2010

(Rs. in Lakh)

| Sl. No. | State | Amount released during 2006-07 | Amount released during 2007-08 | Amount released during 2008-09 | Amount released during 2009-10 (as on 4.3.10) | Total released of fund during 2006-07 to 2009-10 |
|---------|---------------|--------------------------------|--------------------------------|--------------------------------|---|--|
| 1. | Madhya Prades | 285.00 | 0.00 | 250.00 | 0.00 | 535.00 |
| 2. | Uttar Pradesh | 0.00 | 188.57 | 75.00 | 0.00 | 263.57 |
| 3. | Haryana | 145.00 | 94.51 | 89.00 | 65.49 | 394.00 |
| 4. | Maharashtra | 0.00 | 0.00 | 5.00 | 5.00 | 10.00 |
| 5. | West Bengal | 0.00 | 46.92 | 0.00 | 0.00 | 46.92 |
| 6. | Assam | 0.00 | 0.00 | 45.00 | 100.00 | 145.00 |
| 7. | Punjab | 20.00 | 0.00 | 336.00 | 604.93 | 960.93 |
| 8. | Tamil Nadu | 0.00 | 175.00 | 100.00 | 35.50 | 310.50 |
| Total | | 450.00 | 505.00 | 900.00 | 810.92 | 2665.92 |

State-wise and Year-wise sanctions under Dairy Venture Capital Fund

| Sl. No. | State | Amount released during 2006-07 | Amount released during 2007-08 | Amount released during 2008-09 | Amount released during 2009-10 (as on 28.2.10) | Total released of fund during 2006-07 to 2009-10 |
|---------|-------------------|--------------------------------|--------------------------------|--------------------------------|--|--|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 1. | Andhra Pradesh | 0 | 2250000 | 1200000 | 600000 | 4050027 |
| 2. | Bihar | 0 | 596500 | 5480500 | 2509500 | 8586564 |
| 3. | Chhattisgarh | 0 | 500000 | 0 | 0 | 500001 |
| 4. | Goa | 0 | 1595000 | 0 | 1093000 | 2688003 |
| 5. | Gujarat | 158900 | 0 | 0 | 0 | 158900 |
| 6. | Haryana | 0 | 500000 | 0 | 125000 | 625002 |
| 7. | Himachal Pradesh | 1241500 | 3135000 | 900000 | 58973300 | 64250326 |
| 8. | Jammu and Kashmir | 814000 | 6573500 | 3325000 | 3100000 | 13812587 |
| 9. | Jharkhand | 392500 | 2360000 | 1050000 | 0 | 3802519 |
| 10. | Karnataka | 6237100 | 20495300 | 0 | 490000 | 27222603 |
| 11. | Kerala | 10991325 | 9379370 | 2986000 | 14465300 | 37822169 |
| 12. | Madhya Pradesh | 16755000 | 11800000 | 8716000 | 3150000 | 40421153 |
| 13. | Maharashtra | 32009100 | 122673100 | 290392400 | 164532300 | 609613696 |
| 14. | Orissa | 4848500 | 8238800 | 970900 | 1581800 | 15640174 |
| 15. | Punjab | 0 | 1092000 | 0 | 0 | 1092002 |
| 16. | Rajasthan | 28076600 | 16058700 | 10350100 | 6137500 | 60623137 |
| 17. | Tamil Nadu | 0 | 12824500 | 9501500 | 5910000 | 28236258 |
| 18. | Uttar Pradesh | 0 | 4149000 | 11873500 | 8800000 | 24822644 |
| 19. | Uttarakhand | 9596100 | 15234400 | 6500000 | 55751900 | 87083087 |
| 20. | West Bengal | 1100000 | 8619000 | 5171000 | 2241900 | 17132070 |
| | Total | 112220625 | 248074170 | 358416900 | 329461500 | 1048182922 |
| | N E States | | | | | |
| 1. | Arunachal Pradesh | 300000 | 0 | 1950000 | 600000 | 2850017 |
| 2. | Assam | 20784210 | 41580276 | 24333200 | 29583000 | 116281418 |
| 3. | Manipur | 450000 | 9627000 | 6050000 | 5550000 | 21677097 |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------------------------|-----------|-----------|-----------|-----------|-----------|------------|
| 4. | Meghalaya | 120000 | 241900 | 140500 | 150000 | 652404 |
| 5. | Mizoram | 13650000 | 10700000 | 1950000 | 9900000 | 36200150 |
| 6. | Nagatand | 0 | 0 | 0 | 0 | 0 |
| 7. | Sikkim | 2498889 | 0 | 0 | 0 | 2498889 |
| 8. | Tripura | 8736200 | 23338500 | 4232800 | 4849500 | 41157727 |
| Total | | 46539299 | 85487676 | 38656500 | 50632500 | 221317702 |
| Grand Total (Total A+B) | | 158759924 | 333561846 | 397073400 | 380094000 | 1269500624 |

[English]

Subsidy for Procurement

1871. SHRI S. PAKKIRAPPA: Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) the amount of subsidy spent during the last three years for procuring and distributing foodgrains and other essential commodities to the consumers;

(b) the percentage of the subsidy going to the

consumers directly; and

(c) the steps being taken by the Government to ensure that the largest part of the subsidy reaches the consumers?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) Food Corporation of India (FCI) has informed that the following amount of subsidy was incurred on distribution of foodgrains during the last three years:

(Rs. in crore)

| Consumer Subsidy | 2006-07 | | 2007-08 | | 2008-09 | |
|------------------|------------------|-----------------------------|------------------|-----------------------------|------------------|-----------------------------|
| | Subsidy incurred | % to total subsidy incurred | Subsidy incurred | % to total subsidy incurred | Subsidy incurred | % to total Subsidy incurred |
| Wheat | 8356 | 34.78 | 10789 | 34.75 | 10480 | 29.55 |
| Rice | 15038 | 62.59 | 19604 | 63.14 | 21592 | 60.88 |
| Coarsegrains | 25 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 |
| Sub Total | 23419 | 97.47 | 30393 | 97.89 | 32072 | 90.43 |
| Buffer subsidy | 609 | 2.53 | 654 | 2.11 | 3395 | 9.57 |
| Total subsidy | 24028 | 100 | 31047 | 100 | 35467 | 100 |

(b) and (c) Out of total consumer subsidy, 97.47%, 97.89% and 90.43% of subsidy during the years 2006-07, 2007-08 and 2008-09 respectively was utilized directly

for issuing subsidised foodgrains to the consumers under TPDS and other welfare schemes. The remaining amount was on account of maintenance of buffer stocks.

Upgradation of National Highways

1872. SHRI P.R. NATARAJAN:
 SHRI LAXMAN TUDU:
 SHRI S. ALAGIRI:
 SHRIMATI SUMITRA MAHAJAN:
 DR. SANJAY SINGH:
 SHRI DUSHYANT SINGH:
 SHRI MAHESHWAR HAZARI:
 SHRI PURNMASI RAM:
 SHRI K.P. DHANAPALAN:
 SHRI N. CHELUVARAYA SWAMY:
 SHRIMATI J. SHANTHA:
 DR. MAHESH JOSHI:
 SHRI ARJUN RAM MEGHWAL:
 SHRI K.C. VENUGOPAL:
 SHRI S.D. SHARIQ:
 SHRI RAYAPATI SAMBASIVA RAO:
 SHRI JAGDAMBIKA PAL:
 SHRI ANURAG SINGH THAKUR:
 SHRI KHILADI LAL BAIRWA:
 DR. RAGHUVANSH PRASAD SINGH:
 SHRI YASHBANT LAGURI:
 SHRI GANESH SINGH:
 SHRI VITTHALBHAI HANSRAJBHAI
 RADADIYA:
 SHRI KISHNBHAI V. PATEL:
 SHRI RAJAIAH SIRICILLA:
 SHRI JAYARAM PANGI:
 SHRI DEVENDRA NAGPAL:
 SHRI ANANTHA VENKATARAMI REDDY:
 SHRIMATI RAJKUMARI CHAUHAN:
 SHRI VIRENDER KASHYAP:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the number and names of National Highways decided to be upgraded into four lane alongwith the amount sanctioned and released during each of the last three years and the current year, State-wise;

(b) the number of National Highways upgraded into four lane during the said period and the details of the National Highways pending for upgradation;

(c) the present status of four laning of National Highways in the country, State and NH-wise;

(d) the time by which the pending National Highways are likely to be upgraded;

(e) the extent of land required for the expansion of National Highways in the country, State-wise including Orissa and Kerala;

(f) whether the Government has received proposals from various State Governments for upgradation of State Highways into National Highways during the above period; and

(g) if so, the details thereof and the follow up action taken thereon, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (KUNWAR R.P.N. SINGH): (a) and (b) Details regarding four-laning projects awarded and under implementation on 34 National Highways by National Highways Authority of India (NHAI) during last three years and current year are enclosed as Statement-I No state-wise/project-wise allocation of funds is made by NHAI. Expenditure on projects is met out of overall allocation of funds to NHAI.

(c) State-wise, NH-wise details of four-laning completed projects are enclosed as Statement-II.

(d) NHAI is implementing the National Highways Development Project (NHDP) scheme under which upgradation of national highways to 2/4/6/8 laning is being carried out under various phases of NHDP. Phase-wise details of NHDP alongwith anticipated completion date are enclosed as Statement-III.

(e) Area of land required for expansion of National Highways in the country for projects being implemented by NHAI is enclosed as Statement-IV

(f) and (g) Expansion of National Highways Network is a continuous process and declaration of new National Highways is taken up from time to time depending upon requirement of connectivity, *inter-se* priority and availability of funds. State-wise details of the proposals received for upgradation of State Roads to National Highways and declared National Highways during last three years including current year are enclosed as Statement-V.

Statement I*Details of Projects Awarded in last three years and current year*

| Sl.No. | Stretch | State | NH No | Funded By | Total Length (in Km) | Completed Length (in Km) | Current status | TPC (in Cr.) | Start Date | Completion as per Contract | Date of completion/ Anticipated Completion |
|----------------|--|-----------------|--------|-----------|----------------------|--------------------------|----------------------|--------------|------------|----------------------------|--|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| 2006-07 | | | | | | | | | | | |
| 1. | Hyderabad Bangalore section (ADB-11/C-10) | Andhra Pradesh | 7 | ADB | 40 | 35.7 | Under Implementation | 194.8 | Mar-2007 | Aug-2009 | Apr-2010 |
| 2. | Hyderabad Bangalore section (ADB-11/C-15) | Andhra Pradesh | 7 | ADB | 45.6 | 39.97 | Under Implementation | 243.64 | Mar-2007 | Aug-2009 | Apr-2010 |
| 3. | Hyderabad Bangalore section (ADB-11/C-11) | Andhra Pradesh | 7 | ADB | 42.4 | 38.74 | Under Implementation | 208.46 | Mar-2007 | Aug-2009 | Apr-2010 |
| 4. | Islam Nagar to Kadtal (NS-2/BOT/AP-7) | Andhra Pradesh | 7 | Annuity | 48 | 46.06 | Under Implementation | 546.83 | Mar-2007 | Mar-2010 | Jul-2010 |
| 5. | Hyderabad Bangalore section (ADB-11/C-12) | Andhra Pradesh | 7 | ADB | 42.6 | 33.88 | Under Implementation | 239.19 | Mar-2007 | Sep-2009 | Jun-2010 |
| 6. | Hyderabad Bangalore section (ADB-11/C-13) | Andhra Pradesh | 7 | ADB | 40 | 32.6 | Under Implementation | 243.38 | Mar-2007 | Sep-2009 | Jun-2010 |
| 7. | Hyderabad Bangalore section (ADB-11/C-14) | Andhra Pradesh | 7 | ADB | 42 | 40.75 | Under Implementation | 205.92 | Mar-2007 | Aug-2009 | Apr-2010 |
| 8. | Brahmaputra Bridge (AS-28) | Assam | 31 | NHAI | 5 | 0 | Under Implementation | 217.61 | Oct-2006 | Apr-2010 | Dec-2010 |
| 9. | Harangajo to Maibang (AS-21) | Assam | 54 | NHAI | 26 | 0 | Under Implementation | 212 | Jan-2007 | Jul-2009 | Dec-2010 |
| 10. | Harangajo to Maibang (AS-22) | Assam | 54 | NHAI | 24 | 0 | Under Implementation | 196 | Jan-2007 | Jul-2009 | Dec-2010 |
| 11. | Srinagar Bypass (Bridge Portion) (NS-30A) | Jammu & Kashmir | 1A | NHAI | 1.23 | 0 | Under Implementation | 62.96 | Jun-2006 | Dec-2008 | Dec-2010 |
| 12. | AP/Karnatka border-Nandi Hill crossing & Devenhalli to Meenu Kunte Village | Karnataka | 7 | Annuity | 61.38 | 61.38 | 4 LANED | 402.8 | Mar-2007 | Mar-2009 | Dec-2009 |
| 13. | Lakhnadon to MP/MH Border (NS-1/BOT/MP-2) | Madhya Pradesh | 7 | Annuity | 49.35 | 40 | Under Implementation | 263.17 | Mar-2007 | Sep-2009 | Sep-2010 |
| 14. | Chambal Bridge (RJ-5) | Rajasthan | 76 | NHAI | 1.4 | 0 | Under Implementation | 281.31 | Nov-2006 | Feb-2010 | Dec-2010 |
| 15. | Jhansi to Lalitpur (NS-1/BOT/UP-2) | Uttar Pradesh | 25, 26 | Annuity | 49.7 | 33.5 | Under Implementation | 355.06 | Mar-2007 | Sep-2009 | Jun-2010 |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
|----------------|--|--------------------------|-----|---------|---------|----|-------------------------|--------|---------------------|----------|----------|
| 16. | Jhansi to Lalitpur (NS-1/BOT/UP-3) | Uttar Pradesh | 26 | Annuity | 49.3 | 40 | Under Implementation | 276.09 | Mar-2007 | Sep-2009 | Sep-2010 |
| 17. | Dalkola Bypass | West Bengal | 34 | NHAI | 5.5 | 0 | Under Implementation | 67 | Sep-2006 | Aug-2008 | Dec-2010 |
| 2007-08 | | | | | | | | | | | |
| 18. | Kadal to Armur | Andhra Pradesh | 7 | Annuity | 31 | 31 | 4 laned | 271.73 | May-2007 | Nov-2009 | Nov-2009 |
| 19. | Delhi/Haryana Border to Rohtak | Haryana | 10 | BOT | 63.49 | 0 | Under Implementation | 486 | May-2008 | May-2010 | May-2010 |
| 20. | NH Connectivity to ICTT Vallarpadam | Kerala | 47C | NHAI | 17.2 | 0 | Under Implementation | 557 | Aug-2007 | Feb-2010 | Mar-2010 |
| 21. | Khalghat - MP/ Maharashtra Border | MP | 3 | BOT | 82.8 | 38 | Under Implementation | 549 | Nov-2008 | May-2011 | May-2011 |
| 22. | Amritsar - Wagha border | Punjab | 1 | Annuity | 36.22 | 24 | Under Implementation | 205.88 | Jun-2008 | Jun-2010 | Jun-2010 |
| 23. | Dholpur-Morena Section (including chambal bridge) NS-1/RJ-MP/1 | Rajasthan(9)/ MP(1km) | 3 | NHAI | 10 | 0 | Under Implementation | 232.45 | Sep-2007 | Sep-2010 | Mar-2011 |
| 24. | Chennai - Ennore Express Way | Tamil Nadu | SR | SPV | 15 | 0 | Under Implementation | 76.76 | Contract terminated | | |
| 25. | New 4 laning Agra Bypass (NS-1/UP-1) | UP | 2,3 | NHAI | 32.8 | 0 | Under Implementation | 348.16 | Oct-2007 | Oct-2010 | Feb-2011 |
| 2008-09 | | | | | | | | | | | |
| 26. | Cuddapah-Mydukur-Kurnool | Andhra Pradesh | 18 | BOT | 188.752 | 0 | Under Implementation | 1585 | Aug-2010 | Feb-2013 | Feb-2013 |
| 27. | Gujarat/Maharashtra Border- Surat-Hazira Port Section | Gujarat | 6 | BOT | 132.9 | 0 | Under Implementation | 1509.1 | Nov 2009 | May 2012 | May 2012 |
| 28. | Pimpalgaon-Nasik-Gonde | Maharashtra | 3 | BOT | 60 | 0 | Under Implementation | 940 | Jan-2010 | Jul-2012 | Jul-2012 |
| 29. | MP/Maharashtra Border- Dhule | Maharashtra | 3 | BOT | 98 | 0 | Under Implementation | 835 | Dec-2009 | Jun-2012 | Jun-2012 |
| 30. | Pune-Sholapur Pkg-I | Maharashtra | 9 | BOT | 110.05 | 0 | Under Implementation | 1110 | Nov-2009 | Mar-2012 | Mar-2012 |
| 31. | New 4-Lane Elevated Road from Chennai Port- Maduravoyal | Tamil Nadu | 4 | BOT | 19 | 0 | Under Implementation | 1655 | Nov 09 | May 2012 | May 2012 |
| 2009-10 | | | | | | | | | | | |
| 32. | Armur to Kadloor Yellareddy (NS-2/AP-1) | Andhra Pradesh | 7 | BOT | 59 | 0 | Under Implementation | 390.56 | Feb-10 | Aug-2012 | Aug-2012 |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
|-----|--|----------------|---------|---------|--------|---|-------------------------|---------|----------|---|----------|
| 34. | Hyderabad-Yadgiri (Approved Length 30) | Andhra Pradesh | 202 | BOT | 35.65 | 0 | Under Implementation | 388 | | LOA issued on 31.12.2009 | |
| 35. | Hyderabad-Vijayawada | Andhra Pradesh | 9 | BOT | 181.63 | 0 | Under Implementation | 1740 | Apr-10 | Oct-12 | Oct-12 |
| 36. | Patna-Muzzaffarpur | Bihar | 19 & 77 | Annuity | 63 | 0 | Under Implementation | 671.3 | | LOA issued 18.11.2009 | |
| 37. | Panji-Goa/Karnatka Border | Goa | 4A | BOT | 69 | 0 | Under Implementation | 471 | | LOA issued 05.01.2010 | |
| 38. | 4 Laning of Godhara to Gujarat/MP Border | Gujarat | 59 | BOT | 87.285 | 0 | Under Implementation | 785.5 | | LOA issued 01.01.2010 | |
| 39. | Kandla-Mundra Port | Gujarat | 8A | BOT | 71.4 | 0 | Under Implementation | 953.88 | | LOA issued on 12.01.2010 | |
| 40. | 4 Laning of Ahmedabad to Godhara (Approved Length 210 Km) | Gujarat | 59 | BOT | 117.6 | 0 | Under Implementation | 1008.5 | | LOA issued on 11.01.2010 | |
| 41. | Panipat-Rohtak (Approved Length 73 Km) | Haryana | 71A | BOT | 80.858 | 0 | Under Implementation | 807 | | LOA issued on 04.01.2010 | |
| 42. | Hazaribagh-Ranchi | Jharkhand | 33 | Annuity | 75 | 0 | Under Implementation | 625.07 | Apr-2010 | Oct-2012 | Oct-2012 |
| 43. | Kundapur-Surathkal & Mangalore-KNT/Kerala Border | Karnataka | 17 | BOT | 90 | 0 | Under Implementation | 671 | | LOA issued on 04.11.2009 | |
| 44. | 4-lanning of Kannur Vengalem Kuttipuram (Package-I) | Kerala | 17 | BOT | 83.2 | 0 | Under Implementation | 1366 | | Agreement yet to be signed. LOA issued on 20.07.2009 | |
| 45. | Charthalai-ochira | Kerala | 47 | BOT | 83.6 | 0 | Under Implementation | 1535 | | LOA issued on 05.01.2010 | |
| 46. | 4-lanning of Kannur Vengalem Kuttipuram (Package-II) | Kerala | 17 | BOT | 81.5 | 0 | Under Implementation | 1312 | | Agreement yet to be signed. LOA issued on 20.07.2009 | |
| 47. | Four laning from MP/ Maharashtra border to Nagpur I/C Kamptee Kanoon and Nagpur bypass | Maharashtra | 7 | BOT | 95 | 0 | Under Implementation | 1170.52 | | LOA issued on 27.08.2009 | |
| 48. | Talegaon-Amravat (Approved Length 58 Km) | Maharashtra | 6 | BOT | 67.8 | 0 | Under Implementation | 567 | Feb-2010 | Aug-2012 | Aug-2012 |
| 49. | Pune-Sholapur Pkg-II | Maharashtra | 9 | BOT | 105 | 0 | Under Implementation | 835 | Mar-2010 | Sep-2012 | Sep-2012 |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
|-----|---|-----------------------------------|--------|---------|--------|---|----------------------|--------|----------|--------------------------|----------|
| 50. | Indore-Jhabua-Gujarat/MP | MP | 59 | BOT | 155.15 | 0 | Under Implementation | 1175 | | LOA issued 30.12.2009 | |
| 51. | Amritsar-Pathankot | Punjab | 15 | BOT | 106 | 0 | Under Implementation | 705 | May-2010 | Nov-2012 | Nov-2012 |
| 52. | Jaipur-Reengus (Approved Length 52.65 Km) | Rajasthan | 11 | BOT | 54 | 0 | Under Implementation | 267.81 | | LOA issued on 14.10.2009 | |
| 53. | Jaipur-Tonk-Deoli | Rajasthan | 12 | BOT | 150 | 0 | Under Implementation | 792.06 | | LOA issued on 14.10.2009 | |
| 54. | Chengapalli to Cimabatore Bypass and End of Coimbatore Bypass to TN/Kerala Border | Tamil Nadu | 47 | BOT | 54.83 | 0 | Under Implementation | 852 | | LOA issued on 11.01.2010 | |
| 55. | Ghaziabad-Aligarh (Approved Length 106) | UP | 91 | BOT | 126 | 0 | Under Implementation | 1141 | | LOA issued 15.12.2009 | |
| 56. | Muzaffarnagar-Haridwar (Approved Length 77) | UP(21)/ Uttarakhand (56 km) | 58, 72 | BOT | 80 | 0 | Under Implementation | 754 | | LOA issued on 29.12.2009 | |
| 57. | Muradabad-Bareilly | Uttar Pradesh | 24 | BOT | 121 | 0 | Under Implementation | 1267 | | LOA issued on 29.12.2009 | |
| 58. | Haridwar-Dehradun | Uttarakhand | 72 | Annuity | 39 | 0 | Under Implementation | 478 | | LOA issued on 29.12.2009 | |

LOA - Letter of Award TPC - Total Project Cost

Statement II*Length of four-lane National Highways State-wise and National Highway-wise*

Completed Length Upto January 2010 (in km)

Andhra Pradesh

| | |
|-----------|---------|
| NH No. 5 | 977.77 |
| NH No. 7 | 655.69 |
| NH No. 9 | 83 |
| NH No. SR | 12 |
| Total | 1728.46 |

Assam

| | |
|-----------|------|
| NH No. 31 | 31.1 |
| NH No. 36 | 14.5 |

| | |
|-----------|--------|
| NH No. 37 | 59.22 |
| NH No. 54 | 28.59 |
| Total | 133.41 |

Bihar

| | |
|-----------|-------|
| NH No. 19 | 13 |
| NH No. 2 | 206 |
| NH No. 28 | 46.5 |
| NH No. 31 | 41.55 |
| NH No. 57 | 171 |
| NH No. 98 | 3.25 |
| Total | 481.3 |

Chhattisgarh

| | |
|----------|-------|
| NH No. 6 | 73.75 |
| Total | 73.75 |

| | | | |
|--------------------------|---------|-----------------------|--------|
| Delhi | | Karnataka | |
| NH No. 1 | 13.5 | NH No. 13, 17 & 48 | 14.51 |
| NH No. 23 | 67.45 | NH No. 17 | |
| Total | 20.95 | NH No. 4 | 559.79 |
| Gujarat | | NH No. 48 | 10.28 |
| NH No. 14 | 152.1 | NH No. 7 | 157.36 |
| NH No. 15 | 106.2 | Total | 741.94 |
| NH No. 15, 8A | 85.56 | Kerala | |
| NH No. 8 | 268.2 | NH No. 47 | 71.5 |
| NH No. 8A | 127.56 | Total | 71.5 |
| NH No. 8B | 168 | Madhya Pradesh | |
| NH No. NE | 150 | NH No. 25 | 65 |
| Total | 1071.92 | NH No. 25, 76 | 53 |
| Haryana | | NH No. 26 | 161.28 |
| NH No. 1 | 123.4 | NH No. 3 | 174 |
| NH No. 21, 22 | 6 | NH No. 7 | 66.22 |
| NH No. 22 | 10 | NH No. 75, 3 | 10 |
| NH No. 8 | 55 | Total | 529.5 |
| NH No. 10 | 29 | Maharashtra | |
| NH No. 71 | 7.61 | NH No. 3 | 199 |
| NH No. 71B | 5.01 | NH No. 4 | 268.75 |
| NH No. 72 | 2.795 | NH No. 4B, 4 | 30 |
| NH. 65 | 19.951 | NH No. 6 | 116 |
| NH. 73 | 4.528 | NH No. 7 | 114.38 |
| NH. 73A | 7.5 | NH No. 8 | 57.4 |
| NH No. 64 Extn. | 0.48 | NH No. SH 54 | 14.35 |
| Total | 271.274 | Total | 799.88 |
| Jammu and Kashmir | | Orissa | |
| NH No. 1A | 101.3 | NH No. 5 | 298.3 |
| Total | 101.3 | NH No. 5A | 77 |
| Jharkhand | | NH No. 60 | 0.84 |
| NH No. 2 | 121.14 | NH No. 60 | 53.41 |
| Total | 121.14 | NH No. 203 | 5.52 |
| | | Total | 435.07 |

Punjab

| | |
|---------------|---------|
| NH No. 1 | 85.24 |
| NH No. 1A | 50.92 |
| NH No. 10 | 5.56 |
| NH No. 15 | 22.507 |
| NH No. 21 | 39.55 |
| NH No. 21, 22 | 30 |
| NH No. 64 | 23.86 |
| NH No. 64A | 8.72 |
| NH No. 70 | 5.875 |
| NH No. 71 | 2.4 |
| NH No. 95 | 22.93 |
| Total | 297.562 |

Rajasthan

| | |
|---------------|---------|
| NH No. 11 | 185.25 |
| NH No. 14 | 42 |
| NH No. 3 | 20 |
| NH No. 76 | 540.75 |
| NH No. 76, 14 | 43 |
| NH No. 79 | 171.87 |
| NH No. 79, 76 | 30 |
| NH No. 79A | 36.23 |
| NH No. 8 | 321.48 |
| Total | 1390.58 |

Tamil Nadu

| | |
|------------------|---------|
| NH No. 4 | 92.6 |
| NH No. 45 | 331.32 |
| NH No. 45, 4 & 5 | 30.26 |
| NH No. 45B | 208.34 |
| NH No. 46 | 145 |
| NH No. 47 | 96.01 |
| NH No. 5 | 41.8 |
| NH No. 66 | 13.77 |
| NH No. 67 | 159.92 |
| NH No. 68 | 49.48 |
| NH No. 7 | 595.48 |
| Total | 1763.98 |

Uttarakhand

| | |
|------------|-------|
| NH No. 72 | 5.33 |
| NH No. 72A | 3.3 |
| NH No. 74 | 4 |
| NH No. 87 | 14.1 |
| NH No. 121 | 3 |
| NH No. 123 | 2 |
| Total | 31.73 |

Uttar Pradesh

| | |
|----------------|---------|
| NH No. 2 | 639.6 |
| NH No. 11 | 24.75 |
| NH No. 2, 25 | 53 |
| NH No. 3 | 7 |
| NH No. 24 | 143.85 |
| NH No. 24A | 10.79 |
| NH No. 25 | 182.12 |
| NH No. 25, 26 | 33.5 |
| NH No. 26 | 54 |
| NH No. 27 | 12 |
| NH No. 28 | 225.9 |
| NH No. 3 | 16 |
| NH No. 56 | 1.35 |
| NH No. 56A & B | 15 |
| NH No. 58 | 105.35 |
| NH No. 73 | 8.4 |
| NH No. 75E | 1.7 |
| NH No. 86 | 3.05 |
| NH No. 91 | 33.5 |
| NH No. 93 | 1 |
| NH No. 119 | 1 |
| Total | 1572.86 |

West Bengal

| | |
|------------|--------|
| NH No. 2 | 177.46 |
| NH No. 31 | 88.27 |
| NH No. 31C | 10.5 |
| NH No. 41 | 35.05 |
| NH No. 6 | 115.33 |
| NH No. 60 | 65.86 |
| NH No. 117 | 7.16 |
| Total | 499.63 |

Statement III*Status of NHDP under various phases*

| Phases | Total Length in km | Date of Approval | Approved Cost (Expenditure till 31.01.10) in Rs Crore | Length Completed in km | Length under Imp. | To be awarded | Likely date of Completion |
|--|--|--|---|------------------------|-------------------|---------------|---------------------------------------|
| I GQ,EW-NS corridors, Port connectivity & others | 7,498 | 12.12.2000 | 30,300 (36271.77) | 7284 | 208 | 6 | 99% of GQ will be completed by Mar-10 |
| II 4/6-laning North South-East West Corridor, Others | 6,647 | 18.12.2003 | 34,339 (35979.21) | 4198 | 1835 | 614 | Substantially by Dec-2010 |
| III A Upgradation, 4/6-laning | 4,815 | 5.3.2005, 27.10.2006 & 12.4.2007 | 33,069 | 1293 | 2050 | 1472 | Dec-2013 |
| III B Upgradation, 4/6-laning | 7,294 | 12.4.2007 | 47,557 | - | 1527 | 5767 | Dec-2013 |
| Total Phase III (Phase III A + III B) | 12,109 | - | 80,626 (12025.72) | 1293 | 3577 | 7239 | Dec-2013 |
| IV 2-laning with paved shoulders* | 20,000 | July-2008 for 5000 km | 27,800 | - | - | - | Dec. 2015 (as per financing plan) |
| V 6-laning of GQ and High density corridor | 6,500 | 05.10.2006 | 41,210 (1792.59) | 148 | 1082 | 5466 | Dec-2012 |
| VI Expressways | 1000 | 02.11.2006 | 16,680 (NIL) | NIL | NIL | 1000 | Dec-2015 |
| VII Ring Roads, Bypasses and flyovers and other structures | 700 km of ring roads/ bypass+ flyovers | 06.12.2007 | 16,680(NIL) | - | 19 | 681 | Dec-2014 |

Statement IV*Area of Land required for expansion of National Highways*

| Sl. No. | Name of State | Total land to be acquired (Hec) | 1 | 2 | 3 |
|---------|----------------|---------------------------------|----|------------------|----------|
| 1. | Andhra Pradesh | 3022.193 | 3. | Bihar | 4774.014 |
| 2. | Assam | 2492.584 | 4. | Chatisgarh | 753.600 |
| | | | 5. | Gujarat | 2803.152 |
| | | | 6. | Goa | 442.000 |
| | | | 7. | Haryana | 5148.582 |
| | | | 8. | Himachal Pradesh | 78.000 |

| 1 | 2 | 3 |
|-------------|-------------------|-----------|
| 9. | Jammu and Kashmir | 1944.645 |
| 10. | Jharkhand | 565.000 |
| 11. | Karnataka | 3064.958 |
| 12. | Kerala | 2359.540 |
| 13. | Madhya Pradesh | 5862.810 |
| 14. | Maharashtra | 3511.156 |
| 15. | Meghalaya | 233.030 |
| 16. | Orissa | 3426.561 |
| 17. | Punjab | 881.540 |
| 18. | Rajasthan | 4124.798 |
| 19. | Tamil Nadu | 9981.000 |
| 20. | Uttarakhand | 366.66 |
| 21. | Uttar Pradesh | 5630.678 |
| 22. | Delhi | 6.810 |
| 23. | West Bengal | 1738.411 |
| Grand Total | | 63211.721 |

Statement V

State wise details of proposals received and declared new National Highways during last three years including current year

| Sl. No. | Name of the State | No. of proposals received | Number of National Highways declared |
|---------|------------------------|---------------------------|--------------------------------------|
| 1 | 2 | 3 | 4 |
| 1. | Andhra Pradesh | 38 | 2 |
| 2. | Arunachal Pradesh | - | 3 |
| 3. | Assam | 1 | - |
| 4. | Bihar | 1 | 1 |
| 5. | Dadra and Nagar Haveli | 2 | |
| 6. | Delhi | - | 1 |
| 7. | Gujarat | 48 | 1 |

| 1 | 2 | 3 | 4 |
|-----|------------------|----|---|
| 8. | Haryana | 9 | 1 |
| 9. | Himachal Pradesh | 12 | 2 |
| 10. | Jharkhand | 2 | - |
| 11. | Karnataka | 28 | 1 |
| 12. | Kerala | 1 | 1 |
| 13. | Madhya Pradesh | 2 | 2 |
| 14. | Maharashtra | 17 | 1 |
| 15. | Meghalaya | 2 | - |
| 16. | Manipur | 1 | - |
| 17. | Mizoram | 1 | - |
| 18. | Nagaland | 3 | - |
| 19. | Orissa | 13 | - |
| 20. | Puducherry | 5 | - |
| 21. | Punjab | 3 | - |
| 22. | Rajasthan | 25 | - |
| 23. | Sikkim | 6 | - |
| 24. | Tamil Nadu | 7 | 4 |
| 25. | Tripura | 1 | - |
| 26. | Uttar Pradesh | 8 | 6 |
| 27. | Uttarakhand | 3 | 1 |
| 28. | West Bengal | 1 | 2 |

National Highway Projects in Assam

1873. SHRI RAMEN DEKA: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the details of the ongoing National Highway projects in Assam, length-wise alongwith the target for completion the same;

(b) whether any NH project in the State has been delayed; and

(c) if so, the details thereof and the steps taken to complete the project within the time schedule?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (KUNWAR R.P.N SINGH): (a) Total 58 works covering improvement/

strengthening of 606.60 km stretches of National Highways of Assam with sanctioned estimated cost of Rs. 1114.21 crore are on-going at present which are being implemented by Public Works Department of Assam. In addition, National Highways Authority of India (NHAI) is executing 4-laning of 660 km stretch of national highways

from Silchar to Assam/West Bengal Border under East-West Corridor in 27 construction packages. All the projects are scheduled for completion by 2011-12.

(b) and (c) Details are given in the enclosed Statement

Statement

| Sl.No. | Name of Work | Reasons for delay and steps taken |
|---|---|---|
| A. Works implemented by Assam PWD. | | |
| 1. | Improvement & strengthening of existing pavement from km 34/0 to 42/0 & 46/0 to 54/0 | Adverse climatic conditions, frequent interruptions by blind calls given by various ethnic groups, threat by extremists, etc. Steps Taken: Extension as admissible granted as per contract agreement where not extension inadmissible. |
| 2. | Construction of two lane road with paved shoulder from km 0.00 to 10.00 of NH-152 | Delay in handing over the possession of site, shifting of electrical poles non-availability of earth from the earmarked borrow pits, bandh calls by different organizations, etc. Steps Taken: The matter has been pursued with the civil authorities to hand over the land to the executing agency for early completion of the project. State Electricity Department has also requested for shifting of elective poles falling within the proposed alignment. |
| B. Works implemented by NHAI. | | |
| 1. | Four laning of NH works from Silchar to Assam/West Bengal Border (27 contract packages) | Delay in land acquisition, cutting of trees, utility shifting and forest clearances, etc. Steps Taken: Frequent and close monitoring is being done. |

Development of National Highways

1874. SHRI SAMEER BHUJBAL
SHRI SANJAY DINA PATIL:
SHRI BASU DEB ACHARIA:
SHRI Sk. SAIDUL HAQUE:
SHRIMATI J. SHANTHA:
SHRI P.C. GADDIGOUDAR:
SHRI MAHENDRA KUMAR ROY:
SHRI JAYWANT GANGARAM AWALE:
SHRI DEVIJI M. PATEL:
SHRI KAUSHALENDRA KUMAR:
SHRI M.K. RAGHAVAN:

SHRI JAYARAM PANGI:
SHRI ANJAN KUMAR M. YADAV:
SHRI HARISH CHAUDHARY.
SHRI IYARAJ SINGH:
SHRI JAGDISH SHARMA:
SHRI B.N. PRASAD MAHATO:
SHRI MAHESH JOSHI:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the total length of National Highways/road network in kilometres approved for construction, development and

widening by the National Highways Authority of India (NHAI) during the last three years and the current year, State-wise;

(b) the funds sanctioned, released and utilised for the purpose during the said period, State-wise;

(c) the names of States which have not utilised a substantial amount allocated for the purpose during the above period alongwith the action taken thereon, State-wise;

(d) the total length of National Highways completed/ pending during the said period, State-wise;

(e) the number and names of the National Highways connected with the Golden Quadrilateral Highways scheme during the said period, State-wise;

(f) the names of agencies engaged for construction/ maintaining road network for the purpose including other than the National Highways; and

(g) the amount sanctioned, released and utilised by such agencies, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (KUNWAR R.P.N. SINGH): (a) State wise length of National Highways approved for the development during the last three years and the current year are enclosed as Statement-I.

(b) and (c) Funds are not allocated State wise. The State wise expenditure on projects during the last three years including the current year is enclosed as Statement-II.

(d) The State wise length of National highways completed during the last three years and the current year is enclosed as Statement-III.

(e) Eight number of National Highways namely NH-8, NH-4, NH-7, NH-46, NH-5, NH-6, NH-60, and NH-2 are connected with the Golden Quadrilateral.

(f) The names of agencies engaged for construction and maintenance of National Highways is enclosed as Statement-IV and Statement-V respectively.

(g) Funds are not allocated agency-wise.

Statement I

State-wise length of highways approved for development during the last three years and current year

| Sl.No. | State | 2006-07 | 2007-08 | 2008-09 | Length (in km) |
|--------|-------------------|---------|---------|---------|--------------------------|
| | | | | | 2009-10 Upto Feb-2010 |
| 1 | 2 | 3 | 4 | 5 | 6 |
| 1. | Andhra Pradesh | 391.61 | 82.5 | 188.75 | 276.28 |
| 2. | Assam | 55 | — | — | — |
| 3. | Bihar | 10.63 | — | — | 63 |
| 4. | Chhattisgarh | 82.69 | — | — | — |
| 5. | Delhi | — | — | 2.7 | — |
| 6. | Goa | — | — | — | 69 |
| 7. | Gujarat | 148.3 | 118.2 | 132.9 | 332.45 |
| 8. | Haryana | 40 | 243.79 | 1.7 | 163.41 |
| 9. | Himachal Pradesh | 6.69 | — | — | — |
| 10. | Jammu and Kashmir | 1.23 | — | — | — |

| 1 | 2 | 3 | 4 | 5 | 6 |
|-----|----------------|--------|--------|--------|--------|
| 11. | Jharkhand | — | — | — | 75 |
| 12. | Karnataka | 160.6 | 95.38 | — | 307.23 |
| 13. | Kerala | | 17.2 | 30 | 248.3 |
| 14. | Madhya Pradesh | 216.33 | 83.8 | — | 155.15 |
| 15. | Maharashtra | 80.06 | 120.77 | 268.05 | 408.15 |
| 16. | Punjab | 44.9 | 211.32 | — | 106 |
| 17. | Rajasthan | 1.4 | 170.3 | — | 286 |
| 18. | Tamil Nadu | 351.94 | 58.4 | 19 | 54.83 |
| 19. | Uttar Pradesh | 143.1 | 32.8 | — | 268 |
| 20. | Uttaranchal | — | — | — | 98 |
| 21. | West Bengal | 5.5 | — | — | 256 |

Statement II

(Rs. in crore)

| Sl.No. | State | State-wise expenditure on projects during the last three years including the current year | | | |
|--------|-------------------|---|-----------------|-----------------|---|
| | | Year 2006-07 | Year 2007-08 | Year 2008-09 | During Year 2009-10 (upto Jan., 10) |
| 1 | 2 | 3 | 4 | 5 | 6 |
| 1. | Andhra Pradesh | 598.56 | 1442.53 | 1981.19 | 1386.44 |
| 2. | Assam | 460.97 | 534.22 | 631.06 | 497.68 |
| 3. | Bihar | 593.48 | 976.96 | 978.25 | 1041.14 |
| 4. | Chhattisgarh | 10.00 | 87.13 | 210.79 | 96.93 |
| 5. | Delhi | 49.90 | 253.85 | 34.28 | 5.02 |
| 6. | Goa | 0.00 | 0.00 | 2.54 | 0.00 |
| 7. | Gujarat | 566.16 | 1566.78 | 1115.11 | 308.67 |
| 8. | Haryana | 52.27 | 347.39 | 234.91 | 315.44 |
| 9. | Jammu and Kashmir | 154.54 | 350.45 | 116.96 | 145.40 |
| 10. | Jharkhand | 6.40 | 35.25 | 37.77 | 33.73 |
| 11. | Karnataka | 415.49 | 746.88 | 1607.58 | 1225.37 |
| 12. | Kerala | 9.82 | 377.52 | 716.82 | 245.02 |
| 13. | Madhya Pradesh | 454.55 | 783.00 | 888.73 | 723.32 |

| 1 | 2 | 3 | 4 | 5 | 6 |
|-----|---------------|---------|---------|---------|---------|
| 14. | Maharashtra | 532.09 | 1074.95 | 565.17 | 247.53 |
| 15. | Orissa | 206.20 | 160.00 | 180.54 | 85.05 |
| 16. | Punjab | 269.01 | 518.03 | 351.90 | 738.86 |
| 17. | Rajasthan | 1364.95 | 1424.40 | 1561.16 | 488.02 |
| 18. | Tamil Nadu | 1631.86 | 2822.10 | 4824.61 | 2498.96 |
| 19. | Uttar Pradesh | 1512.41 | 2192.63 | 1895.35 | 1651.50 |
| 20. | West Bengal | 201.57 | 277.25 | 252.68 | 198.57 |

Statement III

State wise length of National Highways completed during last three years and current year

| Sl.No. | State | Total Length (in km) | Upto Mar-06 | 2006-07 | 2007-08 | 2008-09 | 2009-10 | Length (In Km) | |
|--------|-------------------|----------------------|-------------|---------|---------|---------|---------|--------------------------------------|--|
| | | | | | | | | Total length complete (upto Feb. 10) | Length Under Implementation (upto Feb. 10) |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 1. | Andhra Pradesh | 2374.00 | 1123.47 | 25.80 | 110.41 | 225.18 | 301.40 | 1786.26 | 587.74 |
| 2. | Assam | 658.30 | 18.50 | 0.00 | 0.00 | 10.00 | 120.31 | 148.81 | 509.49 |
| 3. | Bihar | 757.03 | 197.41 | 10.39 | 48.47 | 86.75 | 151.54 | 494.56 | 262.47 |
| 4. | Chhattisgarh | 144.17 | 18.00 | 0.00 | 0.00 | 0.00 | 69.25 | 87.25 | 56.92 |
| 5. | Delhi | 58.80 | 31.00 | 2.50 | 9.70 | 4.60 | 0.40 | 48.20 | 10.60 |
| 6. | Goa | 82.00 | 13.00 | 0.00 | 0.00 | 0.00 | 0.00 | 13.00 | 69.00 |
| 7. | Gujarat | 1907.21 | 637.06 | 241.40 | 203.10 | 189.89 | 62.40 | 1333.85 | 573.36 |
| 8. | Haryana | 787.60 | 283.00 | 0.00 | 24.00 | 53.70 | 34.00 | 396.70 | 390.90 |
| 9. | Himachal Pradesh | 17.69 | 0.00 | 0.00 | 0.00 | 0.00 | 2.45 | 0.45 | 17.24 |
| 10. | Jammu and Kashmir | 134.53 | 0.00 | 14.90 | 3.00 | 9.70 | 62.53 | 90.13 | 44.40 |
| 11. | Jharkhand | 266.75 | 66.75 | 17.63 | 0.31 | 3.59 | 2.86 | 191.14 | 75.61 |
| 12. | Karnataka | 1266.09 | 557.63 | 46.55 | 21.66 | 85.51 | 151.00 | 862.35 | 403.74 |
| 13. | Kerala | 379.10 | 33.60 | 0.00 | 0.00 | 25.00 | 14.90 | 73.50 | 305.60 |
| 14. | Madhya Pradesh | 984.98 | 42.00 | 25.00 | 87.00 | 156.03 | 264.83 | 574.86 | 410.12 |
| 15. | Maharashtra | 1940.93 | 593.10 | 8.25 | 189.00 | 144.68 | 111.55 | 1046.58 | 894.35 |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
|-----|---------------|---------|--------|--------|--------|--------|--------|---------|---------|
| 16. | Orissa | 521.66 | 289.13 | 73.12 | 37.13 | 27.81 | 28.79 | 455.97 | 65.69 |
| 17. | Punjab | 712.09 | 196.87 | 0.00 | 16.00 | 64.65 | 90.90 | 368.42 | 343.67 |
| 18. | Rajasthan | 1940.71 | 741.76 | 0.00 | 427.38 | 267.97 | 41.97 | 1479.08 | 461.63 |
| 19. | Tamil Nadu | 2316.88 | 493.14 | 19.20 | 344.22 | 572.07 | 422.04 | 1850.66 | 466.22 |
| 20. | Uttar Pradesh | 2206.90 | 643.63 | 149.66 | 140.23 | 253.81 | 422.39 | 1609.72 | 597.3 8 |
| 21. | Uttaranchal | 95.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 95.00 |
| 22. | West Bengal | 842.25 | 436.16 | 1.34 | 23.00 | 22.00 | 49.50 | 531.99 | 310.26 |

Statement IV

List of contractors/concessionaires engaged in construction of highways projects during the last three years and current year

| Sl.No. | Name of Contractors/Concessionaires |
|--------|---|
| 1 | 2 |
| 1. | Ashoka - IDFC Consortium |
| 2. | BFTL |
| 3. | BSCPL - C & C Consortium |
| 4. | BSPCL Ltd |
| 5. | CGGC - SOMA (JV) |
| 6. | Chennai Elevated Toltway std |
| 7. | Continental Eng. Corporation |
| 8. | DSC - Apoilo consortium |
| 9. | East Coast Construction & Industries Ltd. |
| 10. | Emirates Trading Agency LLC - KMC Construction Ltd. |
| 11. | Engineering Projects (I) Ltd. |
| 12. | ERA-SIBMOST (JV) |
| 13. | ESSEL Infra & CR-18 Consortium |
| 14. | Gammon India Ltd. |
| 15. | Gammon India Ltd. - GIPL - ATSL Consortium |
| 16. | Gammon India Ltd. - GIPL Consortium |
| 17. | Gammon Infrastructure Ltd. |

| 1 | 2 |
|-----|--|
| 18. | Gavatri - IDFC Consortium |
| 19. | GMR-OSE Consortium |
| 20. | GMR-Punj LLOYD Consortium |
| 21. | GVR Construction Pvt. Ltd. Chennai |
| 22. | HCC-Laing-Sadbhav Consortium |
| 23. | HCC Ltd. |
| 24. | Hyundai Eng. Cons. Co. Ltd. - M/s Gammon India Ltd. |
| 25. | IDAA Infrastructure Pvt. Ltd. |
| 26. | IJM Corporation Berhad - IDFC Ltd. |
| 27. | IL & FS Transportation Network Ltd |
| 28. | IRB Infrastructure Developers Ltd. - Deutsche Bank AG |
| 29. | IRB-MRM Consortium |
| 30. | IRCON International Ltd. |
| 31. | Isolux Corsan Concesionnes Sa - Corsan Corviam Constructions SA - Soma Enterprise Ltd. |
| 32. | Isolux-Soma Consortium (JV) |
| 33. | ITNL-Punj Lloyd Ltd. (JV) |
| 34. | IVRCL Infrastructure & Projects Ltd. |
| 35. | Jaiprakash Associates |
| 36. | JMC Projects - Sadbhav (JV) |

| 1 | 2 |
|-----|--|
| 37. | JMC-SREI(JV) |
| 38. | KCT - ERA consortium |
| 39. | KMC -IVRCL Consortium |
| 40. | KMC-CR18G Consortium |
| 41. | KMC Ltd. |
| 42. | L &T-ABL Consortium |
| 43. | Lanco Devihalli Highways Pvt. Ltd. |
| 44. | Lanco Hoskote Highway Pvt. Ltd. |
| 45. | Larsen & Toubro Badodara Bharuch Toilway Limited |
| 46. | Larsen & Toubro Ltd. |
| 47. | Maytas - NCC Consortium |
| 48. | Navabharat - Ferro Alloys Ltd. (Malaxmi Higyways Pvt. Ltd.) |
| 49. | Navayuga - KPCL Consortium |
| 50. | Navinya Buildcon-Atlantia Spa (JV) |
| 51. | Navyouga KPCL Consortium |
| 52. | Navyuga Engineering Co. Ltd. |
| 53. | Oriental Structural Engineers Ltd. |
| 54. | Patel - KNR Infrasturture Pvt. Ltd. (JV) |
| 55. | PNC-TRG (JV) |
| 56. | Ramky - Era - Shriram Consortium |
| 57. | Refiance Energy Limited |
| 58. | Reliance Infra Projects Ltd. |
| 59. | Reliance Infrastructure Ltd. JTEG Consortium |
| 60. | RIL-AAA- JTEG Consortium |
| 61. | Rohan Builders Pvt. Ltd. - Rajdeep Buildcon Pvt. Ltd. - IDFC Ltd. Consortium |
| 62. | Sadbhav - SREI (JV) |
| 63. | Sadbhav Engineering Ltd. |
| 64. | SEL-MCL Consortium |
| 65. | SOMA - Avinash Consortium |

| 1 | 2 |
|-----|--------------------------------|
| 66. | SPML-CISC |
| 67. | SREI - PNC - GALFAR Consortium |
| 68. | Suncon - Soma (JV) |
| 69. | Valecha Engineering Ltd. |

Statement V

Name of operation & Maintenance Agencies engaged During the Last Three Years and Current Year

| Sl.No. | Name of the Company |
|--------|---|
| 1 | 2 |
| 1. | M/s. M. Venkta Rao Infra Project |
| 2. | M/s. D.P Jain & Co. |
| 3. | M/s. Jugal Kishore R. Agrawal Infratec (P) Ltd. |
| 4. | M/s. RCC Developers (P) Ltd. |
| 5. | M/s. Sidhart Construction & Co. |
| 6. | M/s. NG Projects Ltd. |
| 7. | M/s. Abhyudaya Housing Construction (P) Ltd. |
| 8. | M/s. Kalthia Engineering Construction Ltd. |
| 9. | M/s. H.S. Mehta |
| 10. | M/s. Abhipsa Construction Co. |
| 11. | M/s. Gujrat Cosntruction Co. |
| 12. | M/s. Ranjeet Buildcon Ltd. |
| 13. | M/s. Patel Costruction Co. |
| 14. | M/s. Trilok Chand Gupta & Co. |
| 15. | M/s. Jai Hind Road Builders |
| 16. | M/s. Rajdeep Buildcon Ltd. |
| 17. | M/s. Patel Infrastructure Ltd. |
| 18. | M/s. Jitendra Singh |
| 19. | M/s. A. Srinivasulu & Co. |
| 20. | M/s. JMC Constructions (P) Ltd. |
| 21. | M/s. JM Mhatre |

| 1 | 2 |
|-----|--|
| 22. | M/s. A. Balaram Reddy |
| 23. | M/s. Mookambika Construction Co. |
| 24. | M/s. SMS Infrastructure Ltd. |
| 25. | M/s. L. Purshottam |
| 26. | M/s. MBL Infrastructure Ltd. |
| 27. | M/s. B. Ramanaiah |
| 28. | M/s. BVSR Construction Co. |
| 29. | M/s. Durga Condev (P) Ltd. |
| 30. | M/s. Nirmani Engg. & Construction (P) Ltd. |
| 31. | M/s. Shakeel Haider Engineers & Contractor |
| 32. | M/s. Subhash Engineers & Contractor |
| 33. | M/s. RG Buildwell Engineers Ltd. |
| 34. | M/s. Kaushalya Infrastructure Dev. Corpn |
| 35. | M/s. Dineshchandra R Agrawal Infra. (P) Ltd. |
| 36. | M/s. Mohmd. Urnar Khan |
| 37. | M/s. S&P Infrastructure Developers (P) Ltd. |
| 38. | M/s. Concrete Engineering Co-Op Society (P) Ltd. |
| 39. | M/s. Kimiya Associates |
| 40. | M/s. M.K Gupta & Co. |
| 41. | M/s. M.V Rajani |
| 42. | M/s. Dagcon |
| 43. | M/s. Amar Builders |
| 44. | M/s. HPCL Infrastructure Ltd. |
| 45. | M/s. Hitech Drillers (P) Ltd. |

[Translation]

Dialogue With ULFA

1875. SHRIMATI JAYSHREEBEN PATEL:
DR. BHOLA SINGH:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government is aware that ULFA has threatened Hindi speaking people to leave Assam;

(b) if so, the details thereof and the reaction of the Government thereto;

(c) whether there is any proposal to initiate a fresh talks with the ULFA; and

(d) if so, the details and the terms of the said talks?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLY RAMACHANDRAN): (a) and (b) There is no specific report in this regard. However, in past United Liberation Front of Asom (ULFA) targeted vulnerable section including seasonal labourers and petty venders in the State of Assam.

(c) and (d) Government has always shown its willingness to enter into dialogue with any group, which is willing to abjure the path of violence and place its demand within the framework of the Constitution of India. No formal request for peace dialogue has been received so far at the organizational level from United Liberation Front of Asom (ULFA).

[English]

Repairing of National Highway-6

1876. SHRI PRABODH PANDA: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Government/NHAI has taken any steps for repairing/resurfacing/widening and strengthening of National Highway No. 6 from Kharagpur to Baharagora;

(b) if so, the details and the present status thereof;

(c) the time by which the said work is likely to be completed; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (KUNWAR R.P.N. SINGH): (a) Yes, Madam.

(b) Details of works sanctioned on the stretches from Kharagpur to Baharagora of NH-6 during last five years and the current financial year is given in the enclosed statement. In addition, a proposal for four-laning of this stretch is at feasibility study stage.

(c) and (d) All the sanctioned works are likely to be completed by June, 2011.

Statement*Details of Works Sanctioned on Kharagpur-Baharagora Section of NH-6*

| Year | Details | Length (km) | Sanctioned Cost (lakhs) | Status |
|---------|---|-------------|-------------------------|------------------------|
| 2004-05 | Improvement of Riding Quality in km 150.00 to 161.00, km 166.00 to 168.00 and km 178.00 to 180.00 | 15.00 | 547.41 | Completed |
| | Improvement of Riding Quality of existing carriageway from km 161.00 to 166.00 | 5.00 | 168.44 | Completed |
| | Improvement of Riding Quality in Km 184(P) to 193.00 | 9.43 | 273.00 | Completed |
| | Improvement of Riding Quality in km 193 to 205.67 | 13.67 | 352.00 | Completed |
| 2005-06 | NIL | | | |
| 2006-07 | Strengthening from km 136.638 to 142.00 | 5.362 | 542.33 | Completed |
| | Strengthening from km 142.00 to 151.353 | 9.353 | 822.88 | Completed |
| 2007-08 | Strengthening from km 180.00 to 183.60 | 3.60 | 596.37 | In progress |
| | Improvement of Riding Quality in km 184(P), 190 to 197 & km 205 to 206(P) | 10.57 | 411.20 | Completed. |
| 2008-09 | NIL | | | |
| 2009-10 | Improvement of Riding Quality in km 188 to 189 & km 198 to 204 | 8.00 | 544.00 | Tender stage. |
| | Periodic Renewal of surface course in the stretch from km 168.00 to km 178.00 | 10.00 | 173.88 | Work awarded recently. |

Human Rights Violations

1877. SHRI S.D. SHARIQ:
SHRI GOVIND PRASAD MISHRA:
SHRI P.L. PUNIA:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether cases of human rights violations are on the rise in the country;

(b) if so, the details thereof;

(c) the total number of such cases reported during each of the last three years and the current year and the action taken thereon, State-wise;

(d) the number of cases in which *suo-moto* action has been taken by the National Human Rights Commission (NHRC) during the said period; and

(e) the details of the measures taken by the Union Government to check human rights violation in the country including advisories issued to the State Governments in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) to (e) The information is being collected and will be laid on the Table of the House.

[Translation]

Functioning of Consumer Fora

1878. SHRI PAKAURI LAL:
SHRI YASHBANT LAGURI:
SHRI S.S. RAMASUBBU:

Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) the number of States and District Consumer Fora functioning in the country including Orissa, State-wise;

(b) the number of cases registered, disposed of and pending under the Consumer Protection Act, 1986 during each of the last three years and the current year, State-wise;

(c) whether the State Governments have failed to properly implement the Consumer Protection Act, 1986;

(d) if so, the details of the complaints received in this regard alongwith the action taken on such complaints;

(e) whether the culprits are getting the benefit of the delay caused in the judicial process;

(f) if so, the steps taken/proposed for speedy disposal of consumer cases; and

(g) the steps taken to improve the infrastructure and appoint adequate members and staffn in these fora?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) As per information made available by National Consumer Disputes Redressal Commission (NCDRC), the State-wise number of State Commissions and District Fora functioning in the country including Orissa is at Statement-I.

(b) As per information made available by National Consumer Disputes Redressal Commission (NCDRC), the State-wise number of cases registered, disposed of and pending under the Consumer Protection Act, 1986 during each of the last three years and the current year in respect of National Commission & State Commission and District Fora are at Statement-IIA, IIB and IIC respectively.

(c) and (d) Out of over 33 lakh cases filed since inception in all Consumer Fora in the country, 29.8 lakh cases stand disposed off with a percentage disposal rate of nearly 89%.

However, in case of receipt of any complaint in this Department, the same is forwarded to the National Commission, which has the administrative control over State Commissions in terms of Section 24B of the Consumer Protection Act, 1986.

(e) As per information given by NCDRC, the consumer complaints are decided as per the provisions of the Consumer Protection Act, 1986, Consumer Protection Rules; 1987 and Consumer Protection

Regulations. 2005 framed thereunder. Generally, the complaints filed before the Consumer Fora are not dismissed on technical grounds.

In the Consumer Fora, complaint against whom is filed, is called Opposite Party. Unless the complaint is decided, it cannot be said that the Opposite Party is taking advantage of procedural delay in disposal of cases.

(f) The important steps being taken by the Central Government to expedite disposal of complaints are as under:

(i) Financial assistance is being provided to the States/UTs for strengthening their infrastructure. 'CONFONET' scheme for computerization and networking of Consumer Fora across the country is also being implemented which is expected to bring about systematization of Consumer Fora and improve their efficiency.

(ii) With an objective to facilitate the Fora in quicker disposal of cases, several provisions were made through Consumer Protection (Amendment) Act. 2002 which included enabling the Senior Most Member to preside over the Consumer Fora if the President is absent for any reasons, establishment of Circuit Benches of National Commission/State Commissions and providing for reappointment of President/Members of Consumer Fora.

(iii) The Central Government has been requesting State Governments to take advance action for filling up expected vacancies of President and Members. They have also been advised that wherever required, adjacent Fora can be clubbed together. Benches can also be established in Consumer Fora, as required.

(iv) The State Govts. have been advised that the Consumer Fora should also resort to Lok Adalat method for disposing off long pending complaints.

(g) Since 2006-07 onwards, a total amount of rupees 89.53 crores has been released to 21 States for strengthening the infrastructure of Consumer Fora under the schemes of 'Integrated Project on Consumer Protection' & 'Strengthening Consumer Fora'.

As regards appointment of adequate Members and staff in these Fora, this is the responsibility of the concerned State Governments. However, as regards appointment of Members in Consumer Fora, as indicated in reply to part (f) above, the Central Government has been requesting State Governments to take advance action to fill up expected vacancies.

Statement I*Information Regarding Functional/Non-functional
(State Commissions/District fora)*

(As on 2.3.2010)

| Sl.No. | States | Whether SC Functional or Non-functional | No. of District Fora | Functional | As on |
|--------|-----------------------------|---|----------------------------|------------|------------|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 1. | Andhra Pradesh | Yes | 29 | 29 | 31.12.2009 |
| 2. | Andaman and Nicobar Islands | Yes | 1 | 1 | 31.3.2006 |
| 3. | Arunachal Pradesh | Yes | 16 | 13 | 30.09.2009 |
| 4. | Assam | Yes | 27 | 25 | 31.12.2009 |
| 5. | Bihar | Yes | 38 | 36 | 30.09.2009 |
| 6. | Chandigarh | Yes | 2 | 2 | 31.12.2009 |
| 7. | Chhattisgarh | Yes | 16 | 16 | 31.12.2009 |
| 8. | Daman and Diu | Yes | 2 | 2 | 31.12.2009 |
| | Dadra and Nagar Haveli | Yes | 1 | 1 | 30.09.2008 |
| 9. | Delhi | Yes | 10 | 10 | 30.06.2009 |
| 10. | Goa | Yes | 2 | 2 | 31.12.2009 |
| 11. | Gujarat | Yes | 31 | 31 | 31.12.2009 |
| 12. | Haryana | Yes | 19 | 19 | 31.12.2009 |
| 13. | Himachal Pradesh | Yes | 12 | 11 | 31.12.2009 |
| 14. | Jammu and Kashmir | Yes | 2 | 2 | 31.03.2009 |
| 15. | Jharkhand | Yes | 22 | 22 | 31.12.2009 |
| 16. | Karnataka | Yes | 30 | 30 | 31.12.2009 |
| 17. | Kerala | Yes | 14 | 14 | 31.12.2009 |
| 18. | Lakshadweep | Yes | 1 | 1 | 31.12.2009 |
| 19. | Madhya Pradesh | Yes | 48 | 48 | 31.12.2009 |
| 20. | Maharashtra | Yes | 40 | 40 | 31.12.2009 |
| 21. | Manipur | Yes | 9 | 9 | 31.12.2008 |
| 22. | Meghalaya | Yes | 7 | 7 | 30.06.2009 |
| 23. | Mizoram | Yes | 8 | 8 | 30.09.2009 |
| 24. | Nagaland | Yes | 8 | 8 | 31.12.2008 |

| 1 | 2 | 3 | 4 | 5 | 6 |
|-------|---------------|-----|-----|-----|------------|
| 25. | Orissa | Yes | 31 | 31 | 31.12.2009 |
| 26. | Puducherry | Yes | 1 | 1 | 31.12.2009 |
| 27. | Punjab | Yes | 20 | 20 | 31.12.2009 |
| 28. | Rajasthan | Yes | 33 | 31 | 31.12.2009 |
| 29. | Sikkim | Yes | 4 | 4 | 31.12.2009 |
| 30. | Tamil Nadu | Yes | 30 | 30 | 31.12.2009 |
| 31. | Tripura | Yes | 4 | 4 | 31.12.2009 |
| 32. | Uttar Pradesh | Yes | 75 | 74 | 31.12.2009 |
| 33. | Uttaranchal | Yes | 13 | 10 | 31.12.2009 |
| 34. | West Bengal | Yes | 21 | 21 | 31.12.2009 |
| Total | | | 627 | 613 | |

Statement II A*Year-wise Filing and Disposal in National Commission and State Commissions*

(As on 31.12.2009)

| National Commission | 2007 | | 2008 | | 2009 | |
|------------------------|-------|----------|-------|----------|-------|----------|
| | Filed | Disposed | Filed | Disposed | Filed | Disposed |
| Original Petition (OP) | 131 | 60 | 179 | 148 | 217 | 90 |
| First Appeal (FA) | 792 | 367 | 543 | 308 | 485 | 206 |
| Revision Petition (RP) | 4327 | 2964 | 5032 | 3699 | 4697 | 3423 |
| Total | 5250 | 3391 | 5754 | 4155 | 5399 | 3719 |

| States | 2007 | | 2008 | | 2009 | |
|-----------------------------|-------|----------|-------|----------|-------|----------|
| | Filed | Disposed | Filed | Disposed | Filed | Disposed |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| Andhra Pradesh | 1933 | 813 | 1785 | 268 | 1384 | 176 |
| Andaman and Nicobar Islands | N.A. | N.A. | N.A. | N.A. | N.A. | N.A. |
| Arunachal Pradesh | 7 | 5 | 3 | 4 | | |
| Assam | 26 | 19 | 146 | 20 | 79 | 194 |
| Bihar | 780 | 766 | 616 | 755 | 299 | 385 |
| Chandigarh | 1228 | 1090 | 2376 | 1448 | 783 | 1127 |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|--|--------------|--------------|--------------|--------------|--------------|--------------|
| Chhattisgarh | 728 | 710 | 962 | 451 | 891 | 1232 |
| Dadra and Nagar Haveli/ Daman and Diu | 10 | 8 | 0 | 0 | 4 | 0 |
| Delhi | 1541 | 2475 | 1464 | 1859 | 1359 | 1129 |
| Goa | 136 | 93 | 89 | 176 | 73 | 119 |
| Gujarat | 2565 | 1618 | 2428 | 1739 | 2248 | 2516 |
| Haryana | 3570 | 1792 | 2274 | 2134 | 1923 | 3906 |
| Himachal Pradesh | 2180 | 1935 | 1508 | 1521 | 1694 | 1789 |
| Jammu and Kashmir | 321 | 200 | 187 | 234 | | |
| Jharkhand | 820 | 268 | 583 | 515 | 448 | 418 |
| Karnataka | 2685 | 3294 | 3149 | 3105 | 4610 | 2978 |
| Kerala | 449 | 864 | 463 | 1632 | 366 | 776 |
| Lakshadweep | 2 | 1 | 0 | 0 | 2 | 2 |
| Madhya Pradesh | 3101 | 2706 | 3250 | 3201 | 1880 | 1468 |
| Maharashtra | 4708 | 3153 | 4673 | 3935 | 1221 | 1422 |
| Manipur | N.A. | N.A. | N.A. | N.A. | N.A. | N.A. |
| Meghalaya | 23 | 5 | 22 | 4 | 11 | 6 |
| Mizoram | 22 | 21 | 21 | 25 | | |
| Nagaland | N.A. | N.A. | N.A. | N.A. | N.A. | N.A. |
| Orissa | 1238 | 1613 | 1122 | 573 | 1216 | 1136 |
| Puducherry | 26 | 5 | 48 | 34 | 19 | 25 |
| Punjab | 1716 | 1303 | 1742 | 1926 | 2020 | 1791 |
| Rajasthan | 3204 | 5213 | 3196 | 4604 | 2887 | 3666 |
| Sikkim | 1 | 1 | 0 | 2 | 3 | 1 |
| Tamil Nadu | 2777 | 91 | 1039 | 933 | 566 | 309 |
| Tripura | 85 | 82 | 68 | 121 | 71 | 63 |
| Uttar Pradesh | 3181 | 3293 | 2832 | 3569 | | |
| Uttaranchal | 453 | 115 | 290 | 289 | 242 | 391 |
| West Bengal | 707 | 983 | 669 | 840 | 504 | 590 |
| Total | 40223 | 34535 | 37005 | 35917 | 26803 | 27615 |

Note : 'N.A.' means 'Not Available'.

Statement II B*Year-wise Filing and Disposal in District fora*

(As on 31.12.09)

| States | 2007 | | 2008 | | 2009 | |
|--|-------|----------|-------|----------|-------|----------|
| | Filed | Disposed | Filed | Disposed | Filed | Disposed |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| Andhra Pradesh | 6727 | 6274 | 5644 | 6141 | 5195 | 2145 |
| Andaman and Nicobar Islands | N.A. | N.A. | N.A. | N.A. | N.A. | N.A. |
| Arunachal Pradesh | 7 | 6 | 16 | 13 | | |
| Assam | 138 | 57 | 743 | 802 | 154 | 60 |
| Bihar | 3846 | 2942 | 2873 | 2326 | 2007 | 1824 |
| Chandigarh | 1421 | 1348 | 2908 | 2791 | 2600 | 2477 |
| Chhattisgarh | 1966 | 1606 | 1976 | 2105 | 2064 | 2271 |
| Dadra and Nagar Haveli/ Daman and Diu | 13 | 14 | 6 | 0 | | |
| Delhi | 11770 | 10528 | 11378 | 10358 | 11288 | 9411 |
| Goa | 202 | 305 | 213 | 334 | 191 | 225 |
| Gujarat | 11714 | 10382 | 9418 | 7895 | 9970 | 9636 |
| Haryana | 12299 | 13139 | 10986 | 8751 | 12050 | 11732 |
| Himachal Pradesh | 2064 | 2332 | 2153 | 2290 | 2387 | 2253 |
| Jammu and Kashmir | N.A. | N.A. | N.A. | N.A. | N.A. | N.A. |
| Jharkhand | 1658 | 1372 | 1748 | 2308 | 1488 | 1802 |
| Karnataka | 9541 | 9528 | 10073 | 10189 | 10040 | 9672 |
| Kerala | 3113 | 1553 | 5119 | 5802 | 2775 | 3249 |
| Lakshadweep | 1 | 0 | 2 | 3 | 5 | 0 |
| Madhya Pradesh | 12008 | 10398 | 12267 | 11006 | 10512 | 7981 |
| Maharashtra | 11780 | 12830 | 16956 | 16375 | 5932 | 3702 |
| Manipur | N.A. | N.A. | N.A. | N.A. | N.A. | N.A. |
| Meghalaya | N.A. | N.A. | N.A. | N.A. | N.A. | N.A. |
| Mizoram | N.A. | N.A. | N.A. | N.A. | N.A. | N.A. |
| Nagaland | N.A. | N.A. | N.A. | N.A. | N.A. | N.A. |
| Orissa | 5444 | 4306 | 4099 | 4108 | 4420 | 4250 |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|---------------|---------------|---------------|---------------|---------------|---------------|--------------|
| Puducherry | 89 | 108 | 104 | 61 | 102 | 12 |
| Punjab | 7089 | 7031 | 8684 | 8917 | 10559 | 10247 |
| Rajasthan | 14247 | 12208 | 17690 | 15558 | 11290 | 8833 |
| Sikkim | 4 | 2 | 5 | 2 | 8 | 11 |
| Tamil Nadu | 7529 | 357 | 3363 | 3354 | 3985 | 2520 |
| Tripiira | N.A. | N.A. | N.A. | N.A. | N.A. | N.A. |
| Uttar Pradesh | 24271 | 26832 | 24203 | 21993 | N.A. | N.A. |
| Uttaranchal | 1220 | 1636 | 1073 | 939 | 1037 | 890 |
| West Bengal | 3467 | 3334 | 3907 | 3325 | 3392 | 3185 |
| Total | 153628 | 140428 | 157607 | 147746 | 113451 | 98388 |

Note : 'N.A.' means 'Not Available'.

Statement II C

| National Commission | Filing | Disposal |
|---------------------|-------------|------------|
| Jan-2010 | 652 | 538 |
| Feb-2010 | 393 | 335 |
| Total | 1045 | 873 |

Filing and Disposal in the month of January 2010

| State Commission | Filing | Disposal |
|------------------|------------|------------|
| Delhi | 115 | 70 |
| Goa | 3 | 13 |
| Gujarat | 195 | 184 |
| Himachal Pradesh | 43 | 21 |
| Lakshadweep | 0 | 0 |
| Puducherry | 1 | 0 |
| Sikkim | 0 | 0 |
| Total | 357 | 288 |

Filing and Disposal in the month of January 2010

| District Forum | Filing | Disposal |
|----------------|--------|----------|
| 1 | 2 | 3 |
| Goa | 10 | 5 |
| Gujarat | 723 | 1042 |

| 1 | 2 | 3 |
|------------------|------------|-------------|
| Himachal Pradesh | 191 | 147 |
| Lakshadweep | 0 | 2 |
| Puducherry | 8 | 0 |
| Sikkim | 0 | 1 |
| Total | 932 | 1197 |

Note: The National Commission is receiving statistics from the State Commissions mostly on quarterly basis.

However, a few State Commissions have sent the information on monthly basis which have been given above.

[English]

Use of Pesticides

1879. SHRI RAMSINH RATHWA:
DR. KIRODI LAL MEENA:
SHRI RAJENDRA AGRAWAL:
DR. ARVIND KUMAR SHARMA:

Will the Minister of AGRICULTURE be pleased to state:

(a) whether any assessment has been made by the Government regarding the losses incurred due to the improper use of pesticides and insecticides;

(b) if so, the details thereof during each of the last three years, State-wise;

(c) whether the Government proposes to formulate any scheme to educate farmers about judicious use of pesticides and insecticides; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) and (b) No assessment has been undertaken regarding crop loss due to improper use of pesticides and insecticides. However, it is estimated that crop losses due to various pests range from 10 to 30% every year depending on the severity of pest attack.

(c) and (d) To prevent/reduce crop losses due to pests and to educate farmers about judicious use of pesticides and insecticides, Government of India is implementing a scheme, "Strengthening & Modernization of Pest Management Approach in India" since 1991-92 by adopting Integrated Pest Management (IPM) as main plank of plant protection strategy in over all crop production programmes. Under the ambit of IPM programme, the Government of India has established 31 Central Integrated Pest Management Centres in 28 State and one UT. The mandate of these Centres is pest/disease monitoring, production and release of bio-control agents/bio-pesticides, conservation of bio-control agents and Human Resource Development in IPM by imparting training to Agriculture/Horticulture Extension Officers and farmers at grass root level by organizing Farmers Field Schools in farmers' fields. So far 12,879 Farmers' Field Schools have been organised wherein 54,066 Agriculture/Horticulture Extension Officers and 3,87,335 farmers in different States/UTs have been trained on latest IPM technology in various crops throughout the country.

Policing in NCT of Delhi

1880. SHRI HARIN PATHAK: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government has drawn up any plan for providing effective policing in new/up coming/isolated areas in the periphery of the NCT of Delhi including new sub-cities in view of the rising crime graph in such places;

(b) if so, the details thereof; and

(c) the details of new police stations/ pickets/PCR vans etc. sanctioned for optimising police patrolling in such areas of the NCT of Delhi?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLY RAMACHANDRAN): (a) and (b) Yes Madam. On the basis of crime-mapping, particularly of heinous crimes such as murder, dacoity, robbery and snatching, Police Station jurisdictions were re-organized and 09 Sub Divisions and 29 Police Stations were created in September, 2009 which included 7 Police Stations already being run from the existing resources. This has substantially addressed the shortage of Police Stations in areas outside the Ring Road where there had been a substantial increase of population, urbanization and also the crime. These new Police Stations, will go a long way in improving the policing of the National Capital and well ensure a safer and more secure Delhi.

(c) The details of new Police Stations/Sub-Divisions are given in the enclosed Statement. On creation of 09 new Sub Divisions and 29 Police Stations, a total number of 337 vehicles of different categories *i.e.* 38 PCR Vans, 270 Motor Cycles and 29 Pick-ups have been sanctioned for Delhi Police. Separately, 130 PCR Vans have also been sanctioned for the Delhi Police under Police Modernization Scheme for the year 2008-2009.

Statement

Details of new Sub-Divisions

| Sl. No. | Name of Sub-Divisions | District | Remarks |
|---------|-----------------------|------------|---------------------|
| 1. | Safdarjung Enclave | South | |
| 2. | Nangloi | West | |
| 3. | Madhu Vihar | East | |
| 4. | Khajoori Khas | North East | |
| 5. | Gokul Puri | North East | Already functioning |
| 6. | Sarwati Vihar | North West | |
| 7. | Jahangir Puri | North West | |
| 8. | Smaipur Badli | Outer | |
| 9. | Prashant Vihar | Outer | |

Details of New Police Stations

| Sl. No. | Name of Sub-Divisions | District | Remarks |
|---------|-----------------------|------------|---------------------|
| 1 | 2 | 3 | 4 |
| 1. | Mianwali Nagar | West | |
| 2. | Ranhola | West | |
| 3. | Raniit Nagar | Central | |
| 4. | Madhu Vihar | East | |
| 5. | Jagat Puri | East | |
| 6. | Pul Prahlad Pur | South East | |
| 7. | Sunlight Colony | South East | |
| 8. | Govind Puri | South East | Already functioning |
| 9. | Jaitpur | South East | Already functioning |
| 10. | Rohini North | Outer | |
| 11. | Begum Pur | Outer | |
| 12. | K.N. Katiu Marg | Outer | |
| 13. | Shahbad Dairy | Outer | Already functioning |
| 14. | Vijay Vihar | Outer | Already functioning |
| 15. | Bhalaswa Dairy | North West | |
| 16. | Mahendra Park | North West | |
| 17. | Rani Bagh | North West | |
| 18. | Bharat Nagar | North West | |
| 19. | Jyoti Nagar | North East | |
| 20. | Sonia Vihar | North East | |
| 21. | Zafrabad | North East | |
| 22. | Dhaura Kuan | South West | |
| 23. | Dwarka North | South West | |
| 24. | Chhawla | South West | Already functioning |
| 25. | Safdarjung Enclave | South | |

| 1 | 2 | 3 | 4 |
|-----|-------------------|-------|---------------------|
| 26. | Vasant Kunj South | South | |
| 27. | Fatehpur Beri | South | |
| 28. | Saket | South | Already functioning |
| 29. | Neb Sarai | South | Already functioning |

Lifting of Foodgrains Under OMSS

1881. SHRI K. SUDHAKARAN: Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether some States have failed to lift the full quota of foodgrains allotted to them under Open Market Sale Scheme (OMSS);

(b) if so, the details thereof indicating the quantum of foodgrains allotted, lifted and left pending under the said scheme, State-wise including Karnataka; and

(c) the steps taken by the Government to provide foodgrains to the people at affordable prices in the States that have failed to lift their quota under OMSS?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) and (b) Yes Madam, State-wise details of allocation and lifting as on 3.3.2010 of wheat and rice are given as enclosed statement.

(c) In addition to allocation of wheat and rice to State/UT Governments for distribution to retail consumers, 20.8 lakh tonnes wheat has also been allocated for sale by Food Corporation of India to bulk consumers. Five lakh tonnes of wheat has also been allotted for tender sale by FCI to small processors.

An adhoc additional allocation of wheat/rice @ 10 kg per family per month has been made to State Governments under the Targeted Public Distribution Scheme @ Rs. 1080 per quintal for wheat and Rs. 1429.54 per quintal for common raw rice. Further a quantity of 37400 MT wheat and 17000 MT rice under OMSS (D) has been allocated to NAFED for sale to retail consumers for the month of January, 2010 to March, 2010. In addition, 32684.21 tonnes of wheat and 11000 tonnes of rice under OMSS (D) have also been allocated to NCCF for the month of January, 2010 to March, 2010 for sale to retail consumers.

Statement

Statement showing the Lifting position of wheat by State/UT Governments/NAFED/NCCF for distribution to retail consumer under OMSS (D) for October, 2009 March, 2010

As on: 3.3.2010

(Qty. in MT)

| Sl. No. | Zone | Name of the State/UT | State/UT Governments | | | OMSS (D) Rate (in Rs. per qtl.) | Lifting | NAFED | | NCCF | | Total Allotment | Total Allotment |
|---------|-------|-----------------------------|----------------------|-----------------------|-----------------|---------------------------------|---------|-----------|---------|-----------|---------|-----------------|-----------------|
| | | | Oct. 09 to Dec. 2009 | Jan. 10 to March 2010 | Total Allotment | | | Allotment | Lifting | Allotment | Lifting | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| 1. | North | Delhi | 80481 | 80481 | 160962 | 1113.47 | 62554 | 7700 | | 12631.57 | 3544 | 181293.57 | 66098 |
| 2.. | | Chandigarh | 0 | 0 | 0 | 1099.28 | 0 | | | | | 0 | 0 |
| 3. | | Punjab | 88982 | 88982 | 177964 | 1099.28 | 0 | | | | | 177964 | 0 |
| 4. | | Haryana | 19522 | 19522 | 39044 | 1099.28 | 0 | | | 4210.52 | | 43254.52 | 0 |
| 5. | | Uttar Pradesh | 51518 | 51518 | 103036 | 1145.63 | 0 | 1100 | | 2105.26 | | 106241.26 | 0 |
| 6. | | Uttarakhand | 26477 | 26477 | 52954 | 1120.74 | 0 | | | 10.52 | | 52964.52 | 0 |
| 7. | | Rajasthan | 86932 | 86932 | 173864 | 1133.48 | 1222637 | 1100 | | | | 174964 | 122637 |
| 8. | | Himachal Pradesh@ | 49523 | 49523 | 99046 | @1169.17 | 11284 | | | | | 99046 | 11284 |
| 9. | | Jammu and Kashmir | 40264 | 40264 | 80528 | 1109.54 | 17656 | | | 1052.63 | | 81580.63 | 17656 |
| | | Zone Total | 443699 | 443699 | 887398 | | 214131 | 9900 | 0 | 20010.5 | 3544 | 917308.5 | 217675 |
| 10. | South | Tamil Nadu | 30893 | 30893 | 61786 | 1260.74 | 28941 | 3300 | | | | 65086 | 28941 |
| 11. | | Puducherry | 380 | 380 | 760 | 1269.81 | 0 | | | | | 760 | 0 |
| 12. | | Kerala | 40660 | 40660 | 81320 | 1295.74 | 23643 | | | | | 81320 | 23634 |
| 13. | | Andhra Pradesh | 8239 | 8239 | 16478 | 1239.56 | 0 | 2200 | | | | 18678 | 0 |
| 14. | | Andaman and Nicobar Islands | 798 | 798 | 1596 | 1499.03 | 0 | | | | | 1596 | 0 |
| 15. | | Lakshadweep | 0 | 0 | 0 | 1359.76 | 0 | | | | | 0 | 0 |
| 16. | | Karnataka | 18032 | 18032 | 36064 | 1266.43 | 3017 | 2200 | | | | 38264 | 3017 |
| | | Zone Total | 99002 | 99002 | 198004 | | 55592 | 7700 | 0 | 0 | 0 | 205704 | 55592 |
| 17. | East | Bihar | 5332 | 5332 | 10664 | 1186.06 | 255 | 1100 | | | | 11764 | 255 |
| 18. | | West Bengal | 182990 | 182990 | 365980 | 1220.63 | 0 | 6600 | | 3157.89 | | 375737.89 | 0 |
| 19. | | Sikkim \$ | 738 | 738 | 1476 | \$1278.93 | 638 | | | | | 1476 | 638 |
| 20. | | Orissa | 31807 | 31807 | 63614 | 1238.31 | 0 | | | 2105.26 | | 65719.26 | 0 |
| 21. | | Jharkhand | 3149 | 3149 | 6298 | 1211.60 | 0 | | | 1052.63 | | 7350.63 | 0 |
| | | Zone Total | 224016 | 224016 | 448032 | | 893 | 7700 | 0 | 6315.78 | 0 | 462047.78 | 893 |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 |
|-----|------------|-------------------------|--------|--------|---------|----------|----------|-------|----|----------|------|-----------|--------|
| 22. | North-East | Assam | 66247 | 66247 | 132494 | 1233.52 | 32520 | | | | | 132494 | 32520 |
| 23. | | Arunachal Pradesh% | 1535 | 1535 | 3070 | %1330.50 | 0 | | | | | 3070 | 0 |
| 24. | | Meghalaya | 3677 | 3677 | 7354 | 1284.78 | 3677 | | | | | 7554 | 3677 |
| 25. | | Tripura# | 4472 | 4472 | 8944 | #1341.69 | 0 | | | | | 8944 | 0 |
| 26. | | Mizoram | 1885 | 1885 | 3770 | 1324.55 | 1430 | | | | | 3770 | 1430 |
| 27. | | Nagaland | 7572 | 7572 | 15144 | 1268.73 | 1000 | | | | | 15144 | 1000 |
| 28. | | Manipur | 3162 | 3162 | 6324 | 1393.63 | 0 | | | | | 6324 | 0 |
| | | Zone Total | 88550 | 88550 | 177100 | | 38627 | 0 | 0 | 0 | 0 | 177100 | 38627 |
| 29. | West | Maharashtra | 68267 | 68267 | 136534 | 1217.03 | 2199 | 8800 | | 4210.52 | 5 | 149544.52 | 2204 |
| 30. | | Goa | 1604 | 1604 | 3208 | 1259.73 | 1604 | | | | | 3208 | 1604 |
| 31. | | Madhya Pradesh | 53885 | 53885 | 107770 | 1170.00 | 14917 | 1100 | | 2105.26 | | 110975 | 14917 |
| 32. | | Chhattisgarh | 4939 | 4939 | 9878 | 1224.14 | 1090 | | | | | 9878 | 1090 |
| 33. | | Gujarat | 15991 | 15991 | 31982 | 1178.05 | 15991 | 2200 | | 42.1 | | 34224.1 | 15991 |
| 34. | | Daman and Diu | 0 | 0 | 0 | 1237.05 | 0 | | | | | 0 | 0 |
| 35. | | Dadra and Nagar Haveli* | 45 | 45 | 90 | *1233.27 | 45 | | | | | 90 | 45 |
| | | Zone Total | 144731 | 144731 | 289462 | | 35846 | 12100 | 0 | 6357.88 | 5 | 307919.88 | 348638 |
| | | Grand Total | 999998 | 999998 | 1999996 | | 345089.0 | 37400 | 0 | 32684.16 | 3549 | 2070080.2 | 348638 |

* For D & N Haveli the rate from Oct. 9 to 3.12. 09 was Rs. 1220.62 per Qtls.

For Tripura the rate from Oct. 9 to 24.12.09 was Rs. 1342.22 per Qtls.

@ For H.P the rate upto 3.1.10 was Rs. 1154.12 per Qtls.

\$ For Sikkim the rate upto 31.12.09 Rs. 1260.15 per Qtls.

% For Arunachal Pradesh the rate upto 31.12.09 Rs. 1288.50 per Qtls.

Statement showing the lifting position of rice by State/UT Governments/NAFED/NCCF for Distribution to Retail Consumers. Under OMSS (D) for October, 2009 March, 2010

As on: 3.3.2010

(Qty. in MT)

| Sl. No. | Zone | Name of the State/UT | State/UT Governments | | | Lifting | NAFED | | NCCF | | Total Allotment | Total Allotment |
|---------|-------|----------------------|----------------------|-----------------------|-----------------|---------|-----------|---------|-----------|---------|-----------------|-----------------|
| | | | Oct. 09 to Dec. 2009 | Jan. 10 to March 2010 | Total Allotment | | Allotment | Lifting | Allotment | Lifting | | |
| 1 | North | Delhi | 8261 | 8361 | 16722 | 0 | 3500 | 4000 | 0 | | 24222 | 0 |
| 2. | | Chandigarh | 0 | 0 | 0 | 0 | | | | | 0 | 0 |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|-----|------------|-----------------------------|--------|--------|--------|--------|-------|---|-------|----|--------|--------|
| 3. | | Punjab | 0 | 0 | 0 | 0 | | | | | 0 | 0 |
| 4. | | Haryana | 0 | 0 | 0 | 0 | | | 4000 | | 4000 | 0 |
| 5. | | Uttar Pradesh | 1593 | 1593 | 3186 | 0 | 500 | | 2000 | | 5686 | 0 |
| 6. | | Uttarakhand | 2196 | 2196 | 4392 | 0 | | | | | 4392 | 0 |
| 7. | | Rajasthan | 39 | 39 | 78 | 39 | 500 | | | | 578 | 39 |
| 8. | | Himachal Pradesh | 8780 | 8780 | 17560 | 4064 | | | | | 17560 | 4064 |
| 9. | | Jammu and Kashmir | 24684 | 24684 | 49368 | 19992 | | | | | 49368 | 19992 |
| | | Zone Total | 45653 | 45653 | 91306 | 24095 | 4500 | 0 | 10000 | 0 | 105806 | 24095 |
| 10. | South | Tamil Nadu | 126422 | 126422 | 252844 | 211608 | 1500 | | | | 254344 | 211608 |
| 11. | | Puducherry | 4 | 4 | 8 | 0 | | | | | 8 | 0 |
| 12. | | Kerala | 25675 | 25675 | 51350 | 5971 | | | | | 51350 | 5971 |
| 13. | | Andhra Pradesh | 152753 | 152753 | 305506 | 152334 | 1000 | | | | 306506 | 152334 |
| 14. | | Andaman and Nicobar Islands | 650 | 650 | 1300 | 0 | | | | | 1300 | 0 |
| 15. | | Lakshadweep | 206 | 206 | 412 | 0 | | | | | 412 | 0 |
| 16. | | Karnataka | 59215 | 59215 | 118430 | 41812 | 10000 | | | | 119430 | 41812 |
| | | Zone Total | 364925 | 364925 | 729850 | 411725 | 3500 | 0 | 0 | 0 | 733350 | 411725 |
| 17. | East | Bihar | 2 | 2 | 4 | 0 | 500 | | | | 504 | 0 |
| 18. | | West Bengal | 7963 | 7963 | 15926 | 0 | 3000 | | | | 18926 | 0 |
| 19. | | Sikkim | 1897 | 1897 | 3794 | 0 | | | | | 3794 | 0 |
| 20. | | Orissa | 704 | 704 | 1408 | 0 | | | | | 1408 | 0 |
| 21. | | Jharkhand | 20 | 20 | 40 | 0 | | | | | 40 | 0 |
| | | Zone Total | 10586 | 10586 | 21172 | 0 | 3500 | 0 | 0 | 0 | 24672 | 0 |
| 22. | North-East | Assam | 41508 | 41508 | 83016 | 0 | | | | | 83016 | 0 |
| 23. | | Arunachal Pradesh | 3674 | 3674 | 7348 | 0 | | | | | 7348 | 0 |
| 24. | | Meghalaya | 4476 | 4476 | 8952 | 0 | | | | | 8952 | 0 |
| 25. | | Tripura | 10368 | 10368 | 20736 | 0 | | | | | 20736 | 0 |
| 26. | | Mizoram | 3549 | 3549 | 7098 | 5581 | | | | | 7098 | 5581 |
| 27. | | Nagaland | 5871 | 5871 | 11742 | 0 | | | | | 11742 | 0 |
| 28. | | Manipur | 2756 | 2756 | 5512 | 2604 | | | | | 5512 | 2604 |
| | | Zone Total | 72202 | 72202 | 144404 | 8185 | 0 | 0 | 0 | 0 | 144404 | 8185 |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|-----|------|------------------------|--------|--------|---------|--------|-------|---|-------|----|---------|----------|
| 29. | West | Maharashtra | 3210 | 3210 | 6420 | 50 | 4000 | | 1000 | 5 | 11420 | 55 |
| 30. | | Goa | 1406 | 1406 | 2812 | 0 | | | | | 2812 | 0 |
| 31. | | Madhya Pradesh | 351 | 351 | 702 | 6.5 | 500 | | | | 1202 | 6.5 |
| 32. | | Chhattigarh | 960 | 960 | 1920 | 0 | | | | | 1920 | 0 |
| 33. | | Gujarat | 600 | 600 | 1200 | 600 | 1000 | | | | 2200 | 600 |
| 34. | | Daman and Diu | 7 | 7 | 14 | 0 | | | | | 14 | 0 |
| 35. | | Dadra and Nagar Haveli | 100 | 100 | 200 | 100 | | | | | 200 | 100 |
| | | Zone Total | 6634 | 6634 | 13268 | 756.5 | 5500 | 0 | 1000 | 5 | 19768 | 761.5 |
| | | Grand Total | 500000 | 500000 | 1000000 | 444762 | 17000 | 0 | 11000 | 5 | 1028000 | 444766.5 |

Statement showing the rates for sale of Rice to State/UT Governments under open market sale scheme (D) for the month of October-December 2009

| OMSS(D) rate for Raw Rice Grade 'A' | OMSS(D) rate for Raw Rice Common | OMSS(D) rate for Parboiled Rice Grade 'A' | OMSS(D) rate for Parboiled Rice Common |
|-------------------------------------|----------------------------------|---|--|
| 1540.01 | 1495.28 | 1518.55 | 1474.43 |

Revised Rates for sale of rice W.E.F. 6.11.2009 for the Month of November, 2009, March, 2010

| OMSS(D) rate for Raw Rice Grade 'A' | OMSS(D) rate for Raw Rice Common | OMSS(D) rate for Parboiled Rice Grade 'A' | OMSS(D) rate for Parboiled Rice Common |
|-------------------------------------|----------------------------------|---|--|
| 1614.68 | 1569.91 | 1592.08 | 1547.96 |

Programmes of National Channels

1882. SHRI RAYAPATI SAMBASIVA RAO: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the Government has set up any committee/body to study in depth the effectiveness of programmes being broadcast through the national channels;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI CHOUDHURY MOHAN JATUA): (a) No Madam. Prasar Bharati have separate committees in place, to select specific programmes. Besides these, Doordarshan Audience Research Television Ratings (DART) and TAM (Television

Audience Measurement) ratings are being used as inputs for studying the effectiveness of the programmes.

(b) Prasar Bharati has informed that they have constituted following Committees for Evaluation of different genre of programmes on National Channels to select specific programmes as per details:

(i) SFC Programmes:

- (1) Suitability Committee for short-listing of proposals;
- (2) Evaluation Committee for in-depth study ad.
- (3) Empowered Committee for final selection.

(ii) Commission Programmes:

- (1) Suitability Committee
- (2) Evaluation Committee

(iii) Acquisition of Programmes:

[English]

(1) Evaluation-cum-Costing Committee

National Games in Kerala

(iv) Sponsored Programmes;

1884. SHRI ANTO ANTONY:

SHRI K.C. VENUGOPAL:

(1) Evaluation Committee

Will the Minister of YOUTH AFFAIRS AND SPORTS be pleased to state:

(2) Selection Committee

(a) the funds sanctioned for the National Games to be held in Kerala;

(c) Does not arise.

[Translation]

Soil Testing

1883. SHRI MAHESH JOSHI: Will the Minister of AGRICULTURE be pleased to state:

(a) the details of soil testing being performed on cultivable and non-cultivable land by the Government;

(b) whether the tests are not being carried out as per the norms, as a result of which the full potential of the land is not being utilised;

(c) if so, the details thereof and the action taken in this regard; and

(d) the role and performance of centrally sponsored schemes in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) to (d) As in March 2009 there were 661 soil testing laboratories functioning in the country with an analyzing capacity of 72 lakh soil samples per annum. The Government of India has launched the centrally sponsored scheme "National Project on Management of Soil Health and Fertility" (NPMSF) during 2008-09 for setting up of 500 static and 250 mobile soil testing laboratories in the country and strengthening of existing soil testing laboratories to create testing facility of micro nutrients along with NPK.

Under NPMSF, 87 static and 88 mobile soil testing laboratories have been sanctioned along with strengthening of 133 existing soil testing laboratories during 2008-09 and 2009-10 (up to February 2010).

(b) whether the Government is satisfied with the ongoing arrangements for the National Games;

(c) if so, the details thereof; and

(d) if not, the corrective measures taken/being taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF YOUTH AFFAIRS AND SPORTS (SHRI PRATIK PATIL): (a) The Central Government has sanctioned an Additional Central Assistance (ACA) of Rs.110 crore (50% of the project cost of Rs. 220 crore) to the State Government of Kerala for the National Games to be held in Kerala.

(b) to (d) The Games are organized by the State Government and the progress is reviewed by various Committees set up for this purpose by the Indian Olympic Association. The Government does not directly supervise the arrangements for the National Games.

[Translation]

Price of Onion

1885. SHRI JAGDISH SHARMA:

SHRI BAIDYANATH PRASAD MAHTO:

Will the Minister of AGRICULTURE be pleased to state:

(a) whether rise in selling prices of onion has been reported in the country;

(b) if so, the details thereof alongwith the reasons in this regard, State-wise; and

(c) the steps taken by the Government to control the price of onion?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) and (b) Monthly Wholesale Price Index (WPI) (Base Year 1993-94=100) for onion for the period January, 2009 to January, 2010 indicates that there is no persistent increase in prices of onion except some periodical fluctuations. A statement showing variations in the monthly WPI of onion over the last one year is given below:

Monthly WPI for Onion

| Month | Onion |
|-----------------|-------|
| January, 2009 | 321.9 |
| February, 2009 | 305.2 |
| March, 2009 | 287.4 |
| April, 2009 | 233.3 |
| May, 2009 | 232.6 |
| June, 2009 | 231.4 |
| July, 2009 | 230.5 |
| August, 2009 | 229.5 |
| September, 2009 | 242.6 |
| October, 2009 | 304.4 |
| November, 2009 | 357.4 |
| December, 2009 | 348.2 |
| January, 2010 | 349.2 |

State-wise WPI of onion is not prepared.

The reasons for increase in the prices of onion is drought conditions in Kharif 2009 and heavy rain during harvesting season in Karnataka, Andhra Pradesh and Maharashtra damaging the crop.

(c) National Agricultural Cooperative Marketing Federation of India Ltd. (NAFED) has increased the Minimum Export Price (MEP) of onion during the last three months by US \$ 200 Per Metric Tonne (PMT) from US\$ 300 PMT in the month of October 09 to US \$ 500 PMT in the month of January 2010. Same MEP has been continued for the Month of February and March

2010, so that the export is restricted to some extent making more availability of Onion in domestic market.

Besides, the Government has launched the National Horticulture Mission (NHM) from 2005-06, for holistic development of horticulture sector. Under NHM, financial assistance is provided for taking up various activities related to horticulture including fruits and vegetables.

[English]

Milch Cattle

1886. SHRI C. RAJENDRAN: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the population of milch cattle is on the decline;

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

(c) whether any survey has been conducted in this regard;

(d) if so, the details thereof; and

(e) the impact of such declining of milch cattle on milk production in the country?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS)

(a) No, Madam. The number of milch cattle has increased from 58.1 million in 2003 to 60.4 million in 2007 which is about 4%.

(b) Does not arise..

(c) Yes, Madam.

(d) The State-wise details of milch cattle as per 2003 & 2007 Livestock Censuses are enclosed as Statement.

(e) There has been an increasing trend in milk production in the country. The milk production in the country has increased from 78.3 million tonnes in 1999-2000 to 108.5 million tonnes in 2008-09

Statement

State-wise number of Milch Cattle as per 2003 and 2007 Livestock Censuses

(In thousands)

| Sl.No. | State/UT | Milch Cattle | |
|--------|-------------------|--------------|------|
| | | 2003(\$) | 2007 |
| 1 | 2 | 3 | 4 |
| 1. | Andhra Pradesh | 2409 | 3061 |
| 2. | Arunachal Pradesh | 116 | 94 |
| 3. | Assam | 2195 | 2537 |
| 4. | Bihar | 3408 | 3408 |
| 5. | Chhattisgarh | 2380 | 2417 |
| 6. | Goa | 23 | 24 |
| 7. | Gujarat | 2437 | 2529 |
| 8. | Haryana | 572 | 612 |
| 9. | Himachal Pradesh | 812 | 869 |
| 10. | Jammu and Kashmir | 1141 | 1272 |
| 11. | Jharkhand | 1898 | 2004 |
| 12. | Karnataka | 3403 | 3915 |
| 13. | Kerala | 943 | 904 |
| 14. | Madhya Pradesh | 5840 | 6200 |
| 15. | Maharashtra | 4921 | 4600 |
| 16. | Manipur | 101 | 98 |
| 17. | Meghalaya | 230 | 289 |
| 18. | Mizoram | 11 | 13 |
| 19. | Nagaland | 137 | 139 |
| 20. | Orissa | 3621 | 2726 |
| 21. | Punjab | 865 | 850 |
| 22. | Rajasthan | 4483 | 4946 |
| 23. | Sikkim | 60 | 42 |
| 24. | Tamil Nadu | 3693 | 3401 |
| 25. | Tripura | 240 | 275 |
| 26. | Uttar Pradesh | 5543 | 6244 |

| 1 | 2 | 3 | 4 |
|-------|-----------------------------|-------|-------|
| 27. | Uttarakhand | 694 | 762 |
| 28. | West Bengal | 5782 | 6059 |
| 29. | Andaman and Nicobar Islands | 20 | 15 |
| 30. | Chandigarh | 4 | 4 |
| 31. | Dadra and Nagar Haveli | 11 | 12 |
| 32. | Daman and Diu | 1 | 1 |
| 33. | Delhi | 54 | 53 |
| 34. | Lakshdweep | 1 | 2 |
| 35. | Puducherry | 34 | 41 |
| Total | | 58084 | 60414 |

Note:

(i) For Bihar, data for 17th Livestock Census (2003) have been used due to non availability of data for quick results of 18th Livestock Census.

(ii) Figures are updated as on 02.03.2010.

(§) Source-17th Indian Livestock Census—All India summary report.

Procurement of Paddy

1887. SHRIMATI HARSIMRAT KAUR BADAL: Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether huge quantity of less water intensive variety of paddy, PAU 201 produced in the country including Punjab rotted due to the failure of FCI to procure the same;

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

(c) the corrective steps proposed by the Government to ensure procurement of the said paddy by FCI?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) No, Madam. As informed by Government of Punjab, there was no problem in procurement of PAU 201 as it was within the prescribed specifications of paddy. There is no report of rotting of paddy of PAU 201 variety.

(b) and (c) Does not arise.

Foreign Funds to NGOs

1888. SHRI SHARAD YADAV: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the number of organisations which have been accorded prior permission for receipt of foreign contributions under the Foreign Contribution Regulation Act (FCRA) during each of the last three years, State-wise including West Bengal;

(b) whether these organisations have been provided with the certificate in this regard;

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

(d) the number of such cases where certificates have not been issued despite approval to this effect and the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLY RAMACHANDRAN): (a) to (d) A Statement is laid on the Table of the House.

(a) As per available information 905 prior permissions were granted during the years 2007 to 2009. Year-wise and State-wise details are placed at Statement.

(b) to (d) Associations granted prior permission are issued a sanction letter indicating the name of the donor and the amount for which permission is granted.

Sanction letters is issued in all the cases were the proposal for grant of prior permission is approved by the Competent Authority. There has been no instance of not issuing a sanction letter despite approval of the Competent Authority.

Statement*Associations granted Prior Permission during 2007-2009*

| Sl.No. | State | 2007 | 2008 | 2009 |
|--------|-----------------------------|------|------|------|
| 1 | 2 | 3 | 4 | 5 |
| 1. | Andaman and Nicobar Islands | 1 | 0 | 0 |
| 2. | Andhra Pradesh | 33 | 17 | 30 |
| 3. | Assam | 3 | 1 | 0 |

| 1 | 2 | 3 | 4 | 5 |
|-------|------------------------|-----|-----|-----|
| 4. | Arunachal Pradesh | 0 | 0 | 0 |
| 5. | Bihar | 4 | 3 | 0 |
| 6. | Chandigarh | 5 | 0 | 1 |
| 7. | Chhattisgarh | 0 | 0 | 0 |
| 8. | Dadra and Nagar Haveli | 0 | 0 | 0 |
| 9. | Daman and Diu | 0 | 0 | 0 |
| 10. | Delhi | 104 | 84 | 75 |
| 11. | Goa | 0 | 0 | 0 |
| 12. | Gujarat | 22 | 9 | 14 |
| 13. | Haryana | 2 | 2 | 3 |
| 14. | Himachal Pradesh | 1 | 1 | 0 |
| 15. | Jammu and Kashmir | 3 | 4 | 1 |
| 16. | Jharkhand | 1 | 5 | 1 |
| 17. | Karnataka | 39 | 26 | 28 |
| 18. | Kerala | 11 | 3 | 1 |
| 19. | Lakshadweep | 0 | 0 | 0 |
| 20. | Madhya Pradesh | 6 | 1 | 3 |
| 21. | Maharashtra | 33 | 19 | 36 |
| 22. | Manipur | 1 | 1 | 0 |
| 23. | Meghalaya | 1 | 0 | 0 |
| 24. | Mizoram | 1 | 0 | 0 |
| 25. | Nagaland | 0 | 0 | 0 |
| 26. | Orissa | 6 | 5 | 5 |
| 27. | Puducherry | 0 | 2 | 2 |
| 28. | Punjab | 1 | 4 | 3 |
| 29. | Rajasthan | 7 | 8 | 1 |
| 30. | Sikkim | 0 | 0 | 0 |
| 31. | Tamil Nadu | 35 | 51 | 37 |
| 32. | Tripura | 0 | 0 | 0 |
| 33. | Uttar Pradesh | 11 | 11 | 7 |
| 34. | Uttarakhand | 7 | 4 | 5 |
| 35. | West Bengal | 24 | 15 | 14 |
| Total | | 362 | 276 | 267 |

NLCPR Funds

1889. SHRIMATI RANEE NARAH:
SHRI BADRUDDIN AJMAL:

Will the Minister of DEVELOPMENT OF NORTH EASTERN REGION be pleased to state:

(a) the total amount earmarked under the Non Lapsable Pool of Resources (NLCPR) for North East Region during 2009-10 and 2010-11, State-wise; and

(b) the total amount spent and lying unspent under the NLCPR during 2009-10, State-wise?

THE MINISTER, OF MINES AND MINISTER OF DEVELOPMENT OF NORTH EASTERN REGION (SHRI B.K. HANDIQUE): (a) and (b) The details are as follows:

For the year 2009-10, Rs. 700.00 crore has been earmarked for the North Eastern States including Sikkim under NLCPR Scheme. The amount is earmarked for all the North Eastern States including Sikkim under NLCPR Scheme of the Ministry. These funds are released to the North Eastern States including Sikkim in instalments in the sanctioned projects on first cum first served basis. Since the annual budget for 2010-11 is yet to be approved by Parliament, the Ministry does not have information regarding earmarked funds for the year 2010-11.

As on 28.02.2010, Rs. 39630.29 lacs have been released for all the North Eastern States including Sikkim, thus, Rs. 30369.71 lacs are lying unspent under NLCPR Scheme. The State-wise detail of funds released is as under:

**Releases made under NLCPR during 2009-10
(As on 28.2.2010)**

| Sl.No. | State | Amount (Rs. in lacs) |
|--------|-------------------|-------------------------|
| 1. | Arunachal Pradesh | 7940.60 |
| 2. | Assam | 7900.26 |
| 3. | Manipur | 4007.02 |
| 4. | Meghalaya | 5098.96 |
| 5. | Mizoram | 1217.32 |
| 6. | Nagaland | 4717.65 |
| 7. | Sikkim | 1653.73 |
| 8. | Tripura | 7094.75 |
| | Total | 39630.29 |

Cognizable Crime

1890. SHRI BASU DEB ACHARIA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the total number of cognizable and non-cognizable crime, registered during each of the last three years, State-wise;

(b) the ratio of the population and the police forces, State-wise;

(c) the ratio of the population and the incidents of crime reported, State-wise; and

(d) the steps taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) to (c) According to National Crime Records Bureau (NCRB), the State/UT-wise details of cases registered and crime rate (defined as the number of registered per one lakh of population) under Indian Penal Code and Special and Local Laws as also the Police-Population Ration (defined as the number of police personnel per one lakh of population) during 2006-2008, are as at Statement. NCRB does not maintain information on non-cognizable crimes.

(d) 'Police and 'Public Order' are State subjects under the Seventh Schedule to the Constitution of India and therefore, the State Governments are primarily responsible for prevention, detection, registration and investigation of crime and for prosecuting the criminals through the machinery of their law enforcement agencies. The Union Government, however, attaches highest importance to the matter of prevention of crime and therefore, has continued to urge the State Governments/UT Administrations to give more focused attention to improving the administration of criminal justice system and take such measures as are necessary for prevention and control of crime.

The Union Government has also been supplementing the efforts of the State Governments through a variety of Schemes which, inter-alia, include; assistance under the Scheme for Modernization of State Police Forces (MPF) for strengthening and improvement of infrastructure of Police Stations and other levels, mobility, modern weaponry and equipment, communication systems, strengthening of the intelligence machinery, training facilities, strengthening the forensic science related facilities, etc; assistance for computerization of police operations at the level of the Police Stations with networking facilities and creation of data basis at the

local, State and national levels under a scheme "Crime and Criminal Tracking and networking System" (CCTNS) with an allocation of Rs. 2000 crore in the Eleventh Plan,

assistance for raising India Reserve Battalions with provisions for raising two companies of such battalions as Commando units; etc.

Statement

Cases Registered (CR), Crime Rate (CRR) Under IPC and SLL and Police Population Ratio During 2006-2008

| Sl.No. | State | IPC | | | | | | SLL | | | | | | Police Population Ratio | | |
|--------|-------------------|--------|-------|--------|-------|--------|-------|--------|-------|--------|-------|--------|--------|-------------------------|-------|--------|
| | | 2006 | | 2007 | | 2008 | | 2006 | | 2007 | | 2008 | | 2006 | 2007 | 2008 |
| | | CR | CRR | CR | CRR | CR | CRR | CR | CRR | CR | CRR | CR | CRR | | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 |
| 1. | Andhra Pradesh | 227935 | 282.4 | 236176 | 289.4 | 231386 | 280.6 | 604042 | 748.3 | 717089 | 878.8 | 253369 | 307.3 | 98.2 | 96.3 | 98.5 |
| 2. | Arunachal Pradesh | 2849 | 242.7 | 2478 | 208.2 | 2621 | 217.7 | 41 | 3.5 | 52 | 4.4 | 56 | 4.7 | 463.5 | 485.0 | 604.4 |
| 3. | Assam | 58943 | 202.1 | 59402 | 200.5 | 56084 | 186.5 | 3805 | 13.0 | 3896 | 13.2 | 3082 | 10.2 | 178.5 | 175.7 | 172.0 |
| 4. | Bihar | 180446 | 197.6 | 219895 | 236.9 | 232962 | 247.0 | 14267 | 15.6 | 16175 | 17.4 | 15419 | 16.3 | 56.5 | 60.2 | 63.7 |
| 5. | Chhattisgarh | 58502 | 254.5 | 60239 | 257.6 | 67579 | 284.3 | 130102 | 565.9 | 220684 | 943.7 | 260044 | 1093.8 | 130.9 | 128.2 | 144.5 |
| 6. | Goa | 3225 | 207.9 | 2619 | 164.1 | 3159 | 192.2 | 4237 | 273.2 | 3227 | 202.2 | 2689 | 163.6 | 227.1 | 292.9 | 281.4 |
| 7. | Gujarat | 159810 | 290.1 | 169444 | 303.2 | 169084 | 298.4 | 206524 | 375.0 | 235406 | 421.3 | 235881 | 416.3 | 152.5 | 130.1 | 102.6 |
| 8. | Haryana | 66784 | 288.3 | 70746 | 300.7 | 71553 | 299.5 | 27447 | 118.5 | 24898 | 105.8 | 30770 | 128.8 | 148.9 | 183.2 | 178.2 |
| 9. | Himachal Pradesh | 19993 | 310.2 | 19598 | 301.1 | 19747 | 300.5 | 5963 | 92.5 | 4667 | 71.7 | 5113 | 77.8 | 187.3 | 181.9 | 198.5 |
| 10. | Jammu and Kashmir | 30778 | 262.5 | 32936 | 272.1 | 25642 | 205.1 | 4003 | 34.1 | 3715 | 30.7 | 2548 | 20.4 | 505.0 | 509.9 | 510.1 |
| 11. | Jharkhand | 45674 | 155.8 | 46489 | 156.3 | 50136 | 166.3 | 4446 | 15.2 | 4309 | 14.5 | 5885 | 19.5 | 98.1 | 136.2 | 171.9 |
| 12. | Karnataka | 142252 | 252.4 | 134054 | 235.3 | 150998 | 262.1 | 40768 | 72.3 | 40387 | 70.9 | 47507 | 82.5 | 92.4 | 93.5 | 130.8 |
| 13. | Kerala | 142301 | 422.5 | 149117 | 438.4 | 156403 | 455.5 | 68482 | 203.3 | 102263 | 300.7 | 158683 | 462.1 | 129.3 | 128.4 | 119.6 |
| 14. | Madhya Pradesh | 310782 | 462.4 | 329280 | 481.0 | 343047 | 492.3 | 230623 | 343.1 | 232657 | 339.9 | 216403 | 310.6 | 113.6 | 112.2 | 110.3 |
| 15. | Maharashtra | 290546 | 277.8 | 291313 | 274.9 | 311598 | 290.3 | 175380 | 167.7 | 165360 | 156.0 | 163197 | 152.0 | 146.9 | 141.1 | 155.0 |
| 16. | Manipur | 934 | 36.3 | 1306 | 50.1 | 1325 | 50.2 | 580 | 22.6 | 926 | 35.5 | 1332 | 50.5 | 554.1 | 627.0 | 612.7 |
| 17. | Meghalaya | 1699 | 68.4 | 1557 | 61.9 | 1666 | 65.4 | 148 | 6.0 | 132 | 5.2 | 236 | 9.3 | 359.6 | 364.4 | 403.1 |
| 18. | Mizoram | 2215 | 231.0 | 2062 | 212.1 | 2162 | 219.7 | 1539 | 160.5 | 1154 | 118.7 | 1044 | 106.1 | 768.4 | 796.5 | 1004.1 |
| 19. | Nagaland | 906 | 42.3 | 795 | 36.7 | 1024 | 46.6 | 458 | 21.4 | 435 | 20.1 | 548 | 25.0 | 558.0 | 475.1 | 475.5 |
| 20. | Orissa | 85592 | 218.4 | 80874 | 204.1 | 77827 | 194.4 | 17886 | 45.6 | 15417 | 38.9 | 15218 | 38.0 | 98.9 | 96.6 | 100.9 |
| 21. | Punjab | 45391 | 174.0 | 47042 | 178.3 | 46525 | 174.3 | 23931 | 91.8 | 26169 | 99.2 | 23066 | 86.4 | 275.8 | 272.6 | 252.0 |
| 22. | Rajasthan | 185350 | 295.1 | 183814 | 287.6 | 181167 | 278.7 | 47888 | 76.3 | 48901 | 76.5 | 50622 | 77.9 | 104.1 | 101.0 | 112.0 |
| 23. | Sikkim | 737 | 126.9 | 623 | 105.8 | 897 | 150.5 | 177 | 30.5 | 230 | 39.0 | 102 | 17.1 | 631.0 | 502.5 | 604.2 |
| 24. | Tamil Nadu | 177582 | 271.3 | 201372 | 305.0 | 212832 | 319.7 | 522406 | 798.2 | 531819 | 805.5 | 645918 | 970.2 | 128.7 | 133.2 | 134.8 |
| 25. | Tripura | 5114 | 148.8 | 4578 | 131.5 | 6001 | 170.3 | 158 | 4.6 | 206 | 5.9 | 226 | 6.4 | 590.9 | 626.8 | 639.7 |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 |
|-----|-----------------------------|---------|-------|---------|-------|---------|-------|---------|--------|---------|--------|---------|--------|-------|-------|-------|
| 26. | Uttar Pradesh | 217758 | 117.7 | 246821 | 130.9 | 275250 | 143.3 | 1241677 | 671.1 | 1501219 | 796.2 | 1941447 | 1010.9 | 82.7 | 80.3 | 72.1 |
| 27. | Uttarakhand | 13471 | 145.4 | 14473 | 153.9 | 11392 | 119.4 | 121275 | 1309.4 | 141567 | 1505.4 | 151060 | 1582.9 | 146.0 | 147.9 | 155.1 |
| 28. | West Bengal | 110346 | 128.1 | 109678 | 125.8 | 121906 | 138.2 | 11262 | 13.1 | 10630 | 12.2 | 8893 | 10.1 | 93.5 | 91.8 | 89.2 |
| | Total State | 2587915 | 235.1 | 2718781 | 243.4 | 2831973 | 250.0 | 3509515 | 318.9 | 4053590 | 363.0 | 4240358 | 374.3 | 121.7 | 121.5 | 123.9 |
| 29. | Andaman and Nicobar Islands | 797 | 201.3 | 1065 | 263.0 | 1064 | 256.4 | 7262 | 1833.8 | 5948 | 1468.6 | 5564 | 1340.7 | 693.2 | 692.6 | 665.8 |
| 30. | Chandigarh | 3381 | 331.1 | 2846 | 272.1 | 2984 | 278.6 | 1198 | 117.3 | 1181 | 112.9 | 786 | 73.4 | 397.9 | 388.4 | 379.4 |
| 31. | Dadra and Nagar Haveli | 596 | 238.4 | 413 | 160.7 | 597 | 225.3 | 17 | 6.8 | 34 | 13.2 | 58 | 21.9 | 86.8 | 84.8 | 80.4 |
| 32. | Daman and Diu | 372 | 206.7 | 393 | 213.6 | 398 | 210.6 | 6 | 3.3 | 65 | 35.3 | 99 | 52.4 | 123.3 | 117.4 | 116.4 |
| 33. | Delhi UT | 54198 | 334.0 | 50744 | 303.3 | 38286 | 221.9 | 34825 | 214.6 | 24771 | 148.0 | 7571 | 43.9 | 347.7 | 350.4 | 350.4 |
| 34. | Lakshadweep | 237 | 353.7 | 26 | 38.2 | 62 | 89.9 | 12 | 17.9 | 11 | 16.2 | 11 | 15.9 | 462.7 | 426.5 | 446.4 |
| 35. | Puducherry | 6187 | 590.9 | 6291 | 591.8 | 6922 | 640.9 | 1387 | 132.5 | 1646 | 154.8 | 1541 | 142.7 | 201.1 | 219.1 | 211.3 |
| | Total UT | 65768 | 342.7 | 61778 | 312.7 | 50313 | 247.4 | 44707 | 233.0 | 33656 | 170.4 | 15630 | 76.8 | 344.4 | 347.0 | 345.6 |
| | Total All India | 2653683 | 237.0 | 2780559 | 244.6 | 2882286 | 250.0 | 3554222 | 317.4 | 4087246 | 359.6 | 4255988 | 369.1 | 125.6 | 125.4 | 127.8 |

Source: Crime in India.

Security to Power Plants

1891. SHRI P. KUMAR: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether there is heightened threat perception to various power plants in the country;

(b) if so, the details thereof;

(c) the number of power plants being provided security cover by the CISF;

(d) whether the Government proposes to extend CISF security cover to more power plants in the country; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLY RAMACHANDRAN): (a) and (b) Yes Madam. Militant and terrorist outfits had planned to target some power plants in J and K, Punjab, Himachal Pradesh, Uttar Pradesh, Orissa, Maharashtra and Andhra Pradesh. Besides LeT, there are also reports of CPI-Maoist having undertaken extensive recess to target CISF armoury located in some power plants.

(c) As on date, there are 72 power plants all over the country being provided security cover by CISF.

(d) and (e) Yes Madam. There is proposal to extend CISF security cover to some more power plants in the country and surveys are under process.

[Translation]

Per acre Cotton Production

1892. SHRI GOVIND PRASAD MISHRA:
SHRI PRALHAD JOSHI:

Will the Minister of AGRICULTURE be pleased to state:

(a) whether the per acre cost of cotton production has registered an increase during the recent years;

(b) if so, the details thereof during each of the last three years and the current year;

(c) whether the Union Government has taken any steps to minimise the cost of cotton production; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) and (b) Cost of Cotton production, which includes all actual expenses in cash & kind incurred in production by owner, Interest on value of owned capital asset (excluding land), Rental value of owned land & rent paid for leased in land and Imputed value of family labour, for the years 2005-06, 2006-07 and 2007-08 are given in the enclosed Statement.

(c) and (d) A Centrally Sponsored Scheme - Mini-Mission-II of Technology Mission on Cotton is being implemented by the Government in 13 states, *viz.* Andhra Pradesh, Gujarat, Haryana, Karnataka, Madhya Pradesh, Maharashtra, Orissa, Punjab, Rajasthan, Tamil Nadu, Uttar Pradesh, West Bengal and Tripura, to increase the production, productivity and improve the quality of cotton. Main strategies of Mini Mission-II are increasing availability of quality seeds with an emphasis on production of Extra Long Staple Cotton, covering more area under hybrids and thrust on popularizing area-specific production technology more emphasis for the popularization of Integrated Pest Management (IPM) methods amongst the farmers, increasing irrigated area under cotton by efficient use of water through drip and sprinkler and technology transfer to farmers. The scheme is implemented through State Department of Agriculture, Indian Council of Agricultural Research (ICAR), Krishi Vigyan Kendra, Cotton Corporation of India etc.

Statement

Cost of Production of Cotton

(Rs. per quintal)

| Sl.No. | State | 2005-06 | 2006-07 | 2007-08 |
|--------|----------------|---------|---------|---------|
| 1. | Andhra Pradesh | 2227.20 | 1598.16 | 1697.09 |
| 2. | Gujarat | 1594.55 | 1708.81 | 1716.67 |
| 3. | Haryana | 2166.09 | 1923.64 | 1875.80 |
| 4. | Karnataka | 2071.34 | 1867.03 | 1575.12 |
| 5. | Madhya Pradesh | 1959.11 | 2301.55 | 2026.09 |
| 6. | Maharashtra | 2137.15 | 2051.94 | 2010.50 |
| 7. | Punjab | 1606.12 | 1630.07 | 1826.48 |
| 8. | Rajasthan | 1295.69 | 1211.30 | 1424.81 |
| 9. | Tamil Nadu | 2708.65 | 1958.48 | 2231.17 |

[English]

Films on Social Issues

1893. SHRI PONNAM PRABHAKAR:
SHRI SURESH KUMAR SHETKAR:

Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the Government proposes to make movies on socially relevant issues;

(b) if so, the details thereof during the 11th Five Year Plan; and

(c) the total amount spent on such film, language-wise including Telugu language?

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING (DR. S. JAGATHRAKSHAKAN): (a) The Government of India has approved an outlay of Rs. 30 crores for the production of 15 feature films by National Film Development Corporation Ltd., (NFDC), a Public Sector Undertaking under the Ministry of I&B under the Plan Scheme "Film Production in various Regional Languages".

The Children's Film Society, India (CFSI) an autonomous organization under Ministry of Information & Broadcasting, and the Films Division, a sub-ordinate organization of Ministry of I & B produce children's films/documentary films respectively on socially relevant issues with Plan and non-Plan assistance provided by the Government.

(b) and (c) NFDC produces /co-produces films in accordance with its production guidelines. During the 11th Five year Plan period so far, it has produced two films on socially relevant issues, namely Paltadacho Munis (The Man Beyond the Bridge) in Konkani and Haat (The Weekly Bazaar) in Rajasthani. The amount spent by NFDC on these films is Rs. 3.54 crore.

CFSI has produced eight children's films one in Marathi, three in Hindi, one in Kannada, one in Gujarati, one in Malayalam, and one in English during the 11th Five year plan on which it has spent Rs. 3.47 crores. It has also dubbed three films in Tamil/Telugu/Kannada language at a cost of Rs. 15.76 Lakhs.

The Films Division has a proposal to produce thirty one documentary films on socially relevant issues such as environment, water shortage, female foeticide, organ donation etc. during the Eleventh Plan period.

*[Translation]***Construction of Foot Overbridges**

1894. SHRI GORAKHNATH PANDEY: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the details of the foot overbridges constructed on National Highways in various States as on date, State-wise;

(b) whether due to insufficient number of foot overbridges several fatal accidents have taken place on National/Express Highways in the country; and

(c) if so, the detail thereof and action taken thereon, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (KUNWAR R.P.N. SINGH): (a) Details of foot overbridges constructed on National Highways in various States in the country as on date are enclosed as Statement.

(b) and (c) Pedestrians involvement in fatal road accidents are not always on account of insufficient number of foot overbridges, but also due to their reluctance to use such facilities wherever they exist in nearby locations. However, in order to reduce fatal road accidents and facilitate safe crossing of road by pedestrians, foot overbridges and underpasses have been constructed at many locations as part of projects for 4/6 laning.

Statement

Details of foot overbridges already constructed on National Highways in various States

| Sl.No. | Name of the State | Number of foot overbridges |
|--------|-------------------|----------------------------|
| 1. | Andhra Pradesh | 7 |
| 2. | Bihar | 1 |
| 3. | Delhi | 2 |
| 4. | Gujarat | 3 |
| 5. | Haryana | 5 |
| 6. | Karnataka | 11 |
| 7. | Maharashtra | 3 |
| 8. | Rajasthan | 3 |
| 9. | Tamil Nadu | 2 |

*[English]***Iron Ore Reserves**

1895. SHRI NISHIKANT DUBEY: Will the Minister of MINES be pleased to state:

(a) the estimated quantum of production, demand and supply of iron ore in the country during each of the last three years and the current year, State-wise;

(b) whether future demand of iron ore would be met with existing iron ore reserves/resources; and

(c) if not, the steps taken/being taken by the Government to bridge the gap between demand and supply of iron ore?

THE MINISTER OF MINES AND MINISTER OF DEVELOPMENT OF NORTH EASTERN REGION (SHRI B.K. HANDIQUE): (a) As per information available with Indian Bureau of Mines (IBM), the consumption of iron ore in the year 2006-07, 2007-08 and 2008-09 was 78.60, 85.30 and 85.51 million tonnes respectively. State-wise production of iron ore in the last three years is given below:

| State | (unit in '000' tonnes) | | |
|----------------|------------------------|----------------------|--------------------------|
| | 2006-07 | 2007-08 (Revised) | 2008-09 (Provisional) |
| Andhra Pradesh | 4985 | 9164 | 9910 |
| Chhattisgarh | 28731 | 30997 | 30093 |
| Goa | 28723 | 30526 | 32969 |
| Jharkhand | 18608 | 20752 | 21208 |
| Karnataka | 40719 | 48990 | 45938 |
| Madhya Pradesh | 1212 | 2256 | 798 |
| Maharashtra | 523 | 662 | 368 |
| Orissa | 64178 | 69883 | 74130 |
| Rajasthan | 17 | 16 | 23 |
| Total | 187696 | 213246 | 215437 |

(b) and (c) India has ample resources of Iron Ore, which can suitably cater the future requirements. The resources of iron ore are dynamic in nature and bound to increase with further exploration.

Development of Khadi and Polyvastra

1896. SHRI ANAND PRAKASH PARANJPE: Will the Minister of MICRO, SMALL AND MEDIUM ENTERPRISES be pleased to state:

(a) whether the Government has provided financial assistance for Khadi and Polyvastra;

(b) if so, the funds granted in this regard during the last three years;

(c) whether this assistance is provided as a special assistance for fixed period; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF MICRO, SMALL AND MEDIUM ENTERPRISES (SHRI DINSHA PATEL): (a) and (b) The Union Government provides financial assistance through Khadi and Village Industries Commission (KVIC) for khadi and polyvastra under its Khadi Grant and Village Industries (VI) Grant Heads. Besides, budgetary support is also made available for implementation of various programmes relating to khadi and village industries. Funds released by the Government to KVIC under the above two heads during the last three years are as under:

(Rs. crore)

| Year | Khadi Grant | VI Grant |
|---------|-------------|----------|
| 2006-07 | 138.30 | 52.00 |
| 2007-08 | 99.90 | 39.00 |
| 2008-09 | 175.00 | 40.94 |

(c) and (d) Funds released under Khadi Grant are for promotion and development of khadi, reimbursement of rebate on sale of khadi to khadi institutions, interest subsidy on term and working capital loans taken by khadi institutions at reduced interest rate of 4%, allocation for schemes envisaging development of new products, designs and better packaging for khadi products and welfare of khadi artisans, including the Khadi Karigar Janashree Bima Yojana.

Under VI Grants head, KVIC meets the expenditure towards development of village industries including polyvastra through technology upgradation, reimbursement of rebate on retail sales of polyvastra, participation in exhibitions, allocation for scheme for development of new products, designs and better packaging for VI products and setting up Common Facilities Centres.

Auction of Spectrum

1897. SHRI SUSHIL KUMAR SINGH: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the Government proposes to auction spectrum for mobile TV services and 4G technology; and

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

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI CHOUDHURY MOHAN JATUA): (a) No Madam.

(b) As of now there is no policy for the provisioning of mobile TV services therefore the question of auction of spectrum does not arise. The Government has recently submitted its views to the Telecom Regulatory Authority of India (TRAI) for further recommendations on issues relating to the mobile TV services. Further the Department of Telecommunications (DoT) has intimated that they have no proposal to auction spectrum for 4G technology. DoT has proposed to auction the spectrum for 3G and BWA services in April 2010 and a Notice Inviting Application (NIA) is available on the DoT's website (www.dot.gov.in).

[Translation]

Development of Dairy and Fishery Sector

1898. SHRI VISHWA MOHAN KUMAR: Will the Minister of AGRICULTURE be pleased to state:

(a) whether various programmes for development of dairy and fisheries sector have not succeeded due to non provision of necessary technical and administrative assistance in the country including in Bihar;

(b) if so, the details of funds allocated and utilized for on development of during the last three years and the current year, State and year-wise; and

(c) the total number of beneficiaries including Below Poverty Line (BPL) families in the country State-wise including Bihar?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) to

(c) The development of dairy & fisheries sector has taken place in a consistent manner. The development in various on-going schemes/programmes of dairy and fisheries sectors has taken place *inter alia* due to provisions of necessary governmental assistance such as financial, technical and administrative extended in the country including in Bihar.

Besides, the Indian Council of Agriculture Research operates research units in the areas of livestock, health, animal products technology in collaboration with State Agricultural/Veterinary Universities, State Departments of Animal Husbandry and Non-governmental organizations.

The details of funds allocated and utilized on development of various schemes/programmes during the last three years and the current year, State and year-wise are annexed as Statement-I.

A statement showing total number of beneficiaries including Below Poverty Line (BPL) families in the country including Bihar is annexed as Statement-II.

Intensive Dairy Development Project (IDDP)

This department is implementing the Scheme 'Integrated Dairy Development Project (IDDP) In Non-Operation Flood, Hilly and Backward Areas'. It was launched in 1993-94 on 100% grant-in-aid basis.

Objectives/Aims of Scheme

- Developing milch cattle,
- Increasing milk production by providing technical input services,
- Creating infrastructure to improve procurement, processing and marketing of milk in a cost effective manner,
- Ensuring remunerative prices to the milk producers, by strengthening dairy cooperative societies at village level,
- Generate additional employment opportunities,
- Improving social, nutritional and economic of residents of comparatively disadvantaged areas.

Implementing Agency

State Dairy Federations/District Milk Unions

Pattern of Assistance/Funding and Eligibility Criteria.

The pattern of funding is 100% grant-in-aid from Central Government for the districts where investment under Operation Flood (OF) programme was less than Rs.50.00 lakh. There is a maximum allocation of Rs. 300.00 lakh per district under the programme. For establishment of dairy processing capacity up to 20,000 litres/day will be 100% grant-in-aid basis. Above this cap, of pattern will be followed, namely. 70% loan and 30% grant.

Target /Beneficiaries

Rural milk producers irrespective of caste, class and gender. Cattle induction only for SC, ST and BPL families.

Since inception of the IDDP scheme, 86 projects have been approved. Out of 86 projects, 47 are under implementation and 39 projects have been completed. 207 districts are covered in 25 States and a UT with total outlay of Rs 489.84 crore till 31.03.2009. These projects have benefited about 19.30 lakh farmers in 27570 villages in various states by procuring over 21.02 lakh litres of milk per day and milk marketing is about 17.35 lakh litres per day. Milk chilling capacity 19.45 lakh litres per day has been created and processing capacity 24.57 lakh litres per day has also been created under this scheme. There is no discrimination of gender and class under the scheme. None of the projects are approved in 3 States namely Delhi, Punjab and Karnataka under IDDP scheme.

Year-wise outlay and expenditure under the scheme for the last 3 years and the current year are given below:

| (Rs. in crore) | | | | |
|----------------|---------|---------|---------|------------------------------|
| Year | 2006-07 | 2007-08 | 2008-09 | 2009-10 As on 28.02-19 |
| B.E. Provision | 23.00 | 23.00 | 29.99 | 32.49 |
| Actual Exp. | 33.61 | 34.68 | 31.62 | 25.72 |

No state wise allocation has been made under this scheme. However the funds released state wise and utilized under this scheme during the last three year and current year is enclosed as Annexure.

Annexure

Funds released during last three years & current year (2006-07 to 2009-10) upto 4.3.2010 under the scheme 'Intensive Dairy Development Programme (IDDP)'

(Rs. in Lakh)

| Sl.No. | Name of State/Project | Amount released during 2006-07 | Amount utilised | Amount released during 2007-08 | Amount utilised | Amount released during 2008-09 | Amount utilised | Amount released during 2009-10 | Amount utilised | Total funds released during 2006-07 to 2009-10 upto 4.3.10 | Total funds released upto 4.2.10 |
|--------|-----------------------------|--------------------------------|-----------------|--------------------------------|-----------------|--------------------------------|-----------------|--------------------------------|-----------------|--|----------------------------------|
| 1. | Andaman and Nicobar Islands | 0.00 | 0.00 | 11.34 | 11.34 | 0.00 | 0.00 | 0.00 | | 11.34 | 11.34 |
| 2. | Andhra Pradesh | 288.45 | 288.45 | 298.33 | 298.33 | 334.53 | 300.00 | 100.00 | | 1021.31 | 886.78 |
| 3. | Bihar | 237.55 | 229.78 | 0.00 | 0.00 | 119.39 | 2.18 | 0.00 | | 356.94 | 231.96 |
| 4. | Jharkhand | 20.00 | 20.00 | 107.64 | 107.64 | 0.00 | 0.00 | 19.76 | | 147.40 | 127.64 |
| 5. | Haryana | 657.35 | 657.35 | 4200.00 | 200.00 | 400.00 | 400.00 | 500.00 | 195.25 | 1757.35 | 1452.60 |
| 6. | Himachal Pradesh | 39.00 | 39.00 | 340.05 | 340.05 | 0.00 | 0.00 | 125.00 | | 504.05 | 379.05 |
| 7. | Karnataka | 72.00 | 72.00 | | | | | | | 72.00 | |
| 8. | Kerala | 240.00 | 240.00 | 465.25 | 465.25 | 524.76 | 524.76 | 238.24 | 133.03 | 1468.25 | 1363.04 |
| 9. | Madhya Pradesh | 100.59 | 100.59 | 285.00 | 213.05 | 132.00 | 132.00 | 0.00 | | 517.59 | 445.64 |
| 10. | Chhattisgarh | 50.00 | 50.00 | 100.00 | 100.00 | 40.00 | 0.00 | 0.00 | | 190.00 | 150.00 |
| 11. | Maharashtra | 72.00 | 72.00 | 200.00 | 116.27 | 0.00 | 0.00 | 0.00 | | 272.00 | 188.27 |
| 12. | Manipur | 160.00 | 160.00 | 200.00 | 200.00 | 24.61 | 24.61 | 175.00 | | 559.61 | 384.61 |
| 13. | Meghalaya | 30.00 | 30.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 30.00 | 30.00 |
| 14. | Mizoram | 90.00 | 90.00 | 139.70 | 139.70 | 50.00 | 50.00 | 0.00 | | 279.70 | 279.70 |
| 15. | Nagaland | 162.70 | 162.70 | 35.00 | 35.00 | 0.00 | 0.00 | 70.80 | | 268.50 | 197.70 |
| 16. | Orissa | 104.61 | 104.61 | 302.56 | 302.56 | 345.17 | 268.66 | 70.00 | | 822.34 | 675.83 |
| 17. | Rajasthan | 0.00 | 0.00 | 310.00 | 310.00 | 284.52 | 284.52 | 762.40 | 442.15 | 1356.92 | 1036.67 |
| 18. | Sikkim | 140.21 | 140.21 | 75.30 | 73.30 | 274.89 | 215.48 | 129.76 | 64.73 | 620.16 | 493.72 |
| 19. | Tamil Nadu | 356.47 | 356.47 | 125.00 | 125.00 | 273.59 | 145.91 | 275.00 | 74.67 | 1030.06 | 702.05 |
| 20. | Tripura | 40.00 | 40.00 | 90.00 | 90.00 | 120.44 | 120.44 | 0.00 | | 250.44 | 250.44 |
| 21. | Uttar Pradesh | 19.00 | 19.00 | 100.00 | 100.00 | 95.00 | 95.00 | 0.00 | | 214.00 | 214.00 |
| 22. | Uttaranchal | 467.98 | 467.98 | 0.00 | 0.00 | 128.96 | 113.46 | 50.00 | | 646.94 | 581.44 |
| 23. | West Bengal | 0.00 | 0.00 | 70.83 | 54.01 | 0.00 | 0.00 | 55.86 | 1.60 | 126.69 | 55.61 |
| | Total | 3347.91 | 3340.14 | 3456.00 | 3281.50 | 3147.86 | 2677.02 | 2571.82 | 911.43 | 12523.59 | 10138.09 |

Strengthening infrastructure for quality & clean milk production (A Centrally Sponsored Plan Scheme)

The scheme started during 2004-05 for Creation of necessary infrastructure for production of quality milk and milk products at the farmers level up to the points of consumption by Improvement of milking procedure at the farmers level, Training and Strengthening of infrastructure to create mass awareness about importance of clean milk production. The scheme is implemented through the State Government by District Cooperative Milk Union/State Level Milk Federation.

The Scheme is implemented on 100% grants-in-aid basis to the State Government/UTs for the components, training of farmer members, supply of detergents and antiseptic solutions, stainless steel utensils, strengthening of existing laboratory facilities whereas 75% financial assistance is provided for setting up of milk chilling facilities at village level in the form of bulk milk coolers.

Pattern of Assistance/Funding

The Scheme is implemented on 100% grants-in-aid basis to the State Government/UTs for components, training of farmer members, supply of detergents and antiseptic solutions, stainless steel utensils, strengthening of existing laboratory facilities whereas 75% financial assistance is provided for setting up of milk chilling facilities at village level in the form of bulk milk coolers.

Achievement:

This scheme is being continued during the 11th Five year Plan with an annual outlay of Rs. 20.60 crore for 2009-10. Since inception, 137 projects with a total cost of Rs. 208.25 crore with a central share of Rs. 170.01 crore have been approved up to 31.12.09 under the scheme. So far under this scheme 5,30,590 farmers were trained and 1606 numbers of Bulk milk coolers with a total chilling capacity of 2982.80 (TLPD) had been installed and 1011 existing laboratories have been strengthened.

Funds released during 2006-07 to 2009-10 & utilised under the scheme: Strengthening Infrastructure for Quality and Clean Milk Production (CMP) upto 4.3.2010

(Rs. in Lakh)

| Sl.No. | State | Amount released during 2006-07 | Fund utilised against released made during 2006-07 | Amount released during 2007-08 | Fund utilised against released made during 2007-08 | Amount released during 2008-09 | Fund utilised against released made during 2008-09 | Amount released during 2009-10 (as on 4.3.10) | Fund utilised against released made during 2009-10 | Total released of fund during 2006-07 to 2009-10 | Total fund utilised against released made during 2006-07 to 2009-10 |
|--------|------------------|--------------------------------|--|--------------------------------|--|--------------------------------|--|---|--|--|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| 1. | Assam | 20.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 20.00 | 0.00 |
| 2. | Andhra Pradesh | 83.75 | 58.75 | 99.63 | 99.63 | 50.00 | 50.00 | 0.00 | 0.00 | 233.38 | 208.38 |
| 3. | Bihar | | 0.00 | 0.00 | 0.00 | 148.52 | 108.62 | 0.00 | 0.00 | 148.52 | 108.62 |
| 4. | Haryana | 234.77 | 234.72 | 125.33 | 125.33 | 31.56 | 31.56 | 0.00 | 0.00 | 391.66 | 391.61 |
| 5. | Himachal Pradesh | 38.78 | 38.78 | 2.40 | 2.40 | 0.00 | 0.00 | 0.00 | 0.00 | 41.18 | 41.18 |
| 6. | Karnataka | 196.13 | 196.13 | 69.89 | 69.89 | 243.06 | 224.74 | 128.99 | 23.54 | 638.07 | 514.30 |
| 7. | Kerala | 460.43 | 460.43 | 309.44 | 309.44 | 538.78 | 453.14 | 340.06 | 52.09 | 1648.70 | 1275.09 |
| 8. | Madhya Pradesh | 177.15 | 177.15 | 161.77 | 161.77 | 43.51 | 34.92 | 0.00 | 0.00 | 382.43 | 373.84 |
| 9. | Maharashtra | 442.58 | 421.62 | 200.60 | 161.99 | 17.43 | 17.43 | 171.80 | 0.00 | 832.41 | 601.03 |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
|-------|---------------|---------|---------|---------|---------|---------|---------|---------|--------|---------|---------|
| 10. | Mizoram | | 0.00 | 22.47 | 22.47 | 0.00 | 0.00 | 0.00 | 0.00 | 22.47 | 22.47 |
| 11. | Nagaland | 9.44 | 9.44 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 9.44 | 9.44 |
| 12. | Orissa | 114.01 | 114.01 | 0.00 | 0.00 | 0.00 | 0.00 | 67.00 | 0.00 | 181.01 | 114.01 |
| 13. | Punjab | 50.00 | 50.00 | 81.25 | 81.25 | 120.95 | 120.95 | 30.00 | 0.00 | 282.20 | 252.20 |
| 14. | Rajasthan | 70.40 | 70.24 | 286.97 | 280.57 | 0.00 | 0.00 | 38.41 | 0.00 | 395.78 | 350.81 |
| 15. | Sikkim | 20.00 | 20.00 | 17.28 | 16.16 | 8.74 | 8.74 | 8.74 | 0.00 | 54.76 | 44.90 |
| 16. | Uttar Pradesh | 322.69 | 322.69 | 203.82 | 139.46 | 0.00 | 0.00 | 7.03 | 0.00 | 533.54 | 462.15 |
| 17. | Tamil Nadu | 106.18 | 106.18 | 0.00 | 0.00 | 382.46 | 199.13 | 171.65 | 66.50 | 660.29 | 371.81 |
| 18. | Puducherry | | 0.00 | 50.00 | 50.00 | 2.16 | 0.00 | 0.00 | 0.00 | 52.16 | 50.00 |
| 19. | West Bengal | | 0.00 | 75.20 | 75.20 | 43.71 | 23.31 | 0.00 | 0.00 | 118.91 | 98.51 |
| 20. | Goa | 0.00 | 40.00 | 40.00 | 61.68 | 61.68 | | 0.00 | 0.00 | 101.68 | 101.68 |
| 21. | Gujarat | 113.28 | 113.28 | 342.42 | 342.42 | 429.44 | 429.44 | 697.32 | 0.00 | 1582.46 | 885.14 |
| 22. | Manipur | 5.00 | 5.00 | 0.00 | 0.00 | 7.25 | 0.00 | 0.00 | 0.00 | 12.25 | 5.00 |
| Total | | 2464.58 | 2398.40 | 2088.47 | 1977.97 | 2129.25 | 1763.66 | 1661.00 | 142.13 | 8343.29 | 6282.16 |

Central Sector Scheme "Assistance to Cooperatives"

Objectives and Aim of the Scheme

The Scheme Assistance to Cooperatives is a Central Sector Plan Scheme was started during 1999-2000 with aims to re-vitalise sick dairy cooperative union at district level and cooperative federation at State level. Administrative Approval of scheme is annexed

Implementing Agency

The scheme is being implemented by the concerned District Cooperative Milk Unions/State Dairy Federation. The Central grants under the Scheme are to be provided to the Milk Unions/Federations through NDDB.

Pattern of Assistance/Funding Pattern

The funds are released on 50:50 sharing basis between Union of India and the concerned State Government.

The maximum assistance of grant is limited to the minimum amount required so that the net flow becomes positive within seven years. In any case, the total grant does not exceed the accumulated cash losses.

Component

There is no fixed component under this scheme. Those components which are necessary for revival of sick milk union/federation are considered under this scheme.

Achievements

Since inception 35 rehabilitation proposals of milk unions in 12 States namely, Madhya Pradesh, Chhattisgarh, Karnataka, Uttar Pradesh, Haryana, Kerala, Maharashtra, Assam, Nagaland, Punjab, West Bengal and Tamil Nadu at a total cost of Rs. 25997.95 lakh with a central share of Rs. 13018.25 lakh Have been approved upto 28.12.2010. Since inception a total sum of Rs. 9630.155 lakh has been released till 28.12.2010.

Year-wise & State-wise release during last three and current year years and its Utilization under the Scheme 'Assistance to Cooperatives'

| Sl. No. | Name of State & Milk Union | Releases & Utilization | | | | | | | |
|---------|----------------------------|------------------------|---------------|------------------|---------------|------------------|---------------|---------------|---------------|
| | | 2006-07 Releases | Utilized | 2007-08 Releases | Utilized | 2008-09 Releases | Utilized | 2009-10 | Utilized |
| 1. | Madhya Pradesh | 285 | 285 | | | 250 | 250 | | |
| 2. | Uttar Pradesh | | | 188.57 | 188.57 | 75.00 | 75.00 | | |
| 3. | Haryana | 145.00 | 145.00 | 94.51 | 94.51 | 89.00 | 89.00 | 65.49 | |
| 4. | Maharashtra | | | | | 5.00 | | 5.00 | |
| 5. | West Bengal | | | 46.92 | 46.92 | | | | |
| 6. | Assam | | | | | 45.00 | 45.00 | 100.00 | 80.00 |
| 7. | Punjab | 20.00 | 20.00 | | | 336.00 | 281.67 | 604.93 | 40.00 |
| 8. | Tamil Nadu | | | 175.00 | 175.00 | 100.00 | 100.00 | 35.50 | 35.50 |
| | Total | 450.00 | 450.00 | 505.00 | 505.00 | 900.00 | 840.67 | 810.92 | 155.50 |

**Dairy Venture Capital Fund
Central Sector Scheme**

To bring about structural changes in the unorganized sector, the measures like milk processing at village level, marketing of milk in a cost effective manner, quality up-gradation by using modern equipment, the scheme Venture Capital Fund for Dairy and Poultry sector was started during 2004-05 with the total outlay of Rs. 25.00 crore in the Xth Plan period. From the second year (2008-09) of the XIth Plan, the scheme Venture Capital fund for Dairy & Poultry has been separated. Under the scheme, financial assistance is provided as loan to the rural/urban beneficiaries under a schematic proposal through bankable projects.

The scheme is being implemented through NABARD and the funds released by-GOI to NABARD are kept as revolving fund for further release of interest free loan to beneficiary through lead Banks. The components of the scheme are

1. Establishment of small dairy farms-Ten animal unit (buffaloes/cross breed cows) for milk production
2. Purchase of milking machines/milkotester /bulk milk cooling unit etc.

3. Purchase of dairy processing equipment for manufacturing indigenous milk products.

4. Establishment of dairy product transportation facilities including cold chain.

5. Cold storage facilities for milk and milk products.

6. Establishment of private veterinary clinics.

Composition of fund

- Entrepreneur's contribution 10%
- Interest free Loan from revolving fund provided by GOI 50%
- Bank loan at interest applicable for agricultural activities 40%

The Government of India subsidizes the interest component applicable for agricultural activities to the extent of 50% only in case of regular/timely repayment is made by the beneficiary.

Since inception, a sum of Rs. 132.99 crore has been released to NABARD for implementation of scheme throughout the country. An amount of Rs. 20.00 crore has been released during the current financial year 2009-10 against BE of Rs. 38.00 crore.

Statement I*State-wise and year-wise sanctions under Dairy Venture Capital Fund*

(Amount in rupees)

| State | 2006-07 | | 2007-08 | | 2008-09 | | 2009-10 as on 28.2.2010 | |
|-------------------|-------------|------------------|-------------|------------------|-------------|------------------|----------------------------|------------------|
| | Units | Amount | Units | Amount | Units | Amount | Units | Amount |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| Andhra Pradesh | 0 | 0 | 15 | 2250000 | 8 | 1200000 | 4 | 600000 |
| Bihar | 0 | 0 | 8 | 596500 | 37 | 5480500 | 19 | 2509500 |
| Chhattisgarh | 0 | 0 | 1 | 500000 | 0 | 0 | 0 | 0 |
| Goa | 0 | 0 | 1 | 1595000 | 0 | 0 | 2 | 1093000 |
| Gujarat | 4 | 158900 | 0 | 0 | 0 | 0 | 0 | 0 |
| Haryana | 0 | 0 | 1 | 500000 | 0 | 0 | 1 | 125000 |
| Himachal Pradesh | 9 | 1241500 | 21 | 3135000 | 6 | 900000 | 499 | 58973300 |
| Jammu and Kashmir | 5 | 814000 | 47 | 6573500 | 19 | 3325000 | 21 | 3100000 |
| Jharkhand | 3 | 392500 | 12 | 2360000 | 7 | 1050000 | 0 | 0 |
| Karnataka | 269 | 6237100 | 200 | 20495300 | 0 | 0 | 3 | 490000 |
| Kerala | 74 | 10991325 | 55 | 9379370 | 20 | 2986000 | 99 | 14465300 |
| Madhya Pradesh | 113 | 16755000 | 74 | 11800000 | 58 | 8716000 | 21 | 3150000 |
| Maharashtra | 279 | 32009100 | 1188 | 122673100 | 3847 | 290392400 | 1761 | 164532300 |
| Orissa | 78 | 4848500 | 124 | 8238800 | 8 | 970900 | 42 | 1581800 |
| Punjab | 0 | 0 | 2 | 1092000 | 0 | 0 | 0 | 0 |
| Rajasthan | 212 | 28076600 | 120 | 16058700 | 75 | 10350100 | 42 | 6137500 |
| Tamil Nadu | 0 | 0 | 65 | 12824500 | 139 | 9501500 | 54 | 5910000 |
| Uttar Pradesh | 0 | 0 | 28 | 4149000 | 57 | 11873500 | 59 | 8800000 |
| Uttaranchal | 87 | 9596100 | 132 | 15234400 | 79 | 6500000 | 476 | 55751900 |
| West Bengal | 8 | 1100000 | 63 | 8619000 | 49 | 5171000 | 58 | 2241900 |
| Total | 1141 | 112220625 | 2157 | 248074170 | 4409 | 358416900 | 3161 | 329461500 |
| N E States | | | | | | | | |
| Arunachal Pradesh | 2 | 300000 | 0 | 0 | 13 | 1950000 | 4 | 600000 |
| Assam | 155 | 20784210 | 256 | 41580276 | 205 | 24333200 | 271 | 29583000 |
| Manipur | 3 | 450000 | 43 | 9627000 | 17 | 6050000 | 37 | 5550000 |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|-------------------------|------|-----------|------|-----------|------|-----------|------|-----------|
| Meghalaya | 1 | 120000 | 2 | 241900 | 1 | 140500 | 1 | 150000 |
| Mizoram | 91 | 13650000 | 71 | 10700000 | 13 | 1950000 | 66 | 9900000 |
| Nagaland | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sikkim | 406 | 2498889 | 0 | 0 | 0 | 0 | 0 | 0 |
| Tripura | 59 | 8736200 | 443 | 23338500 | 147 | 4232800 | 137 | 4849500 |
| Total | 717 | 46539299 | 815 | 85487676 | 396 | 38656500 | 516 | 50632500 |
| Grand Total (Total A+B) | 1858 | 158759924 | 2972 | 333561846 | 4805 | 397073400 | 3677 | 380094000 |

Funds released/Utilized under the National Project for Cattle and Buffalo Breeding (NPCBB) during last three years:

(Rs. in lakh)

| Sl.No. | State/UT | 2006-07 | 2007-08 | 2008-09 | Funds released | Total Funds Released during 2009-10 | Unspent Balance | Fund Utilized |
|--------|--------------------|---------|---------|---------|----------------|-------------------------------------|-----------------|---------------|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| 1. | Andhra Pradesh | 300.00 | 400.00 | 905.95 | 1000.00 | 2605.95 | 500.00 | 2105.95 |
| 2. | Arunanchal Pradesh | | 200.00 | 162.70 | | 362.7 | 172.21 | 190.49 |
| 3. | Assam | 319.50 | | | | 319.5 | 140.00 | 179.5 |
| 4. | Bihar | 499.80 | | 508.25 | | 1008.05 | 698.96 | 309.09 |
| 5. | Chhattisgarh | 250.00 | 562.35 | 284.06 | | 1096.41 | 192.81 | 903.6 |
| 6. | Gujarat | 100.00 | | | 643.24 | 743.24 | 343.24 | 400 |
| 7. | Goa | | | | | 0 | 0 | 0 |
| 8. | Haryana | 200.00 | | 774.35 | 1200.00 | 2174.35 | 500.00 | 1674.35 |
| 9. | Himachal Pradesh | | 100.00 | 155.46 | 297.19 | 552.65 | 97.19 | 455.46 |
| 10. | Jammu and Kashmir | | | 300.00 | 250.00 | 550 | 396.91 | 153.09 |
| 11. | Jharkhand | 200.00 | | 417.40 | | 617.4 | 417.40 | 200 |
| 12. | Karnataka | 0.00 | | | 500.00 | 500 | 500.00 | 0 |
| 13. | Kerala | 88.17 | 450.00 | 792.39 | 865.73 | 2196.29 | 565.73 | 1630.56 |
| 14. | Madhya Pradesh | 711.00 | 197.50 | 500.00 | 750.00 | 2158.5 | 450.00 | 1708.5 |
| 15. | Maharashtra | 500.00 | | 250.00 | 678.85 | 1428.85 | 517.45 | 911.4 |
| 16. | Manipur | | | | 323.80 | 323.8 | 323.80 | 0 |
| 17. | Meghalaya | | 103.34 | 65.34 | | 168.68 | 168.68 | 0 |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|-----|---------------|---------|---------|---------|----------|----------|---------|----------|
| 18. | Mizoram | 30.00 | 150.00 | | | 180 | 0.00 | 180 |
| 19. | Nagaland | 80.00 | 109.39 | 68.29 | 69.76 | 327.44 | 69.76 | 257.68 |
| 20. | Orissa | 740.20 | 562.00 | 882.98 | 390.58 | 2575.76 | 90.58 | 2485.18 |
| 21. | Punjab | 350.00 | 100.00 | 646.00 | 441.81 | 1537.81 | 145.81 | 1392 |
| 22. | Rajasthan | | | 632.73 | 200.00 | 832.73 | 201.37 | 631.36 |
| 23. | Sikkim | 51.32 | 75.00 | 131.82 | 77.30 | 335.44 | 92.30 | 243.14 |
| 24. | Tamil Nadu | 400.00 | 600.00 | 234.15 | 700.00 | 1934.15 | 400.00 | 1534.15 |
| 25. | Tripura | 53.20 | 211.00 | 256.82 | | 521.02 | 274.29 | 246.73 |
| 26. | Uttar Pradesh | 100.00 | | | 737.60 | 837.6 | 737.60 | 100 |
| 27. | Uttaranchal | 300.00 | 356.72 | 415.68 | | 1072.4 | 0.00 | 1072.4 |
| 28. | West Bengal | 265.00 | 770.43 | 352.60 | 1300.00 | 2688.03 | 562.50 | 2125.53 |
| 29. | Puducherry | | | | | 0 | 0.000 | 0 |
| | Others | 5.00 | | | | | 5 | 5.000 |
| | Total | 5543.19 | 4947.73 | 8736.97 | 10425.86 | 29653.75 | 8612.12 | 21041.63 |

*Release of Funds & utilization from 2006-07 to 2009-10 (in Lakhs) under CSS-
Development of Inland Fisheries & Aquaculture*

| Sl.No. | Name of State | 2006-07 | Utilisation | 2007-08 | Utilisation | 2008-09 | Utilisation | 2009-10 | Utilisation |
|--------|-------------------|---------|-------------|---------|-------------|---------|-------------|---------|-------------|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 1. | Andhra Pradesh | 363 | 363 | 0.00 | 0.00 | 0.00 | | | |
| 2. | Arunachal Pradesh | 24 | 24 | 24.00 | 24.00 | 24.00 | 24.00 | 24.00 | |
| 3. | Assam | 40 | 40 | 0.00 | 0.00 | 75.02 | | | |
| 4. | Bihar | 40 | 40 | 20.00 | 20.00 | 0.00 | 9.50 | | |
| 5. | Chhattisgarh | 80 | 80 | 100.00 | 100.00 | 50.00 | 50.00 | 77.50 | |
| 6. | Goa | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | |
| 7. | Gujarat | 0.00 | 0.00 | 0.00 | 0.00 | 25.00 | | | |
| 8. | Haryana | 20.00 | 20.00 | 100.00 | 100.00 | 25.00 | 10.94 | 75.00 | 50.00 |
| 9. | Himachal Pradesh | 20.00 | 20.00 | 32.43 | 22.39 | 27.00 | 17.077 | | |
| 10. | Jammu and Kashmir | 0.00 | 0.00 | 0.00 | 0.0 | 100.00 | 100.00 | 112.50 | |
| 11. | Jharkhand | 0.00 | 0.00 | 50.00 | 50.00 | 62.50 | 62.50 | 50.00 | |
| 12. | Karnataka | 165.60 | 111.00 | 0.00 | 0.00 | 0.00 | | 33.00 | |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
|-----|----------------|---------|---------|---------|---------|---------|--------|---------|--------|
| 13. | Kerala | 50.00 | 0.00 | 0.00 | 0.00 | 70.00 | 70.00 | 100.00 | |
| 14. | Madhya Pradesh | 160.00 | 160.00 | 200.00 | 200.00 | 100.00 | 100.00 | 250.00 | 100.00 |
| 15. | Maharashtra | 23 | 9.90 | 0.00 | 0.00 | 20.00 | | 39.35 | |
| 16. | Manipur | 75 | 75.00 | 0.00 | 0.00 | 40.00 | 40.00 | | |
| 17. | Meghalaya | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | |
| 18. | Mizoram | 61 | 61.00 | 50.00 | 50.00 | 40.00 | 40.00 | 100.00 | |
| 19. | Nagaland | 90 | 90.00 | 62.55 | 62.55 | 90.00 | 90.00 | 100.00 | |
| 20. | Orissa | 200 | 200.00 | 50.00 | 50.00 | 190.00 | 134.00 | 200.00 | |
| 21. | Pondicherry | 5 | 3.37 | 0.00 | 0.00 | 5.00 | | | |
| 22. | Punjab | 0.00 | 0.00 | 0.00 | 0.00 | 100.00 | | | |
| 23. | Rajasthan | 44.05 | 44.05 | 0.00 | 0.00 | 24.05 | 4.05 | | |
| 24. | Sikkim | 30 | 30.00 | 0.00 | 0.00 | 34.98 | 34.98 | | |
| 25. | Tamil Nadu | 50 | 50.00 | 50.00 | 50.00 | 0.00 | | 100.00 | |
| 26. | Tripura | 40 | 40.00 | 47.35 | 47.35 | 24.00 | 24.00 | 24.00 | |
| 27. | Uttar Pradesh | 250 | 250 | 288.57 | 288.57 | 88.00 | 88.00 | 150.00 | |
| 28. | Uttaranchal | 20 | 20 | 9.00 | 9.00 | 33.45 | | 42.65 | |
| 29. | West Bengal | 225 | 225 | 200 | 200.00 | 100.00 | 100.00 | 200.00 | |
| | Total | 2075.65 | 1956.32 | 1284.23 | 1273.86 | 1360.00 | 999.04 | 1678.00 | 150.00 |

State-wise and Year-wise release of Funds under the National Scheme of Welfare of Fishermen (2006-07 to 2009-10)

(Rupees in lakh)

| Sl.No. | States/UTs | 2006-07 | 2007-08 | 2008-09 | 2009-10 |
|--------|-------------------|---------|---------|---------|---------|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 1. | Andhra Pradesh | 65.36 | 100.00 | 140.34 | 50.00 |
| 2. | Arunachal Pradesh | 32.00 | 16.00 | 0.00 | 100.00 |
| 3. | Assam | 0.00 | 0.00 | 0.00 | |
| 4. | Bihar | 60.79 | 43.14 | 0.00 | |
| 5. | Chhattisgarh | 21.02 | 0.00 | 3.38 | 36.19 |
| 6. | Daman and Diu | 15.00 | 0.00 | 0.00 | |

| 1 | 2 | 3 | 4 | 5 | 6 |
|-------|-----------------------------|---------|---------|---------|---------|
| 7. | Goa | 0.00 | 8.00 | 2.15 | 6.00 |
| 8. | Gujarat | 0.00 | 70.00 | 86.03 | |
| 9. | Haryana | 0.00 | 0.00 | 0.00 | 6.40 |
| 10. | Himachal Pradesh | 5.10 | 4.99 | 5.50 | 6.26 |
| 11. | Jammu and Kashmir | 20.00 | 25.00 | 29.58 | 60.00 |
| 12. | Jharkhand | 258.40 | 327.20 | 123.60 | 248.21 |
| 13. | Karnataka | 348.20 | 0.00 | 304.08 | 93.54 |
| 14. | Kerala | 162.96 | 150.00 | 232.21 | 652.57 |
| 15. | Madhya Pradesh | 61.86 | 143.10 | 20.00 | 20.00 |
| 16. | Maharashtra | 33.82 | 21.20 | 31.46 | 60.92 |
| 17. | Manipur | 0.00 | 4.26 | 22.16 | 25.00 |
| 18. | Mizoram | 0.00 | 25.18 | 0.00 | |
| 19. | Nagaland | 54.00 | 29.50 | 96.50 | 140.00 |
| 20. | Orissa | 39.93 | 50.00 | 89.64 | |
| 21. | Puducherry | 150.00 | 126.00 | 150.00 | 340.00 |
| 22. | Rajasthan | 31.36 | 11.98 | 5.40 | 12.05 |
| 23. | Sikkim | 0.00 | 0.00 | 0.00 | 12.00 |
| 24. | Tamil Nadu | 300.00 | 269.93 | 240.00 | 737.94 |
| 25. | Tripura | 24.00 | 24.00 | 36.00 | 63.55 |
| 26. | Uttar Pradesh | 350.00 | 165.50 | 200.00 | 150.00 |
| 27. | Uttaranchal | 0.00 | 8.60 | 6.45 | 19.65 |
| 28. | West Bengal | 241.20 | 243.20 | 361.20 | 71.20 |
| 29. | Andaman and Nicobar Islands | 1.48 | 1.37 | 1.68 | 0.95 |
| 30. | FISHCOPFED | 104.35 | 131.65 | 192.82 | 592.72 |
| 31. | NFDB | 0.00 | 0.00 | 0.00 | 14.00 |
| 32. | Others | 0.00 | 0.00 | 0.00 | 2.52 |
| Total | | 2380.82 | 1999.80 | 2380.18 | 3521.67 |

Statement of total no. of beneficiaries including BPL families in the country including Bihar from 2006-07 to 2009-10 under CSS-Development of Inland fisheries & Aquaculture

| Sl.No. | Name of State | 2006-07 | 2007-08 | 2008-09 | 2009-10 |
|--------|-------------------|--------------|--------------|--------------|---|
| 1. | Andhra Pradesh | | 1025 | 4175 | 40000 is a provisional to be benefitted |
| 2. | Arunachal Pradesh | 1185 | | | |
| 3. | Assam | 482 | 2140 | 1928 | |
| 4. | Bihar | 1319 | 95 | 2500 | |
| 5. | Chhattisgarh | 3186 | 3308 | — | |
| 6. | Goa | | — | 757 | |
| 7. | Gujarat | 519 | 543 | — | |
| 8. | Haryana | 1572 | 1376 | 220 | |
| 9. | Himachal Pradesh | 176 | 175 | | |
| 10. | Jammu and Kashmir | 207 | | 5769 | |
| 11. | Jharkhand | 2325 | 5766 | 333 | |
| 12. | Karnataka | 439 | | 2413 | |
| 13. | Kerala | | 3814 | 2950 | |
| 14. | Madhya Pradesh | 2846 | 2314 | 249 | |
| 15. | Maharashtra | 616 | 529 | | |
| 16. | Manipur | 1645 | — | | |
| 17. | Meghalaya | | | 4199 | |
| 18. | Mizoram | 15 | 245 | 900 | |
| 19. | Nagaland | 1164 | 600 | 2280 | |
| 20. | Orissa | 2067 | 2271 | 26 | |
| 21. | Puducherry | 16 | | | |
| 22. | Punjab | | — | | |
| 23. | Rajasthan | | 122 | | |
| 24. | Sikkim | 66 | | | |
| 25. | Tamil Nadu | | | 1007 | |
| 26. | Tripura | 1688 | 1328 | 7511 | |
| 27. | Uttar Pradesh | 7939 | 11708 | | |
| 28. | Uttaranchal | 313 | 169 | 2757 | |
| 29. | West Bengal | 4113 | 3887 | | |
| | Total | 33898 | 41406 | 40073 | |

NFDB 2006-07

| Sl. No. | Name of the State | Total amount released | Total amount utilized |
|---------|-------------------|-----------------------|-----------------------|
| 1. | Andhra Pradesh | 77.06 | 69.06 |
| 2. | Delhi | 37.50 | 36.95 |
| 3. | Karnataka | 7.78 | 7.77 |
| 4. | Maharashtra | 63.27 | 12.77 |
| 5. | Nagaland | 6.14 | 6.14 |
| 6. | Orissa | 1.27 | 1.19 |
| 7. | Tamil Nadu | 1.24 | 1.24 |
| 8. | Uttar Pradesh | 63.72 | 60.46 |
| 9. | West Bengal | 1.15 | |
| | | 259.12 | 195.58 |

NFDB 2007-08

| Sl. No. | Name of the State | Rs. in Lakhs Total amount released | Rs. in Lakhs Total amount utilized |
|---------|-----------------------------|---------------------------------------|---------------------------------------|
| 1 | 2 | 3 | 4 |
| 1. | Andhra Pradesh | 17.52 | 16.53 |
| 2. | Andaman and Nicobar Islands | 2.04 | 0.41 |
| 3. | Arunachal Pradesh | 61.94 | 61.87 |
| 4. | Assam | 1.59 | 1.57 |
| 5. | Bihar | 73.64 | 4.47 |
| 6. | New Delhi | 101.20 | 100.04 |
| 7. | Gujarat | 2.79 | 2.56 |
| 8. | Haryana | 33.68 | 26.09 |
| 9. | Jharkhand | 104.28 | 104.28 |
| 10. | Jammu and Kashmir | 314.20 | 3.50 |
| 11. | Karnataka | 257.90 | 175.25 |
| 12. | Kerala | 105.11 | 103.99 |
| 13. | Madhya Pradesh | 50.89 | 33.38 |

| 1 | 2 | 3 | 4 |
|-----|---------------|---------|---------|
| 14. | Maharashtra | 160.60 | 160.14 |
| 15. | Manipur | 40.40 | 30.21 |
| 16. | Mizoram | 205.59 | 205.59 |
| 17. | Nagaland | 21.32 | 19.29 |
| 18. | Orissa | 62.11 | 58.11 |
| 19. | Puducherry | 2.99 | 2.94 |
| 20. | Punjab | 5.38 | 0.48 |
| 21. | Rajasthan | 10.86 | 8.87 |
| 22. | Sikkim | 12.48 | 12.48 |
| 23. | Tamil Nadu | 14.12 | 12.75 |
| 24. | Tripura | 58.83 | 58.83 |
| 25. | Uttar Pradesh | 75.31 | 65.87 |
| 26. | Uttaranchal | 0.82 | 0.82 |
| 27. | West Bengal | 383.65 | 383.12 |
| | | 2181.23 | 1653.44 |

NFDB 2008-09

| Sl. No. | Name of the State | Total amount released | Total amount utilized |
|---------|-----------------------------|-----------------------|-----------------------|
| 1 | 2 | 3 | 4 |
| 1. | Andhra Pradesh | 1653.22 | 926.02 |
| 2. | Andaman and Nicobar Islands | 0.00 | 0.00 |
| 3. | Arunachal Pradesh | 223.43 | 223.43 |
| 4. | Assam | 14.39 | 8.35 |
| 5. | Bihar | 0.00 | 0.00 |
| 6. | Chhattisgarh | 198.82 | 194.32 |
| 7. | New Delhi | 206.93 | 205.77 |
| 8. | Gujarat | 0.00 | 0.00 |
| 9. | Haryana | 10.29 | 5.72 |
| 10. | Himachal Pradesh | | 50.15 |
| 11. | Jharkhand | 67.40 | 0.00 |

| 1 | 2 | 3 | 4 |
|-----|-------------------|---------|---------|
| 12. | Jammu and Kashmir | 0.00 | 735.96 |
| 13. | Karnataka | 752.40 | 313.00 |
| 14. | Kerala | 348.88 | 0.00 |
| 15. | Madhya Pradesh | 0.00 | 205.83 |
| 16. | Maharashtra | 207.78 | 11.49 |
| 17. | Manipur | 11.49 | 454.46 |
| 18. | Mizoram | 454.46 | 13.59 |
| 19. | Nagaland | 13.59 | 38.66 |
| 20. | Orissa | 966.05 | 1.05 |
| 21. | Puducherry | 1.05 | 40.37 |
| 22. | Punjab | 40.37 | 1.21 |
| 23. | Rajasthan | 1.38 | 4.94 |
| 24. | Sikkim | 4.94 | 279.70 |
| 25. | Tamil Nadu | 503.43 | 50.95 |
| 26. | Tripura | 84.33 | 2.94 |
| 27. | Uttar Pradesh | 10.47 | 1.60 |
| 28. | Uttaranchal | 1.60 | 174.93 |
| 29. | West Bengal | 227.29 | 419.77 |
| | | 6003.97 | 4364.21 |

NFDB 2009-10

| Sl. No. | Name of the State | Total amount released | Total amount utilized |
|---------|-------------------|-----------------------|-----------------------|
|---------|-------------------|-----------------------|-----------------------|

| 1 | 2 | 3 | 4 |
|----|-----------------------------|--------|------|
| 1. | Andhra Pradesh | 203.00 | — |
| 2. | Andaman and Nicobar Islands | 0.00 | — |
| 3. | Arunachal Pradesh | 609.13 | — |
| 4. | Assam | 34.89 | — |
| 5. | Bihar | 0.00 | — |
| 6. | Chhattisgarh | 263.17 | — |
| 7. | New Delhi | 1.74 | 1.74 |
| 8. | Gujarat | 0.00 | — |
| 9. | Goa | 4.73 | — |

| 1 | 2 | 3 | 4 |
|-----|-------------------|---------|--------|
| 10. | Haryana | 0.00 | — |
| 11. | Himachal Pradesh | 162.68 | — |
| 12. | Jharkhand | 81.17 | — |
| 13. | Jammu and Kashmir | 71.58 | — |
| 14. | Karnataka | 1069.79 | 301.97 |
| 15. | Kerala | 73.07 | — |
| 16. | Madhya Pradesh | 0.98 | — |
| 17. | Maharashtra | 318.39 | 1.39 |
| 18. | Manipur | 386.88 | 192.41 |
| 19. | Mizoram | 64.54 | 19.13 |
| 20. | Nagaland | 126.46 | 28.41 |
| 21. | Orissa | 36.28 | 14.00 |
| 22. | Puducherry | 0.00 | — |
| 23. | Punjab | 4.47 | — |
| 24. | Rajasthan | 0.00 | — |
| 25. | Sikkim | 13.07 | — |
| 26. | Tamil Nadu | 457.30 | 152.53 |
| 27. | Tripura | 0.00 | — |
| 28. | Uttar Pradesh | 77.31 | — |
| 29. | Uttaranchal | 0.00 | — |
| 30. | West Bengal | 495.16 | — |
| | | 4555.76 | 711.56 |

Statement II*Employment generated by NFDB schemes implemented so far*

| Sl.No. | Activity | Hectares/ Units | Direct employment (No of mandays) | Indirect employment |
|--------|--------------------|--------------------|--|------------------------|
| 1. | Inland fisheries | 1085009 | 689186 | 13213 |
| 2. | Domestic marketing | | 1576 | 1576 |
| 3. | Marine Fisheries | | 4065 | 200 |
| Total | | | 694827 | 14989 |

Monitoring of ISI Stamped Goods

1899. SHRI YASHBANT LAGURI:
SHRI IJYARAJ SINGH:

Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

- (a) the mechanism in place to examine the quality of the ISI stamped goods as per the current practice;
- (b) the number of raids conducted on the premises of the licencees of Bureau of Indian Standard (BIS) and the samples taken therefrom during the last three years;
- (c) the number of cases registered and the number of people against whom action was taken in this regard;
- (d) whether raids have been conducted at the premises of those firms also which do not have BIS certification;
- (e) if so, the details thereof;
- (f) if not, the reasons therefor; and
- (g) the corrective steps taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K. V. THOMAS): (a) Bureau of Indian Standards (BIS) through its Product Certification Scheme ensures that the quality of the ISI Marked goods manufactured by its licensees conform to the relevant Indian Standards. This includes a preventive mechanism under which product samples drawn from licensees' premises and from the market are tested to check conformity of the products to the relevant Indian Standards.

(b) and (c) BIS does not raid the premises of its licensees but undertake surprise surveillance visits to their premises under the Bureau of Indian Standards(BIS) Act, 1986 and the rules and regulations framed thereunder, to ensure quality of their products as per the relevant Indian Standard.

(d) to (f) Yes, Madam. During the year 2007-08, 2008-09 & 2009-10 (upto 28-02-2010), 125, 156 and 120 raids respectively have been conducted by BIS at the premises of firms which do not have BIS Certification Marks Licence.

(g) Based on the findings during the raids, complaints are filed by BIS in the respective courts for violation of the provisions of BIS Act, 1986.

*[English]***Operational Cost of DD**

1900. SHRI P.C. GADDIGODAR:
SHRI JAYARAM PANGI:

Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

- (a) whether the operational costs of the Doordarshan is constantly increasing while its revenue has not recorded any significant growth;
- (b) if so, the details thereof, and the reasons therefor; and
- (c) the steps taken/proposed to be taken by the Government to bail out Doordarshan from its financial crisis?

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING (DR. S. JAGATHRAKSHAKAN): (a) No, Madam.

(b) The operational expenditure of Doordarshan is not increasing constantly as would be evident from a perusal of the figures in the table below. The high operational expenditure in the year 2005-06 was on account of the expenditure incurred by Doordarshan on account of payment of Rights fee to the BCCI for the cricket matches and the grant of Dearness pay. The year 2006-07 showed a decrease in the operational expenditure. There was a visible reduction in the operational expenditure in the year 2007-08. The increase in operational expenditure in the years 2008-09 and 2009-10 is primarily because of the impact of the 6th Central Pay Commission recommendations on salaries and payment of arrears of salaries. It would also be seen that there has been a rise in the Revenue earned by Prasar Bharati both in 2008-09 and in 2009-10 despite recession last year and increase in the number of private channels.

(Rs. in crores)

| Financial Year | Operational Exp. | Revenue |
|----------------|------------------|---------|
| 2004-05 | 862.75 | 580.02 |
| 2005-06 | 1069.25 | 768.91 |
| 2006-07 | 913.92 | 726.07 |
| 2007-08 | 830.27 | 724.42 |
| 2008-09 | 1152.42 | 737.05 |
| 2009-10* | 1971.68 | 837.44 |

*(upto Dec. 2009)

(c) The government provides financial support to Prasar Bharati in the form of Grants-in-aid to incur expenditure under Revenue Non-Plan and Revenue Plan heads and loan under Capital Plan head.

[*Translation*]

Open Transit at Indo-Nepal Border

1901. SHRI HARSH VARDHAN: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government is contemplating any measures to regulate free movement/open transit on Indo-Nepal Border in view of increasing illegal activities at the border; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLY RAMACHANDRAN): (a) and (b) The Indo-Nepal border is open. The movement of Indians and Nepalese citizens across the Indo-Nepal border is governed by Indo-Nepal Treaty of Peace and Friendship, 1950, which provides for free movement of citizens of both the countries across the Indo-Nepal border. SSB has been deployed at Indo-Nepal border as a Border Guarding Force.

The Government of India is working closely with the Government of Nepal to strengthen border management taking into consideration the open border and visa free regime between India and Nepal. There are established institutional mechanism to deal with this issue. Regular interactions and periodic meetings are held between two countries including Home Secretary level talks.

Regular presence, round-the-clock patrolling, random checking and surveillance are carried out by SSB to check illegal activities and to stop cross border criminal activities. Besides, State Police concerned is also keeping a vigil.

Futures Trading

1902. SHRI LALJI TANDON: Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether futures trading has also been identified as one of the major factors behind the unprecedented price rise of foodgrains in the country;

(b) if so, whether the Government is considering to exclude agriculture from the ambit of futures trading in order to contain the rising prices of foodgrains;

(c) if so, the details thereof;

(d) whether the Government has received any suggestions from eminent economists and other social organisations in this regard; and

(e) if so, the details thereof and reaction of the Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) to (c) No, Madam. The forward trading in commodities is a mechanism for price discovery and price risk management and not a mechanism to check price rise. The actual prices of the commodity are governed by physical demand and supply factors. The futures market only gives price signals for future periods of time based on the projections about the likely supply and demand situation at those points of time. This helps various stakeholders in various commodities, viz., farmers, producers, processors, exporters etc. to plan their production, marketing as well as to use futures markets to mitigate their price risks.

Government had set up a committee under the Chairmanship of Planning Commission Member Prof. Abhijit Sen to examine whether futures market was responsible for rise in the prices of essential commodities. The Committee submitted its report in April 2008. The Committee did not find futures market responsible for the increase of the prices of essential commodities. A study by the Indian Institute of management, Bangalore on Wheat, Rice, Tur, and Urad (around the same time) also did not find any influence of futures trading on the price rise in such commodities. The increasing convergence seen in the physical and futures prices of the commodities in the recent past is indicative of the fact that the futures prices have, by and large, been a correct barometer of the expected prices at a future point of time.

In view of the facts above, the Government is not in favour of imposing any ban on futures trading in any commodity. However, Forward Market Commission, the Regulator, takes decision, from time to time, about suspension of futures trading in specific commodity for specific period as a regulatory measure to meet emergent situation.

(d) and (e) The Abhijit Sen Committee, (an Expert Committee appointed by the Government of India under the Chairmanship of Planning Commission Member Prof.

Abhijit Sen to examine whether futures markets was responsible for rise in the prices of essential commodities) (report submitted in April 2008) did not find futures market responsible for the increase of the prices of essential commodities. Another study by the Indian Institute of management, Bangalore on Wheat, Rice, Tur, and Urad (around the same time) also did not find any influence of futures trading on the price rise in such commodities. The increasing convergence seen in the physical and futures prices of the commodities in the recent past is indicative of the fact that the futures prices have, by and large, been a correct barometer of the expected prices at a future point of time.

In view of the facts above, the Forward Markets Commission and the Government are not in favour of imposing any further ban on futures trading in any commodity.

Advertisement of Liquor and Tobacco Products

1903. SHRI SAJJAN VERMA:
SHRI JAI PRAKASH AGARWAL:

Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether advertisement on liquor, tobacco Gutakha and cigarettes through the electronic and print media are increasing;

(b) if so, the details thereof during each of the last three years and the current year, media-wise;

(c) whether the Government proposes to ban such advertisements;

(d) if so, the details thereof; and

(e) the details of the revenue presently earned by the Government from such advertisements annually?

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI CHOUDHURY MOHAN JATUA): (a) No such study has been brought to the notice of the Government.

(b) Does not arise.

(c) and (d) Under the Cable Television Networks Rules, 1994, advertisements of cigarettes and tobacco

products are prohibited on TV Channels. As regards print media, Norms of Journalistic Conduct, Part-A, No. 36 (ii) provides that no advertisement shall be published which promotes directly or indirectly production, sale or consumption of cigarettes and tobacco products.

(e) No revenue is earned by the Government from such advertisements.

Collapse of Gandhi Setu Bridge

1904. SHRI HUKMADEO NARAYAN YADAV: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the name of the company awarded contract for constructing the Gandhi Setu bridge on the river Ganga in Patna alongwith the date of construction and the life span stipulated for it;

(b) whether within the stipulated life span the bridge collapsed due to which it is being repaired;

(c) if so, the date on which the repair work was started and the amount spent as on date alongwith the time by which the said repair work is likely to be completed;

(d) whether any action has been taken against the construction company; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (KUNWAR R.P.N. SINGH): (a) The work of Mahatma Gandhi Setu was awarded to M/s Gammon India Ltd. on Design and Build basis in 1972. The upstream lane has been constructed between 1972 and 1982 whereas downstream lane has been constructed between 1983 and 1987. No life span of the bridge was stipulated in the contract. However, bridges are normally expected to be in service for 50 Years.

(b) No, Madam. The bridge has not collapsed and is in service. However, there are some distress in the bridge due to which it is being repaired and rehabilitated.

(c) The repair work was started in 2001. So far, 14 estimates for an aggregate amount of Rs. 94.01 crore

have been sanctioned for repair & rehabilitation of the bridge. Further, an amount of Rs. 101.70 crore would be required to complete the balance repair and rehabilitation work. The Government is exploring the possibility of awarding the balance repair and rehabilitation work on BOT (Toll) basis.

(d) No, Madam.

(e) The distress in the bridge is mainly due to loss of pre-stressing forces over time and failure of one component called Central Hinge Bearing. The design conformed to the standards and technology prevailing at that time, which has not proved successful today. Other bridges constructed with same technology have also given problem.

Per Capita Availability of Foodgrains

1905. SHRI JAGDANAND SINGH: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the per capita availability of foodgrains is constantly decreasing during the last three years and the current year; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) and (b) The per capita availability of foodgrains, cereals and pulses during the last three years are as follows:

| Item | (Grams per day) | | |
|------------|-----------------|-------|---------|
| | 2006 | 2007 | 2008(P) |
| Foodgrains | 445.3 | 442.8 | 436.0 |
| Cereals | 412.8 | 407.4 | 394.2 |
| Pulses | 32.5 | 35.5 | 41.8 |

(P) = Provisional

Dairy Projects

1906. SHRI RAVINDRA KUMAR PANDEY: Will the Minister of AGRICULTURE be pleased to state:-

(a) the details of ongoing large, medium and small dairy projects in the country including in Jharkhand and Bihar during each of the last three years and the current year, state-wise and year-wise;

(b) the details of the employment generated therefrom;

(c) the details of financial assistance provided and help centre/helplines made available for information regarding dairy development to the dairy entrepreneurs in the country during the said period; and

(d) the details of the steps taken to encourage dairy workers including BPL families for setting up dairy farms in the country during the said period?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) and (b) This department is implementing following scheme:

- (i) Intensive Dairy Development Programme (IDDP)
- (ii) Strengthening Infrastructure for Quality and Clean Milk Production (CMP).
- (iii) Assistance to Cooperatives (A-C)
- (iv) Dairy Venture Capital Fund (DVCF).

State-wise fund released under IDDP, CMP and A-C for last three years and current year are enclosed as Statements-I, II and Statement-III.

Under DVCF funds released by Government of India to NABARD are kept as revolving fund for further release of Interest Free Loan to the beneficiaries through lead banks. State-wise fund sanctioned by NABARD during last three years and current year is given as Statement-IV.

Under various dairy development scheme about 19.73 lakh farmers were self employed since 1993-94.

(c) Under the scheme DVCF Rs. 132.95 crore has been provided as Interest Free Loan to 13939 dairy entrepreneurs. In the scheme, there is no provision for providing assistance for help centre/helplines.

(d) Beside others, the above scheme also covers BPL families as beneficiaries for setting up of small dairy farms.

Statement I

(Rs. in lakh)

| Sl.No | Name of State/Project | Amount released during 2006-07 | Amount released during 2007-08 | Amount released during 2008-09 | Amount released during 2009-10 | Total funds released during 2006-07 to 2009-10 upto 04.03.2010 |
|-------|-----------------------------|--------------------------------|--------------------------------|--------------------------------|--------------------------------|--|
| 1. | Andaman and Nicobar Islands | 0.00 | 11.34 | 0.00 | 0.00 | 11.34 |
| 2. | Andhra Pradesh | 288.45 | 298.33 | 334.53 | 100.00 | 1021.31 |
| 3. | Bihar | 237.55 | 0.00 | 119.39 | 0.00 | 356.94 |
| 4. | Jharkhand | 20.00 | 107.64 | 0.00 | 19.76 | 147.40 |
| 5. | Haryana | 657.35 | 200.00 | 400.00 | 500.00 | 1757.35 |
| 6. | Himachal Pradesh | 39.00 | 340.05 | 0.00 | 125.00 | 504.05 |
| 7. | Karnataka | 72.00 | 0.00 | 0.00 | 0.00 | 72.00 |
| 8. | Kerala | 240.00 | 465.25 | 524.76 | 238.24 | 1468.25 |
| 9. | Madhya Pradesh | 100.59 | 285.00 | 132.00 | 0.00 | 517.59 |
| 10. | Chhattisgarh | 50.00 | 100.00 | 40.00 | 0.00 | 190.00 |
| 11. | Maharashtra | 72.00 | 200.00 | 0.00 | 0.00 | 272.00 |
| 12. | Manipur | 160.00 | 200.00 | 24.61 | 175.00 | 559.61 |
| 13. | Meghalaya | 30.00 | 0.00 | 0.00 | 0.00 | 30.00 |
| 14. | Mizoram | 90.00 | 139.70 | 50.00 | 0.00 | 279.70 |
| 15. | Nagaland | 162.70 | 35.00 | 0.00 | 70.80 | 268.50 |
| 16. | Orissa | 104.61 | 302.56 | 345.17 | 70.00 | 822.34 |
| 17. | Rajasthan | 0.00 | 310.00 | 284.52 | 762.40 | 1356.92 |
| 18. | Sikkim | 140.21 | 75.30 | 274.89 | 129.76 | 620.16 |
| 19. | Tamil Nadu | 356.47 | 125.00 | 273.59 | 275.00 | 1030.06 |
| 20. | Tripura | 40.00 | 90.00 | 120.44 | 0.00 | 250.44 |
| 21. | Uttar Pradesh | 19.00 | 100.00 | 95.00 | 0.00 | 214.00 |
| 22. | Uttarakhand | 467.98 | 0.00 | 128.96 | 50.00 | 646.94 |
| 23. | West Bengal | 0.00 | 70.83 | 0.00 | 55.86 | 126.69 |
| | Total | 3347.91 | 3456.00 | 3147.86 | 2571.82 | 12523.59 |

Statement II

Funds released during 2006-07 to 2009-10 under Strengthening Infrastructure for Quality and Clean Milk Production (CMP) scheme upto 04.03.2010

| | | (Rs. in lakh) | | | | |
|--------------|------------------|--------------------------------|--------------------------------|--------------------------------|---|--|
| Sl.No | State | Amount released during 2006-07 | Amount released during 2007-08 | Amount released during 2008-09 | Amount released during 2009-10 (as on 04.03.10) | Total released of fund during 2006-07 to 2009-10 |
| 1. | Assam | 20.00 | 0.00 | 0.00 | 0.00 | 20.00 |
| 2. | Andhra Pradesh | 83.75 | 99.63 | 50.00 | 0.00 | 233.38 |
| 3. | Bihar | 0.00 | 0.00 | 148.52 | 0.00 | 148.52 |
| 4. | Haryana | 234.77 | 125.33 | 31.56 | 0.00 | 391.66 |
| 5. | Himachal Pradesh | 38.78 | 2.40 | 0.00 | 0.00 | 41.18 |
| 6. | Karnataka | 196.13 | 69.89 | 243.06 | 128.99 | 638.07 |
| 7. | Kerala | 460.43 | 309.44 | 538.78 | 340.06 | 1648.70 |
| 8. | Madhya Pradesh | 177.15 | 161.77 | 43.51 | 0.00 | 382.43 |
| 9. | Maharashtra | 442.58 | 200.60 | 17.43 | 171.80 | 832.41 |
| 10. | Mizoram | 0.00 | 22.47 | 0.00 | 0.00 | 22.47 |
| 11. | Nagaland | 9.44 | 0.00 | 0.00 | 0.00 | 9.44 |
| 12. | Orissa | 114.01 | 0.00 | 0.00 | 67.00 | 181.01 |
| 13. | Punjab | 50.00 | 81.25 | 120.95 | 30.00 | 282.20 |
| 14. | Rajasthan | 70.40 | 286.97 | 0.00 | 38.41 | 395.78 |
| 15. | Sikkim | 20.00 | 17.28 | 8.74 | 8.74 | 54.76 |
| 16. | Uttar Pradesh | 322.69 | 203.82 | 0.00 | 7.03 | 533.54 |
| 17. | Tamil Nadu | 106.18 | 0.00 | 382.46 | 171.65 | 660.29 |
| 18. | Puducherry | 0.00 | 50.00 | 2.16 | 0.00 | 52.16 |
| 19. | West Bengal | 0.00 | 75.20 | 43.71 | 0.00 | 118.91 |
| 20. | Goa | 0.00 | 40.00 | 61.68 | 0.00 | 101.68 |
| 21. | Gujarat | 113.28 | 342.42 | 429.44 | 697.32 | 1582.46 |
| 22. | Manipur | 5.00 | 0.00 | 7.25 | 0.00 | 12.25 |
| Total | | 2464.58 | 2088.47 | 2129.25 | 1661.00 | 8343.29 |

Statement III

Year-wise & State-wise, release during last three and current year years under the Scheme—'Assistance to Cooperatives' upto 04.03.2010

| Sl.No | State | Amount released during 2006-07 | Amount released during 2007-08 | Amount released during 2008-09 | Amount released during 2009-10 (as on 04.03.10) | Total released of fund during 2006-07 to 2009-10 |
|-------|----------------|--------------------------------|--------------------------------|--------------------------------|---|--|
| 1. | Madhya Pradesh | 285.00 | 0.00 | 250.00 | 0.00 | 535.00 |
| 2. | Uttar Pradesh | 0.00 | 188.57 | 75.00 | 0.00 | 263.57 |
| 3. | Haryana | 145.00 | 94.51 | 89.00 | 65.49 | 394.00 |
| 4. | Maharashtra | 0.00 | 0.00 | 5.00 | 5.00 | 10.00 |
| 5. | West Bengal | 0.00 | 46.92 | 0.00 | 0.00 | 46.92 |
| 6. | Assam | 0.00 | 0.00 | 45.00 | 100.00 | 145.00 |
| 7. | Punjab | 20.00 | 0.00 | 336.00 | 604.93 | 960.93 |
| 8. | Tamil Nadu | 0.00 | 175.00 | 100.00 | 35.50 | 310.50 |
| | Total | 450.00 | 505.00 | 900.00 | 810.92 | 2665.92 |

Statement IV

State-wise and Year-wise sanctions under Dairy Venture Capital Fund

| Sl.No | State | Amount released during 2006-07 | Amount released during 2007-08 | Amount released during 2008-09 | Amount released during 2009-10 (as on 04.03.10) | Total released of fund during 2006-07 to 2009-10 |
|-------|-------------------|--------------------------------|--------------------------------|--------------------------------|---|--|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 1. | Andhra Pradesh | 0 | 2250000 | 1200000 | 600000 | 4050027 |
| 2. | Bihar | 0 | 596500 | 5480500 | 2509500 | 8586564 |
| 3. | Chhattisgarh | 0 | 500000 | 0 | 0 | 500001 |
| 4. | Goa | 0 | 1595000 | 0 | 1093000 | 2688003 |
| 5. | Gujarat | 158900 | 0 | 0 | 0 | 158900 |
| 6. | Haryana | 0 | 500000 | 0 | 125000 | 625002 |
| 7. | Himachal Pradesh | 1241500 | 3135000 | 900000 | 58973300 | 64250326 |
| 8. | Jammu and Kashmir | 814000 | 6573500 | 3325000 | 3100000 | 13812587 |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------------------------|-------------------|-----------|-----------|-----------|-----------|------------|
| 9. | Jharkhand | 392500 | 2360000 | 1050000 | 0 | 3802519 |
| 10. | Karnataka | 6237100 | 20495300 | 0 | 490000 | 27222603 |
| 11. | Kerala | 10991325 | 9379370 | 2986000 | 14465300 | 37822169 |
| 12. | Madhya Pradesh | 16755000 | 11800000 | 8716000 | 3150000 | 40421153 |
| 13. | Maharashtra | 32009100 | 122673100 | 290392400 | 164532300 | 609613696 |
| 14. | Orissa | 4848500 | 8238800 | 970900 | 1581800 | 15640174 |
| 15. | Punjab | 0 | 1092000 | 0 | 0 | 1092002 |
| 16. | Rajasthan | 28076600 | 16058700 | 10350100 | 6137500 | 60623137 |
| 17. | Tamil Nadu | 0 | 12824500 | 9501500 | 5910000 | 28236258 |
| 18. | Uttar Pradesh | 0 | 4149000 | 11873500 | 8800000 | 24822644 |
| 19. | Uttarakhand | 9596100 | 15234400 | 6500000 | 55751900 | 87083087 |
| 20. | West Bengal | 1100000 | 8619000 | 5171000 | 2241900 | 17132070 |
| Total | | 112220625 | 248074170 | 358416900 | 329461500 | 1048182922 |
| N E States | | | | | | |
| 1. | Arunachal Pradesh | 300000 | 0 | 1950000 | 600000 | 2850017 |
| 2. | Assam | 20784210 | 41580276 | 24333200 | 29583000 | 116281418 |
| 3. | Manipur | 450000 | 9627000 | 6050000 | 5550000 | 21677097 |
| 4. | Meghalaya | 120000 | 241900 | 140500 | 150000 | 652404 |
| 5. | Mizoram | 13650000 | 10700000 | 1950000 | 9900000 | 36200150 |
| 6. | Nagaland | 0 | 0 | 0 | 0 | 0 |
| 7. | Sikkim | 2498889 | 0 | 0 | 0 | 2498889 |
| 8. | Tripura | 8736200 | 23338500 | 4232800 | 4849500 | 41157727 |
| Total | | 46539299 | 85487676 | 38656500 | 50632500 | 221317702 |
| Grand Total (Total A+B) | | 158759924 | 333561846 | 397073400 | 380094000 | 1269500624 |

*[English]***National Code for Sports**

1907. SHRI M.K. RAGHAVAN: Will the Minister of YOUTH AFFAIRS AND SPORTS be pleased to state:

(a) the status of proposed National Code on sports;

(b) the number of cases of fraud/misrepresentation by sports persons participating in the national and

international events detected during each of the last three years and the current year, event-wise alongwith the action taken thereon in each case; and

(c) the corrective measures taken/proposed to be taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF YOUTH AFFAIRS AND SPORTS (SHRI PRATIK PATIL):
(a) to (c) With a view to eliminating age fraud in sports,

Government has issued guidelines to Sports Authority of India, National Sports Federations and State Governments for the issuance of identity cards to athletes participating in age restricted competitions. Since in the past there was no system of reporting overage cases to the Government, such data for the last three years is not available with the Government.

[Translation]

Escape of Terrorists

1908. DR. BHOLA SINGH:
DR. SANJEEV GANESH NAIK:
SHRIMATI SUPRIYA SULE:
SHRI BAL KUMAR PATEL:
SHRI RADHAMOHAN SINGH:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether there have been reports of the escape of terrorists from Delhi alleged to have been involved in several terrorist activities in the city;

(b) if so, the details thereof;

(c) whether any inquiry has been conducted into the matter;

(d) if so, the details of the police personnel and officials of other agencies found to be responsible for the said incident;

(e) the details of the steps taken by the Government to trace the fugitives; and

(f) the details of the remedial measures taken to strengthen the transit and custodial procedures of terrorists?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLY RAMACHANDRAN): (a) to (d) Yes, Madam. Three Pakistani terrorist detainees namely Rafakat Ali, Saddique Mohd and Abdul Razzak who after completing their sentence were lodged in the deportation centre at Lampur House pending their deportation to Pakistan, escaped from the custody of India Reserve Battalion, Meghalaya Police on 1.1.2010. In this regard, a case FIR has been registered in Police Station Kotwali, Delhi and the investigation has been taken up by the Special Cell of Delhi Police. A magisterial enquiry has been ordered by

LG Delhi in this connection and a reward of Rs. 50,000/- has been announced for the apprehension of each of the escapees.

(e) Steps taken by the Delhi Police to trace the above escapees are as follows:

1. Sustained interrogation of Sub-Inspector Dinamoni Singh and the drivers Rohit and Dharmender from whose custody the militants escaped were done. Their statements were further verified. The verification led to the revelation of some of the mobile numbers related to escapees and some persons with whom the escapees were in touch before escaping. These mobile numbers were technically analyzed and the persons were interrogated.
2. The security staff as well as staff of FRRO posted at the Foreigners Detention Center was also interrogated at length.
3. All other detainees at the Foreigners Detention Center were also interrogated at length.
4. All registers maintained including Visitors Register, Gate Entry Register, Daily Diary Register at Detention Center were thoroughly examined and persons so identified were interrogated.
5. An enquiry from railways department was made to check whether there was any reservation made in the said names.
6. Posters of escapees were prepared and got pasted at all the public places like Railway Stations, Bus Terminals, Markets etc. of Delhi.
7. Posters were sent to the Border Security Force at the borders of J&K (Poonch), Punjab (Atari), West Bengal (Hoshiarpur) and Rajasthan (Barmer) from where the escapees can cross the boundaries of India.
8. All the inputs including the inputs received from Intelligence Agency were technically analyzed and verified.
9. Indo-Pak bus service and Samjhauta Express Railway service is being checked regularly.
10. Reward has been declared on all three escapees.

(f) Remedial measures taken by Delhi Police (as per Standing Order No. 52/2008) to strengthen the escort and custodial procedures are given in statement enclosed.

Statement*Escort & Production of Terrorist Under Trial Prisoners (UTP)*

- (i) As soon as DCP/3rd Bn. DAP receives the date of production of terrorist UTPs in various courts within Delhi, a message shall be passed on to DAP Control Room. On receipt of this information, Inspector Deployment shall earmark the staff of 1-Inspr., 1-SI/ASI, 1-HC and 6-Cts from DAP reserve and deploy them in the court premises, in consultation with in-charge lock-up, for crowd control and smooth production of terrorist UTPs in the court. Inspector, SI/ASI and HC shall carry side arms and 2 Consts, will be equipped with SAF, Rest of 4 Constables will be "Khali Hath" to control the crowd. DCP/1st Bn. DAP is required to devise a system, establish a procedure and brief the concerned staff for smooth execution of this deployment.
- (ii) A message shall also be sent to DCP/PCR for escort and transportation from Central Jail & Rohini Jail, DCP/PCR, on receipt of this information, shall ensure that a PCR van escorts the respective jail van carrying high risk terrorist UTP from Central Jail as well as from Rohini Jail to different courts in Delhi and back, after their production. He shall appoint a nodal officer who shall coordinate this exercise on day-to-day basis and keep liaison with 3rd Bn. DAP.
- (iii) Districts, in whose jurisdiction the court falls, should also be informed through their control room, who in turn should inform the concerned Police Station. The police station shall, in turn, inform the security staff already deployed in the courts before-hand about production of the UTP.
- (iv) In case of admission of a terrorist UTP in any of the hospitals in Delhi, Control Room of 3rd Bn. DAP shall inform DCSP of concerned distt. through District Control Room regarding time and place of admission of terrorist UTP. On receipt of this information, DCP of Distt. concerned, or any other nodal officer appointed by him, shall ensure that the day, as well as night checking officer of the Distt. shall invariably check the admitted UTP and the alertness of DAP staff deployed in the said hospital. If any laxity or security lapse is observed, a report shall immediately be submitted to Distt. DCP as well as DCP 3rd Bn. DAP.

- (v) DCP/Special Cell shall deploy responsible officer from Spl.Cell to 3rd Bn, DAP from time to time to brief the staff and officers about fresh inputs received regarding terrorist UTPs who are produced in Delhi as well as outside Delhi so that the staff of 3rd Bn. DAP can be sensitized about the latest threat perceptions.

*[English]***FDI in Agriculture**

1909. SHRI NEERAJ SHEKHAR: Will the Minister of AGRICULTURE be pleased to state:

- (a) whether the opening of foreign direct investment (FDI) in the agriculture sector has failed to make any significant impact;
- (b) if so, the details thereof and the reasons therefor;
- (c) whether the benefits reaped from the FDI in agriculture have been unevenly distributed;
- (d) if so, the details thereof; and
- (e) the measures being taken by the Government to attract and utilise FDI for the development of the agriculture sector?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) to (e) Foreign Direct Investment (FDI) is permitted only in Floriculture, Horticulture, Development of Seeds, Animal Husbandry, Pisciculture, aqua-culture, cultivation of vegetables, mushrooms under controlled conditions and services related to agro and allied sectors. No FDI is permitted in other agriculture activities.

No FDI has been reported under agriculture under controlled condition but FDI in agriculture services is reported at US\$ 1494.07 million upto December 2009.

*[Translation]***Beneficiaries of Loan Waiver Scheme**

1910. SHRI SONAWANE PRATAP NARAYANRAO: Will the Minister of AGRICULTURE be pleased to refer to the reply given to Unstarred Question No. 1456 dated 14.7.2009 regarding Beneficiaries of Loan Waiver Scheme to state:

- (a) the time likely to be taken by the Government to collect this information and whether the Minister can fix any time limit for the same;

(b) if so, the time by which this information is likely to be laid on the Table;

(c) if not, the reasons therefor; and

(d) the reasons for no information with the Government despite so many days after loan waiver to farmers?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) to (d) The implementation report for fulfillment of assurance given in respect of Lok Sabha Unstarred Question No. 1456 dated 14.7.09 regarding Beneficiaries of Loan Waiver Scheme has been submitted vide Ministry of Finance, Department of Financial Services O.M. No. 4/80/09-AC (Assurance) dated 9th February, 2010 to the Ministry of Parliamentary Affairs for laying the same on the Table of the Lok Sabha.

[English]

DD Channels

1911. SHRI B. MAHTAB: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether Doordarshan has conducted any study on the impact and coverage of DD India channels in the USA, UK and the Middle East;

(b) if so, the details thereof;

(c) whether any study has been conducted to promote Indian channels among the countries of Central Asia also; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI CHOUDHURY MOHAN JATUA): (a) Prasar Bharati has informed that Doordarshan had conducted study only in the Middle East.

(b) A Survey was conducted by M/s Dutta & Dutta, New Delhi on the impact and reach of DD India Channel in the Middle East in 2006 and the report was submitted in 2007.

(c) and (d) No, Madam. However, Prasar Bharati has informed that they have no plans to conduct any study to promote Indian Channels among the countries of Central Asia. Doordarshan has however, called for International Tenders for distribution of DD India Channel through out the world by the interested agencies.

Police Reforms

1912. SHRIMATI PARAMJIT KAUR GULSHAN:
SHRI VARUN GANDHI:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Hon'ble Supreme Court has issued any directives to the Union and the State Governments on police reforms;

(b) if so, the details thereof alongwith the steps proposed to be taken to check external influence over the police establishments, reforming the procedures on tenure, transfers, promotions of police personnel and improving the public grievance redressal mechanism against the police;

(c) the reaction and response of the Union and State Governments in this regard; and

(d) the police population ratio *viz-a-viz* United Nations recommended ratio?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLY RAMACHANDRAN): (a) to (c) Directives on aspects of functioning and conducts of police were issued by the Hon'ble Supreme court *inter-alia* in W.P.(C) 340-343 of 1993, Vineet Narain & Ors Vs. UOI & Ors, W.P. (CrI) No. 539 of 1986, D.K. Basu Vs the State of West Bengal & Ors. W.P. (C) No. 310/96—Prakash Singh & Ors. Vs Uoi and Ors.

In Vineet Narain & others Vs Union of India the Hon'ble Supreme Court has highlighted the need for insulation of investigating agencies against extraneous influences. The Hon'ble Supreme Court underscored the need for the State Governments to set-up credible mechanism for selection, appointment, tenure, transfer and posting of the Chief of the State Police as well as all police officers of the rank of Superintendent of Police and above. In D.K. Basu Vs State of West Bengal, the Hon'ble Supreme Court issued directions regarding procedural safeguards to be adopted for effecting arrest

and detention of an accused in custody. Directions of the Hon'ble Supreme Court in the above cases have been conveyed to the State Governments for implementation, as 'Police' is a State subject.

In W.P. (C) No. 310/1996—Prakash Singh & Ors. Vs UOI and Ors. the Supreme Court in its judgement dated 22.9.2006 issued directions to the States/Union Territories concerning setting up of State Security Commission, Selection methodology and minimum tenure of Director General of Police, minimum tenure of Inspector General of Police and other key police functionaries, separation of investigation wing from law & order wing, setting up of Police Establishment Board and Police Complaints Authority. The Hon'ble Court also directed that a National Security Commission be set up to prepare panels for appointment of "Chiefs of Central Police Organizations (CPOs), to review measures to upgrade the effectiveness of these forces, improve their service condition, ensure proper coordination between them and proper utilization of the forces. A Committee on National Security & Central Police Personnel Welfare was constituted on 02.01.2007 under the chairmanship of Union Home Minister to prepare panels for appointment of Chiefs of Central Para Military Forces (CPMFs), consider issues pertaining to the service conditions of the CPMFs personnel and any other related matter.

The matter was heard successively on different dates. On 16.5.2008, the Hon'ble Supreme Court reviewed the implementation of the various directions made earlier in its judgement dated 22.09.2006 and directed the setting up a Commission under the Chairmanship of Justice K.T. Thomas, former retired Judge of the Supreme Court and two other persons.

Government has also taken initiatives to set up a Review Committee on Police reforms which made 49 recommendations for implementation which *inter-alia* included the recommendations of Police Establishment Boards, Upgradation of police training facilities, Police complaints Boards, which have been sent to all States/ Union Territories for implementation. The matter is also reviewed regularly by the Central Government. Government also set up Soli Sorabjee Committee to draft a new Police Act to replace the old police Act of 1861. The draft Model Police Act which was also circulated to all States for appropriate action and consideration contain well defined duties of the police, responsiveness and sensitivity of the police towards public especially the weaker and vulnerable sections and accountability to rule of law. As per information available 13 States *viz.* Assam,

Bihar, Chhattisgarh, Gujarat, Haryana, Himachal Pradesh, Kerala, Punjab, Rajasthan, Sikkim, Tamil Nadu, Tripura and Utrakhand have either enacted the Police Act or amended the existing Act. The Central Government has decided to make suitable legislative changes in respect of Delhi and Chandigarh and issue executive instructions in place of enacting a separate UT Police Act in respect of other Union Territories.

Besides the above initiatives on Police reforms Government has set up National Police Mission (NPM) with the broad objective of seeking to transform the police forces in the country into effective instruments for maintenance of internal security and facing the challenges of the next century, by equipping them with the necessary material, intellectual and organizational resources. The Mission is also tasked with the responsibility of creating a new vision for the Police. Six Micro Missions have been set up under the National Police Mission to achieve the objectives of the NPM pertaining to specific areas of Policing *viz.* Human Resource Development; Community Policing; Communication and Technology; Infrastructure; New Processes (Process Engineering); and Proactive Policing and Visualizing future challenges. All of them encompass, as far as possible the entire canvas of policing.

(d) As per data compiled by the Bureau of Police Research and Development (BPR&D), as on 1.1.2008, the sanctioned and actual strength of police personnel at all India level per 1,00,000 population in India is 153.08 and 129.65. The minimum UN norm is 220.

[Translation]

Regional News Units of Air/DD

1913. SHRI RAJU SHETTI:
SHRI BHAUSAHEB RAJARAM WAKCHAURE:

Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) the number of regional centres of Doordarshan (DD)/All India Radio (AIR) Kendras in the country, State-wise;

(b) the details of daily and weekly broadcasting time in terms of working hours of these kendras, kendra-wise;

(c) the names of Doordarshan Kendras which are broadcasting programmes on the basis of commission or royalty;

(d) whether the Government has any proposal to set up AIR/DD regional news units in the country;

(e) if so, the details location-wise and AIR/DD-wise; and

(f) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING (DR. S. JAGATHRAKSHAKAN): (a) There are 115 Regional Stations of All India Radio (AIR) and state-wise list is at Statement-I. There are 66 Doordarshan Kendras (Studio Centres) in the country as per Statement-II.

(b) Every Regional Station of AIR Broadcasts minimum of 12 hrs programmes per day or 84 hours per week, on an average. These programmes are spread in three transmissions. The broadcasting time of each station is fixed as per listening habits and life style of people living in the broadcasting zone. As regards Doordarshan (DD) details are given at Statement-III.

(c) All DD Kendras are telecasting programmes based on in-house production and sponsored programmes except in J&K and North East region.

(d) and (e) During 11th Plan AIR has proposal to set up 7 new Regional News Units (RNU) in the country at the following places;

- (i) Vishakapatnam (Andhra Pradesh)
- (ii) Passighat (Arunachal Pradesh)
- (iii) Darbhanga (Bihar)
- (iv) Rajkot (Gujarat)
- (v) Poonch (Jammu and Kashmir)
- (vi) Jodhpur (Rajasthan)
- (vii) Sambalpur (Orissa)

As regards DD, setting up of Regional News Unit (RNU) at Doordarshan Kendra, Itanagar has been approved.

(f) Does not arise.

Statement I

Andhra Pradesh

1. Hyderabad
2. Kadapa

3. Kothagudem
4. Vijayawada
5. Vishakhapatnam

Arunachal Pradesh

6. Itanagar
7. Passighat
8. Tawang
9. Tezu

Assam

10. Dibrugarh
11. Guwahalti
12. Kokrajhar
13. Silchar
14. Tezpur

Bihar

15. Bhagalpur
16. Darbhanga
17. Patna

Chhattisgarh

18. Ambikapur
19. Jagdalpur
20. Raipur

Goa

21. Panaji

Gujarat

22. Ahmedabad
23. Ahwa
24. Bhuj
25. Rajkot

Haryana

26. Rohtak

Himachal Pradesh

27. Dharamshala
28. Shimla

Jammu and Kashmir

29. Baderwah
30. Jammu
31. Kargil
32. Leh
33. Srinagar

Jharkhand

34. Jamshedpur
35. Ranchi

Karnataka

36. Bangalore
37. Bellary
38. Bhadravati
39. Dharwad
40. Gulbarga
41. Hassan
42. Mangalore (Udipi)
43. Mercara (Madikeri)
44. Mysore

Kerala

45. Calicut
46. Idukki (Devikulam)
47. Kannur
48. Thiruvanthapuram
49. Trichur

Madhya Pradesh

50. Bhopal
51. Chhatarpur
52. Gwalior
53. Indore
54. Jabalpur
55. Rewa
56. Shahdol
57. Shivpuri

Maharashtra

58. Aurangabad
59. Jalgaon
60. Kolhapur
61. Mumbai
62. Nagpur
63. Parbhani
64. Pune
65. Ratnagiri
66. Sangli

Manipur

67. Imphal

Meghalaya

68. Shillong
69. Tura

Mizoram

70. Aizwal
71. Lunglei

Nagaland

72. Kohima

Orissa

73. Bhawanipatna
74. Cuttack
75. Jeypore
76. Sambalpur

Punjab

77. Jalandhar

Rajasthan

78. Barmer
79. Bikaner
80. Churu
81. Jaipur
82. Jaisalmer

-
83. Jodhpur
84. Mount Abu
85. Suratgarh
86. Udaipur

Sikkim

87. Gangtok

Tamil Nadu

88. Chennai
89. Coimbatore
90. Kodaikanal
91. Madurai
92. Ooty
93. Tiruchirapalli
94. Tirunelveli
95. Tuticorin

Tripura

96. Agartala

Uttarakhand

97. Almora
98. Gopeshwar (Chamoli)
99. Pauri

Uttar Pradesh

100. Allahabad
101. Varanasi
102. Rampur
103. Mathura
104. Gorakhpur
105. Najibabad
106. Agra
107. Obra
108. Lucknow

West Bengal

109. Kolkata
110. Kurseong
111. Siliguri

Union Territories

112. Delhi
113. Port Blair
114. Puducherry
115. Kavaratti

Statement II

*Existing Doordarshan Kendras (Studio Centres)
(as on 01.03.2010)*

| State/UT | Location |
|-------------------|--|
| 1 | 2 |
| Andhra Pradesh | Hyderabad Vijaywada Warangal |
| Arunachal Pradesh | Itanagar |
| Assam | Dibrugarh Guwahati Guwahati (PPC) Silchar |
| Bihar | Patna Muzaffarpur |
| Chhattisgarh | Raipur Jagdalpur |
| Goa | Panaji |
| Gujarat | Ahmedabad Rajkot |
| Haryana | Hissar |
| Himachal Pradesh | Shimla |
| Jammu and Kashmir | Srinagar Jammu Leh |
| Jharkhand | Rajouri Ranchi Daltonganj |

| 1 | 2 | 1 | 2 |
|----------------|--------------|---|--|
| Karnataka | Bangalore | | Gorakhpur |
| | Gulbarga | | Mau |
| Kerala | Trivandrum | | Varanasi |
| | Trichur | | Mathura |
| | Calicut | Uttarakhand | Dehradun |
| Madhya Pradesh | Bhopal | West Bengal | Kolkata |
| | Indore | | Jalpaiguri |
| | Gwalior | | Shantiniketan |
| Maharashtra | Mumbai | Andaman and Nicobar Islands | Port Blair |
| | Nagpur | Chandigarh | Chandigarh |
| | Pune | Delhi | Delhi |
| Manipur | Imphal | | Delhi (CPC) |
| Meghalaya | Shillong | Puducherry | Puducherry |
| | Tura | | |
| Mizoram | Aizawl | Statement III | |
| Nagaland | Kohima | <i>Doordarshan Kendras Transmission Timings</i> | |
| Orissa | Bhubaneswar | Sl. No. | Regional Kendras Timings |
| | Sambalpur | 1 | 2 |
| | Bhawanipatna | 3 | |
| Punjab | Jalandhar | 1. | Hyderabad 24 hours (RLSS) (Terrestrial time) 6:00 am to 9:00 am 3:00 pm to 8:00 pm |
| | Patiala | 2. | Guwahati 24 hours (RLSS-Northeast Service) (Terrestrial) Monday to Fri-5:00 pm to 8:00 pm Sat, Sun - 3:00 pm to 8:00 pm |
| Rajasthan | Jaipur | 3. | Port-Blair 6:00 to 7:30 pm Mon to Fri |
| Sikkim | Gangtok | 4. | Itanagar 5:30 to 8:00 pm Mon to Fri |
| Tamil Nadu | Chennai | 5. | Patna Mon to Sat 4:00 pm to 8:00 pm Sundays - 6:30 pm to 8:00 pm |
| | Coimbatore | 6. | Chandigarh 5:00 to 7:00 pm Mon to Fri |
| | Madurai | | |
| Tripura | Agartala | | |
| Uttar Pradesh | Allahabad | | |
| | Bareilly | | |
| | Lucknow | | |

| 1 | 2 | 3 | 1 | 2 | 3 |
|-----|-------------|--|-----|--------------------|---|
| 7. | Raipur | 4:00 to 8:00 pm Mon. To Sat. Sunday- 6:30 pm to 8:00 pm | 29. | Indore | 6:00 to 6:30 pm Mon to Friday |
| 8. | Delhi | 24 hours (RLSS) (Terrestrial) Mon to Sat. 4:00 pm to 8:00 pm Hindi Belt Network 4:00 pm to 6:30 pm Sunday | 30. | Gwalior | 6:00 to 6:30 pm Mon to Friday |
| 9. | Ahmedabad | 24 hours (RLSS) (Terrestrial) 3 to 8 pm all days) | 31. | Tura | 5:30 to 8:00 pm Mon to Fri |
| 10. | Shimla | 5:00 to 8:00 pm | 32. | Sambalpur | 6:00 to 6:30 pm Mon to Fri. |
| 11. | Rajkot | 5:30 to 6:30 pm Mon to Fri | 33. | Bhawanipatna | Mon and Thursday 05:30 to 6:30 pm Tue/Wed/Friday 6:00 to 6:30 pm |
| 13. | Vijayawada | 6.30 to 7 pm NC | 34. | Patiala | No local transmission, contributing to DDK, Jalandhar |
| 14. | Tirupati | Contributing programmes to DDK, Hyderabad | 35. | Srihagar | 24 hours (RLSS) (Terrestrial time) 4:00 to 8:00 pm all days |
| 15. | Warrangal | -Do- | 36. | Dalton Ganj | 6:00 to 6:30 pm Monday to Friday |
| 16. | Dibrugarh | 05:30 to 8:00 pm Mon to Fri | 37. | Bangalore | 24 hours (RLSS) (Terrestrial time) 6:00 am to 9:00 am 3:00 pm to 8:00 pm |
| 17. | Silchar | 5.30 to 8.00 pm Mon to Friday | 38. | Thiruvannathapuram | 24 hours (RLSS) (Terrestrial time) 6:00 to 9:00 am 3:00 to 8:00 pm |
| 18. | Muzaffarpur | 5:30 to 6:30 pm Mon to Fri | 39. | Mumbai | 24 hours (RLSS) (Terrestrial 3 to 8 pm) |
| 19. | Daltonganj | 6:00 to 6:30 pm Mon to Friday | 40. | Bhopal | 4:00 to 8:00 pm (Mon to Sat.) 6:30 to 8:00 PM Sunday |
| 20. | Jagdalpur | 5:00 to 5:30 pm Tue/Wed/ Thur/7:30 to 8:00 pm Mon/ Tue/Thur/Fri | 41. | Shillong | 5:30 to 8:00 pm Mon to Fri 3:00 to 8:00 pm Sat./Sunday |
| 21. | Rajouri | Contributing to DDK, Jammu | 42. | Aizwal | 5:30 to 8:00 pm all days |
| 22. | Leh | 6:00 to 7:00 pm Mon to Fri | 43. | Imphal | 5:30 to 8:00 pm Mon to Sun |
| 23. | Jammu | 4.00 to 8.00 PM | 44. | Kohima | 5:30 to 8:00 pm All days |
| | Ranchi | 5:30 to 8:00 pm Mon to Fri. 5:30 to 7:15 pm Sat/Sunday | 45. | Bhubaneswar | 24 hours (RLSS) (Terrestrial time) 6:00 am to 9:00 am 3:00 pm to 8:00 pm |
| 24. | Gulbarga | 6:00 to 7:00 pm | 46. | Jalandhar | 24 hours (RLSS) (Terrestrial time) Daily 15:00 hrs. to 20:00 hrs. from Monday to Saturday 18:30 hrs. to 20:00 hrs on Sunday |
| 25. | Trichur | 6 to 630 pm NC | | | |
| 26. | Calicut | No local transmission- contributing 6 hours of programme to ddk, tvn. | | | |
| 27. | Pune | 6:30 to 7:00 pm Monday to Friday | | | |
| 28. | Nagpur | 6:30 to 7:00 pm Monday to Friday | | | |

| 1 | 2 | 3 |
|-----|----------------|---|
| 47. | Puducherry | 6:00 to 7:00 pm Mon to Fri. |
| 48. | Jaipur | 4:00 pm to 8:00 pm Mon to Saturday Sunday - 6:30 pm and 8:00 pm |
| 49. | Gangtok | 5:30 to 6:00 pm Mon to Fri. |
| 50. | Chennai | 24 hours (RLSS) (Terrestrial - 18 hours) 20 Minutes weekly |
| 51. | Agartala | Mon to Fri 5:30 PM to 8:00 pm Saturday - 3:00 pm to 8:00 pm |
| 52. | Lucknow | Monday to Friday 10:00 to 10:30 am Monday to Saturday 4:00 pm to 8:00 pm |
| 53. | Dehradun | 6:00 to 7:00 pm Mon to Friday 6:30 to 7:00 pm Sat./ Sunday |
| 54. | Kolkata | 24 hours (RLSS) (Terrestrial 3 to 8 pm) |
| 55. | Madurai | Contributing to DDK, Chennai |
| 56. | Coimbatore | -do- |
| 57. | Allahabad | 5:30 to 6.00 pm Mon and Thurs 5-30 to 7-00 pm Tue, Wed & Fri |
| 58. | Gorakhpur | Regional Service 5:30 to 7:00 pm Monday to Friday 3.00 to 4.00 pm on Sunday |
| 59. | Mathura | Contributing programmes to DDK, Lucknow |
| 60. | Mau | 5:30 to 6:30 pm Mon and Fri |
| 61. | Varanasi | 5:30 to 6:30 pm Mon & Thu. 5:30 to 7:00 pm Tue, Wed, Friday |
| 62. | Bareilli | 6:30 to 7:00 pm - Mon, Tuesday and Friday |
| 63. | Shanti Niketan | 5:30 to 6:00 pm Mon to Fri |
| 64. | Jalpaiguri | 6:00 to 6:30 pm Mon to Fri |
| 65. | PPC, Guwahati | 24 Hours |
| 66. | CPC, Delhi | 24 Hours |

Loss of Kharif Crops

1914. SHRIMATI SUMITRA MAHAJAN:
SHRI ASADUDDIN OWAISI:

Will the Minister of AGRICULTURE be pleased to state:

(a) whether various State Governments including Madhya Pradesh have submitted their assessments regarding loss of kharif crops in their respective States due to drought/deficient rainfall in the country;

(b) if so, the reaction and steps taken by the Government thereon;

(c) the steps taken by the Government to tackle the drought/deficient rainfall situation and to increase the production of kharif crops; and

(d) the total fund utilised from the National Calamity Contingency Fund to meet the challenges of low agricultural production?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) to (d) In view of deficit rainfall during South-West Monsoon 2009 (June-September), 14 States, namely Andhra Pradesh, Assam, Bihar, Himachal Pradesh, Jammu & Kashmir, Jharkhand, Karnataka, Madhya Pradesh, Maharashtra, Manipur, Nagaland, Orissa, Rajasthan and Uttar Pradesh declared 337 districts as facing drought/ scarcity/drought-like situation, which included 37 districts by Madhya Pradesh. All these States submitted Memoranda for assistance from National Calamity Contingency Fund (NCCF) for drought relief which, *inter-alia*, included assistance towards input subsidy for crop loss. Inter-Ministerial Central Teams (IMCTs) have visited 13 of these States (except Jammu & Kashmir) for assessment of the drought situation and requirement of Central Assistance. An IMCT has been constituted to visit Jammu & Kashmir shortly for assesment of the drought situation. In addition to release of entire Central share of Calamity Relief Fund (CRF) for 2009-10 to the admissible States in accordance with the guidelines, the Government of India approved assistance from NCCF for drought relief, taking into account the recommendations of IMCTs and keeping in view the items and norms of expenditure for assistance from CRF/NCCF. In addition, the Government initiated various measures to mitigate the impact of

drought/deficit rainfall, which included scheme of "Diesel Subsidy" to save the standing crops, additional allocation of power from Central pool, issue of appropriate agricultural advisories, ensuring availability of agricultural inputs, relaxation of age for seed varieties, allowing use of Truthfully Labelled (TL) seeds, distribution of minikits under various Government programmes and subsidy to use certified seeds to take up diversified crop plan in unsown/germination failed areas during Kharif 2009 as well as for early Rabi 2009-10. Assistance from NCCF is meant for providing relief to the people affected by natural calamities. Challenges for low agricultural production is met from the ongoing schemes of the State Governments and from the relevant Centrally assisted programmes of the Government of India.

Effect of Global Warming on Agriculture

1915. SHRI JAI PRAKASH AGARWAL: Will the Minister of AGRICULTURE be pleased to state:

(a) whether agricultural production in the country is being adversely affected as a result of the global warming;

(b) if so, the decline registered in the production of rice, wheat, sugarcane and oilseeds and other crops etc. during the last three years, crop-wise and State-wise;

(c) whether the Government proposes to conduct a study on the effect of the growing global temperature on agricultural production of the country;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) to (e) Systematic studies on climate change as a result of the global warming and its impact on the agricultural production in the country are relatively few and of recent origin. The Indian Council for Agricultural Research (ICAR), Ministry of Agriculture has a "National Network Project on Climate (NNPCC)" launched during X Five Year Plan with the objective to study the impact of climate change on agriculture sector including livestock, fisheries, horticulture and forestry at different locations spread across the country.

Assessment of climate change and its impact on Indian agriculture is an on-going process and NNPCC is

continuing in the present Plan period also. Though there are no definite and conclusive evidence of the impact of climate change on agricultural productivity, studies conducted under NNPCC indicate that changes in precipitation pattern may effect agricultural production in future. Assessment conducted by ICAR on the impact of climate change on Indian agriculture is given in Statement.

Statement

As per the assessment study conducted by Indian Council of Agricultural Research (ICAR) on the impact of climate change in terms of temperature, rainfall pattern on different crops and regions, the are major findings are as under:-

- (1) The south west monsoon is critical to the Kharif crop, which accounts for more than 50% of the food-grain production and 65% of the oilseeds production in the country. The inter-annual monsoon rainfall variability in India leads to large-scale droughts and floods, resulting in a major effect on Indian food grain production.
- (2) The analysis of data for the period 1901 to 2005 indicates increase in the annual mean temperature by 0.50C. The long-term variation of the mean annual temperature of the country for the period 1875 to 2004 was in the order of 0.030C per decade while for the period 1971 to 2004 it was around 0.220C per decade indicating greater warming in the recent decades.
- (3) Analysis of long term (1952-2007) mean annual temperature trends of 47 locations spread across the country indicated increasing trend in the Central & Southern Parts and North Eastern Region. While decreasing trend is observed in some parts of Gujarat, Konkan Region, North West Parts of Madhaya Pradesh and Eastern Rajasthan.
- (4) Increase in temperature reduces crop duration, increases crop respiration rates, affects the equilibrium between crops and pests, hastens nutrient mineralization in soils, decreases fertilizer use efficiencies, and increases evapo - transpiration.
- (5) Increase in carbon dioxide is however, beneficial for several crops such as wheat, rice, legumes and oilseeds Crops such as maize, jowar, bajra and sugarcane do not benefit from increased carbon dioxide.

- (6) Extreme weather events have their way of impacting the crops. A study has been conducted on total failure of onion crop in Maharashtra state. The results indicate that during 1997 Rabi due to high temperatures in bulb formation stage and 1998 Kharif because of high rainfall induced Purple Blotch and Stemphylium Blight disease are the main reasons for the crop failure.
- (7) The shift of apple belt upwards due to decreasing chilling hours has been observed in the apple growing areas of Himachal Pradesh due to increase in temperature trends during November to March months. The new areas of apple cultivation have appeared in Lahaul and Spitti and Upper Reaches of Kinnaur district of Himachal Pradesh.

[English]

Grant of Driving Licences

1916. SHRI P. KARUNAKARAN: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether there is any proposal to make it mandatory to obtain doctors' certificate for the grant of driving licences;

(b) if so, the details thereof;

(c) whether major victims of road accidents are pedestrians;

(d) if so, the details thereof;

(e) whether the Government has directed the NHAI to ensure the safety of pedestrians using the National Highways; and

(f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI MAHADEO SINGH KHANDELA): (a) and (b) No, Madam. As per the existing provisions of the Motor Vehicles Act, 1988, Medical Certificate is required to obtain Licence to drive transport vehicle and for renewal of driving licence after attaining the age of forty years.

(c) and (d) The major victims among fatal road accidents are two wheelers riders, pedestrians and cyclists in that order. The share of these three groups taken together in all fatal road accidents ranges between 29.5 to 40.2 percent during the period 2004-2007 (the latest available data) as per details shown in the following table:

| Year | Pedestrians | Cyclists | Two Wheeler Riders | Share of these three groups as a percentage of total Persons Killed in Road Accidents | Share of pedestrian killed as a percentage in road accidents |
|------|-------------|----------|--------------------|---|--|
| 2004 | 8405 | 3522 | 15399 | 29.5 | 09.1 |
| 2005 | 11857 | 4306 | 20303 | 38.4 | 12.5 |
| 2006 | 13294 | 4542 | 23199 | 38.8 | 12.6 |
| 2007 | 15124 | 6742 | 24146 | 40.2 | 13.2 |

Data excludes Delhi State.

(e) to (f) The safety of road users is primarily the responsibility of the concerned State Government. However, this Ministry has taken the following steps to improve road safety for road users:

- (i) Road safety is an integral part of road design at the planning stage for National Highways/ Expressways.
- (ii) Various steps to enhance road safety such as road furniture, road markings/road signs, introduction of Highway Traffic Management

System using Intelligent Transport System, and enhancement of discipline among contractors during construction, road safety audit on selected stretches, have been undertaken by National Highways Authority of India.

- (iii) Provision of paved shoulders for movement of pedestrian and other slow moving vehicles
- (iv) Paved shoulders is in addition to the main carriageway and is distinctly marked by yellow/ white line

- (v) Provision of caution signs as per standard Indian Road Congress (IRC) Specifications.

Apart from the above, other facilities provided include pedestrians cross walks at important sections, zebra crossings, pedestrians under passes, over passes. For 6 lanning projects, service lanes are provided wherever possible.

Claims for Crop Insurance

1917. SHRI MADHU GOUD YASKHI:
SHRI EKNATH MAHADEO GAIKWAD:
SHRI BHASKARRAO BAPURAO PATIL
KHATGAONKAR:
SHRI RAJAJIAH SIRICILLA:

Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government has settled all the crop insurance claims under the National Agricultural Insurance Scheme (NAIS) for damaged kharif crops, 2009 due to monsoon failure;

(b) if so, the details of claims made and settled for the said seasons in the country including Andhra Pradesh, State-wise;

(c) if not, the reasons for delay in this regard; and

(d) the time by which the farmers is likely to get their claims?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) No, Madam.

(b) So far, the claims for Kharif 2009 have not been received from the States/UTs except for puducherry. The claims of Puducherry amounting to Rs. 24804.93 have been approved for settlement.

(c) and (d) According to scheme provision, the admissible claims are worked out based on yield data arrived from Crop Cutting Experiments (CCEs) as submitted by the State Governments. The cut off date for submitting yield data for Kharif 2009 is January/March, 2010. The implementing agency (AIC) is recurring the same.

Fishery Infrastructure and Post Harvest Operations

1918. SHRI D.V. SADANANDA GOWDA: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the proposal for financial assistance from Government of Karnataka under the Development of Marine Fisheries Infrastructure and Post-Harvest operation are pending with Union Government;

(b) if so, the details thereof; and

(c) the time by which such proposal is likely to finalised?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) to (c) The proposals received from Government of Karnataka for financial assistance under the Centrally Sponsored Scheme on Development of Marine Fisheries, Infrastructure and Post Harvest Operations have been processed and admissible Central assistance keeping in view available allocation under the scheme provided for viable schemes. Details of proposals received from Government of Karnataka during the financial year 2009-10 and their status are given as Statement.

Statement

| Sl. No. | Description of proposal | Financial demand during 2009-10 (Rs. in lakh) | Status |
|-----------------------------|--|---|--|
| 1 | 2 | 3 | 4 |
| A. Fisheries Harbour | | | |
| 1. | Release of final instalment of Central share for construction offish landing centre at Alevekodi | 101.995 | Final instalment of Rs. 101.995 lakh released on 06.7.2009 |

| 1 | 2 | 3 | 4 |
|---|--|---------|--|
| 2. | Release of final instalment of Central share for repair and renovation of fishing harbour at Tadri | 6.42 | Admissible final instalment of Rs. 6.42 lakh released on 23.9.2009 |
| 3. | Construction of ramps in Uttara Kannada District for smoothlanding. | 119.25 | The State Government is to confirm availability of land and budgetary allocation to meet 25% cost of the project. |
| B. Development of Marine Fisheries | | | |
| 1. | Fishermen Rebate on HSD | 420 | First instalment of Rs. 300 lakh released on 13.7.2009. The State has utilized this amount towards settlement of previous claims, which is not in accordance with the existing scheme and the State has been intimated accordingly. |
| 2. | Motorization of Traditional craft | 13.78 | The State Government has been requested on 5.02.2010 to submit correct utilization certificate and physical & financial progress reports. The State Government has also been requested to submit a revised proposal in accordance with the provisions of the scheme. |
| 3. | Safety of Fishermen at Sea | 8622.00 | First instalment of Rs. 200 lakh released on 19.11.2009 |
| C. Post Harvest Infrastructure | | | |
| 1. | Release of 2nd and 3rd instalments of Central assistance to Karnataka Fisheries Development Corporation for construction of 2 ice plants of 15 tonne capacity each at Gangolly Fishing Harbour | 88.35 | 2nd instalment of Rs. 25 lakh and 3rd instalment of Rs. 30 lakh released on 7.8.2009 and 24.11.2009 respectively. |
| 2. | Release of 2nd and 3rd instalment Central assistance to North Kanara District Cooperative Fish Marketing Federation, Karwar for construction of two ice plants of 15 tonne capacity each. | 50.00 | Second instalment of Rs. 25 lakh released on 22.12.2009 and proposal for release of third instalment is being processed. |
| 3. | Proposal of M/s Amma Ice Plant & Cold Storage, Shirur, Udupi District for construction of 15 tonne ice plant & 50 tonne cold storage at a total cost of Rs. 78.21 lakh | 39.105 | Proposal approved and first instalment of Rs. 10 lakh has been released on 17.02.2010 |
| 4. | Proposal of M/s Janatha Fisheries, Gangolly for construction of 40 tonne ice plant cum cold storage at a total cost of Rs. 99.00 lakh. | 49.50 | Proposal received recently. |
| 5. | Proposal of M/s Matsyaraj Ice Plant & Cold Storage, Malpe for construction of 40 tonne ice plant & peeling shed at a cost of Rs. 104 lakh. | 50.00 | Proposal received recently. |

| 1 | 2 | 3 | 4 |
|----|---|-------|--|
| 6. | Proposal of M/s Sumukh Cold Storage & Ice Plant, Malpe for construction of 30 tonne ice plant & cold storage at a cost of Rs. 89.52 lakh | 44.50 | The State Government has been requested to furnish reasons for increase in cost of building and forward certificate to the effect that the firm is owned by fishermen. |
| 7. | Release of balance Central share of Rs. 9.20 lakh to M/s Dayalakshmi Ice Plant, Udupi for construction of 50 tonne ice plant. | 9.20 | Proposal received recently. |
| 8. | Release of balance Central share of Rs. 2.50 lakh to M/s Vinayaka Ice Plant & Cold Storage, Udupi for construction of 25 tonne ice plant. | 2.50 | Proposal received recently. |

[Translation]

Production of Oilseeds

1919. SHRI MAHESHWAR HAZARI: Will the Minister of AGRICULTURE be pleased to state:

(a) the production of oilseeds such as rapeseed, mustard oil, etc in the country including Bihar, variety-wise; and

(b) the steps taken to increase the production of oilseeds?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) The crop wise normal production of oilseeds (average of production from 2003-04 to 2007-08) in the country and Bihar is as under:

(Production in '000 tonnes)

| Sl.No. | Crops | All India | Bihar |
|--------|--------------------|-----------|-------|
| 1 | 2 | 3 | 4 |
| 1. | Rapeseed & Mustard | 7057.40 | 76.60 |
| 2. | Sunflower | 1249.30 | 27.50 |
| 3. | Linseed | 174.00 | 24.90 |
| 4. | Sesamum | 694.50 | 2.70 |
| 5. | Groundnut | 7388.00 | 0.40 |

| 1 | 2 | 3 | 4 |
|-----|----------------|----------|--------|
| 6. | Castor | 879.30 | 0.20 |
| 7. | Safflower | 200.40 | 0.20 |
| 8. | Niger | 111.90 | - |
| 9. | Soyabean | 8557.50 | - |
| 10. | Total Oilseeds | 26312.50 | 132.50 |

(b) In order to enhance production of oilseeds, the Government of India is implementing various schemes viz.; Integrated Scheme of Oilseeds, Pulses, Oil Palm and Maize (ISOPOM). Macro Management of Agriculture (MMA) and Rashtriya Krishi Vikas Yojana (RKVY). ISOPOM is implemented in 14 major oilseeds growing States to increase the production of oilseeds. The Macro Management of Agriculture (MMA) Scheme provides assistance for oilseeds development to the States not covered under ISOPOM. Under Rashtriya Krishi Vilcas Yojana (RKVY), the States can support crop development activities approved by the State Level Sanctioning Committee headed by the Chief Secretary of the State.

Crop Loss Due to Winter Conditions

1920. SHRI SHAILENDRA KUMAR:
SHRI KODIKUNNIL SURESH:

Will the Minister of AGRICULTURE be pleased to state:

(a) the details of crop losses due to severe winter conditions including snow fall, frost and fog in the country including Uttar Pradesh and Northern India during January-February, 2010, State-wise; and

(b) the details of financial assistance provided to affected farmers by the Government, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) and (b) No such crop losses due to severe winter conditions of snow fall, frost and fog in the country including Uttar Pradesh and Northern India during January-February, 2010 have been reported. However, in general, Ministry supplements the efforts of the State Government/Union Territories, through assistance provided to the farmers for procuring inputs such as seeds, nutrients, plant protection chemicals, machinery etc; under Centrally Sponsored and Central Sector Schemes of National Food Security Mission, Integrated Scheme of Oilseeds, Pulses, Oilpalm and Maize (ISOPOM), Integrated Cereals Development Programme (ICDP) under Macro Management of Agriculture (MMA), Rashtriya Krishi Vikas Yojana (RKVY) etc.

[English]

Fencing along Zero Point

1921. SHRI MANISH TEWARI: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the criteria followed for fencing at zero point on the Indo-Bangladesh border;

(b) whether the violation of criteria for erecting fencing by the National Building Construction Corporation (NBCC) and National Projects Construction and other agencies have been reported;

(c) if so, the details thereof;

(d) whether due to the fencing, a large number of villages alongwith vast tract of land have gone into No Man's Land;

(e) if so, the details thereof; and

(f) the steps taken by the Government in this regard including rehabilitation of the people displaced due to fencing?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) to (c) In accordance with Joint Indo-Bangladesh Guidelines for Border Authorities, 1975 fencing along Indo-Bangladesh

border is generally being constructed at a distance of 150 yards from the zero line (international border). The construction agencies are undertaking fencing on the alignment fixed by the BSF in consultation with the State Government concerned. The Indo-Bangladesh border is characterized by hills and forest areas, riverine and low-lying 'tracts', thick population till zero line from the border and other physical constraints. Therefore, due to ground limitations, it necessitates to construct fencing at a varying distance from zero point.

(d) to (f) It is not a fact that due to the fencing large number of villages alongwith vast tract of land have gone into no Man's Land. However, agricultural land and houses of some farmers are falling ahead of border fencing for which gates have been provided at regular intervals to facilitate agricultural operations and access. The Government has also given assistance to fencing affected people as per the recommendations of the concerned State Governments.

Sports Events under PYKKA Scheme

1922. SHRI M. SREENIVASULU REDDY:
SHRI M.K. RAGHAVAN:

Will the Minister of YOUTH AFFAIRS AND SPORTS be pleased to state:

(a) the details of sports, games and events covered under the Panchayat Yuva Krida Aur Khel Abhiyan Scheme (PYYKA);

(b) whether the Government proposes to include more villages, block panchayats and districts for providing financial assistance under the PYKKA scheme;

(c) if so, the details thereof, separately;

(d) whether the Government proposes to provide additional budgetary provisions for the States under the scheme, if so, the details thereof, State-wise; and

(e) the achievement made under the scheme, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF YOUTH AFFAIRS AND SPORTS (SHRI PRATIK PATIL): (a) to (e) Panchayat Yuva Krida Aur Khel Abhiyan (PYKKA) which was introduced in 2008-09, for creation of basic sports infrastructure in all village and block panchayats of the country *i.e.* around 2.50 lakh Village panchayats and 6,400 block panchayats (including their equivalent units)

across the country in a phased manner over a period of 10 years at an annual coverage of 10% (the coverage will be 20% in the border districts of special category states including North Eastern States).

The following 20 sports disciplines have been covered under PYKKA scheme for holding competitions. However, states/UTs have been given flexibility under the scheme to select and include indigenous games and martial arts in the annual competitions:

- (1) Archery
- (2) Kabbadi
- (3) Kho-Kho
- (4) Wrestling
- (5) Athletics
- (6) Basket ball
- (7) Taekwondo
- (8) Weightlifting
- (9) Football
- (10) Badminton
- (11) Table Tennis
- (12) Volleyball
- (13) Boxing
- (14) Judo
- (15) Handball
- (16) Hockey
- (17) Swimming
- (18) Gymnastics
- (19) Wushu
- (20) Cycling

75:25/90:10 sharing pattern between Central Government and State Government for normal state/special category states, respectively. It also provides grant for procuring sports equipment @Rs. 10,000/- per annum for each village panchayat and Rs. 20,000/- per annum for each block panchayats for a period of 5 years (entire amount is given as central grant). There is also a

component for operation, which is @Rs. 12,000/- per annum for each village panchayat and Rs. 24,000/- for each block panchayat for a period of 5 years (entire amount is given as central grant).

The scheme further provides 100% central assistance for holding annual rural sports competitions at block, district and state level.

The assistance given for holding annual block level competition is Rs. 95,000/- (including prize money); Rs. 3.9 lakh for district level (including inter-school competitions and prize money); Rs. 10 lakh for state level; and Rs. 70 lakh at national level @Rs. 3.5 lakh per discipline (including prize money).

One-time Capital grant and annual acquisition/operational grants are given to States/UTs for setting-up of PYKKA centre in 10% or 20% village/block panchayats annually based on national average of 4,600 population per village panchayats and or equivalent unit. In the case of village panchayats having larger population, one-time capital grant is given based on *pro-rata* population basis and annual acquisition/operational grants are given for one PYKKA centre upto 10,000 population and two times the standard grant if it exceeds 10,000 population. Moreover, States/UTs which could not avail grants for eligible coverage of village/block panchayats for previous year(s) *i.e.* from 2008-09 onwards, they may avail grants for the previous year(s) besides for current year coverage of village/block panchayats.

In addition to the above, the following financial assistance is provided to States/UTs under PYKKA scheme *i.e.* Rs. 10 lakh for State and Rs. 5 lakh in the case of UT is provided for preparation of detailed project report (DPR), Rs. 30,000/- per month is provided to State/UT for engaging technical consultant or supporting staff at PYKKA Cell there. Around 600 Master Trainers from States/UTs are annually trained at Laximibai National University for Physical Education, Gwalior. Financial assistance is provided to States/UTs for training of Kridashrees annually.

Budget of Rs. 92 crore which was provided under PYKKA scheme for the year 2008-09 was released to States/UTs. During 2009-10, budget of Rs. 135 crore was allocated under PYKKA scheme, out of which, Rs. 110 crore has already been released to States/UTs. State-wise details of sanction and release of grants under PYKKA scheme during 2008-2009 and 2009-2010 are given in the statement enclosed.

Statement

(Rs. in crore)

| Sl. No. | Name of State | No. of Village Panchayats approved | | No. of Block Panchayats approved | | Total Amount | | Funds released | |
|---------|-----------------------------|------------------------------------|---------|----------------------------------|---------|--------------|---------|----------------|---------|
| | | 2008-09 | 2009-10 | 2008-09 | 2009-10 | 2008-09 | 2009-10 | 2008-09 | 2009-10 |
| | | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 1. | Andhra Pradesh | 2190 | | 113 | | 25.98 | | 12.99* | 12.99** |
| 2. | Andaman and Nicobar Islands | | 19 | | 01 | | 0.23 | | |
| 3. | Assam | 333 | | 22 | | 4.81 | | | 3.85* |
| 4. | Bihar | 847 | | 53 | | 10.44 | | 5.22* | 5.22** |
| 5. | Chhattisgarh | 982 | | 14 | | 10.11 | | | 5.05* |
| 6. | Goa | 19 | | 4 | | 0.35 | | | 0.18* |
| 7. | Gujarat | 1369 | | 22 | | 14.20 | | | 7.10* |
| 8. | Haryana | 619 | | 12 | | 6.51 | | 3.26* | 3.25** |
| 9. | Himachal Pradesh | 324 | | 8 | | 4.02 | | 2.01* | 2.01** |
| 10. | Jammu and Kashmir | 413 | | 14 | | 5.32 | | 2.66* | |
| 11. | Jharkhand | | 403 | | 21 | | 4.79 | | 2.39* |
| 12. | Kerala | 100 | | 15 | | 1.60 | | 0.80* | |
| 13. | Karnataka | | 565 | | 18 | | 6.22 | | 3.11* |
| 14. | Madhya Pradesh | 2304 | | 31 | | 23.65 | | 11.82* | |
| 15. | Meghalaya | | 83 | | 8 | | 1.32 | | 1.06* |
| 16. | Maharashtra | 2689 | | 35 | | 27.55 | | 8.91* | 4.86* |
| 17. | Manipur | 79 | | 4 | | 1.08 | | 0.87* | |
| 18. | Mizoram | 82 | 164 | 3 | 5 | 1.07 | 2.08 | 0.85* | 0.22** |
| 19. | Nagaland | 110 | | 5 | | 1.48 | | 1.18* | |
| 20. | Orissa | 623 | | 31 | | 7.34 | | 3.67* | 3.67** |
| 21. | Punjab | 1233 | | 14 | | 12.55 | | 6.27* | 6.28** |
| 22. | Rajasthan | 869 | | 24 | | 9.43 | | 3.71* | 1.01* |
| 23. | Sikkim | 16 | | 10 | | 0.67 | | 0.54* | 0.14** |
| 24. | Tamil Nadu | 1261 | | 38 | | 13.82 | | 5.00* | 1.91* |
| 25. | Tripura | 104 | | 4 | | 1.36 | | 1.09* | |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
|-------|---------------|--------|------|-----|----|--------|-------|--------|--------|
| 26. | Uttar Pradesh | 5203 | | 82 | | 53.91 | | 10.00* | 16.96* |
| 27. | Uttarakhand | 750 | | 10 | | 8.89 | | 3.00* | 1.45* |
| 28. | West Bengal | 335 | | 33 | | 4.63 | | | 2.32* |
| Total | | 22,854 | 1234 | 601 | 53 | 250.77 | 14.64 | 83.85 | 85.03 |

* First Installment.

** Second Installment.

Research by Agricultural Universities

1923. SHRI N.S.V. CHITTHAN: Will the Minister of AGRICULTURE be pleased to state:

(a) the number of Agricultural Universities presently functioning in the Southern States of the country, State-wise and University-wise;

(b) the number of universities conducting research projects on horticulture and floriculture which have abundant potential in the Southern region, university-wise; and

(c) the manner in which the outcome of such research is being passed on to the farmers?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND

PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) The list of Agricultural Universities in the States of Andhra Pradesh, Karnataka, Kerala and Tamil Nadu (State-wise and University-wise) is at Statement-I enclosed.

(b) Agricultural Universities having research projects on horticultural and floriculture (State-wise and University-wise) is at Statement-II enclosed.

(c) The universities have inbuilt extension departments and have linkages with line departments of States. Most of the universities have Agriculture Technology Information Centres linked with them. The Krishi Vigyan Kendras of ICAR, attached with the Universities, undertake need based technology assessment, refinement and transfer. Their research and technological outputs are transferred through these institutional arrangements. In addition, these universities hold Krishi Vigyan Mela at least once in a year.

Statement I

List of Agricultural Universities in Southern Region of the Country

| Sl.No. | State | University |
|--------|----------------|---|
| 1. | Andhra Pradesh | Acharya NG Ranga Agricultural University, Hyderabad |
| 2. | | Sri Venkateswara Veterinary University, Tirupati |
| 3. | | AP Horticulture University, Venkataramanagudem |
| 4. | Karnataka | University of Agricultural Sciences, Bangalore |
| 5. | | University of Agricultural Sciences, Dharwad |
| 6. | | University of Agricultural Sciences, Raichur |
| 7. | | University of Horticulture Sciences, Baghalkot |
| 8. | | Karnataka Veterinary, Animal & Fisheries Sciences University, Bidar |
| 9. | Kerala | Kerala Agricultural University, Thrissur |
| 10. | Tamil Nadu | Tamil Nadu Agricultural University, Coimbatore |
| 11. | | Tamil Nadu Veterinary & Animal Sciences University, Chennai |

Statement II

List of Agricultural Universities in Southern Region of the Country having research project of horticulture and floriculture

| Sl.No. | State | University |
|--------|----------------|--|
| 1. | Andhra Pradesh | AP Horticulture University, Venkataramanagudem |
| 2. | Karnataka | University of Horticulture Sciences, Baghalkot |
| 3. | Kerala | Kerala Agricultural University, Thrissur |
| 4. | Tamil Nadu | Tamil Nadu Agricultural University, Coimbatore |

Besides the research on horticultural crops is also being undertaken at the following ICAR research institutes

| Sl.No. | State | University |
|--------|----------------|--|
| 1. | Andhra Pradesh | Directorate of Oil Palm Research, Pedavegi |
| 2. | Karnataka | Indian Institute of Horticultural Research, Bangalore Directorate of Cashew Research, Puttur, Dakshina Kannada |
| 3. | Kerala | Central Plantation Crops Research Institute, Kasaragod Indian Institute of Spices Research, Kozhikode Central Tuber Crops Research Institute, Thiruvananthapuram |
| 4. | Tamil Nadu | National Research Centre for Banana, Tiruchirapalli |

Compensation to Victims of Extremism

1924. SHRI SOMEN MITRA:
SHRI S.S. RAMASUBBU:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) the compensation policy laid down in respect of those injured and kins of killed person including security forces and civilian due to extremist violence like terrorism and naxalism; and

(b) the details of persons granted compensation as per the said policy during each of the last three years and the current year including those who were injured and killed in the recent Pune bomb blast?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLY RAMACHANDRAN): (a) and (b) The "Central Scheme for Assistance to civilian victims of terrorist, communal and naxal violence" become effective in respect of terrorist

and communal violence from 1st April, 2008 and from 22nd June, 2009 in respect of the cases of naxal violence. Under this scheme, a sum of Rs. 3 lakhs is provided to the next of kin of the civilians who are killed or have become permanently incapacitated due to terrorist/communal/naxal violence. In respect of security forces killed, the scheme of Security Related Expenditure (SRE) is in vogue.

The details of the financial assistance released during the year 2008-09 and 2009-10 (till 5th March, 10) under the Central Scheme for Assistance to civilian victims of terrorist, communal and naxal violence are given below:-

| Financial Year | Total No. of cases sanctioned | Total amount released (Rs.) |
|----------------|-------------------------------|-----------------------------|
| 2008-09 | 71 | 2.13 crore |
| 2009-10 | 118 | 3.54 crore |

No proposal from the State Government of Maharashtra in respect of recent Pune bomb blast incident has been received so far.

[Translation]

Inter State Road Project

1925. SHRI KHILADI LAL BAIRWA: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Rajasthan Government has submitted some proposals under the inter-state road project; and

(b) if so, the details thereof alongwith time by which the said proposals are likely to be sanctioned?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (KUNWAR R.P.N. SINGH): (a) and (b) In 2008-09, five proposals were accorded 'in-principle' approval amounting to Rs. 33.72 crore. Estimates for all the five have been received in the Ministry during 2009-10 and two estimates amounting to Rs. 7.82 crore have been approved. Depending upon the inter-se-priority and availability of funds, other three proposals are likely to be sanctioned during 2009-10. In the year 2009-10, eleven proposals of Inter State Connectivity amounting to Rs. 85.34 crore were received from Government of Rajasthan for 'in principle' approval. Out of these, four proposals of Inter State Connectivity amounting to Rs. 32.45 crore have been accorded 'in-principle' approval for which the State Government will have to send detailed estimates.

[English]

Rajiv Gandhi Udyami Mitra Yojana

1926. SHRI DUSHYANT SINGH: Will the Minister of MICRO, SMALL AND MEDIUM ENTERPRISES be pleased to state:

(a) the objective of Rajiv Gandhi Udyami Mitra Yojana (RGUMY);

(b) the funds provided by the Government to such Yojana and the number of persons benefited during each of the last three years and the current year, State-wise;

(c) whether the Government has any area specific plans under this scheme;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF MICRO, SMALL AND MEDIUM ENTERPRISES (SHRI DINSHA PATEL): (a) The objective of Rajiv Gandhi Udyami Mitra Yojana (RGUMY) is to provide handholding support to first generation entrepreneurs in the establishment and management of their enterprise. The handholding support is provided through the empanelled lead agencies *i.e.* 'Udyami Mitras'. For rendering this support, the Government provides assistance in the form of hand-holding charges to Udyami Mitras.

(b) The details of funds provided by the Government for the scheme during the last three years and the current year are as under:

| | 2006-07 | 2007-08 | 2008-09 | 2009-10 |
|-------------------------------------|---------------------------------------|---------|---------|---------|
| Funds provided—BE (in Rs. Crore) | The Scheme was not in existence | 6.75 | 12.00 | 5.00 |

The details of the number of persons benefited under the scheme (State-wise) are placed at Statement.

(c) and (d) As per the scheme guidelines, the beneficiaries from North-Eastern Region (NER) are exempt from payment of the beneficiary's contribution of Rs. 1000/- to Udyami Mitras towards handholding charges, for availing the handholding assistance. Such contribution is provided as grant by the Government.

(e) Question does not arise.

Statement

State-wise Number of Beneficiaries under RGUMY

| Sl. No. | Name of the State/UT | Number of Beneficiaries | | |
|---------|----------------------|-------------------------|------------|-------------|
| | | FY 2007-08 | FY 2008-09 | FY 2009-10* |
| 1 | 2 | 3 | 4 | 5 |
| 1. | Andhra Pradesh | 0 | 16 | 454 |
| 2. | Assam | 0 | 65 | 76 |
| 3. | Chandigarh | 0 | 0 | 0 |
| 4. | Delhi | 0 | 1 | 6 |

| 1 | 2 | 3 | 4 | 5 |
|-----|-----------------------------|---|----|------|
| 5. | Goa | 0 | 0 | 1 |
| 6. | Gujarat | 0 | 0 | 1 |
| 7. | Haryana | 0 | 0 | 3 |
| 8. | Himachal Pradesh | 0 | 0 | 1 |
| 9. | Jammu and Kashmir | 0 | 1 | 10 |
| 10. | Jharkhand | 0 | 0 | 1585 |
| 11. | Karnataka | 0 | 0 | 12 |
| 12. | Kerala | 0 | 1 | 0 |
| 13. | Lakshadweep | 0 | 2 | 0 |
| 14. | Madhya Pradesh | 0 | 1 | 1 |
| 15. | Maharashtra | 0 | 2 | 491 |
| 16. | Mizoram | 0 | 8 | 76 |
| 17. | Orissa | 0 | 41 | 420 |
| 18. | Punjab | 0 | 9 | 0 |
| 19. | Rajasthan | 0 | 0 | 1 |
| 20. | Tamil Nadu | 0 | 3 | 106 |
| 21. | Tripura | 0 | 0 | 2 |
| 22. | Uttar Pradesh | 0 | 38 | 695 |
| 23. | Uttarakhand | 0 | 0 | 3 |
| 24. | West Bengal | 0 | 5 | 24 |
| 25. | Andaman and Nicobar Islands | 0 | 0 | 0 |
| 26. | Bihar | 0 | 0 | 1 |
| 27. | Puducherry | 0 | 0 | 0 |
| 28. | Dadra and Nagar Haveli | 0 | 0 | 0 |

| 1 | 2 | 3 | 4 | 5 |
|-------|-------------------|---|-----|------|
| 29. | Daman and Diu | 0 | 0 | 0 |
| 30. | Chhattisgarh | 0 | 0 | 0 |
| 31. | Arunachal Pradesh | 0 | 3 | 0 |
| 32. | Manipur | 0 | 3 | 2 |
| 33. | Meghalaya | 0 | 4 | 1 |
| 34. | Nagaland | 0 | 0 | 0 |
| 35. | Sikkim | 0 | 1 | 0 |
| Total | | 0 | 204 | 3972 |

*Figures upto 28.2.2010.

Investment in RKVY

1927. SHRI BADRUDDIN AJMAL: Will the Minister of AGRICULTURE be pleased to state:

(a) the details of investments made and employment generated through the Rashtriya Krishi Vikas Yojana (RKVY), State-wise;

(b) whether any study has been conducted on the impact of the scheme; and

(c) the extent to which the scheme has been successful in improving the income realisation of the farmers?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) A statement of allocations made and funds released to the States is enclosed. No assessment of employment generated under Rashtriya Krishi Vikas Yojana (RKVY) has been made.

(b) and (c) The RKVY scheme was introduced only in the month of August, 2007. No study has been conducted on the impact of the scheme.

Statement*Funds allocated/released under Rashtriya Krishi Vikas Yojana (RKVY)*

| Sl.No. | State/UT | 2007-08 | | 2008-09 | | 2009-10 | |
|--------|-------------------|------------|---------|------------|---------|------------|---------|
| | | Allocation | Release | Allocation | Release | Allocation | Release |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 1. | Andhra Pradesh | 93.13 | 61.08 | 316.57 | 297.17 | 410.00 | 410.00 |
| 2. | Arunachal Pradesh | 2.85 | 1.90 | 6.88 | 0.00 | 16.10 | 4.03 |
| 3. | Assam | 23.77 | 0.00 | 142.62 | 144.12 | 79.86 | 79.86 |
| 4. | Bihar | 64.02 | 57.77 | 148.54 | 148.54 | 110.79 | 110.79 |
| 5. | Chhattisgarh | 60.54 | 52.96 | 116.48 | 117.45 | 131.78 | 131.78 |
| 6. | Goa* | 2.29 | 1.70 | 6.91 | 0.00 | 11.87 | 0 |
| 7. | Gujarat | 53.71 | 49.81 | 243.39 | 243.39 | 386.19 | 386.19 |
| 8. | Haryana | 23.12 | 21.52 | 74.00 | 39.50 | 112.77 | 112.77 |
| 9. | Himachal Pradesh | 17.39 | 16.17 | 15.11 | 15.11 | 33.02 | 33.02 |
| 10. | Jammu and Kashmir | 6.85 | 0 | 16.17 | 1.20 | 42.05 | 42.05 |
| 11. | Jharkhand | 61.66 | 55.68 | 58.62 | 29.31 | 70.13 | 70.13 |
| 12. | Karnataka | 171.97 | 154.30 | 316.57 | 314.14 | 410.00 | 410.00 |
| 13. | Kerala | 61.41 | 55.40 | 60.11 | 30.06 | 110.92 | 110.92 |
| 14. | Madhya Pradesh | 110.01 | 101.62 | 146.05 | 146.05 | 247.44 | 178.2 |
| 15. | Maharashtra | 142.20 | 128.20 | 269.63 | 261.77 | 407.24 | 346.11 |
| 16. | Manipur | 1.35 | 0 | 4.14 | 0.90 | 5.86 | 1.47 |
| 17. | Meghalaya | 7.00 | 6.37 | 13.53 | 6.77 | 24.68 | 24.68 |
| 18. | Mizoram* | 1.05 | 0 | 4.29 | 0.80 | 4.15 | 0 |
| 19. | Nagaland | 9.45 | 3.19 | 13.89 | 6.95 | 20.38 | 20.38 |
| 20. | Orissa | 46.59 | 39.30 | 115.44 | 115.44 | 121.49 | 121.49 |
| 21. | Punjab | 39.85 | 36.05 | 87.52 | 87.52 | 43.23 | 43.23 |
| 22. | Rajasthan | 71.68 | 55.76 | 233.75 | 233.76 | 186.12 | 186.12 |
| 23. | Sikkim | 2.77 | 2.77 | 11.37 | 5.68 | 15.29 | 15.29 |
| 24. | Tamil Nadu | 188.21 | 153.60 | 140.38 | 140.38 | 127.90 | 127.90 |
| 25. | Tripura | 4.69 | 4.16 | 34.02 | 16.08 | 31.28 | 31.28 |
| 26. | Uttar Pradesh | 116.15 | 103.90 | 316.57 | 316.57 | 390.97 | 390.97 |
| 27. | Uttarakhand | 30.54 | 28.25 | 20.6 | 10.30 | 71.36 | 71.36 |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|-----|-----------------------------|---------|---------|---------|---------|---------|-------------|
| 28. | West Bengal | 60.87 | 54.93 | 147.38 | 147.38 | 147.38 | 147.38 |
| | Total States | 1475.12 | 1246.39 | 3080.53 | 2876.34 | 377.25 | 3607.40 |
| 29. | Andaman and Nicobar Islands | 9.52 | | 6.43 | 2.26 | 12.21 | 1.28 |
| 30. | Chandigarh | 0.22 | | 2.20 | 0.14 | 3.70 | 0.42 |
| 31. | Dadra and Nagar Haveli* | 0.25 | | 0.61 | 0.00 | 0.29 | |
| 32. | Daman and Diu* | | | 1.42 | 0.26 | 0.30 | |
| 33. | Delhi | 0.56 | 0.10 | 1.83 | 0.00 | 2.36 | 0.24 |
| 34. | Lakshadweep | 0.92 | | 12.08 | 6.14 | 10.12 | 1.09 |
| 35. | Puducherry* | 3.13 | 0.40 | 6.67 | 0.00 | 0.69 | 0 |
| | Total UTs | 14.58 | 0.50 | 31.24 | 8.80 | 29.67 | 3.03 |
| | Agricultural Plan | | | 53.90 | | 6.82 | 0.90 |
| | NIRD, ISEC, IEG, IIM-CMA | | | | 1.25 | | 0.33 |
| | Administrative Contingency | | | | 0.41 | | |
| | Grand Total | 1489.70 | 1246.89 | 3165.67 | 2886.80 | 3806.74 | 3611.66(**) |

*These States/UTs are ineligible for the year 2009-10.

**Information is upto 28th February, 2010.

Tsunami Rehabilitation Package

1928. SHRI BISHNU PADA RAY: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the details of funds released to the Andman and Nicobar Islands for the agriculture sector including fisheries and animal husbandry under the Tsunami Rehabilitation Package;

(b) the details of amount spent and the works undertaken by the Department;

(c) whether some released funds are still unutilised;

(d) if so, the details thereof; and

(e) the steps taken by the Government to complete the remaining works and spend the released funds?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLY RAMACHANDRAN): (a) to (d) Rs. 365.15 crore has been allocated to Andaman & Nicobar Islands (A&NI) for

Fisheries & Livelihood and Agriculture & Livelihood under the Tsunami Rehabilitation Programme (TRP) as per the following details:

| Sl. No. | Sector | Revised Fund allocated | Expenditure upto September 2009 |
|---------|--------------------------|------------------------|---------------------------------|
| 1. | Agriculture & Livelihood | 216.74 | 69.72 |
| 2. | Fisheries & Livelihood | 148.41 | 24.56 |

The physical achievements under major sectors of TRP in A&NI are at given in enclosed Statement.

(e) Empowered Group of Ministers (EGOM) during its Sixth Meeting held on 11th February 2010 has reviewed the physical and financial achievement in different sectors and approved the additional fund amounting to Rs. 138.30 to A&NI. The EGOM has decided not to provide funds under Fisheries & Livelihood sectors. It has also been decided during the meeting that all physical work is to be completed by December 2011

(except tourism works of A&NI which would be completed by March 2012). Ministry of Shipping and the Planning Commission will assess the revised fund requirement to be met through Plan provision and no further funds would be provided under TRP.

Statement

Physical Progress

| Housing | | | |
|--------------|---------------|------------------------------|--------------------------|
| Total Damage | | Work done till December 2009 | Balance work |
| CPWD | 7966 | 7640 | 326 |
| APWD | 1122(+3) | 1125 | 0 |
| NGO | 709(-3) | 656 | 50 |
| | 9797 | 9421 | 376 |
| Damaged | 86688 | #74066 | 12622 |
| Vulnerable | 53192 | 10282 | 42910 (40410) |
| Total | 139880 | 84348 | 55532 (53032) |

| Agriculture & Livelihood | | | |
|---------------------------|-------------|---|--------|
| Cropping area | 5333.93 Ha* | 4387.61 | 946.32 |
| Boat | 2065 Nos. | Work completed | Nil |
| Fishing gears | 858 Nos. | Work completed | Nil |
| Fish Landing Center (FLC) | 19 Nos. | 1 FLC completed. 2 FLCs- 55%-75% completed; 2 more FLCs 25%-30% completed; 14 FLCs; Consultant report received | 18 |
| Fishing harbour- | 1No# | — | 0 |

Road and Bridges

| | | | |
|-------------|--------|--------|-------|
| Roads (Kms) | 380.50 | 320.65 | 59.85 |
|-------------|--------|--------|-------|

| Port & Jetties | | | |
|----------------|---------|--------------------------------|----------------------|
| Jetties | 56 Nos. | 50 Nos. (4 jetties dropped) | 2 (work in progress) |

* 8069 Ha was damaged of which 4206.75 Ha are not reclaimable and includes additional area of 1471.68 Ha.

Fishing harbour proposal dropped.

Compliance of MRP

1929. SHRI GUTHA SUKHENDER REDDY: Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether there is any mechanism to ensure the compliance of maximum Retail Price (MRP) printed on the commodities being sold by the retailers especially in places like pilgrimage centres, tourist places, railways stations, bus stations etc.;

(b) if so, the details thereof;

(c) whether any punitive action is being taken against those who are charging over and above the MRP;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) Yes, there is mechanism in the Standards of Weights and Measures (Packaged Commodities) Rules, 1977 to ensure the compliance of maximum Retail Price (MRP) printed on the commodities being sold by the retailers at all places.

(b) Rule 23 (2) of the Standards of Weights and Measures (Packaged Commodities) Rules, 1977 states that "No retailer, dealer or other person including manufacturer, packer and wholesaler shall make any sale of any commodity in packed form at a price exceeding the retail sale price thereof".

(c) and (d) For the violation of this provision a penal provision is given in Section 63 of the Standards of Weights and Measures Act 1976. This provides for

punishment with fine which may extent to five thousand rupees, and, for the second or subsequent offence, with imprisonment for a term which may extend to five years and also with fine. The State Governments/UT's are implementing these provisions through their Legal Metrology Departments.

(e) Does not arise.

[Translation]

Inter Connecting of TV Channels

1930. SHRI DEVJI M. PATEL: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) the number of Indian/foreign channels presently being broadcasted in the country;

(b) whether the Government earns revenue from the inter connecting of foreign and Indian channels;

(c) if so, the details of the foreign exchange earned through such inter connecting of channels in the country including news channels;

(d) whether inter connection of channels in India in cheap as compared to other countries; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI CHOUDHURY MOHAN JATUA): (a) As on date, Ministry has permitted 453 private satellite TV channels to uplink from India as per uplinking guidelines. Out of which, 28 channels are not for downlinking in India. Apart from this, 76 private satellite TV channels, uplinked from abroad, have been permitted to downlink in India as per downlinking guidelines.

(b) Broadcasting companies are required to pay taxes as applicable to the Indian Government taking into account all possible sources of revenue including those from such inter-connection with foreign channels, if any.

(c) No such data is being maintained in the Ministry.

(d) and (e) No such data or studies are available with the Ministry.

Illegal Construction

1931. DR. BALIRAM: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether there are several reports of unauthorized construction being carried out in different areas of the Lutyen Zone;

(b) if so, the details thereof including the number of such unauthorized construction; and

(c) the details of the steps taken to remove such construction?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLY RAMACHANDRAN): (a) No, Madam. The New Delhi Municipal Council (NDMC) has informed that no unauthorized construction has been noticed in Lutyen Bungalow Zone in the NDMC area.

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

Sale of Sugar in Open Market

1932. SHRI SUDARSHAN BHAGAT: Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether the Government is contemplating to sell imported sugar lying in stock at the ports in the open market; and

(b) if so, the details thereof and the steps taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) and (b) The Government of Uttar Pradesh imposed restriction in Nov., 2009 on transportation of imported raw sugar in the state.

In view of the difficulties faced by the importers of raw sugar to move imported stocks to Uttar Pradesh for refining, the Central Government vide Department of Revenue's circular dated 10.02.2010 permitted sugar mills/refineries to make one time sale upto 31.12.2010 of raw sugar imported till 30.06.2010. Recently, the Government of Uttar Pradesh has removed restrictions on movement of raw sugar in the state.

[English]

Trial of Terrorists

1933. SHRI NAVEEN JINDAL: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether a number of persons charged with terrorist and anti-National activities are awaiting trial in the country including in the State of Jammu and Kashmir;

(b) if so, the details thereof, State-wise alongwith the number of persons convicted during the last three years, State-wise; and

(c) the steps taken by the Government to speed up the trial in the said cases?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) to (c) As a part of the ongoing counter terrorism/counter insurgency operations, a number of persons arrested on charges of terrorism/anti-national activities are subjected to the required judicial process which includes registration, investigation and prosecution before appropriate judicial courts. However, the figures in this regard are not Centrally maintained.

[Translation]

Procurement of Paddy and Wheat by FCI

1934. CAPT. JAI NARAIN PRASAD NISHAD: Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether procurement of wheat and rice could not be undertaken properly in some areas of Bihar and Uttar Pradesh due to irregularities in the Food Corporation of India (FCI);

(b) if so, the details thereof and the reasons therefor indicating the number of procurement centres opened and the quantum of foodgrains procured during each of the last three years and the current year;

(c) whether complaints have been received against the officials of FCI involved in the procurement process in the said States; and

(d) if so, the details thereof indicating the number and nature of complaints received alongwith the action taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) No, Madam. In Uttar Pradesh, being a Decentralised Procurement (DCP) state, the main responsibility of

procurement operation rests with the State Government and FCI only supplements this procurement operation. In Bihar, procurement is undertaken by FCI and State agencies.

(b) A statement showing the number of procurement centres opened and the quantum of foodgrains procured by the Food Corporation of India (FCI) in Bihar and Uttar Pradesh during the last three years and current year is at enclosed.

(c) and (d) In Uttar Pradesh 25 complaints, and in Bihar 10 complaints have been received.

They are under various stages of investigation.

Statement

Number of procurement centres opened and the quantum of foodgrains procured by FCI in Bihar and Uttar Pradesh during last three years and current year

| Marketing season | Purchase centre | | | |
|------------------|-----------------|-----|---------------|-----|
| | Bihar | | Uttar Pradesh | |
| | RMS | KMS | RMS | KMS |
| 2006-07 | 119 | 166 | 540 | - |
| 2007-08 | 163 | 198 | 1079 | 148 |
| 2008-09 | 203 | 150 | 978 | 302 |
| 2009-10 | 115 | 85 | 515 | 83 |

Procurement

(in lakh tonnes)

| Marketing season | Bihar | | Uttar Pradesh | |
|------------------|---------------------------|-------|---------------------------|-------|
| | Rice | Wheat | Rice | Wheat |
| 2006-07 | 1.04 | - | 2.41 | 0.05 |
| 2007-08 | 1.92 | - | 4.88 | 1.32 |
| 2008-09 | 5.25 | 1.36 | 7.85 | 12.16 |
| 2009-10 | 1.66 (as on 5.3.10) | 1.50 | 1.17 (as on 5.3.10) | 4.69 |

[English]

Fact Finding Mission on Naxal Attacks

1935. SHRI M.I. SHANAVAS: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government has set up a fact finding mission on the recent naxal attacks in the State of West Bengal;

(b) if so, whether the said mission has submitted any report so far;

(c) if so, the details thereof; and

(d) the action taken by the Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) No, Madam.

(b) to (d) Does not arise.

Strength of Police Personnel

1936. SHRI NARANBHAI KACHHADIA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether deep concern has been expressed over the poor strength of Police Personnel at the grassroots level, huge vacancies and lack of basic amenities for them across the country; and

(b) if so, the details thereof and the corrective measures taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLY RAMACHANDRAN): (a) and (b) Yes, Madam. Even though 'Police' is a State subject as per Schedule VII to the Constitution of India, the Ministry of Home Affairs has raised its concern over the large number of vacancies in State Police Forces in the Conference of Chief Ministers held on 6.1.2009, 17.8.2009 and 7.2.2010. The States have also been requested to implement the Transparent Recruitment Process (TRP). Ministry of Home Affairs is also implementing a Non-Plan Scheme for Modernization of State Police Forces (MPF Scheme) under which funds are provided, *inter-alia*, for construction of residential quarters for lower and upper subordinate police personnel.

[Translation]

Slow Construction of NHs

1937. SHRI KAMAL KISHOR: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the reasons for the slow progress of construction of National Highways along the Lucknow-Bahraich-Nanpara-Rupaidiha stretch in Uttar Pradesh; and

(b) the time by which the said construction work is likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (KUNWAR R.P.N. SINGH): (a) and (b) The work of 4-laning of Lucknow-Barabanki section of NH-28 under National Highway Development Project (NHDP) Phase II is in progress and likely to be completed by October, 2010. The work is delayed mainly due to land acquisition/tree cutting problem. Barabanki-Bahraich-Nanpara-Rupaidiha stretch of NH-28C has been identified for improvement to 2-lane with paved shoulder recently under NHDP Phase IVB. Since NHDP Phase IVB is yet to be approved by the Government, it is too early to indicate the completion date at this stage.

[English]

Construction of Rail Under Bridge

1938. SHRI ANANDRAO ADSUL: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Government/National Highways Authority of India proposes to construct Rail Under Bridge (RUB) on the various National Highways in Maharashtra;

(b) if so, the details thereof, NH-wise and location-wise;

(c) the steps taken in this regard; and

(d) the time by which the RUB is likely to be constructed and completed?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (KUNWAR R.P.N. SINGH): (a) No, Madam.

(b) to (d) Do not arise.

Construction of Gadhuli Santalpur Road

1939. SHRI BALKRISHNA KHANDERAO SHUKLA: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether any proposal for construction/upgradation of Gadhuli- Santalpur road has been received from the Gujarat Government; and

(b) if so, the details and status thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (KUNWAR R.P.N. SINGH): (a) and (b) Yes, Madam. A proposal for the construction/improvement of the Gadhuli-Santalpur road in Gujarat has been received. The technical scrutiny has been done. The matter is under consideration with other strategic border roads.

[*Translation*]

Assistance to Agricultural Universities

1940. SHRI RATAN SINGH: Will the Minister of AGRICULTURE be pleased to state:

(a) the number of agricultural universities in the country, State-wise;

(b) whether the Government provides any financial assistance to the such universities and colleges;

(c) if not, the reasons therefor;

(d) whether the Government proposes to prepare a State-wise list of agricultural universities and to provide assistance for the expansion of agriculture and other related activities as per their area of specialization;

(e) if so, the details thereof;

(f) whether in the agriculture dominated areas of the country including eastern Rajasthan, agricultural university have not been set up;

(g) if so, the reasons therefor; and

(h) the steps taken to set up agricultural university/ college in agriculture dominated areas?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) The list of Agricultural Universities (State-wise) is at Statement.

(b) Yes, Madam. ICAR provides limited financial assistance to the State Agricultural Universities under the Plan scheme "Strengthening and Development of Agricultural Education".

(c) Does not arise.

(d) and (e) The Government provides assistance as per the specific area and strength of the University. The Universities cater to various specific area demands of their regions. In Himachal Pradesh, for example the support is given for Hill Agriculture and Horticulture. The Niche Area of Excellence is another mechanism by which 30 centres of Excellence are promoted in 30 Universities.

(f) and (g) Agriculture, including higher agricultural education, is a state subject. The Government of Rajasthan have so far established agricultural universities at Udaipur and Bikaner.

(h) Agricultural Education is a State subject. Decision to set up any Agricultural University or College rests with the State Government. Only one Central Agricultural University has been set up in Imphal, to complement the efforts of the State Governments of the North Eastern Region.

Statement

List of State Agricultural Universities, Central Agricultural University and Central Universities

| | Sl.No. | State | University |
|-------------------------------|--------|----------------|--|
| | 1 | 2 | 3 |
| State Agricultural University | 1. | Assam | Assam Agricultural University, Jorhat-785013 |
| | 2. | Andhra Pradesh | Acharya NG Ranga Agricultural University, Hyderabad-500030 |
| | 3. | | Sri Venkateswara Veterinary University, Tirupati-517502 |
| | 4. | | AP Horticulture University, Venkataramanagudem |
| | 5. | Bihar | Rajendra Agricultural University, Pusa-848125 |
| | 6. | Chhattisgarh | Indira Gandhi Krishi Viswa Vidyalaya, Raipur-492012 |

| | 1 | 2 | 3 |
|-------------------------------|-----|-------------------|--|
| State Agricultural University | 7. | Gujarat | Anand Agricultural University, Anand-388110 |
| | 8. | | Junagarh Agricultural University, Junagarh-362001 |
| | 9. | | Navsari Agricultural University, Navsari-396 450 |
| | 10. | | Sardar Krushinagar Dantiwada Agricultural University, Dantiwada-385506 |
| | 11. | Haryana | Chaudhary Charan Singh Haryana Agricultural University, Hissar-125004 |
| | 12. | Himachal Pradesh | Ch. Sarwan Kumar Krishi Viswa Vidyalaya, Palampur-176062 |
| | 13. | | Dr. Yashwant Singh Parmar University of Horticulture & Forestry, Solan-173230 |
| | 14. | Jammu and Kashmir | Sher-e-Kashmir University of Agricultural Sciences & Technology, Jammu-180004 |
| | 15. | | Sher-e-Kashmir University of Agricultural Sciences & Technology, Srinagar-191121 |
| | 16. | Jharkhand | Birsa Agricultural University, Ranchi-834006 |
| | 17. | Karnataka | University of Agricultural Sciences, Bangalore-560065 |
| | 18. | | University of Agricultural Sciences, Dharwad-580005 |
| | 19. | | University of Agricultural Sciences, Raichur |
| | 20. | | University of Horticulture Sciences, Baghalkot |
| | 21. | | Karnataka Veterinary, Animal & Fisheries Sciences University, Bidar-585401 |
| | 22. | Kerala | Kerala Agricultural University, Thrissur-680656 |
| | 23. | Madhya Pradesh | Jawaharlal Nehru Krishi Viswa Vidyalaya, Jabalpur-482004 |
| | 24. | | Rajmata Vijayaraje Scindia Krishi Viswa Vidyalaya, Gwalior-474002 |
| | 25. | | Madhya Pradesh Pashu Chikitsa Vigyan vishwa Vidyalaya, Jabalpur-482 001 |
| | 26. | Maharastra | Dr. Balaesahib Sawant Kokan Krishi Vidyapeeth, Dapoli-415712 |
| | 27. | | Maharastra Animal & Fisheries. Sciences University, Nagpur-440006 |
| | 28. | | Marathwada Agricultural University, Parbhani-431402 |
| | 29. | | Mahatma Phule Krishi Vidyapeeth, Rahuri-413722 |
| | 30. | | Dr. Punjabrao Deshmukh Krishi Viswa Vidyalaya, Akola-444104 |

| | 1 | 2 | 3 |
|---------------------------|-----|---------------|---|
| | 31. | Orissa | Orissa University of Agriculture & Technology, Bhubaneshwar-751003 |
| | 32. | Punjab | Punjab Agricultural University, Ludhiana-141004 |
| | 33. | | Guru Angad Dev Veterinary & Animal Sciences University, Ludhiana-141004 |
| | 34. | Rajasthan | Maharana Pratap University of Agriculture & Technology, Udaipur-313001 |
| | 35. | | Rajasthan Agricultural University, Bikaner-334002 |
| | 36. | Tamil Nadu | Tamil Nadu Agricultural University, Coimbatore-641003 |
| | 37. | | Tamil Nadu Veterinary & Animal Sciences University, Chennai-600051 |
| | 38. | Uttar Pradesh | Chandra Shekhar Azad University of Agriculture & Technology, Kanpur-208002 |
| | 39. | | Deen Dayal Upadhaya Veterinary & Animal Sciences University, Mathura-281001 |
| | 40. | | Narendra Deo University of Agriculture & Technology, Faizabad-224229 |
| | 41. | | Sardar Ballabh Bhai Patel University of Agriculture & Technology, Meerut-250110 |
| | 42. | Uttarakhand | Govind Ballabh Pant University of Agriculture & Technology, Pantnagar-263145 |
| | 43. | West Bengal | Bidhan Chandra Krishi Viswa Vidyalaya, Mohanpur-741252 |
| | 44. | | Uttar Bang Krishi Viswa Vidyalaya, Coochbehar-736165 |
| | 45. | | West Bengal University of Animal & Fishery Sciences, Kolkata-700037 |
| Central Agril. University | 46. | | Central Agricultural University, Imphal, Manipur-795004 |
| Deemed University | 47. | | Indian Agricultural Research Institute, New Delhi-110012 |
| | 48. | | Indian Veterinary Research Institute, Izatnagar-243122 |
| | 49. | | National Dairy Research Institute, Karnal-132001 |
| | 50. | | Central Institute of Fisheries Education, Mumbai-400061 |
| | 51. | | Allahabad Agricultural Institute, Allahabad-211007 |
| Central University | 52. | | Aligarh Muslim University, Aligarh |
| | 53. | | Banaras Hindu University, Varanasi-221005 |
| | 54. | | Vishwa Bharti, Sriniketan |
| | 55. | | Nagaland University, Medziphema-797 106 |

*[English]***Strength of Women Police Personnel**

1941. SHRI MUKESH BHAIKAVDANJI GADHVI: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government has any proposal to increase the strength of women police personnel in various States, including Gujarat;

(b) if so, the details thereof alongwith the criteria adopted by the Government to increase the strength of women Police Personnel in various States; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLY RAMACHANDRAN): (a) to (c) "Police" is a State subject as per the VII Schedule to the Constitution of India. Therefore, the Central Government has no such proposal under consideration.

Bt. Cotton

1942. SHRI GANESHRAO NAGORAO DUDHGAONKAR: Will the Minister of AGRICULTURE be pleased to state:

(a) the impact of Bt. Cotton on cotton production in the country and the States encouraging its cultivation;

(b) whether the Government has assessed Bt. Cotton production and its quality in the country;

(c) if so, the details thereof; and

(d) the details of financial assistance provided to the States including Maharashtra to strengthen seed testing laboratories to test Bt. Cotton seed during each of the last three years and the current year?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) Andhra Pradesh, Gujarat, Haryana, Karnataka, Madhya Pradesh, Maharashtra, Punjab, Rajasthan, and Tamilnadu are the cotton growing States in the county. The area under Bt. Cotton increased from 29000 hectares in 2002-03 to 80 Lakh hectares (anticipated) in 2009-10. The average yield of cotton in India has also increased from

308 Kg/ha in 2001-02 to 560 Kg/ha in 2007-08. Cultivation of Bt. Cotton has resulted in 31% increase in yield, 39% reduction in pesticide usage and more than 80% increase in profitability of farmers (ISAAA 2009). India has emerged as a major cotton exporter with 6.5 million bales of export in 2006.

(b) and (c) The Central Institute for Cotton Research (CICR), Nagpur has been conducting detailed studies at the State level in collaboration with the State Agricultural Universities of the 9 cotton growing States. Information so far collected indicates that yield have increased in all the cotton growing states of the country with the introduction of Bt. Cotton. Bollworms menace in cotton has significantly reduced all over the country and there is a reduction in market share of insecticides used in Cotton.

(d) The Government has provided financial assistance to all major cotton producing states to test Bt. Cotton seeds. Details are at Statement. The State of Maharashtra has been provided financial assistance of Rs. 91 Lakh during 2006-07 for ISTA membership (Rs. 45.00 lakh), Hybridity testing (Rs. 20.00 lakh), DNA Finger Printing facility (Rs. 25.00 lakh) and purchase of Bt. Kits (Rs. 1.00 lakh). Further during 2009-10, another Rs. 50 lakh has been provided to Maharashtra for strengthening of its three seed testing laboratories and two seed test laboratories of Maharashtra State Seeds Corporation, Akola.

Statement*Details of Financial Assistance to States*

| States | (Rs. in lakh) | | | |
|-------------------|---------------|---------|---------|---------|
| | 2006-07 | 2007-08 | 2008-09 | 2009-10 |
| 1 | 2 | 3 | 4 | 5 |
| Andhra Pradesh | 26.00 | — | 25.00 | — |
| Gujarat | 25.00 | — | — | — |
| Jharkhand | — | 45.00 | — | — |
| Jammu and Kashmir | 25.00 | — | — | — |
| Maharashtra | 26.00 | — | — | 37.50 |
| Punjab | 25.00 | — | — | — |
| Rajasthan | 26.00 | — | — | — |

| 1 | 2 | 3 | 4 | 5 |
|-------------|--------|--------|-------|--------|
| Tamil Nadu | 76.00 | 60.00 | — | 25.00 |
| Uttarakhand | 25.00 | — | — | — |
| West Bengal | 25.00 | — | — | — |
| Orissa | — | 25.00 | — | 25.00 |
| Karnataka | — | — | 25.00 | — |
| Bihar | — | — | — | 25.00 |
| Pudducherry | — | — | — | 10.00 |
| Total | 279.00 | 130.00 | 50.00 | 122.50 |

Rising Drug Abuse

1943. SHRI BHASKARRAO BAPURAO PATIL
Khatgaonkar:
SHRI MADHU GOUD YASKHI:
SHRI EKNATH MAHADEO GAIKWAD:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the UN Narcotics watchdog, International Narcotics Control Board (INCB) has blamed India for the rising drug abuse in neighbouring countries like Bangladesh and Bhutan;

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

(c) the reaction of the Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLY RAMACHANDRAN): (a) to (c) No, Madam. However the Annual Report of International Narcotics Control Board (INCB) for the year 2009 mention that (i) widespread abuse of pharmaceutical preparation containing narcotic drugs such as codeine is an ongoing problem in Bangladesh and preparations are smuggled into Bangladesh from India and (ii) Bhutan continued to report frequent seizures of pharmaceutical drugs containing benzodiazepines, which is a drug widespreadly used in Bhutan and the suspected origin of the seized drugs were from India.

Food Security Mission

1944. SHRI ADHIR CHOWDHURY: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government has launched the National Food Security Mission for increasing the production of foodgrains, rice, wheat, pulses etc. during the current Five Year Plan;

(b) if so, the salient features of the scheme; and

(c) the physical and financial achievements of the scheme under various heads?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) and (b) Yes, Madam. In view of the resolution adopted by the National Development Council (NDC) in its 53rd meeting held on 29.05.2007, a Centrally Sponsored Scheme on 'National Food Security Mission (NFSM)' has been launched from Rabi, 2007-08 with three major components viz. NFSM-Rice, NFSM-Wheat and NFSM-Pulses.

National Food Security Mission (NFSM) aims to obtain an additional production of 20 million tonnes *i.e.* 10 million tonnes of rice, 8 million tonnes of wheat and 2 million tonnes of pulses, respectively by the end of Eleventh Five Year Plan (2011-12). The outlay for the eleventh five year plan is Rs. 4882.48 Crores. Under NFSM, an area of about 13 million hectares of wheat, 20 million hectares of rice and nearly 22 million hectares under pulses is targeted. There is a paradigm shift to focus on districts with higher yield potential with large yield gaps and whose productivity is below the state average. The main strategy is to enhance the reach of improved technologies like use of high yielding variety seeds, hybrids; resource conservation technologies such as Zero tillage, Rotavators, System of Rice Intensification; use of improved farm machineries, Integrated Pest Management; Integrated Nutrient Management; water conservation devices etc. Imparting knowledge regarding the best agricultural practices through Farmers Field Schools and demonstrations is also an integral part of the Mission. Timely availability of funds is assured through direct transfer to the designated Autonomous Agencies at the State and the District levels through a non treasury route. In order to augment the administrative capacity, dedicated manpower in the form of Project Management Teams is provided for sustaining the focus and attention of the National, State and District Implementing agencies on the Mission activities. Districts are provided with 10% of the mission funds for taking up local initiatives with the help of Panchayat Raj Institutions to supplement the other programs as per the felt needs of the area. Pilot projects

have also been provided to promote innovations in program design and implementation. Cash awards are planned at the State and the National Levels for recognizing good performance by the districts based on pre fixed objective parameters. Efficient monitoring mechanisms such as National Level Monitoring Teams, video- conferences and Information and Communication Technology based mechanisms are in place. Vigorous Publicity campaign through print and mass media, advertisements relevant to different stages of the crop growth is made an integral part of the Mission activities.

Presently, NFSM is under implementation in 312 districts of 17 states in the country. Of these, 136 districts are covered under NFSM-Rice, 141 under NFSM-Wheat and 171 under NFSM-Pulses. From the year 2010-11, the States of Assam with 5 new districts and Jharkhand with 10 new districts would also be included making the total number of districts covered under NFSM to 327.

(c) So far, improved farm practices including System of Rice Intensification, Hybrid Seed have been encouraged through 2.87 lakh demonstrations of rice and wheat. Nearly 84.03 lakh quintals of high yielding varieties of rice, wheat and pulses and hybrid seeds of rice have been distributed. 56.14 lakh hectares of area has been treated with soil ameliorants (gypsum/ lime/micro-nutrients) to restore soil fertility. 21.90 lakh hectares of farm land has been treated under Integrated Pests Management (IPM). 10.42 lakh improved farm machineries/water saving devices have been distributed. Capacity building of farmers through arranging 27,834 farmers field schools at the farm level is ensured.

As regards financial achievements under NFSM, the year-wise and component-wise funds released is as under:

(Rupees in Crore)

| Year | NFSM- Rice | NFSM- Wheat | NFSM- Pulses | Publicity |
|---------|---------------|----------------|-----------------|-----------|
| 2007-08 | 58.97 | 208.19 | 105.59 | 25.98 |
| 2008-09 | 338.64 | 232.23 | 287.29 | 23.24 |
| 2009-10 | 290.98 | 283.31 | 350.48 | 15.78 |

Grading System for Sports Persons

1945. DR. THOKCHOM MEINYA:
SHRI SURESH KUMAR SHETKAR:
SHRI PONNAM PRABHAKAR:

SHRI SARVEY SATYANARAYANA:
SHRI P. BALRAM:
DR. VINAY KUMAR PANDEY:

Will the Minister of YOUTH AFFAIRS AND SPORTS be pleased to state:

(a) whether the Government has any grading system for the sports persons in some categories for making payments to them;

(b) if so, the details thereof;

(c) whether there has been reports of discrimination against the women hockey players as compared to other sports in the country;

(d) if so, the details thereof, alongwith the corrective measures taken/proposed to be taken by the Government to give equal opportunities to men and women in each discipline of sports; and

(e) the status of pending demands of women hockey players alongwith the action taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF YOUTH AFFAIRS AND SPORTS (SHRI PRATIK PATIL):

(a) No, Madam.

(b) Question does not arise.

(c) to (e) The recent protest by Indian Women Hockey Players was on account of non- fulfillment of contractual agreements by their Federation, which are based on commercial sponsorship arrangements. The Government has no role in such matters. As far as Schemes of the Ministry and Sports Authority of India (SAI) are concerned, there is no discrimination in favour of or against any category of sportspersons. The Schemes of the Ministry and SAI are applicable equally to sportspersons of both the genders.

Alcoholism Related Violence

1946. SHRI J.M. AARON RASHID: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether there are reports of spurt in crimes like fracas, felony, road accident, incidents of street violence and domestic violence in the country by alcoholics;

(b) if so, the reaction of the Government thereto; and

(c) whether the Union Government proposes to issue any advisory to the State Governments to check the rise in crime by alcoholics in the country?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) and (b) NCRB maintains data on crimes head-wise under the IPC and the SLLs. However it does not maintain the specific information regarding crimes by alcoholics separately.

(c) 'Police' and 'Public Order' are State subjects under the Seventh Schedule to the Constitution of India and therefore, the State Governments are primarily responsible for prevention, detection, registration and investigation of crime and for prosecuting the criminals through the machinery of their law enforcement agencies as also for protecting the life and property of the citizens. The Union Government, however, attaches highest importance to the matter of prevention of crime and therefore, has continued to urge to the State Governments/UT Administrations to give more focused attention to improving the administration of criminal justice system and take such measures as are necessary for prevention and control of crime.

Housing Facilities for CPFs

1947. DR. SANJEEV GANESH NAIK:
SHRI RAMESH RATHOD:
SHRI P. BALRAM:
SHRI PONNAM PRABHAKAR:
SHRI SURESH KUMAR SHETKAR:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government has any proposal to construct houses for the personnel of the Central Paramilitary Forces (CPF) in the country including under the public private partnership mode;

(b) if so, the details thereof alongwith the funds allocated/incurred in this regard;

(c) whether the Government has identified the locations for such construction;

(d) if so, the details thereof; and

(e) the number of houses likely to be constructed and the time frame fixed in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a), (b) and (e)

Yes Madam. Ministry of Home Affairs has proposed a Mega Housing Project for construction of approximately 1,00,000 houses over a period of 04 years for the personnel of Central Paramilitary Forces (CPMFs) through the Public Private Partnership route. In the Budget Estimates for 2010-11, a provision of Rs. 2 crore has been made for payment to the Transaction Advisor for the PPP Project.

(c) and (d) Tentative locations based on availability of land and housing needs of CPMFs have been identified across the country at approximately 245 sites. List is placed at Statement.

Statement

| Sl.No | Tentative list of Sites |
|-------|--|
| 1 | 2 |
| 1. | Jalandhar Punjab GC |
| 2. | Kadarpur GC Gurgaon Haryana |
| 3. | Bawana Bat Camping Site |
| 4. | Kathgodam GC Uttarakhand |
| 5. | Baramulla, SHQ/Bn HQR Kashmir |
| 6. | Panthachak, SHQ/Bn HQR Kashmir |
| 7. | Mahipalpur |
| 8. | Pinjore GC Haryana |
| 9. | Indresharnagar, Bn HQR Jammu |
| 10. | Painthy, Bn HQR Jammu |
| 11. | Bandipur, SHQ/BN HQ Kashmir |
| 12. | Gogoland, Bn HQR Kashmir |
| 13. | Humama FTR HQR/STC/Unit HQrs, Srinagar |
| 14. | Jalandhar Lidhral Bat Camping Site |
| 15. | Greater Noida (UP) |
| 16. | Bhinga-Bn, Distt-Shravasti |
| 17. | Almora (35th Bn & SHQ) |
| 18. | Champawat-Bn, |
| 19. | Lucknow, Bn HQ UP |
| 20. | Lucknow GC Uttar Pradesh |

| 1 | 2 | 1 | 2 |
|-----|----------------------------------|-----|---|
| 21. | Greater Noida GC Uttar Pradesh | 52. | Leh (5th Bn) |
| 22. | GC Srinagar | 53. | Leh (16th Bn) |
| 23. | Aligarh 104 RAF Uttar Pradesh | 54. | Leh (24th Bn) |
| 24. | Champawat | 55. | Ajnala, Bn HQr Punjab |
| 25. | Meerut 108 RAF Uttar Pradesh | 56. | Amarkot, Bn HQ Punjab |
| 26. | Meerut Bat Campinq Site | 57. | Amritsar, SHQ/Bn HQR Punjab |
| 27. | Allahabad 101 RAF Uttar Pradesh | 58. | Bikiwind, Bn HQ Punjab |
| 28. | Indreshnagar SHQ, Jammu | 59. | Dera Babananak Bn HQR |
| 29. | Noushera, Bn HQR Jammu | 60. | Ramtirth, Bn HQ Punjab |
| 30. | Sundarbani Bat Campinq Site | 61. | KS Wala, Bn HQ Punjab |
| 31. | Naqrota Bat Campinq Site | 62. | Faridkot, Arty Punjab |
| 32. | Gurdaspur, SHQ/BN HQr Punjab | 63. | Khemkaran, Bn HQ Punjab |
| 33. | Abohar, SHQ /Bn HQ Punjab | 64. | Jalalabad, Bn HQ Punjab |
| 34. | Mamdot, Punjab Bn HQR | 65. | Rampura, Bn HQ Punjab |
| 35. | Saket | 66. | Madhupur, Bn HQ Punjab |
| 36. | Mahavirnaqar Bat Campinq Site | 67. | New Delhi (22nd Bn) |
| 37. | Bhondshi, Bn HQ Gurgaon, Haryana | 68. | Rampur GC Uttar Pradesh |
| 38. | Wazirabad 103 RAF Delhi | 69. | Joshimath (1st Bn) Distance from Rishikesh-264 kms (appx) |
| 39. | Ghaziabad (UP) | 70. | Recong Peo (17th Bn) Distance from Shimla-167 kms |
| 40. | Pilibhit- Bn | 71. | Pappan Kalan Bn site New Delhi (88-Mahila Bn) |
| 41. | Palia-Bn, Distt.-Lakhimpur | 72. | Rewari (28th Bn) Distance from Deihi-85 kms |
| 42. | Nanpara Bn, Distt.-Bhraich | 73. | Greater Noida (29th Bn) |
| 43. | Balrampur- Bn, Distt.-Balrampur | 74. | Haiduchour (34th Bn) Distance from Haldwani-12 kms |
| 44. | Pithoraqarh-Bn | 75. | Jammu (Ftr HQr), Jammu |
| 45. | Humhama RTC Srinagar J&K | 76. | Udampur, STC Jammu |
| 46. | Kharka, STC Punjab | 77. | Bantalab GC Jammu |
| 47. | Jharoda Kalan, GC New Delhi | 78. | Udhampur (15th Bn) |
| 48. | Allahabad GC Uttar Pradesh | 79. | Panthachowk, Srinagar (21st Bn) |
| 49. | Akhnoor, Bn HQr Jammu | 80. | Saboi (SS Bn) |
| 50. | Sambha, Bn HQr Jammu | | |
| 51. | Sunderbani SHQ, Jammu | | |

| 1 | 2 | 1 | 2 |
|------|---|------|---|
| 81. | Bareilly (3rd Bn; SHQ) | 109. | RTC Peringome Kerala |
| 82. | Pithoragarh (14th Bn) | 110. | Coimbatore, Bn HQ Tamil Nadu |
| 83. | Mirithi (7th Bn) | 111. | Avadi, GC Chennai Tamil Nadu |
| 84. | Auli (Trq Centre) Distance from Joshimath-12 kms | 112. | Tura SHQ/ Bn Hqr (Meghalaya) |
| 85. | Matli (12th Bn) Distance from Rishikesh-160 kms | 113. | Bhubneshwar, GC Orissa |
| 86. | Dehradun (23rd Bn) | 114. | Shillong, SHQ/Bn HQ (Meghalaya) |
| 87. | Mussoorie (Academy) | 115. | Patiram, WB Bn HQ |
| 88. | Gaucher (8th Bn) Distance from Rishikesh-155 kms (appx) | 116. | Raninagar, Jalpaiguri, WB SHQ/BN HQrs |
| 89. | Patiala (28th Bn) | 117. | Bagafa, Tripura BN HQ |
| 90. | Hallomajra Bn site Chandigarh | 118. | Gokulnagar, Tripura SHQ/BN HQ |
| 91. | Chandigarh (TPT Bn, SHQ and C/Hospital) | 119. | Teliamura, Tripura SHQ/J3n HQ |
| 92. | Bhanu (BTC) Distance from Chandigarh-26 kms | 120. | TRA-Agartala, Tripura FTR HQ/Bn Hqr |
| 93. | Kullu (2nd Bn) | 121. | Mafiaranichera, Tripura Bn HQ |
| 94. | Sarhan (19th Bn) Distance from Shimla-237 kms | 122. | Silchar, FTR Hqr/SHQ/BN HQ (Assam) |
| 95. | Lucknow IGP Central Sector Uttar Pradesh | 123. | Alamganj-I & II, Assam |
| 96. | Ferozpur, SHQ Punjab | 124. | Kishanganj, SHQ/Bn HQs Khaqra, Bihar |
| 97. | Ramgarh (37th Bn) Distance from Chandigarh-20 kms | 125. | Roshanbagh, Murshidabad, WB |
| 98. | Shimla (SHQ) | 126. | Siliguri CRPF, GC, West Bengal |
| 99. | Hiranagar Bat Camping Site | 127. | Salt Lake Rajar Hat, West Bengal |
| 100. | Hyderabad GC Andhra Pradesh | 128. | Fatikchera, Tripura Bn HQ |
| 101. | Bangalore GC Karnataka | 129. | Panisaqar, Tripura SHQ/Bn HQ |
| 102. | Coimbatore 105 RAF Tamil Nadu | 130. | Tezu (25th Bn) Distance from Tinsukia-135 kms |
| 103. | Sivangangai (TN) | 131. | Masimpur, Assam |
| 104. | Coimbatore CTC Tamil Nadu | 132. | Salt Lake Signal Bn site Kolkata West Bengal |
| 105. | Ranga Reddy 99 RAF Andhra Pradesh | 133. | Ambasa, Tripura Bn HQ |
| 106. | Pallipuram GC Kerala | 134. | Korengai, Bn HQ Manipur |
| 107. | Ranga Reddy GC Andhra Pradesh | 135. | Bhairabkunda-Bn, Distt.-Daranq |
| 108. | Youssufguda Hyderabad IGP SS Andhra Pradesh | 136. | Bongaigaon-Bn (Kajalgaon, Distt.-Chirang) |
| | | 137. | Guwahati-FTR & Res. Bn |
| | | 138. | Rangia-Bn |
| | | 139. | Kokrajar |

| 1 | 2 |
|------|---|
| 140. | Tezpur-SHQ |
| 141. | Mahatpur, West Bengal Bn HQ |
| 142. | Malbazar-Bn, Jalpaiguri |
| 143. | Aradhurpur Bn HQ Malda, WB |
| 144. | Salt lake IGP, Eastern Sector Kolkata West Bengal |
| 145. | Aalo (20th Bn) |
| 146. | Imphal GC Manipur |
| 147. | Seemanagar, KNR, WB Bn HQ |
| 148. | Kadamtala, Siliguri FTR HQ/Bn, West Bengal |
| 149. | Baishavnagar, Malda, WB Bn HQ |
| 150. | Gandhinagar, Cooch Behar, WB Bn HQ |
| 151. | Govindpur, Dinajpur, WB Bn HQ |
| 152. | Narayanpur, Malda, WB Bn HQ |
| 153. | Sonari, Cooch Behar, WBBn HQ |
| 154. | Talliguri, Cooch Behar, WB Bn HQ |
| 155. | Lingdum (East Sikkim) 13th Bn |
| 156. | Moreh (Battalion KLP), Manipur |
| 157. | Gosaigaon-Bn |
| 158. | Guwahati (Assam) |
| 159. | Shillong IGP NES Meghalaya |
| 160. | Krishnagar, West Bengal SHQ |
| 161. | Ranidanga-SHQ, Distt.-Darjeeling |
| 162. | Radhabari, Jalpaiguri, WB Bn HQ |
| 163. | Mainaguri/Jalpaiguri, WB SHQ |
| 164. | Baikunthpur, Jalpaiguri, WB STC/BN HQ |
| 165. | Azadnagar, Cooch Behar, WB Bn HQ |
| 166. | Maheshpur, Dinajpur, WB Bn HQ |
| 167. | Roop Nagar, Cooch Behar, WB Bn HQ |
| 168. | Kolkata (WB) |
| 169. | Bathnaha-Bn, Jogbani-(80 km from Purnea) |

| 1 | 2 |
|------|--|
| 170. | Falakata-Bn, Distt.-Jalpaiguri |
| 171. | Ranidanga-Bn, Matigara, Distt.-Darjeeling |
| 172. | Agartala GC Tripura |
| 173. | Yupia (31st Bn) Distance from Itanagar-22 kms |
| 174. | Nagaland, ARTC&S Sukhovi (Training Battalion-2) |
| 175. | Nagaland, ARTC&S Sukhovi (Training Battalion-3), |
| 176. | Itanagar (SHQ & Composite hospital) |
| 177. | Kimin (10th Bn) Distance from Itanagar-88 kms |
| 178. | Lohitpur (9th Bn) Distance from Tinsukia-149 kms |
| 179. | Khatkhati GC Assam |
| 180. | Bongaigaon-SHQ |
| 181. | Gangtok (SHQ) |
| 182. | Kangvai (Battalion KLP), Bishanpur Manipur |
| 183. | Khuga (Churachandpur) Manipur |
| 184. | Thoubal (Battalion KLP), Manipur |
| 185. | Silchar GC Assam |
| 186. | Chandel (Battalion KLP), Manipur |
| 187. | Silchar CIAT Assam |
| 188. | Srikona (Battalion KLP and SF accommodation) |
| 189. | Guwahati SHQ (Assam) |
| 190. | Durgapur GC West Bengal |
| 191. | Pallel (Battalion KLP), Manipur |
| 192. | Agartaia, Tripura IGP Tripura |
| 193. | Udaipur, Rajasthan Bn HQ |
| 194. | Banner, Rajasthan Bn HQR |
| 195. | Nagaur, Rajasthan Bn HQR |
| 196. | Jaisalmer-II, Rajasthan Bn HQ |

| 1 | 2 |
|------|--|
| 197. | Jaipur, Rajasthan Bn HQR |
| 198. | Karahali, Bn HQ Bangalore, Karnataka |
| 199. | Ahemdabad 100 RAF Vastral Gujarat |
| 200. | Taioja 102 RAF Navi Mumbai Maharashtra |
| 201. | Sriganganagar, Rajasthan Bn HQR |
| 202. | Goa* |
| 203. | Bhuj, SHQ/Bn Hqr Gujarat, |
| 204. | Gandhinagar GC Gujarat |
| 205. | Vadodara 146 DM Bn Gujarat |
| 206. | Pune GC Maharashtra |
| 207. | 145 DM Bat, Pune |
| 208. | Jaisalmer, Rajasthan Bn HQR |
| 209. | Bikaner, Rajasthan Bn HQR |
| 210. | Ajmer GC-II Rajasthan |
| 211. | Gandhidham, Bn HQR Gujarat |
| 212. | Anupgarh, Rajasthan Bn HQR |
| 213. | Rai Singhnagar, Rajasthan Bn HQR |
| 214. | Srikanpur, Rajasthan Bn HQR |
| 215. | Jalipa, Bn HQR Rajasthan |
| 216. | Maqra, Bn HQR Rajasthan |
| 217. | Khajuwala, Rajasthan Bn HQR |
| 218. | Ramgarh, Rajasthan Bn HQR |
| 219. | Sriganganagar, SHQ Rajasthan |
| 220. | Barmer, SHQ Rajasthan |
| 221. | Jaisalmer-I SHQ, Rajasthan |
| 222. | Jaisalmer-II SHQ, Rajasthan |
| 223. | Bikaner, SHQ Rajasthan |
| 224. | Mudkhed CTC-III Nanded Maharashtra |
| 225. | Ajmer GC-I Rajasthan |
| 226. | Bhopal GC Madhya Pradesh |
| 227. | Bilaspur GC Chhattisgarh |

| 1 | 2 |
|------|--|
| 228. | Gwalior GC/CTC Madhya Pradesh |
| 229. | JAMSHEDPUR 106 RAF Jharkhand |
| 230. | Bhopal 107 RAF Madhya Pradesh |
| 231. | Jagdapur 201 Bn Cobra camping site |
| 232. | Koraput 202 Bn Cobra camping site Orissa |
| 233. | Ranchi@ |
| 234. | Nagpur GC Maharashtra |
| 235. | Rajgir RTC Bihar |
| 236. | Raipur (38th Bn) |
| 237. | Mokamaghat GC Bihar (PATNA) |
| 238. | Muzaffarpur GC Bihar |
| 239. | Patna Bihar IGP, Bihar Sector |
| 240. | Muzaffarpur-SHQ |
| 241. | Shivpuri (Telecom Bn) |
| 242. | Karera (SPT Bn) |
| 243. | Neemuch GC Madhya Pradesh |
| 244. | Bagha-Bn, Valmikinagar |
| 245. | Narkatiaganj-Bn, (35 km from Betia) |

The list of sites is tentative and may change depending upon local requirement and site conditions.

Advanced Technologies for Border Security

1948. SHRI VARUN GANDHI: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government proposes to introduce state of the art detection, surveillance and communication technologies for border protection;

(b) if so, the details thereof;

(c) whether the Government proposes to create mobile response teams to deal with illegal entries; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLY RAMACHANDRAN): (a) to (d) All the Border Guarding Forces deployed on the international borders of the country like Border Security Force, Indo-Tibetan Border

Police, Sashastra Seema Bal and Assam Rifles are well equipped with Modern Sophisticated equipments to suffice their professional requirements and to cater the need for the border security. These forces are well equipped with Night Vision Devices (NVD), hand Held Thermal Imagers (HHTI), Long Range Reconnaissance & Observation System (LORROS), Twin Telescope, Battle Field Surveillance Radars (BFSR), high range Direction Finding Equipment, Multi-Services Switches, Integrated Communication System, Communication Receivers AR-5000, Digital Satellite Phone Terminal, Hand-Held Metal Detector, Fake Currency Detection Kit. These equipment are acting as force multiplier for effective management of borders.

Besides, Government has sanctioned 3626 posts under Prevention of Infiltration of Foreigners (PIF) and Mobile Task Force (MTF) in the States of Assam, West Bengal, Meghalaya and Tripura for detection and deportation of foreigners.

[Translation]

Seeds Production

1949. SHRI HANSRAJ G. AHIR: Will the Minister of AGRICULTURE be pleased to state:

(a) whether any promotional scheme has been formulated by the Government for producing traditional and indigenous seeds to deal with the drought situation;

(b) if so, the details thereof;

(c) whether Bt. Cotton seeds have any adverse effect on the production of cotton;

(d) if so, the details thereof; and

(e) the steps taken by the Government to provide assistance to the farmers in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) and (b) Several existing schemes of the Government provide assistance for seeds including seeds of short and medium duration to deal with the drought situation. The details are at Statement.

(c) to (e) No such report has been received by Government. However, area under BT Cotton has increased from 29,000 hectares in 2002 to 70 lakh hectares (anticipated) in 2009-10.

Statement

Details of Assistance/Subsidy for seed production and distribution provided under existing Schemes/Programme

| Scheme/Component | Crop | Scale of Assistance |
|---|---|--|
| 1 | 2 | 3 |
| Macro Management Mode of Agriculture-State Work Plan | Rice and Wheat Bajra, Jowar Ragi and Barley | (i) Rs. 500/- per quintal or 50% of the cost, whichever is less for certified seed distribution for rice and wheat. |
| | | (ii) Rs. 800/- per quintal or 50% of the cost, whichever is less for certified seed distribution of varieties for Bajra, Jowar and Barley. |
| | | (iii) Rs. 1000/- per quintal for certified seed distribution of hybrid Bajra and Jowar. |
| | | (iv) Rs. 1000/- quintal or 50% of the cost, whichever is less for assistance for production hybrid rice seed. |
| | | (v) Rs. 2000/- per quintal or 50% of the cost, whichever is less for assistance for production hybrid rice seed distribution. |
| Integrated Scheme on Oilseeds, Pulses, Oil Palm and Maize | All oilseeds, Pulses and Maize Oil Palm Sprouts | (i) Full cost for purchase of Breeder Seed. |
| | | (ii) Rs. 1000/- quintal for foundation and certified seed production. |

| 1 | 2 | 3 |
|--------------------------------------|------------------------|--|
| | | <ul style="list-style-type: none"> (iii) Rs. 1200/- per quintal or 25% of Seeds cost whichever is less for certified seeds distribution. (iv) Full cost of Seed Minikits of high yielding varieties (implementing agency NSC/SFCI). (v) 75% of the cost with a ceiling of Rs. 7500/ha. for oil palm sprouts for entire land holding of farmers. |
| Technology Mission on Cotton | Cotton Seed | <ul style="list-style-type: none"> (i) 50% of the cost or Rs. 50/- per kg. whichever is less for foundation seed production. (ii) 25% of the cost or Rs. 15/- per kg. whichever is less for certified seed production. (iii) Rs. 20/- per kg. for certified seed distribution. (iv) 50% of the cost limited to Rs. 40/- per kg. seed treatment. |
| Technology Mission on Jute and Mesta | Jute and Mesta | <ul style="list-style-type: none"> (i) 50% of the cost limited to Rs. 3000/- per quintal for foundation seed production. (ii) 25% of the cost limited to Rs. 700/- per quintal for certified seed production. (iii) 50% of the cost limited to Rs. 2000/- per quintal for certified seed distribution. |
| National Food Security Mission | Rice | <ul style="list-style-type: none"> (i) Rs. 1000/- per quintal or 50% of the cost whichever is less for certified hybrid rice seed production. (ii) Rs. 2000/- per quintal or 50% of seeds cost whichever is less for certified hybrid rice seed distribution. (iii) Rs. 5/- per kg. or 50% of the cost, whichever is less for certified high yielding varieties seed distribution. (iv) Full cost of seed Minikits of high yielding varieties. |
| | Wheat | <ul style="list-style-type: none"> (i) Rs. 5/- per kg. or 50% of the cost whichever is less for certified high yielding varieties seed distribution. (ii) Full cost of seed Minikits of high yielding varieties. |
| | Pulses | <ul style="list-style-type: none"> (i) Rs. 1000/- per quintal for foundation and certified seeds production. (ii) Rs. 1200/- per quintal or 50% of the cost whichever is less for certified seed distribution. (iii) Full cost of seed Minikits of high yielding varieties. |
| Seed Village Programme | All Agricultural Crops | <ul style="list-style-type: none"> (i) To upgrade the quality of farmer saved seed financial assistance for distribution of foundation/certified seeds at 50% cost of the seed for production of quality seeds. (ii) Assistance to train the farmers on seed production and seed technology @ Rs. 15000/- for a group of 50-150 farmers. |

| 1 | 2 | 3 |
|---|--------------------------------------|--|
| Transport subsidy on Movement of Seeds to North Eastern States including Sikkim, Himachal Pradesh, Jammu & Kashmir, Uttarakhand & Hill areas of West Bengal | All certified seeds excluding potato | (i) 100% difference between road and rail transportation charge is being reimbursed to implementing States/Agencies for movement of seeds produced from outside the state to the identified State Capital/District Headquarter. (ii) Actual cost restricted to maximum limit of Rs. 60/- per quintal whichever is less for movement of seeds transported within the State from State Capital/District Headquarter to sale outlets/sale counters is being reimbursed. |
| National Horticulture Mission | All Horticulture crops | (i) Model Nursery (4 ha) - For public sector 100% of cost limited to Rs. 18.00 lakh per unit and for private sector 50% of cost as credit linked back ended subsidy limited to Rs. 9.00 lakh per unit. (ii) Small Nursery (1 ha) - For public sector 100% of cost limited to Rs. 3.00 lakh per unit and for private sector 50% of cost as credit linked back ended subsidy limited to Rs. 1.50 lakh per unit. |
| | Banana, Pineapple and Flowers | (iii) Rehabilitation of existing tissue culture unit - For public sector 100% of cost limited to Rs.8.00 lakh per unit and for private sector 50% of cost as credit linked back ended subsidy limited to Rs. 4.00 lakh per unit. |
| | All vegetable crops | (iv) Vegetable seed production - 100% of total cost to public sector limited to Rs. 50,000/- per ha and for private sector 50% of the total cost as credit linked back ended subsidy limited to 5 ha per beneficiary. (v) Vegetable seed infrastructure - 100% of cost to public sector and in case of private sector, credit linked back ended subsidy @ 25% of cost of project. |
| Technology Mission for Integrated Development of Horticulture in NE States, J&K, HP & Uttarakhand | Horticulture crops | Production of planting material Integrated multi crop nursery: (i) Nursery-50% of the cost limited to Rs. 8.00 lakhs for big nursery and Rs. 3.00 lakh for small nursery in private. (ii) 100% cost limited to Rs. 18.00 lakh in public sector for big nursery and Rs. 3.00 lakh for small nursery. (iii) Progeny and herbal gardens Rs. 3.00 lakh for public sector and Rs. 1.50 lakh for private sector. (iv) Tissue culture-50% of the cost limited to Rs. 10.00 lakhs for Private/ NGO and 100% of the cost limited to Rs. 21.00 lakhs for public. |

[English]

Meeting on Road Highway Projects

1950. SHRI ANANTHA VENKATARAMI REDDY: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Government/NHAI has convened a meeting with the State PWD ministers recently on road and highway projects; and

(b) if so, the details thereof alongwith the outcome of the meeting?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (KUNWAR R.P.N.)

SINGH): (a) and (b) A meeting of the Ministers in charge of the State Public Works Departments (PWDs) was held under the Chairmanship of Union Minister of Road Transport & Highways [Minister (RT&H)] on 05.02.2010. During this meeting, the Minister (RT&H) requested the State Governments to extend their active cooperation and pro-active participation in the programme of implementation of National Highways Development Project (NHDP) right from the inception of individual projects for enabling their successful and time bound implementation. The necessity to improve performance of States in terms of utilization of funds allocated under Centrally Sponsored Road Schemes was also emphasized during the meeting. The Minister (RT&H) also directed in the above mentioned meeting that in case, despite repeated persuasion, land acquisition is not feasible for the projects which either could not commence or are delayed after commencement for several years in some of the States, feasibility of dropping such projects or foreclosure of the projects already commenced in those States could also be considered in extreme cases. Necessity for gearing up and expediting the process of land acquisition by the State Governments with fortnightly review of the progress with District Land Acquisition Officers were reiterated in the meeting and States were requested for taking up of necessary corrective actions promptly and ensure timely handing over of land to National Highways Authority of India (NHAI).

Some other important decisions taken during the above mentioned meeting were (i) necessity on part of the consultants engaged by NHAI for preparation of Project Reports to interact with State Governments and Local people right from inception so that broader project parameters could be decided conclusively without resorting to their revision at implementation stage, (ii) explore ways and means to reduce the timeline for award of projects under NHDP from their date of approval, (iii) expeditious setting up of High Level Coordination Committees under State Chief Secretaries for resolving issues relating to State Governments concerned towards implementation of NHDP where such Committees are yet to be set up, (iv) necessity on part of State Governments to immediately sign the Umbrella State Support Agreement for implementation of project under NHDP through Public Private Partnership (PPP) mode, etc.

Import of Pulses

1951. SHRI VIKRAMBHAI ARJANBHAI MADAM: Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether various Government agencies have imported pulses during the last three years;

(b) if so, the names of importing agencies alongwith the quantum and price of pulses imported during the said period;

(c) whether these pulses have been sold from time to time through bidding in the Indian markets;

(d) if so, the quantum and the time when these pulses were sold through bidding process in the country; and

(e) the profit earned by these agencies through such sale during each year of the said period?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) Yes, Madam.

(b) The 4 agencies were NAFED, MMTC, STC and PEC which imported pulses. A total quantity of 27.15 lakh tonnes of pulses were imported by the 4 agencies during 2007-08, 2008-09 and 2009-10 (up to December 2009) at the price range of \$344-\$740 during 2007-08, \$372-\$ 1065 during 2008-09 and \$259-\$1221.00 during 2009-10 (up to December 2009).

(c) Yes, Madam.

(d) The sale of pulses is a continuous process in order to stabilize the price in the domestic market. The pulses imported by the 4 agencies were sold in the open market as per the internal procedure of the PSUs. A total quantity of 22.86 lakh tonnes of Pulses were sold by the 4 agencies during 2007-08, 2008-09 and 2009-10 (up to December 2009).

(e) Only MMTC and STC earned profits of Rs. 25.53 crore and Rs. 17.20 crore during 2007-08

[Translation]

Allocation of Foodgrains

1952. SHRI ANURAG SINGH THAKUR:
SHRI VIRENDER KASHYAP:

Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) the quantity of foodgrains released to the State particularly the hilly States under the Public Distribution System during each of the last three years and the current year, State-wise;

(b) the quantity of foodgrains distributed to the card holders under the Public Distribution System during the said period;

(c) the undistributed quantity of foodgrains left with the respective States during the said period;

(d) the manner in which the said undistributed foodgrains are used/proposed to be used, State-wise;

(e) whether any policy has been formulated for proper implementation of PDS;

(f) if so, the details thereof; and

(g) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) to (g) The State-wise (including hilly States) details of allocations and offtake of foodgrains for distribution under Targeted Public Distribution System (TPDS) for the last three years and the current year is as per Statement.

In case where the allocated quantities of foodgrains are not lifted by the State Governments for distribution,

the Government considers, as per policy, requests for extension of validity period for lifting of unlifted balance quantities of foodgrains as and when received from States/UTs. Such extensions of validity in lifting of the unlifted quantities of foodgrains for distribution have been accorded to States such as Andhra Pradesh, Arunachal Pradesh, Bihar, Kerala, Rajasthan, Maharashtra, Manipur, Tripura, West Bengal and other States.

Under the TPDS, responsibility for lifting of the allocated foodgrains, their further distribution to eligible ration cardholders through fair price shops rests with the State/Union Territory Governments. As per provisions of Public Distribution System (Control) Order, 2001, functioning of FPS is regulated by State/UT Governments. For streamlining its functioning, the Government has directed State and UT Governments for:-

- (i) continuous review of lists of BPL and AAY families and ensuring timely availability of foodgrains at fair price shops;
- (ii) ensuring greater transparency in functioning of TPDS;
- (iii) improved monitoring and vigilance at various levels; and
- (iv) introduction of new technologies such as Computerization of TPDS operations at various levels and smart card based delivery of essential commodities.

Statement

Allocation and Offtake of Rice & Wheat for the Years 2006-2007, 2007-08 & 2008-2009 Under TPDS

(In '000 TONS)

| Sl.No. | States/UTs | 2006-07 | | 2007-08 | | 2008-09 | | 2009-10 (upto Dec.,09) | |
|--------|-------------------|------------|----------|------------|----------|------------|----------|------------------------|----------|
| | | Allocation | Offtake | Allocation | Offtake | Allocation | Offtake | Allocation | Offtake |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 1. | Andhra Pradesh | 3,900.60 | 3,209.07 | 3,884.82 | 3,637.95 | 3577.682 | 3532.766 | 2894.358 | 2638.338 |
| 2. | Arunachal Pradesh | 103.64 | 60.38 | 103.55 | 76.01 | 101.556 | 91.058 | 76.167 | 74.193 |
| 3. | Assam | 1,714.75 | 1,511.92 | 1,345.53 | 1,395.79 | 1406.256 | 1400.842 | 1094.547 | 1054.546 |
| 4. | Bihar | 3,988.34 | 1,024.18 | 2,768.03 | 1,625.37 | 2958.122 | 1529.022 | 2591.853 | 1625.728 |
| 5. | Chhattisgarh | 1,600.33 | 867.48 | 825.42 | 780.62 | 937.698 | 805.755 | 818.964 | 736.854 |
| 6. | Delhi | 836.46 | 547.63 | 748.18 | 701.59 | 592.548 | 561.815 | 444.411 | 425.907 |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
|-----|--------------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| 7. | Goa | 102.76 | 27.01 | 32.18 | 29.86 | 36.355 | 33.958 | 35.656 | 35.476 |
| 8. | Gujarat | 2,295.88 | 862.19 | 1,130.04 | 882.49 | 1042.04 | 856.966 | 1213.866 | 704.922 |
| 9. | Haryana | 830.09 | 310.35 | 451.92 | 316.17 | 603.493 | 387.616 | 735.354 | 335.156 |
| 10. | Himachal Pradesh | 443.04 | 370.5 | 477.5 | 456.07 | 463.176 | 460.401 | 367.527 | 348.93 |
| 11. | Jammu and Kashmir | 791.8 | 659.26 | 823.6 | 746.05 | 776.804 | 770.282 | 567.603 | 621.866 |
| 12. | Jharkhand | 1,195.47 | 741.15 | 1,057.74 | 827.15 | 1065.93 | 883.363 | 972.129 | 782.179 |
| 13. | Karnataka | 2,853.69 | 2,085.05 | 2,647.03 | 1,905.70 | 2033.342 | 1951.272 | 1649.683 | 1557.958 |
| 14. | Kerala | 2,257.07 | 1,026.11 | 1,184.61 | 1,150.79 | 1164.604 | 1120.931 | 994.953 | 940.124 |
| 15. | Madhya Pradesh | 2,756.64 | 1,790.23 | 1,807.03 | 1,754.73 | 2085.683 | 1985.462 | 2242.194 | 2195.652 |
| 16. | Maharashtra | 5,015.20 | 2,505.91 | 2,880.68 | 2,399.36 | 3165.785 | 2706.938 | 3386.756 | 2714.37 |
| 17. | Manipur | 111.06 | 78.37 | 107.66 | 101.15 | 106.416 | 98.038 | 86.552 | 95.631 |
| 18. | Meghalaya | 121.8 | 115.68 | 140.42 | 134.76 | 144.276 | 145.733 | 110.457 | 109.707 |
| 19. | Mizoram | 72.22 | 69.04 | 85.05 | 85.11 | 82.908 | 75.298 | 62.181 | 57.34 |
| 20. | Nagaland | 129.08 | 147.67 | 130.89 | 131.1 | 126.876 | 139.044 | 97.827 | 102.526 |
| 21. | Orissa | 2,535.68 | 1,248.27 | 1,900.07 | 1,627.52 | 1866.783 | 1826.342 | 1586.889 | 1574.382 |
| 22. | Punjab | 868.95 | 150.27 | 280.03 | 159.18 | 662.92 | 505.338 | 910.44 | 710.064 |
| 23. | Rajasthan | 2,358.91 | 1,025.87 | 1,274.97 | 1,143.29 | 1364.624 | 1280.799 | 1421.067 | 1404.663 |
| 24. | Sikkim | 44.69 | 44.19 | 45.79 | 46.35 | 44.22 | 44.599 | 33.165 | 34.361 |
| 25. | Tamil Nadu | 5,805.94 | 3,439.41 | 4,847.88 | 3,712.62 | 3682.832 | 3806.151 | 2837.124 | 3365.521 |
| 26. | Tripura | 300.76 | 225.34 | 263.21 | 249.93 | 275.004 | 268.012 | 226.503 | 204.589 |
| 27. | Uttar Pradesh | 8,329.38 | 4,499.15 | 4,550.69 | 4,215.77 | 4925.854 | 4255.337 | 5185.432 | 5034.988 |
| 28. | Uttarakhand | 496.94 | 284.43 | 341.54 | 284.05 | 362.252 | 308.118 | 310.689 | 299.411 |
| 29. | West Bengal | 5,617.51 | 2,398.67 | 3,023.20 | 2,652.01 | 3031.942 | 2718.517 | 2492.408 | 2371.802 |
| 30. | Andaman and Nicobar Islands | 28.91 | 17.13 | 29.24 | 18.07 | 29.341 | 16.379 | 23.454 | 12.738 |
| 31. | Chandigarh | 35.21 | 0.28 | 4.13 | 4.38 | 5.628 | 3.51 | 19.301 | 18.897 |
| 32. | Dadra and Nagar Haveli | 13.37 | 4.44 | 11.81 | 10.45 | 8.154 | 8.088 | 6.66 | 2.973 |
| 33. | Daman and Diu | 10.58 | 1.08 | 2.7 | 0.7 | 2.37 | 0.423 | 3.24 | 1.231 |
| 34. | Lakshadweep | 4.15 | 3.23 | 4.84 | 5.36 | 4.608 | 3.703 | 3.459 | 1.88 |
| 35. | Puducherry | 85.16 | 18.54 | 65.8 | 22.68 | 38.349 | 18.928 | 39.834 | 22.394 |
| | Total | 57,656.06 | 31,369.48 | 39,277.78 | 33,290.18 | 38,776.43 | 34,600.80 | 35,542.70 | 32,217.30 |

*[English]***Kuttanad as 'Special Agriculture Zone'**

1953. SHRI KODIKUNNIL SURESH: Will the Minister of AGRICULTURE be pleased to state:

(a) whether Dr. M.S. Swaminathan Research Foundation has suggested to declare Kuttanad as a Special Agriculture Zone (SAZ);

(b) if so, details of suggestions in this regard; and

(c) the steps taken by the Government to set up such SAZ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) and (b) Yes, Madam. Considering the uniqueness of Kuttanad agriculture, particularly the predominantly practiced paddy farming and the fragile wetland system Dr. M.S. Swaminathan Research Foundation (MSSRF) has recommended to declare the region as a Special Agricultural Zone to promote eco-system friendly farming, generation of additional economic activity, promotion of investments, creation of employment opportunities and development of farming infrastructure.

(c) The Government has approved a package for development of Kuttanad Wetland Eco-system envisaging an outlay of Rs. 1840.75 crore which *inter-alia*, includes the component of declaring Kuttanad as a Special Agricultural Zone with financial outlay of Rs. 15.00 crore. Government of Kerala has been advised to formulate Detailed Project Report (DPR) for implementing this component.

*[Translation]***Conversion of NH-24 into Eight Lane**

1954. SHRI RAJENDRA AGRAWAL: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Government proposes to convert National Highway No.24 into 8 lanes;

(b) if so, the details thereof, stretch-wise; and

(c) the time by which the above project is likely to commence alongwith the cost likely to be incurred thereon?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (KUNWAR R.P.N. SINGH): (a) to (c) The stretch of NH-24 falling in National Capital Territory of Delhi is already 8-lane except the stretch from Km. 5.70 to Km. 6.80 in which the work of 8-laning is in progress and targeted for completion by May, 2010. For the stretch of NH-24 falling in the State of Uttar Pradesh, there is no proposal to convert NH-24 into 8 lanes at present.

*[English]***Construction of Rail Over Bridges**

1955. SHRI JOSE K. MANI: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the National Highways Authority of India (NHAI) has taken up construction work of Rail Over Bridges (ROBs) in the State of Kerala;

(b) if so, the details thereof, project-wise during each of the last three years;

(c) whether the construction work on the said ROBs has been delayed;

(d) if so, the reasons therefor; and

(e) the steps taken/proposed to be taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (KUNWAR R.P.N. SINGH): (a) and (b) 12 Nos. of Rail Over Bridges (ROBs) are proposed to be constructed on NH 47 and NH 17 under National Highway Development Project Phase-II and III. Details of which are at Statement.

(c) No, Madam. The projects have not commenced so far.

(d) and (e) Does not arise.

Statement

| Sl.No. | NH No. | Subject |
|--------|--------|--|
| 1 | 2 | 3 |
| 1. | 47 | One ROB at km 9.810 of Trivendrum Bypass (Trivendrum-TN/Kerala Border Section) |

| 1 | 2 | 3 |
|----|----|--|
| 2. | 47 | Three ROBs on Cherthalai-Ochira section as under: (i) km 410.170 (ii) km 412.830 (iii) km 423.330 |
| 3. | 47 | One ROB at km 495.127 (Ochira-Trivandrum section) |
| 4. | 47 | One ROB at km 212 (Valayar-Vadakkancherry section) |
| 5. | 17 | Two ROBs at Km 5 and Km 93 (Karnataka/Kerala Border to Kannur Section) |
| 6. | 17 | Two ROBs at Km 187/024 and km 197/030 (Kannur-Vengalam section) |
| 7. | 17 | One ROB at km 312/130 (Vengalam-Kuttipuram section) |
| 8. | 17 | One ROB at Km 437/700 (Kuttipuram-Edapalli Section) |

Funds under Grameen Bhandaran Yojana

1956. SHRI J. SHANTHA: Will the Minister of AGRICULTURE be pleased to state:

(a) the total amount sanctioned and spent under the Grameen Bhandaran Yojana in the country including Karnataka, State-wise;

(b) the total storage capacity enhanced and godowns set up under the scheme;

(c) whether the Government proposes to sanction additional funds to Karnataka for setting up new godown under the said scheme; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) and (b) Since the inception of the scheme in April 2001, and upto January, 2010, a total number of 21342 rural godowns with a capacity of 247.69 lakh MTs and a financial assistance of Rs. 590.90 crores as subsidy, have been sanctioned under the scheme in the country. In the State of Karnataka, a total number of 2118 rural godowns with a capacity of 1537460 MTs and a financial assistance of Rs. 4922.36 lakhs as subsidy, have been sanctioned. The statewise details of capacity approved and subsidy released under the scheme are enclosed as Statements-I and Statement-II.

(c) The scheme is demand-driven. Hence, no State-wise funds are allocated under the scheme.

(d) The question does not arise.

Statement I

*Progress of Rural Godown Scheme
(Position as on 31.01.2010 — CUMULATIVE*

(PHYSICAL)

| Sl. No. | State | Sanctioned by NABARD | | Sanctioned by NCDC (New) | | Sanctioned by NCDC (Renovation) | | Total | |
|---------|-------------------|----------------------|--------------------|--------------------------|--------------------|---------------------------------|--------------------|-----------------|--------------------|
| | | No. of projects | Capacity in tonnes | No. of projects | Capacity in tonnes | No. of projects | Capacity in tonnes | No. of projects | Capacity in tonnes |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 1. | Andhra Pradesh | 810 | 3184655 | 16 | 1600 | 8 | 800 | 834 | 3187055 |
| 2. | Arunachal Pradesh | 1 | 945 | 0 | 0 | 0 | 0 | 1 | 945 |
| 3. | Assam | 177 | 314443 | 1 | 650 | 0 | 0 | 178 | 315093 |
| 4. | Bihar | 44 | 82662 | 807 | 82350 | 121 | 12300 | 972 | 177312 |
| 5. | Chhattisgarh | 246 | 683096 | 77 | 258350 | 0 | 0 | 323 | 941446 |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
|-------|-------------------|-------|----------|------|---------|------|---------|-------|----------|
| 6. | Goa | 3 | 290 | 0 | 0 | 0 | 0 | 3 | 290 |
| 7. | Gujarat | 4923 | 1387485 | 51 | 157233 | 19 | 19600 | 4993 | 1564318 |
| 8. | Haryana | 312 | 1866765 | 323 | 114833 | 243 | 244817 | 878 | 2226415 |
| 9. | Himachal Pradesh | 8 | 2403 | 32 | 3700 | 0 | 0 | 40 | 6103 |
| 10. | Jammu and Kashmir | 4 | 400 | 0 | 0 | 0 | 0 | 4 | 400 |
| 11. | Jharkhand | 6 | 8531 | 0 | 0 | 0 | 0 | 6 | 8531 |
| 12. | Karnataka | 1994 | 1447416 | 122 | 89804 | 2 | 240 | 2118 | 1537460 |
| 13. | Kerala | 36 | 33584 | 94 | 22930 | 21 | 3730 | 151 | 60244 |
| 14. | Madhya Pradesh | 1580 | 3463901 | 103 | 94000 | 120 | 72616 | 1803 | 3630517 |
| 15. | Maharashtra | 1994 | 2416063 | 30 | 165000 | 17 | 61300 | 2041 | 2642363 |
| 16. | Meghalaya | 4 | 8985 | 34 | 3450 | 0 | 0 | 38 | 12435 |
| 17. | Mizoram | 1 | 756 | 0 | 0 | 0 | 0 | 1 | 756 |
| 18. | Nagaland | 1 | 250 | 0 | 0 | 0 | 0 | 1 | 250 |
| 19. | Orissa | 275 | 520958 | 0 | 0 | 4 | 12000 | 279 | 532958 |
| 20. | Punjab | 1216 | 2729571 | 0 | 0 | 210 | 386028 | 1426 | 3115599 |
| 21. | Rajasthan | 652 | 499697 | 154 | 67550 | 1 | 1000 | 807 | 568247 |
| 22. | Tamil Nadu | 123 | 421251 | 169 | 43488 | 278 | 37285 | 570 | 502024 |
| 23. | Uttar Pradesh | 224 | 1235166 | 14 | 115500 | 693 | 955468 | 931 | 2306134 |
| 24. | Uttarakhand | 92 | 185552 | 27 | 19250 | 4 | 18600 | 123 | 223402 |
| 25. | West Bengal | 2723 | 1155472 | 91 | 9100 | 0 | 0 | 2814 | 1164572 |
| 26. | UTs | 0 | 0 | 01 | 4000 | 0 | 0 | 1 | 4000 |
| 27. | NAFED | 0 | 0 | 05 | 30800 | 0 | 0 | 5 | 30800 |
| 28. | NCCF | 0 | 0 | 01 | 10000 | 0 | 0 | 1 | 10000 |
| Total | | 17449 | 21650297 | 2152 | 1293588 | 1741 | 1825784 | 21342 | 24769669 |

Statement II

*Subsidy released by NABARD & NCDC
(Position as on 31.01.2010)*

(Rupees in lakhs)

| State | NABARD | NCDC (New Construction) | NCDC (Renovation) | Total Subsidy |
|-------------------|-----------|-------------------------|-------------------|---------------|
| 1 | 2 | 3 | 4 | 5 |
| Andhra Pradesh | 9875.3540 | 0 | 0 | 9875.354 |
| Arunachal Pradesh | 6.3000 | 0 | 0 | 6.3 |

| 1 | 2 | 3 | 4 | 5 |
|-------------------|-------------------|------------------|-----------------|-----------------|
| Assam | 1211.7705 | 3.33 | 0 | 1215.101 |
| Bihar | 270.7600 | 305.98 | 1.7375 | 578.4775 |
| Chhattisgarh | 2069.3500 | 509.293 | 0 | 2578.643 |
| Goa | 0.8970 | 0 | 0 | 0.897 |
| Gujarat | 4336.9381 | 250.5545 | 9.236 | 4596.729 |
| Haryana | 3250.7393 | 148.915 | 44.43 | 3444.084 |
| Himachal Pradesh | 8.3117 | 33.320 | 0 | 41.6317 |
| Jammu and Kashmir | 1.0830 | 0 | 0 | 1.083 |
| Jharkhand | 11.6470 | 0 | 0 | 11.647 |
| Karnataka | 4735.1238 | 186.9428 | 0.30 | 4922.367 |
| Kerala | 114.5748 | 58.9460 | 0 | 173.5208 |
| Madhya Pradesh | 10174.9222 | 276.6875 | 41.6050 | 10493.21 |
| Maharashtra | 6829.1330 | 249.595 | 34.7985 | 7113.527 |
| Meghalaya | 29.3783 | 6.3335 | 0 | 35.7118 |
| Mizoram | 2.5198 | 0 | 0 | 2.5198 |
| Nagaland | 0.8333 | 0 | 0 | 0.8333 |
| Orissa | 1302.3433 | 0 | 3.8090 | 1306.152 |
| Punjab | 4256.6835 | 0 | 66.5980 | 4323.282 |
| Rajasthan | 1144.1569 | 195.241 | 1.50 | 1340.898 |
| Tamil Nadu | 1158.5491 | 134.8472 | 15.3350 | 1308.731 |
| Uttar Pradesh | 2515.7252 | 268.00 | 126.6285 | 2910.354 |
| Uttarakhand | 512.3250 | 63.750 | 8.85 | 584.925 |
| West Bengal | 2077.4218 | 25.560 | 0 | 2102.982 |
| UTs | 0 | 7.50 | 0 | 7.5 |
| NAFED | 0 | 76.875 | 0 | 76.875 |
| NCCF | 0 | 37.50 | 0 | 37.5 |
| Total | 55896.8406 | 2839.1705 | 354.8275 | 59090.84 |

GM Crops

(b) if so, the details thereof, crop-wise?

1957. SHRI C. SIVASAMI: Will the Minister of AGRICULTURE be pleased to state:

(a) whether many genetically modified crops have been developed in the country to increase the agricultural yield; and

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) Yes, Madam.

(b) University of Agricultural Sciences, Dharwad and Central Institute of Cotton Research (of ICAR), Nagpur have developed and commercialized a Bt cotton variety (Bikaneri Nerma) in 2008. Other GM crops developed are at pre-release stage only. These include fruit borer-resistant Bt brinjal varieties developed by UAS, Dharwad and TNAU, Coimbatore; quality protein GM potato by Jawaharlal Nehru University, New Delhi; transgenics in cotton (for bollworm resistance), chickpea (for pod borer resistance), sorghum (for stalk borer resistance), potato (for late blight resistance), castor (for semi looper resistance) and tomato (for resistance to virus), Bt rice, Golden rice (beta-carotene enriched rice), high iron rice etc. by different ICAR institutes/Universities, Department of Bio-technology and Council of Scientific and Industrial Research.

Food Coupons

1958. SHRI G.M. SIDDESHWARA:
SHRI R. DHROVANARAYANA:

Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether food coupons have been issued in some States by the Government under the Public Distribution System (PDS);

(b) if so, the details and salient features thereof alongwith the benefits likely to accrue therefrom;

(c) whether the Government has made any survey/ study to ascertain the effectiveness of the food coupons;

(d) if so, the details thereof and the outcome thereof;

(e) whether the Government proposes to extend this scheme to other States; and

(f) if so, the details thereof indicating the names of such States alongwith the criteria adopted for their selection?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) to (f) Targeted Public Distribution System (TPDS) is operated under the joint responsibility of the Central and the State/ Union Territory (UT) Governments. The Central Government has taken the responsibility for procurement, storage, transportation and bulk allocation of foodgrains

to the States and UTs. The operational responsibilities for lifting and distribution of allocated foodgrains within the States/UTs, identification of eligible Below Poverty Line (BPL) families, issuance of ration cards to them and supervision over and monitoring of the functioning of Fair Price Shops (FPSs), rest with the concerned State/UT Governments.

The Government of India has not issued food coupons under the TPDS. However, the State Government of Andhra Pradesh has issued ration cards with distinct features. It has issued Iris based ration cards along with Bar coded coupons for drawal of rice and kerosene under TPDS to ensure that there is no impersonation/false accounting in distribution of essential commodities by the Fair Price Shop dealers. Jammu & Kashmir Government is issuing ration cards in a booklet form for two years containing coupons for 24 months for Sugar/Rice/Atta/Wheat/Kerosene Oil. As reported by Bihar Government, monthly food coupons separately for wheat & rice are issued to BPL and AAY families for a year in one time and food grains are distributed among these families on the basis of such coupons. Coupons linked allotment of foodgrains to PDS shops is made by the District Administration on the basis of returned coupons collected by PDS shop owners. To avoid any duplicacy, these coupons are printed on water marked paper with other security features.

Government of India has not made any survey about effectiveness of such food coupons issued by these State Governments.

Assistance to Widows of Football Team

1959. SHRI K.J.S.P. REDDY: Will the Minister of YOUTH AFFAIRS AND SPORTS be pleased to state:

(a) whether proposals have been received by the Government for providing financial assistance to widows of the Members of the Indian football team which reached the semifinals in Olympics;

(b) if so, the details thereof and the action taken thereon;

(c) whether the financial assistance has been given to each sports persons and their next of kin; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF YOUTH AFFAIRS AND SPORTS (SHRI PRATIK PATIL):

(a) to (d) Yes, Madam. Following grant of assistance of Rs. 1.50 lakh each to nine surviving members of the Indian Football team that reached semi-finals at Melbourne Olympics, 1956, government received a representation from the widow of one of the member, which was accepted and the same assistance was given to six widows who could be located with the assistance of All India Football Association and Indian Football Association.

[Translation]

CPF Deployed in the NE

1960. SHRI A.T. NANA PATIL: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government has deployed personnel of various Central Para-military Forces (CPF) in the North-Eastern States;

(b) if so, the details thereof;

(c) whether casualty rate in such areas among the CPF personnel is high due to linguistic barriers and lack of knowledge of the geographical terrain;

(d) if so, the details thereof and the reaction of the Government in this regard;

(e) the details of the casualties suffered by the CPF personnel deployed in the NE States during each of the last three years and the current year, State-wise;

(f) whether the Government has any plan to strengthen the local police and intelligence agency and operational capabilities of CPF personnel deployed in the North-Eastern States; and

(g) if so, the details thereof and the steps taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) CPMFs have been made available to assist the State Governments in North Eastern States to maintain public order on their request, depending upon the prevailing security situation in the area and overall availability of CPMFs. CPMFs are also deployed on borders and to guard vital installations.

(b) The details of deployment are not disclosed in public interest.

(c) No Madam.

(d) Does not arise.

(e) A Statement showing details of casualties suffered by CPF personnel deployed in NE States is annexed.

(f) and (g) The Central Government have taken several steps to strengthen the State Police Forces, including in the North Eastern States. This includes Modernizaion of the State Police Forces, Reimbursement of Security Related Expenditure (SRE) Schemes, assistance in training and sanction of India Reserve (IR) battalions, sanction of commando coys etc. Similarly steps have also been taken to strengthen the intelligence apparatus in the country. These measures include strengthening and re-organizing of Multi-Agency Centers in the Intelligence Bureau, setting up of Regional/ Subsidiary Multi Agency Centers, Creation of intelligence wing in CPFs etc. Schemes for strengthening of State Special Branches (SSBs) by way of support for monitoring, security, surveillance and other related equipments have also been approved.

The measures to strengthen operational capabilities of CPFs include augmenting the strength of CPFs, delegation of powers under various Central Acts, regular rotational/specialized training according to the operational needs of the Force, fine tuning of intelligence apparatus in the CPFs and procurement of modern equipments etc.

Statement

No. of Casualties suffered by the CPFs during the last three years & current year, State-wise (up to 28.2.2010):-

| State | 2007 | 2008 | 2009 | 2010 | Total |
|-------------------|-----------|-----------|-----------|----------|-----------|
| Assam | 9 | 5 | 3 | - | 17 |
| Arunachal Pradesh | 14 | 7 | 9 | 1 | 31 |
| Nagaland | - | - | - | - | - |
| Manipur | 17 | 8 | 12 | 2 | 39 |
| Meghalaya | - | - | 1 | - | 1 |
| Mizoram | - | - | - | - | - |
| Tripura | 3 | 3 | 1 | - | 7 |
| Sikkim | 2 | 2 | - | - | 4 |
| Total | 45 | 25 | 26 | 3 | 99 |

Technology Mission on Cotton

1961. SHRI NARENDRA SINGH TOMAR: Will the Minister of AGRICULTURE be pleased to state:

(a) the details of norms regarding obtaining cotton seeds from seed manufacturing companies;

(b) the amount allocated by the Government to the States under the Technology Mission on Cotton/Mini Mission during each of the last three years and the current year, State-wise and year-wise; and

(c) the time by which the remaining amount for the States, which have furnished utilisation certificates is likely to be released?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) In order to obtain cotton seeds from seed manufacturing companies for distribution under Centrally Sponsored Scheme of Mini Mission-II of Technology Mission on Cotton, the norms are as under:-

- (i) The cotton seed should be certified by Seed Certification Agencies.
- (ii) Certified seed of varieties/hybrids which have been released and notified during last 15 years.
- (iii) The State Governments may procure certified seeds from any source including private sector.

(b) The details of amounts allocated to various States implementing Mini Mission-II of Technology Mission on Cotton during each of the last three years and the current year, is annexed.

(c) First installment of funds are released to the States in each financial year on receipt of utilization certificates and cumulative Monthly Progress Reports from the States for the grants released during the previous year, after deducting the unspent balances reported by them. Further funds are released on the basis of the performance reported by them during the financial year through Monthly Progress Reports indicating both physical and financial progress of the scheme.

Statement

Allocation of funds to various States implementing Mini Mission-II of Technology Mission on Cotton from 2006-07 to 2009-2010

| State | Rs. in lakhs (Central Share) | | | |
|----------------|------------------------------|---------|---------|---------|
| | 2006-07 | 2007-08 | 2008-09 | 2009-10 |
| Andhra Pradesh | 1320.00 | 1640.00 | 1700.00 | 1115.00 |
| Gujarat | 1200.00 | 1500.00 | 1650.00 | 1115.00 |
| Haryana | 300.00 | 425.00 | 450.00 | 370.00 |
| Karnataka | 560.00 | 610.00 | 500.00 | 325.00 |
| Madhya Pradesh | 450.00 | 660.00 | 450.00 | 340.00 |
| Maharashtra | 1000.00 | 2000.00 | 1750.00 | 1215.00 |
| Orissa | 125.00 | 170.00 | 150.00 | 135.00 |
| Rajasthan | 580.00 | 500.00 | 330.00 | 170.00 |
| Tamil Nadu | 245.00 | 360.00 | 400.00 | 235.00 |
| Tripura | 200.00 | 40.00 | 100.00 | 100.00 |
| Uttar Pradesh | 80.00 | 50.00 | 60.00 | 40.00 |
| West Bengal | 80.00 | 350.00 | 250.00 | 135.00 |

[English]

Setting up of Aluminium Plant by NALCO

1962. SHRI P. BALRAM:
SHRI PONNAM PRABHAKAR:

Will the Minister of MINES be pleased to state:

(a) whether the National Aluminium Company Limited (NALCO) proposes to set up aluminium plant of 14 lakh tonnes capacity in Visakhapatnam;

(b) if so, the details thereof and the time by which it is likely to be set up;

(c) whether NALCO has any proposal to set up more plants in Andhra Pradesh and Orissa during the 11th Five Year Plan; and

(d) if so, the details thereof?

THE MINISTER OF MINES AND MINISTER OF DEVELOPMENT OF NORTH EASTERN REGION (SHRI B.K. HANDIQUE): (a) National Aluminium Company Limited (NALCO) has informed that they do not have any proposal to set up aluminium plant in Visakhapatnam.

(b) Does not arise.

(c) and (d) As part of its expansion plan in India, NALCO proposes to establish mines and refinery project in Visakhapatnam District of Andhra Pradesh and an aluminium smelter plant and coal based captive power plant at Brajaraj Nagar in Jharsuguda District of Orissa, during the 11th Five Year Plan. The details of the proposed expansion plans in Andhra Pradesh and Orissa are as follows:-

[capacity in tonnes per year (TPY)]

| Visakhapatnam District, Andhra Pradesh | | Brajaraj Nagar in Jharsuguda District, Orissa | |
|--|------------------|---|------------------------------|
| Bauxite Mines capacity | 42 lakh TPY | Aluminium Smelter capacity | 5 lakh TPY in two phases |
| Alumina Plant capacity | 14 lakh TPY | Captive Power Plant capacity | 1260 Mega Watt in two phases |
| Estimated investment | Rs. 6,000 crores | Estimated investment | Rs. 16,345 crores |

Revision of Royalty Land Dead Rent

1963. SHRI D.B. CHANDRE GOWDA: Will the Minister of MINES be pleased to state:

(a) whether the Government has constituted a Study Group for revision of royalty rates and dead rent;

(b) if so, the details thereof separately and the main recommendations of the said Study Group;

(c) whether the recommendations of the Committee have been accepted by the Government;

(d) if so, the details thereof; and

(e) if not, the reasons therefor and the time by which revision or royalty rates and dead rent is likely to be notified?

THE MINISTER OF MINES AND MINISTER OF DEVELOPMENT OF NORTH EASTERN REGION (SHRI B.K. HANDIQUE): (a) to (e) The Central Government constituted a Study Group for revision of rates of royalty and dead rent, which included various stakeholders *i.e.* State Governments, concerned Ministries/Departments of Central Government and Industries. The Study Group recommended charging royalty on ad-valorem rates which takes into account the dynamics of market and provides buoyancy in revenues without interference of Government. Based on the recommendations of Study Group, Government has revised royalty rates in respect of minerals (other than minor mineral, coal & lignite, sand for stowing and uranium) and dead rent vide Official Gazette Notification No. G.S.R. 574(E) dated 13.08.2009

and G. S. R. 575(E) dated 13.08.2009 respectively. The Report of the Study Group and new rates of royalty and dead rent are available on website of Ministry of Mines (<http://www.mines.gov.in>).

Funds for Warehouses

1964. SHRI R. DHUVANARAYANA: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government of Karnataka has sought financial assistance from the Union Government to set up warehouses and cold chains in the State;

(b) if so, the details thereof; and

(c) the steps taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) Yes, Madam.

(b) and (c) To avail subsidy under various components of National Horticulture Mission, the Karnataka State Horticulture Mission Agency, Government of Karnataka has sent one proposal of cold storage which is under consideration. The Cost of the Project is Rs. 115.20 lakh and State Horticulture Mission has recommended a subsidy of Rs. 8.89 lakh.

Change in MSP Norms

1965. SHRIMATI SHRUTI CHOUDHRY: Will the Minister of AGRICULTURE be pleased to state:

(a) the norms and criteria followed by the Union Government while calculating the Minimum Support Price (MSP) for farm produce;

(b) whether there is a demand from the concerned quarters for effecting change in the manner and method adopted for calculating MSP wherein value of land, value of labour, input and other costs are grossly understated; and

(c) if so, the details in this regard and the action taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) to (c) The Government fixes the MSPs for agricultural produce taking into account, *inter-alia*, the recommendations of the Commission for Agricultural Costs and Prices (CACP), the views of concerned State Governments and Central Ministries.

The CACP, while formulating its recommendations on price policy considers a number of important factors which include cost of production, changes in input prices, input/output price parity etc. The cost of cultivation/production includes all paid out costs, such as, those incurred on account of hired human labour, bullock labour/machine labour (both hired and owned) and rent paid for leased in land besides cash and kind expenses on use of material inputs like seeds, fertilizers, manures, irrigation charges including cost of diesel/electricity for operation of pump sets, etc. Besides, cost of production includes imputed value of wages of family labour and rent for owned land. The cost also covers depreciation of farm machinery and buildings. As such, the cost of production covers not only actual expenses in cash and kind but also imputed value of owned assets including land and family labour.

An Expert Committee under the Chairmanship of Prof. Y.K. Alagh was set up in 2003 to Examine Methodological Issues in Fixing Minimum Support Prices (MSPs). The major recommendations of the Committee have been implemented by the Government.

Release of Sugar by Mills

1966. SHRI SARVEY SATYANARAYANA: Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether the Government has directed the sugar mills to release sugar in four weekly instalments;

(b) if so, the details thereof and the response of the sugar mills thereto; and

(c) the steps being taken to check violations of the said directive?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) and (b) Yes, Madam. The Central Government has re-introduced the stipulation of weekly sale and dispatch of non-levy sugar by the sugar mills from the month of February, 2010. Indian Sugar Mills Association (ISMA) and National Federation of Cooperative Sugar Factories (NFCFSF), the apex bodies of private and public sector and cooperative sugar mills respectively have represented to the Government to relax the restriction.

(c) Directorate of Sugar in the Central Government monitors such weekly sale and dispatches of non-levy sugar by sugar mills. Violations attract show-cause notices and willful violation without sufficient reasons invite conversion of the defaulted quantity, into levy sugar.

[Translation]

Misuse of Funds by NGOs

1967. SHRI BHAUSAHEB RAJARAM WAKCHAURE:
SHRI B. MAHTAB:
SHRI S. PAKKIRAPPA:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) the details of the Non-Governmental Organisations (NGOs) which are receiving financial assistance from the Union Government and abroad during each of the last three years and the current year;

(b) the number of NGOs which have not submitted their annual accounts as prescribed under the law and the action taken against them, State-wise;

(c) whether the Government has received complaints regarding misuse of such funds and the involvement of these NGOs/Organisations in suspicious activities;

(d) if so, the details of such organizations and the total number of cases reported alongwith the action taken

against them including FIRs registered during each of the last three years and the current year, NGO, organisation and State-wise; and

(e) the measures taken by the Government to strengthen the monitoring of the activities of such organisations and the receipt and utilisation of foreign contribution by them?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLY RAMACHANDRAN): (a) to (e) NGOs by their very nature are private, separate from Government and self-governing. In India, Voluntary Organisations can be registered as societies, as charitable trusts or as non-profit companies under Central or State laws. As a result, Ministry of Home Affairs does not centrally maintain data regarding the exact number of NGOs working in the country. The Ministry of Home Affairs, which implements Foreign Contribution (Regulation) Act, 1976 has a very limited role to play with regard to the functioning of NGOs and therefore, this Ministry is in a position to answer part of the question.

The 'Associations(s)' receiving foreign contribution after registration or else after obtaining prior permission, are required to submit Annual returns in the prescribed form FC-3, accompanied with a balance sheet and receipt and payment account, duly certified by a Chartered Accountant. This Annual return is required to be submitted for each financial year within a period of nine months from the closure of the financial year i.e. by 31st December each year. The Associations which are reporting receipt of foreign contribution are indicated in column (3) of the table given below.

| Year | No. of registered associations (as on 31st March of Financial Year) | No. of Associations reporting receipt of Foreign Contribution | Amount of Foreign Contribution (Rs. in Crore) |
|---------|---|---|---|
| 2005-06 | 32144 | 18570 | 7877.57 |
| 2006-07 | 33937 | 18996 | 11336.97 |
| 2007-08 | 34803 | 18796 | 9663.46 |

'Registered Association(s)' which do not submit FC-3 annual return within the stipulated period may, by a notification published in the Official Gazette be directed by the Central Government, not to receive foreign

contribution without obtaining prior permission. Those 'Association(s)' which receive foreign contribution after seeking prior permission but do not submit annual returns within the stipulated period, are not granted further 'prior permission'/ 'registration' to receive foreign contribution and till submission of their annual returns.

Monitoring of receipt and utilisation of foreign contribution by Associations is done through scrutiny of audited annual returns of receipt and utilization of foreign contribution filed by associations. In case of any complaint or adverse inputs indicating violations of the provisions of the Act, an inspection of books of accounts and records of the Association is carried out and appropriate action is taken.

If any association is found involved in misutilisation/ diversion of foreign contribution, action is initiated against the association. Such action includes (i) placing the Association in Prior Permission category, (ii) prohibiting it from receiving foreign contribution, (iii) prosecuting it in a court of law and (iv) freezing its bank accounts. In case of serious violations, where it is found that the contribution is being diverted for purposes other than the stated objectives of the association, the matter is referred to Central Bureau of Investigation (CBI) for detailed investigation and prosecution, if necessary.

Amendment in Criminal Procedure Code

1968. SHRIMATI MEENA SINGH: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether there is any proposal to amend the Criminal Procedure Code (Cr. P.C.) to rectify the complicated judicial procedure; and

(b) if so, the details thereof and the time by which action is likely to be taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLY RAMACHANDRAN): (a) and (b) The Code of Criminal Procedure, 1973 has been amended recently through the Criminal Procedure (Amendment) Act, 2008. The provisions of the said Act, except section 5, 6 and 21 (b) have been notified and have come into force on 31.12.2009. The amendment to the Code of Criminal Procedure, 1973 is an on going process and the Act has been amended a number times since inception, as and when the need arose to amend the Act.

*[English]***Availability of Edible Oil**

1969. DR. RAGHUVANSH PRASAD SINGH: Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether the Government has assessed the availability and demand of edible oil in the country;

(b) if so, the details and outcome thereof;

(c) whether the Government proposes to import edible oil;

(d) if so, the details thereof; and

(e) the steps taken for proper and safe storage of edible oil?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) and (b) Yes, Madam. The net availability of edible oil from all domestic sources, during the current year 2009-2010 (November to October) has been assessed as 82.81 lakh tonnes and demand/consumption during the same period has been assessed as 181 lakh tonnes. The gap between production and supply of edible oil is met through imports. Import of edible oil estimated during 2009-10 is 98.00 lakh tonnes.

(c) and (d) The import of edible oils (except coconut oil) is allowed under Open General Licence (OGL). At present, the Government does not propose to import edible oil on its own account. However, in order to provide relief to consumers from rising prices, the Central Government launched a Scheme for Distribution of subsidised imported edible oils through States/UTs during 2008-09 under which the designated PSUs, *viz.*, PEC, STC, MMTC and NAFED imported edible oils and handed over to States/UTs for distribution among ration card holders at the rate of 1 kg. per ration card per month. Till January 2009, the Central Government gave a subsidy of Rs. 15 per kg. Thereafter, the subsidy was increased to Rs. 25 per kg. till March, 2009.

At present, the Scheme is extended upto 31st October, 2010.

(e) Public Sector Units hire storage facilities for meeting their requirement.

Modernisation of CPF

1970. SHRI K.P. DHANAPALAN:
SHRI GAJANAN D. BABAR:
SHRI ANANDRAO ADSUL:
SHRI BALKRISHNA KHANDERAO SHUKLA:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) the schemes/plans under implementation for the modernisation of various Central Para-military Forces (CPF) in the country including the Border Security Force (BSF);

(b) the allocation/utilisation of funds for the purpose during each of the last three years and the current year, force-wise;

(c) whether the Government proposes to raise additional battalions/reserve battalions for the various CPFs including the BSF; and

(d) if so, the details thereof alongwith the locations identified for setting up of such battalions/reserve battalions, forcewise and State-wise including Kerala?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLY RAMACHANDRAN): (a) Yes, Madam. The Government [Cabinet Committee on Security (CCS)] has approved a 5 year plan (2002-07) for modernization of 6 Central Para Military Forces [Assam Rifles (AR), Central Reserve Police Force (CRPF), Central Industrial Security Force (CISF), Border Security Force (BSF), Indo-Tibetan Border Police (ITBP) and National Security Guard (NSG)] at an estimated cost of Rs. 3740.71 crores in February 02. Separately, the Government also approved a three year plan (2005-08) for modernization of Shastra Seema Bal (SSB) at an estimated cost of Rs. 444.43 crores in April, 2005. The Government also approved the extension of both the above plans up to 31.03.2011.

(b) The funds utilised during each of the last three years and the current year force-wise is given below:-

(All figures in crores of rupees)

| Name of the Force | 2006-07 | 2007-08 | 2008-09 | 2009-10 (upto 31.01.2010) |
|-------------------|---------------|---------------|---------------|---------------------------------|
| Assam Rifles | 79.86 | 10.65 | 34.15 | 14.13 |
| BSF | 183.27 | 176.50 | 53.84 | 77.07 |
| CISF | 15.66 | 2.83 | 0.90 | 0.0 |
| CRPF | 47.46 | 5.08 | 0.00 | 17.51 |
| ITBP | 9.76 | 0.28 | 5.64 | 9.97 |
| NSG | 2.01 | 14.72 | 3.33 | 5.59 |
| SSB | 82.29 | 55.60 | 21.94 | 18.21 |
| Total | 420.31 | 265.66 | 119.80 | 142.5 |

(c) In August 2008, the Government has approved setting up of 10 Commando Battalions for Resolute Action (CoBRA) and one Sector HQR in CRPF to be raised over a period of 3 years. The Government has also approved creation of 38 Bns for CRPF including 2 Mahila Battalions in September 2009.

In January 2009, the Government has sanctioned 29 BSF Battalions (13 Reserve Bns) to be raised over a period of 5 years starting 2009-10.

4 Regional Hubs of NSG have also been set up in May 2009 at Hyderabad, Mumbai, Chennai and Kolkata. Subsequently the Government has also sanctioned setting up of Regional Centers of NSG at Kolkata and Hyderabad and to subsume the Regional Hubs at Kolkata and Hyderabad in these Regional Centers.

(d) The details are given in the Statement annexed.

Statement

Location of New Bns of BSF

| Sl.No. | Establishment | Key Location Plan | State |
|--------|---------------|--------------------------------|-------------|
| 1 | 2 | 3 | 4 |
| 1. | Bn HQR | Bashirhati/24 Pargana (N) | West Bengal |
| 2. | Bn HQR | Behrampur/Murshidabad Distt | West Bengal |
| 3. | Bn HQR | Baishnavanagar/Malda Distt | West Bengal |
| 4. | Bn HQR | Aradhpur/Malda Distt | West Bengal |
| 5. | Bn HQR | Balurghat/South Dinajpur Distt | West Bengal |
| 6. | Bn HQR | Islampur/North Dinajpur Distt | West Bengal |
| 7. | Bn HQR | Chopra/North Dinajpur Distt | West Bengal |
| 8. | Bn HQR | Mainaguri/Jalpaiguri Distt | West Bengal |
| 9. | Bn HQR | Falakata/Jalpaiguri Distt | West Bengal |
| 10. | Bn HQR | Alipur Duar/Jalpaiguri Distt | West Bengal |
| 11. | Bn HQR | Tufanganj/Coochbehar | West Bengal |
| 12. | Bn HQR | Agia/Goalpara Distt | Assam |
| 13. | Bn HQR | Tripura Westt Distt | Tripura |
| 14. | Bn HQR | Bagma/Tripura South Distt | Tripura |
| 15. | Bn HQR | Tura/West Garo Hills | Meghalaya |
| 16. | Bn HQR | North Tripura Distt | Tripura |

| 1 | 2 | 3 | 4 |
|----------------------|-----------------------|----------------------------|----------------|
| Sector HQrs | | | |
| 1. | SHQ Bashirhat | Bashirhat/24 Pargana Distt | West Bengal |
| 2. | SHQ/Falakata | Falakata/Jalpaiguri | West Bengal |
| 3. | SHQ Jowai | Jowai/Jaintia Hills Distt | Meghalaya |
| Frontier HQrs | | | |
| 1. | Frontier HQ, Malda | Aradhpur/Malda Distt | West Bengal |
| 2. | Frontier HQ, Guwahati | Guwahati | Assam |
| Reserve Bns | | | |
| (a) | Frontier HQr | Bangalore | Karnataka |
| (b) (i) | Sector HQrs | Raipur | Chhattisgarh |
| (ii) | Sector HQrs | Ranchi | Jharkhand |
| (iii) | Sector HQrs | Chennai | Tamil Nadu |
| (iv) | Sector HQrs | Trivandrum | Kerala |
| (c) (i) | Reserve Bn | Noida/Greater Noida | U.P |
| (ii) | Reserve Bn | Varanasi/Allahabad | U.P. |
| (iii) | Reserve Bn | Goa | Goa |
| (iv) | Reserve Bn | Jaipur | Rajasthan |
| (v) | Reserve Bn | Jabalpur | Madhya Pradesh |
| (vi) | Reserve Bn | Patna/Gaya | Bihar |
| (vii) | Reserve Bn | Indore | Madhya Pradesh |
| (viii) | Reserve Bn | | Kerala |
| (ix) | Reserve Bn | Chennai | Tamil Nadu |
| (x) | Reserve Bn | Ranchi | Jharkhand |
| (xi) | Reserve Bn | Raurkela | Orissa |
| (xii) | Reserve Bn | Srikakulam | Andhra Pradesh |
| (xiii) | Reserve Bn | Nagpur | Maharashtra |

Location of CoBRA Bns of CRPF

| Sl.No. | Establishment | Key Location Plan | State |
|--------|---------------|-------------------|--------------|
| 1 | 2 | 3 | 4 |
| 1. | 1st Bn | Jagdapur | Chhattisgarh |
| 2. | 2nd Bn | Koraput | Orissa |
| 3. | 3rd Bn | Hazaribagh | Jharkhand |
| 4. | 4th Bn | Jagdapur | Chhattisgarh |
| 5. | 5th Bn | Gaya | Bihar |

| 1 | 2 | 3 | 4 |
|-----|---------|----------|---------------|
| 6. | 6th Bn | Bhandara | Maharashtra |
| 7. | 7th Bn | Salboni | West Bengal |
| 8. | 8th Bn | | Uttar Pradesh |
| 9. | 9th Bn | Khunti | Jharkhand |
| 10. | 10th Bn | | Assam |

Location of 38 New Bns of CRPF

Out of the two Mahila Bns, one will be located at Nagpur and the location of other Mahila Bn is yet to be decided. The remaining 36 new Bns of CRPF are of the normal General Duty and have no permanent location of their own.

Special Recruitment Drive for IPS

1971. DR. MANDA JAGANNATH:
SHRI YASHWANT SINHA:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government proposes to conduct a special recruitment drive open to serving junior ranking police officers from State and Central police forces, for filling a large number of vacancies in the Indian Police Service(IPS); and

(b) if so, the details thereof and steps taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) Yes, Madam.

(b) To mitigate the shortage of Direct Recruitment quota of Indian Police Service (IPS) officers, this Ministry has proposed to fill about 490 posts in that quota through the mode of Limited Competitive Examination in a time span of 07 years. The said proposal has been sent to the Department of Personnel and Training (DOPT) and the Union Public Service Commission (UPSC) for consideration.

[Translation]

Inter State Movement of Foodgrains

1972. SHRI HARISHCHANDRA CHAVAN: Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether there has been an increase in the Inter-State movement of foodgrains during the last three years;

(b) if so, the details thereof;

(c) whether the Government monitors the storage capacity, purchase, stock, allocations and offtake of foodgrains alongwith the movement of foodgrains from stock surplus deficit areas; and

(d) if so, the details and outcome thereof alongwith the foodgrains stored and sent to various States, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) Yes, Madam.

(b) Interstate movement of foodgrains by FCI during last three years *viz.* 2007-08, 2008-09 & 2009-10 (Expected) is given below:

| | |
|-------------------------|--------------------|
| 2007-08 | 230.05 Lakh tonnes |
| 2008-09 | 233.30 Lakh tonnes |
| 2009-10 (upto Jan., 10) | 213.1 Lakh tonnes |
| Feb., 10 (Approx) | 27.00 Lakh tonnes |
| March, 10 (estimated) | 30.00 Lakh tonnes |
| Total (approx) | 270.00 Lakh tonnes |

(c) Yes, The Department monitor the storage capacity, procurement, stock allocations, off take of foodgrains and the movement of foodgrains from procuring areas to deficit areas.

(d) Stock position and movement of food grains state-wise is also enclosed at Statement.

Statement I

*The Planning and the Despatch of Rice on Inter State account by
FCI through Rail/Road from April, 2009 to January, 2010*

(Fig. in 000 tonnes)

| To State Zone | April, 2009 | | May, 2009 | | June, 2009 | | July, 2009 | | Aug., 2009 | | Sept., 2009 | | Oct., 2009 | | Nov., 2009 | | Dec., 2009 | | Jan., 2010 | | Progressive | |
|-------------------|-------------|-------|-----------|-------|------------|-------|------------|-------|------------|-------|-------------|-------|------------|-------|------------|-------|------------|-------|------------|-------|-------------|-------|
| | Plan | Desp. | Plan | Desp. | Plan | Desp. | Plan | Desp. | Plan | Desp. | Plan | Desp. | Plan | Desp. | Plan | Desp. | Plan | Desp. | Plan | Desp. | Plan | Desp. |
| Assam/Tripura | 239 | 171 | 163 | 136 | 251 | 234 | 250 | 250 | 250 | 186 | 170 | 150 | 250 | 192 | 205 | 143 | 225 | 152 | 205 | 204 | 2208 | 1818 |
| Total | 239 | 171 | 163 | 136 | 251 | 234 | 250 | 250 | 250 | 186 | 170 | 150 | 250 | 192 | 205 | 143 | 225 | 152 | 205 | 204 | 2208 | 1818 |
| Bihar | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 26 | 80 | 67 | 125 | 77 | 150 | 74 | 100 | 115 | 100 | 110 | 580 | 469 |
| Jharkhand | 41 | 30 | 60 | 51 | 45 | 59 | 61 | 48 | 60 | 62 | 60 | 36 | 61 | 74 | 60 | 45 | 60 | 61 | 65 | 68 | 573 | 534 |
| West Bengal | 0 | 0 | 0 | 0 | 3 | 3 | 5 | 5 | 5 | 5 | 5 | 5 | 7 | 7 | 8 | 5 | 8 | 8 | 8 | 8 | 49 | 46 |
| Orissa | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 41 | 30 | 60 | 51 | 48 | 62 | 66 | 53 | 90 | 93 | 145 | 108 | 193 | 158 | 218 | 124 | 168 | 184 | 173 | 186 | 1202 | 1049 |
| Maharashtra/Goa | 110 | 92 | 110 | 110 | 100 | 127 | 100 | 72 | 210 | 242 | 300 | 276 | 214 | 235 | 165 | 158 | 150 | 95 | 155 | 181 | 1614 | 1588 |
| Gujarat | 10 | 10 | 20 | 20 | 30 | 20 | 23 | 28 | 30 | 33 | 30 | 33 | 41 | 38 | 31 | 31 | 33 | 28 | 30 | 29 | 278 | 264 |
| Madhya Pradesh | 15 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 7 | 15 | 15 | 8 | 23 | 25 | 26 | 70 | 84 |
| Chandigarh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 135 | 115 | 130 | 130 | 130 | 147 | 123 | 100 | 240 | 275 | 330 | 309 | 262 | 280 | 211 | 204 | 191 | 146 | 210 | 230 | 1962 | 1936 |
| Andhra Pradesh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| Kerala | 97 | 89 | 60 | 51 | 80 | 41 | 100 | 66 | 65 | 74 | 85 | 63 | 100 | 102 | 100 | 78 | 125 | 54 | 125 | 122 | 937 | 740 |
| Karnataka | 199 | 204 | 125 | 100 | 213 | 145 | 200 | 245 | 200 | 184 | 300 | 334 | 250 | 189 | 228 | 271 | 200 | 194 | 150 | 145 | 2065 | 2011 |
| Tamil Nadu | 270 | 306 | 200 | 195 | 225 | 158 | 205 | 273 | 265 | 240 | 230 | 194 | 329 | 176 | 150 | 212 | 300 | 265 | 400 | 357 | 2574 | 2376 |
| Total | 566 | 599 | 385 | 346 | 518 | 344 | 505 | 584 | 530 | 498 | 615 | 591 | 679 | 467 | 478 | 561 | 625 | 513 | 675 | 626 | 5576 | 5129 |
| Delhi | 11 | 0 | 0 | 0 | 20 | 17 | 12 | 7 | 15 | 15 | 16 | 14 | 13 | 9 | 20 | 20 | 20 | 15 | 15 | 15 | 142 | 112 |
| Jammu and Kashmir | 65 | 37 | 65 | 48 | 65 | 47 | 70 | 51 | 80 | 65 | 80 | 73 | 86 | 61 | 100 | 64 | 80 | 40 | 60 | 26 | 751 | 512 |
| Himachal Pradesh | 20 | 13 | 20 | 15 | 20 | 18 | 20 | 18 | 25 | 15 | 25 | 17 | 25 | 16 | 25 | 17 | 30 | 20 | 35 | 21 | 245 | 170 |
| Uttar Pradesh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rajasthan | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 1 | 0 | 1 | 5 | 4 | 4 | 3 | 4 | 2 | 5 | 3 | 5 | 6 | 26 | 22 |
| UCL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 96 | 50 | 85 | 63 | 107 | 84 | 103 | 77 | 120 | 96 | 126 | 108 | 128 | 89 | 149 | 103 | 135 | 78 | 115 | 68 | 1164 | 816 |
| Grand Total | 1077 | 965 | 823 | 726 | 1054 | 871 | 1047 | 1064 | 1230 | 1148 | 1386 | 1266 | 1512 | 1186 | 1261 | 1135 | 1344 | 1073 | 1378 | 1314 | 12112 | 10748 |

*Despatches were more than plan due to backlog of previous month.

Despatches from State

| Ex-State | April, 2009 | | May, 2009 | | June, 2009 | | July, 2009 | | Aug., 2009 | | Sept., 2009 | | Oct., 2009 | | Nov., 2009 | | Dec., 2009 | | Jan., 2010 | | Progressive | |
|--------------------|-------------|-------|-----------|-------|------------|-------|------------|-------|------------|-------|-------------|-------|------------|-------|------------|-------|------------|-------|------------|-------|-------------|-------|
| | Plan | Desp. | Plan | Desp. | Plan | Desp. | Plan | Desp. | Plan | Desp. | Plan | Desp. | Plan | Desp. | Plan | Desp. | Plan | Desp. | Plan | Desp. | Plan | Desp. |
| Ex.-Punjab | 500 | 436 | 200 | 158 | 372 | 328 | 525 | 503 | 564 | 475 | 790 | 731 | 712 | 660 | 750 | 682 | 625 | 517 | 506 | 482 | 5544 | 4972 |
| Ex.-Haryana | 93 | 78 | 45 | 33 | 22 | 20 | 14 | 8 | 60 | 61 | 106 | 94 | 77 | 82 | 70 | 64 | 101 | 87 | 250 | 193 | 838 | 720 |
| Ex.-Andhra Pradesh | 181 | 237 | 360 | 295 | 480 | 303 | 185 | 283 | 280 | 288 | 225 | 232 | 438 | 204 | 150 | 163 | 200 | 145 | 250 | 206 | 2749 | 2356 |
| Ex.-Bihar | 38 | 13 | 0 | 8 | 0 | 3 | 0 | 3 | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 27 |
| Ex.-West Bengal | 31 | 15 | 38 | 38 | 25 | 38 | 30 | 25 | 38 | 23 | 45 | 48 | 51 | 54 | 35 | 33 | 60 | 46 | 40 | 53 | 393 | 373 |
| Ex.-Chandigarh | 209 | 169 | 130 | 148 | 130 | 148 | 173 | 150 | 133 | 168 | 70 | 59 | 84 | 64 | 145 | 74 | 317 | 209 | 250 | 286 | 1641 | 1475 |
| Ex.-Maharashtra | 10 | 2 | 50 | 8 | 0 | 0 | 5 | 5 | 5 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 5 | 0 | 10 | 10 | 85 | 31 |
| Ex.-Uttar Pradesh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 5 | 5 | 47 | 43 | 55 | 50 |
| Ex.-Uttarakhand | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 25 | 28 | 31 | 25 | 33 | 81 | 89 |
| Ex.-Madhya Pradesh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 3 | 3 |
| Ex.-Orissa | 15 | 15 | 0 | 38 | 25 | 31 | 115 | 87 | 150 | 130 | 150 | 99 | 150 | 122 | 80 | 92 | 0 | 33 | 0 | 5 | 685 | 652 |
| Total | 1077 | 965 | 823 | 726 | 1054 | 871 | 1047 | 1064 | 1230 | 1148 | 1386 | 1266 | 1512 | 1186 | 1261 | 1135 | 1344 | 1073 | 1378 | 1314 | 12112 | 10748 |

Source: FCI

Statement II

The Planning and the Despatch of Wheat on Inter State account by FCI through Rail/Road from April, 2009 to January, 2010

(Fig. in 000 tonnes)

| To State Zone | April, 2009 | | May, 2009 | | June, 2009 | | July, 2009 | | Aug., 2009 | | Sept., 2009 | | Oct., 2009 | | Nov., 2009 | | Dec., 2009 | | Jan., 2010 | | Progressive | |
|------------------|-------------|-------|-----------|-------|------------|-------|------------|-------|------------|-------|-------------|-------|------------|-------|------------|-------|------------|-------|------------|-------|-------------|-------|
| | Plan | Desp. | Plan | Desp. | Plan | Desp. | Plan | Desp. | Plan | Desp. | Plan | Desp. | Plan | Desp. | Plan | Desp. | Plan | Desp. | Plan | Desp. | Plan | Desp. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| Assam/Tripura | 75 | 56 | 10 | 8 | 20 | 10 | 10 | 8 | 30 | 20 | 28 | 33 | 51 | 38 | 75 | 46 | 75 | 30 | 110 | 94 | 484 | 343 |
| Total | 75 | 56 | 10 | 8 | 20 | 10 | 10 | 8 | 30 | 20 | 28 | 33 | 51 | 38 | 75 | 46 | 75 | 30 | 110 | 94 | 484 | 343 |
| Bihar | 0 | 0 | 0 | 3 | 20 | 23 | 41 | 41 | 30 | 31 | 40 | 41 | 82 | 66 | 150 | 138 | 100 | 80 | 85 | 85 | 548 | 508 |
| Jharkhand | 25 | 28 | 25 | 28 | 25 | 25 | 15 | 18 | 45 | 46 | 40 | 41 | 41 | 41 | 40 | 43 | 35 | 33 | 35 | 28 | 326 | 331 |
| West Bengal | 200 | 191 | 150 | 150 | 175 | 166 | 181 | 171 | 160 | 160 | 225 | 196 | 224 | 206 | 225 | 194 | 225 | 255 | 225 | 222 | 1990 | 1911 |
| Orissa | 15 | 15 | 40 | 41 | 20 | 18 | 25 | 25 | 30 | 31 | 43 | 43 | 51 | 51 | 50 | 51 | 50 | 51 | 43 | 36 | 367 | 362 |
| Total | 240 | 234 | 215 | 222 | 240 | 232 | 262 | 255 | 265 | 268 | 348 | 321 | 398 | 364 | 465 | 426 | 410 | 419 | 388 | 371 | 3231 | 3112 |
| Maharashtra/Goa | 125 | 145 | 125 | 150 | 150 | 143 | 226 | 209 | 255 | 237 | 200 | 189 | 84 | 87 | 170 | 166 | 150 | 135 | 170 | 117 | 1655 | 1578 |
| Gujarat | 5 | 30 | 85 | 84 | 75 | 77 | 75 | 79 | 112 | 115 | 125 | 158 | 100 | 163 | 31 | 77 | 23 | 20 | 54 | 54 | 685 | 857 |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|-------------------|------|------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|------|------|-------|-------|
| Madhya Pradesh | 135 | 130 | 55 | 59 | 90 | 94 | 200 | 194 | 200 | 194 | 200 | 202 | 140 | 140 | 40 | 43 | 0 | 25 | 50 | 46 | 1110 | 1127 |
| Chandigarh | 5 | 5 | 8 | 8 | 8 | 5 | 10 | 10 | 20 | 18 | 18 | 15 | 38 | 36 | 43 | 41 | 18 | 20 | 23 | 15 | 191 | 173 |
| Total | 270 | 310 | 273 | 301 | 323 | 319 | 511 | 492 | 587 | 564 | 543 | 584 | 362 | 426 | 284 | 327 | 191 | 200 | 297 | 232 | 3641 | 3735 |
| Andhra Pradesh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Kerala | 71 | 65 | 10 | 13 | 0 | 0 | 0 | 0 | 20 | 15 | 20 | 20 | 0 | 0 | 0 | 0 | 5 | 5 | 25 | 23 | 151 | 141 |
| Karnataka | 115 | 110 | 17 | 20 | 0 | 0 | 0 | 0 | 80 | 69 | 25 | 20 | 0 | 3 | 0 | 2 | 0 | 3 | 10 | 0 | 247 | 227 |
| Tamil Nadu | 76 | 61 | 39 | 53 | 0 | 0 | 25 | 25 | 40 | 38 | 25 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 23 | 235 | 228 |
| Total | 262 | 236 | 66 | 86 | 0 | 0 | 25 | 25 | 140 | 122 | 70 | 68 | 0 | 3 | 0 | 2 | 5 | 8 | 65 | 46 | 633 | 596 |
| Delhi | 50 | 44 | 25 | 26 | 55 | 51 | 38 | 38 | 0 | 0 | 60 | 30 | 0 | 0 | 55 | 36 | 55 | 50 | 35 | 33 | 373 | 308 |
| Rajasthan | 200 | 136 | 0 | 67 | 0 | 33 | 300 | 152 | 250 | 201 | 250 | 205 | 200 | 171 | 200 | 129 | 300 | 276 | 275 | 259 | 1975 | 1629 |
| Jammu and Kashmir | 40 | 17 | 40 | 24 | 40 | 20 | 35 | 21 | 40 | 32 | 40 | 44 | 55 | 20 | 35 | 21 | 90 | 36 | 60 | 37 | 475 | 272 |
| Uttar Pradesh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 200 | 122 | 230 | 51 | 430 | 173 |
| UCL | 10 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 35 | 31 | 25 | 39 | 75 | 82 | |
| Himachal Pradesh | 30 | 25 | 30 | 25 | 30 | 24 | 30 | 30 | 40 | 29 | 40 | 23 | 40 | 21 | 43 | 24 | 80 | 30 | 65 | 36 | 428 | 267 |
| Total | 330 | 229 | 95 | 142 | 125 | 128 | 403 | 241 | 330 | 262 | 390 | 302 | 295 | 212 | 338 | 215 | 760 | 545 | 690 | 455 | 3756 | 2731 |
| Bulk Movt. | 0 | 30 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 6 | 0 | 9 | 0 | 3 | 0 | 66 | |
| Grand Total | 1177 | 1095 | 659 | 771 | 708 | 689 | 1211 | 1021 | 1352 | 1236 | 1379 | 1294 | 1106 | 1043 | 1162 | 1022 | 1441 | 1211 | 1550 | 1201 | 11745 | 10583 |

*Despatches were more than plan due to backlog of previous month.

Despatches from State

| Ex-State | April, 2009 | | May, 2009 | | June, 2009 | | July, 2009 | | Aug., 2009 | | Sept., 2009 | | Oct., 2009 | | Nov., 2009 | | Dec., 2009 | | Jan., 2010 | | Progressive | |
|-------------|-------------|-------|-----------|-------|------------|-------|------------|-------|------------|-------|-------------|-------|------------|-------|------------|-------|------------|-------|------------|-------|-------------|-------|
| | Plan | Desp. | Plan | Desp. | Plan | Desp. | Plan | Desp. | Plan | Desp. | Plan | Desp. | Plan | Desp. | Plan | Desp. | Plan | Desp. | Plan | Desp. | Plan | Desp. |
| Ex.-Punjab | 825 | 720 | 387 | 434 | 460 | 432 | 1011 | 911 | 857 | 770 | 947 | 909 | 739 | 693 | 703 | 638 | 895 | 725 | 946 | 686 | 7770 | 6918 |
| Ex.-Haryana | 352 | 375 | 272 | 337 | 248 | 257 | 200 | 110 | 495 | 466 | 432 | 385 | 367 | 350 | 459 | 384 | 546 | 486 | 604 | 515 | 3975 | 3665 |
| Total | 1177 | 1095 | 659 | 771 | 708 | 689 | 1211 | 1021 | 1352 | 1236 | 1379 | 1294 | 1106 | 1043 | 1162 | 1022 | 1441 | 1211 | 1550 | 1201 | 11745 | 10583 |

Month-wise statement showing despatch position of Maize, Bajra and Jowar

(Fig. no. of rakes)

| | | | | | | | | | | | | | | | | | | | | | | |
|-------|---|---|---|--|---|---|---|---|---|--|---|--|---|---|---|---|---|---|---|---|---|----|
| Maize | 1 | 1 | 1 | | | | | | 1 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Bajra | | | | | | 2 | | 1 | | | 1 | | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 8 |
| Jowar | | | | | | 2 | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total | | 1 | 1 | | 5 | | 1 | | | | 2 | | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 14 |

Source: FCI

Statement III

FOOD CORPORATION OF INDIA
HEADQUARTERS: NEW DELHI
P&R DIVISION

Stock position of Foodgrains with Food Corporation of India as on 31.01.2010

(Figs. in lakh MT)

| Region | Rice | Paddy | Total in Terms of Rice | Wheat | Coarse- Grains | Total | Sugar | G.total |
|-------------------|-------|-------|------------------------------|-------|-------------------|--------|-------|---------|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| Bihar | 1.74 | 0.46 | 2.05 | 2.05 | 0.00 | 4.10 | 0.000 | 4.10 |
| Jharkhand | 0.59 | 0.00 | 0.59 | 0.41 | 0.00 | 1.00 | 0.000 | 1.00 |
| Orissa | 1.14 | 1.18 | 1.93 | 0.50 | 0.00 | 2.43 | 0.000 | 2.43 |
| West Bengal | 3.63 | 0.00 | 3.63 | 4.92 | 0.00 | 8.55 | 0.000 | 8.55 |
| East Zone Total | 7.10 | 1.64 | 8.20 | 7.88 | 0.00 | 16.08 | 0.000 | 16.08 |
| Assam | 1.23 | 0.01 | 1.24 | 0.21 | 0.00 | 1.45 | 0.040 | 1.49 |
| Arunachal Pradesh | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | 0.000 | 0.01 |
| Tripura | 0.33 | 0.00 | 0.33 | 0.03 | 0.00 | 0.36 | 0.001 | 0.36 |
| Mizoram | 0.17 | 0.00 | 0.17 | 0.01 | 0.00 | 0.18 | 0.034 | 0.21 |
| Meghalaya | 0.14 | 0.00 | 0.14 | 0.03 | 0.00 | 0.17 | 0.018 | 0.19 |
| Manipur | 0.17 | 0.00 | 0.17 | 0.02 | 0.00 | 0.19 | 0.000 | 0.19 |
| Nagaland | 0.20 | 0.00 | 0.20 | 0.05 | 0.00 | 0.25 | 0.006 | 0.26 |
| NE Zone Total | 2.25 | 0.01 | 2.26 | 0.35 | 0.00 | 2.61 | 0.099 | 2.71 |
| Delhi | 0.37 | 0.00 | 0.37 | 1.45 | 0.00 | 1.82 | 0.000 | 1.82 |
| Haryana | 8.19 | 0.01 | 8.20 | 9.24 | 1.27 | 18.71 | 0.000 | 18.71 |
| Himachal Pradesh | 0.08 | 0.00 | 0.08 | 0.12 | 0.00 | 0.20 | 0.000 | 0.20 |
| Jammu and Kashmir | 0.55 | 0.00 | 0.55 | 0.21 | 0.00 | 0.76 | 0.017 | 0.78 |
| Punjab | 39.25 | 2.91 | 41.20 | 7.38 | 0.00 | 48.58 | 0.000 | 48.58 |
| Rajasthan | 0.07 | 0.00 | 0.07 | 15.54 | 0.00 | 15.61 | 0.000 | 15.61 |
| Uttar Pradesh | 6.44 | 0.00 | 6.44 | 8.82 | 0.00 | 15.26 | 0.000 | 15.26 |
| Uttarakhand | 1.49 | 0.00 | 1.49 | 0.40 | 0.00 | 1.89 | 0.000 | 1.89 |
| North Zone Total | 56.44 | 2.92 | 58.40 | 43.16 | 1.27 | 102.83 | 0.017 | 102.84 |
| Andhra Pradesh | 31.05 | 0.09 | 31.11 | 1.92 | 0.05 | 33.08 | 0.000 | 33.08 |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|-----------------------|--------|------|--------|-------|------|--------|-------|--------|
| Karnataka | 4.72 | 0.00 | 4.72 | 2.77 | 0.00 | 7.49 | 0.000 | 7.49 |
| Kerala | 2.58 | 0.00 | 2.58 | 0.81 | 0.00 | 3.39 | 0.000 | 3.39 |
| Tamil Nadu | 5.63 | 0.00 | 5.63 | 2.05 | 0.00 | 7.68 | 0.000 | 7.68 |
| South Zone Total | 43.98 | 0.09 | 44.04 | 7.55 | 0.05 | 51.64 | 0.000 | 51.64 |
| Gujarat | 0.37 | 0.00 | 0.37 | 5.97 | 0.03 | 6.37 | 0.000 | 6.37 |
| Maharashtra | 3.82 | 0.00 | 3.82 | 9.17 | 0.12 | 13.11 | 0.000 | 13.11 |
| Madhya Pradesh | 0.68 | 0.00 | 0.68 | 7.81 | 0.03 | 8.52 | 0.000 | 8.52 |
| Chhattisgarh | 5.81 | 0.00 | 5.81 | 0.41 | 0.00 | 6.22 | 0.000 | 6.22 |
| West Zone Total | 10.68 | 0.00 | 10.68 | 23.36 | 0.18 | 34.22 | 0.000 | 34.22 |
| Grand Total | 120.45 | 4.66 | 123.57 | 82.30 | 1.50 | 207.37 | 0.116 | 207.49 |
| Stocks in Transit | | | 3.17 | 2.57 | 0.00 | 5.74 | 0.060 | 5.80 |
| Wheat lying in Madies | | | | 0.00 | | 0.00 | | 0.00 |
| Country Total | 120.45 | 4.66 | 126.74 | 84.87 | 1.50 | 213.11 | 0.176 | 213.29 |

1. Paddy to rice conversion factor 67%

2. Transit figures are estimated

3. Coarse Grain: FCI - 0.06 + State Agencies - 1.44 = 1.50 LMT.

Source: IISFM

Prepared by: Inderjit Kumar, AGM (P&R)

[English]

Expressways on Annuity and PPP Mode

1973. SHRI NITYANANDA PRADHAN:

SHRI M.B. RAJESH:

SHRI BAIJAYANT PANDA:

SHRI GOVIND PRASAD MISHRA:

SHRI K.J.S.P. REDDY:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Government proposes to build 17,661 kms. of new expressways by 2022 both on annuity and public-private partnership mode;

(b) if so, the details thereof including the schedules prepared in this regard;

(c) whether the Government/NHAI has identified various stretches for building 1000 kms. of expressways

under the National Highways Development Programme, phase-VI;

(d) if so, the details thereof, State-wise and stretch-wise; and

(e) the estimated cost of building 100 kms. of four and six lane expressways, separately?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (KUNWAR R.P.N. SINGH): (a) and (b) The Ministry had awarded Consultancy Services for Formulation of a Master Plan for a National Expressway Network in the country. The Final Report submitted by the Consultants, duly considering the views/observations received from the State Governments and recommending *inter-alia* an Expressway Network of about 18,637 km for completion in prioritized manner in three phases spanning upto the year 2022, has been accepted by the Government. The Report also recommended implementation of these projects on Build-Operate-Transfer (BOT) (Toll) and BOT (Annuity) modes. No schedule for new expressways have been prepared.

(c) and (d) The Government approved construction of 1,000 km of Expressways under the National Highways Development Project (NHDP) Phase-VI at an estimated cost of Rs. 16,680 crore on Design-Build-Finance-Operate (DBFO) basis. The following stretches have been identified under NHDP-Phase-VI:-

| Sl.No. | Section | Name of States | Length (km) |
|--------|-------------------|---------------------------|-------------|
| 1. | Vadodara-Mumbai | Gujarat and Maharashtra | 400 |
| 2. | Bangalore-Chennai | Karnataka and Tamil Nadu | 334 |
| 3. | Delhi-Meerut | Delhi and Uttar Pradesh | 66 |
| 4. | Kolkata-Dhanbad | West Bengal and Jharkhand | 277 |

(e) Estimated project cost of building 100 km of 4-lane and 6-lane Expressway at 2009-10 price level is Rs. 1,784 crore and Rs. 2,548 crore respectively excluding the cost of land acquisition.

[Translation]

Arable Land

1974. SHRI GHANSYAM ANURAGI:
SHRI N. CHELUVARAYA SWAMY:
SHRI ARJUN MUNDA:

Will the Minister of AGRICULTURE be pleased to state:

(a) the total area of waste, desert and hilly land in the country including Jharkhand separately indicating the percentage of waste land, State-wise;

(b) the details of such area converted into agricultural land during each of the last three years and the current year;

(c) whether any target fixed for conversion of wasteland into cultivable land during the 11th Plan;

(d) if so, the details thereof;

(e) whether there is any proposal to cultivate Jatropha, a hydro-carbon plant which yields bio-fuel on waste land; and

(f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND

PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) Wastelands is described as "degraded land which can be brought under vegetative cover with reasonable effort, and which is currently under-utilised and land which is deteriorating for lack of appropriate water and soil management or on account of natural causes". State-wise details of wastelands and its percentage over total geographical area of the country including Jharkhand is annexed as a Statement.

(b) Ministry of Agriculture does not maintain data on the area of wastelands converted to agricultural land. However, under various Watershed Development Programmes, an area of 4.06 million ha., which also includes wastelands has been developed during last three years (2006-2009) and upto December, 2009 of the current year.

(c) and (d) There is no specific scheme/programme for conversion of wastelands into cultivable land.

(e) and (f) At present there is no specific scheme in the Ministry of Agriculture to promote cultivation of Jatropha on wastelands.

Statement

State-wise details of wastelands in India

| Sl.No. | State | Area of Total Waste-land (million ha.) | Percentage of wasteland to Total Geographical Area of the country |
|--------|-------------------|--|---|
| 1 | 2 | 3 | 4 |
| 1. | Andhra Pradesh | 4.53 | 1.43 |
| 2. | Arunachal Pradesh | 1.82 | 0.57 |
| 3. | Assam | 1.40 | 0.44 |
| 4. | Bihar | 0.54 | 0.17 |
| 5. | Chhattisgarh | 0.78 | 0.24 |
| 6. | Goa | 0.05 | 0.02 |
| 7. | Gujarat | 2.04 | 0.64 |
| 8. | Haryana | 0.33 | 0.10 |
| 9. | Himachal Pradesh | 2.83 | 0.89 |

| 1 | 2 | 3 | 4 |
|-------|-------------------|-------|-------|
| 10. | Jammu and Kashmir | 7.02 | 2.22 |
| 11. | Jharkhand | 1.12 | 0.35 |
| 12. | Karnataka | 1.35 | 0.43 |
| 13. | Kerala | 0.18 | 0.06 |
| 14. | Madhya Pradesh | 5.71 | 1.80 |
| 15. | Maharashtra | 4.93 | 1.56 |
| 16. | Manipur | 1.32 | 0.42 |
| 17. | Meghalaya | 0.34 | 0.11 |
| 18. | Mizoram | 0.45 | 0.14 |
| 19. | Nagaland | 0.37 | 0.12 |
| 20. | Orissa | 1.90 | 0.60 |
| 21. | Punjab | 0.12 | 0.04 |
| 22. | Rajasthan | 10.15 | 3.20 |
| 23. | Sikkim | 0.38 | 0.12 |
| 24. | Tripura | 0.13 | 0.04 |
| 25. | Tamil Nadu | 1.73 | 0.55 |
| 26. | Uttarakhand | 1.61 | 0.51 |
| 27. | Uttar Pradesh | 1.70 | 0.54 |
| 28. | West Bengal | 0.44 | 0.14 |
| 29. | Union Territories | 0.03 | 0.01 |
| Total | | 55.27 | 17.45 |

Information as per Wastelands Atlas of India 2005 published by National Remote Sensing Agency (NRSA) and Ministry of Rural Development (MoRD).

Infrastructure in Agricultural Universities

1975. SHRIMATI BHAVANA PATIL GAWALI: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government proposes to strengthen the infrastructure and ensure quality education in the agricultural universities of the country;

(b) if so, the details thereof, State-wise;

(c) whether there is any proposal to link the institutes of the Indian Council of Agricultural Research (ICAR) and

the State Agricultural Universities through electronic digital broadband network in order to share the resources for research; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) and (b) Yes, Madam. Agriculture is a State subject. ICAR provides technical and financial support under the scheme 'Strengthening and Development of Agricultural Education'. The State Agricultural Universities are encouraged to interact with line departments of States, mobilize their own resources and strengthen the linkages with KVVKs and ICAR institutes.

(c) and (d) Yes, Madam, as follows:-

- 274 ICAR institutes/SAUs/Agril. Colleges & their Centers are being connected through ERNET connectivity.
- Nine ICAR institutes/SAUs are being linked in National Knowledge Network (NKN).
- 23 ICAR institutes/SAUs are being provided video-conferencing/IP telephony.
- All ICAR institutes/SAUs are being linked with ICAR website (www.icar.org.in).

Procurement of Apples

1976. SHRI VIRENDER KASHYAP:
SHRI ANURAG SINGH THAKUR:

Will the Minister of AGRICULTURE be pleased to state:

(a) whether any dues of farmers outstanding against procurement of 'C' grade apples from Himachal Pradesh under Market Intervention Scheme is still pending;

(b) if so, the details thereof; and

(c) the steps taken by the Union Government to clear such dues at the earliest?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) to

(c) Yes, Madam. On the request of Government of Himachal Pradesh, Market Intervention Scheme (MIS) was implemented for procurement of 38000 MT of 'C' grade apples at the Market Intervention Price of Rs. 4500 per MT from 01.08.2008 to 30.09.2008 in the State. The State Government submitted their audited accounts to this Department on 04.08.2009 which was examined. However, due to non-furnishing of the required information by Government of Himachal Pradesh, Central share of loss could not be settled with Government of Himachal Pradesh, inspite of various letter's dated 19.10.2009, 10.12.2009 and 05.01.2010.

Public Investment in Agriculture

1977. SHRI GANESH SINGH:
SHRI GOVIND PRASAD MISHRA:
SHRI PRALHAD JOSHI:

Will the Minister of AGRICULTURE be pleased to state:

(a) whether public investment in agriculture in comparison to the Gross Domestic Product of the country has registered a decline over the successive years;

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

(c) whether there is any direct relations between falling public investments and prevailing agrarian crisis in the country;

(d) if so, the details thereof; and

(e) the details of the steps taken/ proposed to be taken for attracting public investments for strengthening and accelerating growth in the agriculture sector?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) to (d) No Madam, the public investment in agriculture in comparison of gross domestic product of the country has increased from 0.55 per cent in 2004-05 to 0.59 per cent in 2008-09 at constant prices (2004-05 prices). The status of agriculture is influenced inter-alia by prevailing prices of agricultural commodities, prices of inputs, marketing and processing infrastructure investment etc.

(e) Government has launched several schemes to increase investments in agricultural sector and for

accelerating agricultural growth. The major schemes are as follows:

- Rashtriya Krishi Vikas Yojana to incentivise the states to increase public investment in Agriculture sector.(Budget Estimate for 2009-10 is Rs. 406707 lakhs)
- National Food Security Mission to promote improved production technologies like hybrids, System of Rice Intensification, resource conservation technologies, integrated nutrient, pest and weed management and usage of farm implements. (Budget Estimate for 2009-10 is Rs. 135000 lakhs).
- Development and Strengthening of Infrastructure Facilities for Production and Distribution of Quality Seed to develop and strengthen the existing infrastructure for the production and distribution of certified /quality seeds to farmers. (Budget Estimate for 2009-10 is Rs. 42159 lakhs).
- National Horticulture Mission for holistic development of horticulture sector duly ensuring forward and backward linkages with the active participation of all the stakeholders. (Budget Estimate for 2009-10 is Rs. 110000 lakhs).

[English]

Permission for TV Channels

1978. SHRIMATI SUPRIYA SULE:
DR. SANJEEV GANESH NAIK:
SHRI SHARAD YADAV:
SHRI DEVJI M. PATEL:
SHRI K.J.S.P. REDDY:
SHRI VIKRAMBHAI ARJANBHAI MADAM:
SHRI R. THAMARASELVAN:
SHRI SURESH KUMAR SHETKAR:

Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the Government/Telecom Regulatory Authority of India has any proposal to suspend grant of permission to new TV Channels;

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

(c) the number of applications received to operate private news and entertainment channels for downlinking and uplinking in the country during each of the last three years and the current year alongwith the action taken in each case; and

(d) the time by which the pending applications are likely to be cleared?

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI CHOUDHURY MOHAN JATUA): (a) and (b) No, Madam. However a reference has been made by this Ministry to TRAI on 8th October 2009. Among other things, TRAI has been requested to examine the maximum number of channels which can be permitted in the country keeping in view the available spectrum and transponder capacities as well as technological developments and general practice internationally. Pending receipt of TRAI's recommendations on the issues and decisions thereon, it has been decided to suspend receiving applications for permission to uplink TV channels from India and downlink TV channels in India. It has also been decided to consider only those proposals for permission which had been received in the Ministry before the reference was made to TRAI *i.e.* 8th October, 2009.

(c) Receipt of applications under the uplinking guidelines and downlinking guidelines is an on-going process. The category-wise details of the permissions given during the last three years and the current year are as under:

| Years | Number of News channels | Number of Non-News channels | Total No. of channels |
|-------|-------------------------|-----------------------------|-----------------------|
| 2007 | 40 | 35 | 75 |
| 2008 | 58 | 107 | 165 |
| 2009 | 35 | 46 | 81 |
| 2010 | 06 | 09 | 15 |

As on date, applications for permission to uplink/downlink 167 TV channels have been received in the Ministry, out of which, 105 applications are for news channels and 62 are for non-news channels.

(d) Although no definite time frame can be indicated, the permission is granted in minimum time once the applicant companies provide all required information/documents and the clearances from other concerned Ministries are received.

Marine Police Training Institute

1979. SHRI K.C. VENUGOPAL: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Union Government has received any proposal from Kerala Government for setting up of a Marine Police Training Institute in Kerala;

(b) if so, the details thereof;

(c) whether the Government of Kerala has identified land for setting up of the said institute; and

(d) if so, the details thereof and the reaction of the Union Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLY RAMACHANDRAN): (a) to (d) Yes, Madam. Government of Kerala has submitted a proposal to establish National Marine Police Training Institute in Kerala. They have indicated some land also for this.

The proposal of Marine Police Training Institute is still at a conceptual stage and it will be considered at appropriate stage.

[*Translation*]

Private Sector in Construction of NHs

1980. PROF. RAMSHANKAR: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the details of private agencies/players involved in the construction of National Highways under Build-Operate-Transfer (BOT) mode;

(b) whether the involvement of private sector for such projects is on the rise and may likely to affect the commuters adversely;

(c) if so, whether the Government proposes to review its policy in this regard; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (KUNWAR R.P.N. SINGH): (a) Details of agencies involved in Build-Operate-Transfer (BOT) (Toll/Annuity) projects are enclosed as Statement.

(b) to (d) Public Private Partnership (PPP) mode of construction is the preferred mode of construction of highway projects as the same enables Government to tap private sector resources, enterprise and efficiencies in construction. The involvement of private sector for BOT projects is generally satisfactory considering global economic downturn. It is anticipated that their involvement may rise in the future.

Statement

Details of agencies under BOT mode

| Sl.No. | Name of Contractors |
|--------|---------------------------------|
| 1 | 2 |
| 1. | AAA-RIL-JTEG Consortium |
| 2. | ABL |
| 3. | Apollo |
| 4. | Atlanta |
| 5. | BFTL |
| 6. | Billimoria |
| 7. | BSPCL Ltd. |
| 8. | C&C |
| 9. | CES |
| 10. | Chennai Elevated Tollwaystd |
| 11. | CIDBI Malaysia |
| 12. | Corsan Corviam Constructions SA |
| 13. | CR-18 |
| 14. | Delhi Brass |
| 15. | Deutsche Bank AG |
| 16. | DS Constt. Ltd. |
| 17. | Emirates Trading Agency LLC |
| 18. | ERA |
| 19. | ESSEL Infra |
| 20. | GALFAR |
| 21. | Gammon India Ltd. |
| 22. | GMR Energy Ltd. |

| 1 | 2 |
|-----|---------------------------------------|
| 23. | GMR Infrastruture Ltd. |
| 24. | Guna Infrastructure Ltd. |
| 25. | GVK International |
| 26. | HCC Ltd. |
| 27. | IDAA Infrastructure Pvt. Ltd. |
| 28. | IDFC |
| 29. | IJM Corporation Berhad |
| 30. | IL&FS Transportation Ltd. |
| 31. | Indu |
| 32. | IRB Infrastructure Developers Ltd. |
| 33. | IRCON |
| 34. | Isolux Corsan Concesionnes Sa |
| 35. | IVRCL |
| 36. | IVRCL Infrastructure & Projects Ltd. |
| 37. | Jaiprakash Industries Ltd. |
| 38. | Jas Toll Road Co. Ltd. (of Jayaswals) |
| 39. | JLI (UK) |
| 40. | JMC |
| 41. | JMTPL (I) Corporation Project |
| 42. | JTEC |
| 43. | JTEG |
| 44. | KCT |
| 45. | KMC Construction Ltd. |
| 46. | KPCL |
| 47. | Laing |
| 48. | Lanco |
| 49. | Larsen & Toubro Ltd. |
| 50. | LOR(UK) |
| 51. | Madhucon Projects Ltd. |
| 52. | MAYTAS |
| 53. | MCL |

| 1 | 2 |
|-----|------------------------------------|
| 54. | MRK |
| 55. | MRM Pvt. Ltd. |
| 56. | MVR |
| 57. | MSK Projects(I) Ltd. |
| 58. | MSRDC Ltd. Mumbai |
| 59. | Nagarjuna Construction Co. Ltd. |
| 60. | Navayuga Engg Co. Ltd |
| 61. | Navinya Buildcon |
| 62. | Oriental Structural Engineers Ltd. |
| 63. | PBIDC |
| 64. | PNC |
| 65. | Punj LLOYD |
| 66. | Reliance Energy Limited |
| 67. | Reliance Infra Projects Ltd. |
| 68. | Sadbhav |
| 69. | Sapoorji Pallonji |
| 70. | SEL |
| 71. | SERI Intl. |
| 72. | Shakti Kumar M. Sancheti Ltd. |
| 73. | SIBMOST |
| 74. | SOMA |
| 75. | SREI |
| 76. | STRADEC Inc |
| 77. | SVBTG of Pacific Alliance Inc. |
| 78. | West Gujrat Expressway Ltd. |

Share of MSME in GDP

1981. SHRI ANANT KUMAR HEGDE:
SHRI JAGDISH SHARMA:
DR. MURLI MANOHAR JOSHI:

Will the Minister of MICRO, SMALL AND MEDIUM ENTERPRISES be pleased to state:

(a) whether the Micro, Small and Medium Enterprises sector plays an important role in annual growth of the economy;

(b) if so, the average annual share of this sector in the Gross Domestic Product of the country during each of the last three years;

(c) whether there is large difference between the number of registered and unregistered units in the said sector; and

(d) if so, number of units category-wise and the reaction of the Government thereto?

THE MINISTER OF STATE OF THE MINISTRY OF MICRO, SMALL AND MEDIUM ENTERPRISES (SHRI DINSHA PATEL): (a) The micro, small and medium enterprise (MSME) sector has continued to contribute significantly in the gross domestic product (GDP), industrial production, employment generation and export and has acquired a prominent place in the growth of the economy of the country.

(b) The share of micro and small enterprise (MSE) sector in the GDP of the country during, 2004-05, 2005-06 and 2006-07 (latest available) is given in the table below.

| Year | Share of MSE sector in GDP (Percentage) |
|----------|--|
| 2004-05 | 5.84 |
| 2005-06 | 5.83 |
| 2006-07* | 7.20 |

*This includes medium enterprises in the sector after the enactment of micro, small and medium enterprise development (MSMED) Act, 2006.

(c) and (d) Under Micro, Small and Medium Enterprises Development Act (MSMED), 2006 the filing of Memorandum (Registration) by Entrepreneurs intending to establish a Micro, Small or Medium Enterprise is discretionary and not mandatory. As such, the number of Micro, Small and Medium Enterprises, functioning in the country as per Quick Results of 4th All India Census, in the registered and unregistered category are 15.52 lakh (5.94%) and 245.48 lakh (94.06%) respectively.

SAI Centres

1982. SHRI SYED SHAHNAWAZ HUSSAIN: Will the Minister of YOUTH AFFAIRS AND SPORTS be pleased to state:

(a) whether any norms exist for establishment of Sports Authority of India (SAI) centres in the country;

(b) if so, the details thereof;

(c) whether the Government proposes to set up new SAI centres in the country;

(d) if so, the details of the States and the locations identified for the purpose;

(e) whether sports persons are trained in various sports disciplines in SAI centres;

(f) if so, the number of sports persons trained during each of the last three years and the current year, discipline-wise; and

(g) the fund allocated by SAI to the States to organise sports competitions at the district and national level during the said period?

THE MINISTER OF STATE IN THE MINISTRY OF YOUTH AFFAIRS AND SPORTS (SHRI PRATIK PATIL): (a) and (b) Yes, Madam. Proposals are considered on the basis of sporting potential of the locality and infrastructure support offered by the State Government such as land, hostel, playing facilities etc.

(c) No, Madam.

(d) Does not arise.

(e) and (f) The number of sportspersons trained during each of the last three years and the current year, discipline-wise is given in the Statement.

(g) Under the flagship scheme of the Government, the Panchyat Yuva Krida aur Khel Abhiyan (PYKKA), which has been introduced w.e.f. 2007-08, financial assistance is given to states for organising sports competitions at block, district, state and national level. The funds released to the State Governments under the scheme during 2008-09 is Rs. 5.16 crore and during 2009-10 (as on date) is Rs. 30 crore.

Statement

Details of number of SAI trainees in various sports disciplines trained during last three years and the current year

Number of Trainees in various disciplines.

| Sl.No. | Discipline | Year 2006-07 | Year 2007-08 | Year 2008-09 | Year 2009-10 |
|--------|-------------|-----------------|-----------------|-----------------|-----------------|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 1. | Archery | 342 | 361 | 310 | 316 |
| 2. | Athletics | 1758 | 1888 | 2050 | 1993 |
| 3. | Basket Ball | 745 | 913 | 940 | 946 |
| 4. | Boxing | 872 | 967 | 1010 | 1022 |
| 5. | Badminton | 212 | 246 | 265 | 257 |
| 6. | Cycling | 106 | 139 | 128 | 103 |
| 7. | Canoeing | 66 | 50 | 48 | 30 |
| 8. | Diving | 26 | 29 | 27 | 27 |
| 9. | Equestrian | 20 | 22 | 40 | 44 |
| 10. | Football | 1455 | 1459 | 1455 | 1448 |
| 11. | Gymnastics | 366 | 389 | 398 | 402 |
| 12. | Handball | 214 | 358 | 424 | 420 |

| 1 | 2 | 3 | 4 | 5 | 6 |
|-----|---------------|------|------|------|------|
| 13. | Hockey | 1760 | 1790 | 1930 | 1895 |
| 14. | Kho-Kho | 157 | 157 | 113 | 103 |
| 15. | Karate | 130 | 133 | 130 | 136 |
| 16. | Taekwondo | 103 | 509 | 518 | 521 |
| 17. | Table Tennis | 160 | 257 | 308 | 310 |
| 18. | Volleyball | 712 | 1034 | 935 | 916 |
| 19. | Wrestling | 792 | 1230 | 1198 | 1190 |
| 20. | Weightlifting | 267 | 487 | 359 | 349 |
| 21. | Shooting | 126 | 127 | 117 | 74 |
| 22. | Rowing | 111 | 126 | 83 | 101 |
| 23. | Swimming | 361 | 364 | 312 | 308 |
| 24. | Judo | 309 | 388 | 393 | 403 |
| 25. | Kabaddi | 826 | 931 | 907 | 917 |
| 26. | Kalariapattu | 20 | 25 | 22 | — |
| 27. | Silambum | 25 | 25 | 25 | 25 |
| 28. | Mukna | 13 | 13 | 10 | 9 |
| 29. | Thang | 12 | 12 | 12 | 16 |
| 30. | Kayaking | 40 | 25 | 85 | 103 |
| 31. | Fencing | 99 | 81 | 51 | 61 |
| 32. | Wushu | 84 | 91 | 131 | 158 |
| 33. | Water Sport | — | 15 | 15 | 20 |
| 34. | Sepak Tak | — | 42 | 52 | 71 |
| 35. | Soft Ball | — | 20 | 25 | 28 |
| 36. | Lawn Tennis | 30 | 22 | 31 | 33 |
| 37. | Net Ball | — | 26 | 20 | — |

[English]

Raid on Delhi Police Personnel

1983. SHRI PURNMASI RAM: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Anti-Corruption Branch of Delhi government conducted raids on the houses and offices

of several Delhi Police personnel during each of the last three years and the current year;

(b) if so, the details thereof indicating the number of personnel found in possession of assets disproportionate to their known sources of income; and

(c) the steps taken by the Government to check corruption in Delhi Police in future?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLAY RAMACHANDRAN): (a) to (c) Yes, Madam. Anti-Corruption Branch of Delhi government conducted raids on the houses and offices of Delhi Police personnel. Details of such raids during the last three and the current year are given below:

| Year | No. of raids/ personnel | Personnel found owning assets disproportionate to income |
|--------------------------|----------------------------|---|
| 2007 | 5 | - |
| 2008 | 6 | - |
| 2009 | 6 | 2 |
| 2010 (upto 28.2.2010) | 2 | - |

The steps taken by the Government to check corruption in Delhi Police are as follows:-

1. Organizing raids and traps on complaints of demand of bribe by Delhi Police personnel.
2. Developing source information.
3. Increasing public awareness against corruption.
4. Round the clock control room for receiving complaints of corruption.
5. A Vigilance Branch headed by Special CP/ Vigilance is functioning to check corrupt practices of police personnel. Besides, Public Grievances Cells have also been set up in each Distt/Unit under the supervision of an ACP for similar purpose.
6. In order to restore public confidence in police, deterrent action is taken by the Delhi Police in cases where policemen are found involved in malpractices etc. This includes suspension, transferring to non-sensitive units, initiating disciplinary action for major/minor penalty and registering criminal cases against them.
7. Accessibility of senior officers to the general public is emphasized upon.
8. The public has the facility to ring up senior officers, PCR and the Flying Squad of Vigilance Branch in case of any harassment by police

officials. In order to encourage the general public to be more vigilant about corrupt activities of police, public can send the complaints against corrupt policemen to P.O. Box No. 171 which are attended to promptly and deterrent action is taken against defaulters.

9. Telephone numbers of District Deputy Commissioners of Police (DCsP) along with their fax numbers and e-mail addresses are advertised regularly by the Delhi Police. All District DCsP are maintaining a register with a gist of all such messages received and wherever necessary they act immediately.
10. The staff is briefed/instructed regularly by the senior officers to remain vigilant about the shady police personnel.
11. Telephone Numbers of senior officers are prominently displayed on notice boards in all the police stations.
12. A single window system is at place at Police Headquarters for monitoring & tracking of complaints.
13. CVC and Supreme Courts guidelines are displayed at all Police Stations/District/Units for the awareness and benefit of general public.

[Translation]

Difference in BPL Figures

1984. DR. SANJAY SINGH:
SHRI GORAKH PRASAD JAISWAL:
SHRIMATI JAYAPRADA:
SHRIMATI J. SHANTHA:

Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

- (a) whether the number of the Below Poverty Line (BPL) beneficiaries identified by the States so far exceeds the number of beneficiaries recognised by the Union Government;
- (b) if so, the details thereof and the reasons therefor;
- (c) the number of beneficiaries identified by the States and the Union Government separately, alongwith the number of BPL cards actually issued;
- (d) whether the States have urged the Union Government to include all the families identified by them in the BPL category;

(e) if so, the details thereof; and

(f) the follow up action taken by the Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) to (f) Targeted Public Distribution System (TPDS), focused on the poor is operated under joint responsibility of Central and the State/Union Territory (UT) Governments. The operational responsibilities for allocation of foodgrains within the States/UTs, identification of eligible Below Poverty Line (BPL) families, issuance of ration cards to them, and supervision over & monitoring of functioning of fair price shops, rest with the concerned State & UT Governments.

Planning Commission is the nodal agency of Government of India for estimating poverty at National and State levels. For allocations of foodgrains to States/UTs under TPDS, Department of Food and Public

Distribution uses the number of BPL families based on 1993-94 poverty estimates of Planning Commission and population estimates of the Registrar General of India as on 1st March, 2000 or the number of such families actually identified and ration cards issued to them, whichever is less. As per the above estimates, the number of BPL families is 6.52 crore, which includes 2.43 crore Antyodaya Anna Yojana (AAY) families.

However, as reported by end of January, 2010, State and UT Governments have issued 1111.77 lakh BPL ration cards including 2.43 crore AAY cards. State/UT-wise details of these families are enclosed as Statement.

The higher number of BPL ration cards issued by them is due to improper targeting of the poor households, and have inclusion as well as exclusion errors. Some of the State Governments have requested for accepting the higher numbers of BPL families for allocation of foodgrains under TPDS. The State & UT Governments have again been directed to take up a campaign during October to December 2009 to detect and eliminate bogus/ineligible BPL ration cards.

Statement

State-wise Total No. of BPL Households and Ration Cards issued to BPL, AAY Households

As reported by 31.01.2010
(Figures in lakh)

| Sl.No. | State/UT | No. of estimated BPL families as on 1.3.2000 based on 1993-94 poverty estimates | Ration cards issued by State/UT Govts. | | |
|--------|-------------------|---|--|-------|--------|
| | | | BPL | AAY | Total |
| 1 | 2 | 3 | 4 | 5 | 6 |
| 1. | Andhra Pradesh | 40.63 | 185.96 | 15.58 | 201.54 |
| 2. | Arunachal Pradesh | 0.99 | 0.61 | 0.38 | 0.99 |
| 3. | Assam | 18.36 | 12.02 | 7.04 | 19.06 |
| 4. | Bihar | 65.23 | 39.94 | 24.29 | 64.23 |
| 5. | Chhattisgarh | 18.75 | 11.56 | 7.19 | 18.75 |
| 6. | Delhi | 4.09 | 2.14 | 1.50 | 3.64 |
| 7. | Goa | 0.48 | 0.13 | 0.14 | 0.27 |
| 8. | Gujarat | 21.20 | 25.71 | 8.10 | 33.81 |

| 1 | 2 | 3 | 4 | 5 | 6 |
|-------|-----------------------------|--------|--------|--------|---------|
| 9. | Haryana | 7.89 | 9.03 | 2.92 | 11.95 |
| 10. | Himachal Pradesh | 5.14 | 3.17 | 1.97 | 5.14 |
| 11. | Jammu and Kashmir | 7.36 | 4.80 | 2.56 | 7.36 |
| 12. | Jharkand | 23.94 | 14.76 | 9.18 | 23.94 |
| 13. | Karnataka | 31.29 | 93.70 | 12.00 | 105.70 |
| 14. | Kerala | 15.54 | 14.83 | 5.96 | 20.79 |
| 15. | Madhya Pradesh | 41.25 | 52.65 | 15.82 | 68.47 |
| 16. | Maharashtra | 65.34 | 45.55 | 24.64 | 70.19 |
| 17. | Manipur | 1.66 | 1.02 | 0.64 | 1.66 |
| 18. | Meghalaya | 1.83 | 1.13 | 0.70 | 1.83 |
| 19. | Mizoram | 0.68 | 0.42 | 0.26 | 0.68 |
| 20. | Nagaland | 1.24 | 0.77 | 0.47 | 1.24 |
| 21. | Orissa | 32.98 | 37.90 | 12.65 | 50.55 |
| 22. | Punjab | 4.68 | 2.89 | 1.79 | 4.68 |
| 23. | Rajasthan | 24.31 | 16.53 | 9.32 | 25.85 |
| 24. | Sikkim | 0.43 | 0.27 | 0.16 | 0.43 |
| 25. | Tamil Nadu* | 48.63 | 180.75 | 18.65 | 199.40 |
| 26. | Tripura | 2.95 | 1.82 | 1.13 | 2.95 |
| 27. | Uttar Pradesh | 106.79 | 65.84 | 40.95 | 106.79 |
| 28. | Uttarakhand | 4.98 | 3.46 | 1.51 | 4.97 |
| 29. | West Bengal | 51.79 | 38.12 | 14.80 | 52.92 |
| 30. | Andaman and Nicobar Islands | 0.28 | 0.13 | 0.04 | 0.17 |
| 31. | Chandigarh | 0.23 | 0.09 | 0.02 | 0.11 |
| 32. | Dadra and Nagar Haveli | 0.18 | 0.12 | 0.05 | 0.17 |
| 33. | Daman and Diu | 0.04 | 0.03 | 0.01 | 0.04 |
| 34. | Lakshdweep | 0.03 | 0.02 | 0.012 | 0.03 |
| 35. | Puducherry | 0.84 | 1.15 | 0.32 | 1.47 |
| Total | | 652.03 | 869.02 | 242.75 | 1111.77 |

*Separate figures of APL/BPL cards have not been made available by the Government of Tamil Nadu as there is no distinction between APL/BPL categorisation of households.

*[English]***Amendment in Model Concession Agreement**

1985. SHRI M. RAJA MOHAN REDDY: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Government is considering to amend the Model Concession Agreement for Highway projects to enable Concessionaries to take up additional work without any financial assistance from the Government; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (KUNWAR R.P.N. SINGH): (a) No, Madam.

(b) Does not arise.

Sports Infrastructure

1986. SHRI PRASANTA KUMAR MAJUMDAR:
SHRI NRIPENDRA NATH ROY:

Will the Minister of YOUTH AFFAIRS AND SPORTS be pleased to state:

(a) whether the country is unable to achieve a mark in the international level sporting events due to lack of world class sports infrastructure in the country, adequate training facilities and weak economic support to sports persons;

(b) if so, the details thereof and the reaction of the Government thereto;

(c) the constraints being faced in providing such facilities alongwith the measures being taken in this regard;

(d) whether the Government has any plan/scheme for encouraging the tribals and persons from weaker socio-economic background to take up sports; and

(e) if so, the details thereof alongwith the fund provided in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF YOUTH AFFAIRS AND SPORTS (SHRI PRATIK PATIL): (a) No, Madam. Government is providing state of art

sports infrastructure facilities to the national athletes training in national coaching camps.

(b) and (c) Do not arise.

(d) and (e) All the sports promotional schemes of the Government are inclusive schemes and encourage gender parity and participation as well as main streaming of all sections of the society, including tribals. Sports Authority of India operates a Special Area Games Scheme, which specifically aims at tapping talent from tribal, rural, and coastal areas of the country. At present there are 21-centres under this Scheme in which around, 2000 boys and girls are being trained.

National Cooperative Development Corporation

1987. SHRI NILESH NARAYAN RANE: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the National Co-operative Development Corporation has received proposals from the State Governments including Government of Maharashtra regarding sanction of loan for purchase of new boats;

(b) if so, the details thereof, State-wise; and

(c) the time by which the proposals are likely to be cleared?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) to (c) NCDC has informed that they have received 191 proposals from the State of Maharashtra regarding sanction of loan for purchase of new boats. As per the criteria adopted by NCDC for sanction of loan for purchase of new boats, additional information has been sought from the Government of Maharashtra so as to enable NCDC to process the proposals.

*[Translation]***Shortage of Foodgrains**

1988. SHRI ASHOK KUMAR RAWAT: Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether the crisis of food security is further deepening as a result of constant shortage of foodgrains and other food commodities;

(b) if so, the details of the production, procurement and demand of foodgrains during each of the last three years;

(c) whether the private companies are procuring foodgrains directly from the farmers at a price much higher than that fixed by the Government;

(d) if so, the details thereof indicating the quantum and price of foodgrains procured by these companies during the said period alongwith the prices fixed by the Government, year-wise; and

(e) the corrective steps taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) and (b) No, Madam. A statement showing production, procurement and demand (human consumption) for wheat, rice and coarse grains during the last three years is at Statement.

(c) to (e) Under the existing policy for foodgrains procurement, all the foodgrains conforming to the prescribed specifications offered for sale at specified centers are bought from farmers by the public procurement agencies at the Minimum Support Price (MSP). The farmers have the option to sell their produce to FCI/State Agencies at MSP or in the open market, including private companies, depending upon market price.

Statement

Production (supply), procurement and projected consumption requirement (demand) wheat, rice and coarse grain in the country during the last three years

| Wheat (in million tonnes) | | | |
|----------------------------------|---------|---------|---------------------------------|
| Crop Year | 2007-08 | 2008-09 | 2009-10 |
| Production (supply) | 78.57 | 80.68 | 80.28** |
| Procurement | 22.69 | 25.38 | Proc. will commence from 1.4.10 |
| Procurement as % of production | 28.88 | 31.46 | |
| *Demand (human consumption) | 71.19 | 72.72 | 74.26 |

Rice (in million tonnes)

| Crop Year | 2007-08 | 2008-09 | 2009-10 |
|--------------------------------|---------|---------|---------|
| Production (supply) | 96.69 | 99.18 | 87.56** |
| Procurement | 25.11 | 33.68 | 23.45# |
| Procurement as % of production | 25.97 | 33.96 | 26.78 |
| *Demand (human consumption) | 90.91 | 92.87 | 94.83 |

Coarsegrain (in million tonnes)

| Crop Year | 2007-08 | 2008-09 | 2009-10 |
|--------------------------------|---------|---------|---------|
| Production (supply) | 40.76 | 40.03 | 34.27** |
| Procurement | 0.20 | 1.38 | 0.3.# |
| Procurement as % of production | 0.49 | 3.45 | 0.88 |
| *Demand (human consumption) | 35.14 | 35.89 | 36.65 |

* Demand - (Source: Department of Agriculture & Cooperation)

** As per 2nd Advance Estimate of Department of Agri.& Cooperation dt. 12.2.2010.

as on 4.3.2010.

[English]

Survey for Construction of New National Highways

1989. SHRI N. CHELUVARAYA SWAMY: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether survey for construction of new National Highways (in kilometers) in Southern India including Karnataka has been undertaken/completed during the year, 2004 to 2009;

(b) if so, the details and outcome thereof;

(c) the amount sanctioned and released during the said period for the said survey, State-wise;

(d) the present status of these works; and

(e) the time by which the works on these projects are likely to start and completed?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (KUNWAR R.P.N. SINGH): (a) Yes, Madam.

(b) to (e) The details of new National Highways declared during 2004-2009 in Southern India and the details of survey and construction works taken up on these highways are enclosed at Statements-I & II.

Statement I

| Sl.No. | NH No. | Starting/terminating station | Length (km) | Date of declaration |
|-----------------------|----------|--|-------------|---------------------|
| ANDHRA PRADESH | | | | |
| 1. | 18A | Puthalapattu-Tirupati | 58 | 25.2.2009 |
| 2. | 234 | Mangalore-Tiruvanmalai (Venktagiri-Kota) | 23 | |
| TAMIL NADU | | | | |
| 1. | 226 | Thanjavur-Pudukkottai- Sivaganga-Manamadurai | 126.00 | 31.05.2006 |
| 2. | 227 | Tiruchirapalli-Lalgudi-Chidambaram | 135.40 | 31.05.2006 |
| 3. | 230 | Madurai-Tondi | 82.00 | 1.4.11.2008 |
| 4. | 226 Extn | Parambalur-Thanjavur | 85.4 | 14.11.2008 |
| 5. | 234 | Mangalore-Tiruvanmalai (Pernampet-Villupuram) | 135.4 | 25.02.2009 |
| PUDUCHERRY | | | | |
| | | Nil | Nil | Nil |
| KARNATAKA | | | | |
| 1. | 234 | Mangalore-Tiruvanmalai (Mangalore-Chintamani) | 553 | 25.02.2009 |
| KERALA | | | | |
| 1. | 47C | Kalamassery-Vallarapadam | 17.20 | 24.12.2007 |

Statement II

| Sl.No. | State | National Highway | Particulars of survey and construction works. | Amount Allocated/ Sanctioned (Rs. crore) | Expenditure/ amount Released (Rs. crore) | Present Status of Work | Date of Commencement | Likely date of completion |
|--------|----------------|------------------|---|--|--|------------------------|----------------------|---------------------------|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| 1. | Andhra Pradesh | 18A | Nil | Nil | Nil | - | - | - |
| | | 234 | Nil | Nil | Nil | - | - | - |
| 2. | Tamil Nadu | 226 | (i) Preparation of Detailed Project Report. | 1.90 | 0.87 | In Progress | May, 2008 | March, 2010 |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|----|------------|----------|---|--------------|-------------|--------------|---|--------------|
| | | | (ii) IRQP in selected stretches of 23.50 Km. | 5.32 | 4.62 | Completed | May, 2008 | March, 2010 |
| | | | (iii) IRQP in select stretches in Km. 73/5 to 151/0 | 10.83 | - | Tender stage | - | - |
| | | | (iv) IRQP in Km. 30/0 to 56/0 (select stretches) | 7.08 | - | Tender stage | - | - |
| | | 227 | (i) Preparation of Detailed Project Report. | 1.43 | Nil | In progress | May, 2008 | March, 2010 |
| | | | (ii) IRQP in selected stretches (in 40.0 Km.) | 10.33 | 9.15 | Completed | May, 2008 | March, 2009 |
| | | 230 | Nil | Nil | Nil | - | - | - |
| | | 226 Ext. | Nil | Nil | Nil | - | - | - |
| | | 234 | (i) Widening and strengthening in km. 178/4 to 183/6 & 185/4 to 190/2 | 4.30 | Nil | In Progress | February, 2010 | August, 2010 |
| 3. | Puducherry | Nil | Nil | Nil | Nil | Nil | Nil | Nil |
| 4. | Karnataka | 234 | Nil | Nil | Nil | Nil | The NH has been entrusted to the agency i.e., State PWD vide Notification dated 12.10.2009. | |
| 5. | Kerala | 47C | ICTT Vallarpadam port Connectivity Project | 542.30 crore | 365.3 crore | In progress | Aug., 2007 | Dec., 2010 |

Cyber Crime

1990. PROF. RANJAN PRASAD YADAV:
SHRI ASHOK KUMAR RAWAT:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether there is an upsurge in the instances of cyber crimes in the country in the recent past; and

(b) if so, the number of persons arrested for such crimes during each of the last three years and the action taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) and (b) According to the information complied by the National Crime Records Bureau (NCRB), a total of 142, 217 and 288 cases under the Information Technology (IT) Act and 311, 339 and 176 cases under various sections of the Indian Penal Code (IPC) related to cyber crime were reported in the country during the years 2006 to 2008 respectively. A total of 154, 154 and 178 persons were arrested for crimes under the IT Act and 411, 429 and 195 persons were arrested under various sections of IPC related to cyber crime during the years 2006 to 2008 respectively.

'Police' and 'Public Order' are State subjects under the Seventh schedule to the Constitution of India and therefore, the State Governments are primarily responsible for prevention, detection, registration and investigation of crime and for prosecuting the criminals through the machinery of their law enforcement agencies as also for protecting the life and property of the citizens. The Union Government, however, attaches highest importance to the matter of prevention of crime and therefore, has continued to urge to the State Governments/UT Administrations to give more focused attention to improving the administration of criminal justice system and take such measures as are necessary for prevention and control of crime.

[*Translation*]

Procurement Centres

1991. SHRI KUNVARJIBHAI MOHANBHAI BAVALIA:
SHRI JAGDISH THAKOR:

Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:-

(a) the details of the agencies entrusted with the task of procurement of foodgrains at Minimum Support Price (MSP) during each of the last three years and the current year in Gujarat; and

(b) the targets fixed for opening procurement centres in the State alongwith the number of centres actually opened during the said period?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) Government of Gujarat follows Decentralized Procurement Scheme for wheat procurement under which the responsibility of procurement, storage and distribution of foodgrains rests with the State Government. In RMS 2010-11, Government of Gujarat has engaged its Civil Supplies Corporation to undertake procurement of wheat.

(b) The details of procurement centres opened in the State, in last three years and proposed in current year are as under:-

| Rabi Marketing Season | No. of Purchase centres opened | | |
|-----------------------|--------------------------------|----------------|-------|
| | FCI | State Agencies | Total |
| 2007-08 | 0 | 188 | 188 |
| 2008-09 | 62 | 153 | 215 |
| 2009-10 | 0 | 45 | 45 |
| 2010-11 (Proposed) | 0 | 188 | 188 |

[*English*]

Reconstruction Work in Tsunami Affected Areas

1992. SHRI P.R. NATARAJAN:
SHRI N.S.V. CHITTHAN:
SHRI BISHNU PADA RAY:
SHRI K. SUDHAKARAN:
SHRI PABAN SINGH GHATOWAR:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) the details of loss of lives and property caused due to Tsunami in the year 2004;

(b) whether rehabilitation and reconstruction works are still not completed in the affected States;

(c) if so, the details of status of the said works including in Andaman and Nicobar Islands, State-wise and area-wise and the time by which the remaining works are likely to be completed; and

(d) the number of voluntary and Non-Governmental Organisations involved in post Tsunami rehabilitation and reconstruction works, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLY RAMACHANDRAN): (a) The details of loss of lives and property caused by Tsunami in the year 2004 is as under:-

Extent of damage

| | |
|------------------------------------|-------|
| No. of States/UTs affected | 05 |
| No of villages affected | 1396 |
| Population affected (nos. in lakh) | 26.63 |
| Human lives lost (nos.) | 9395 |
| Persons missing (nos.) | 3964 |
| Dwelling units destroyed (nos.) | 86688 |
| Livestock except poultry (nos.) | 73688 |
| Cropped area (ha.) | 20210 |

Affected other sectors include road, power, coastal environment, social infrastructure and tourism.

(b) and (c) Yes, the rehabilitation and reconstruction works under the Tsunami Rehabilitation Programme (TRP) has not fully been completed. Area wise detail are not

maintained at Central level, however the State/UT-wise status of the major sectors under TRP till December 2009 is enclosed at Statement-I.

(d) State/Union territory wise list of voluntary and Non-governmental Organisations involved in post Tsunami Rehabilitation and reconstruction works is at Statement-II.

Statement I

1. Housing

| States/UTs | | Total Damage | Work done till December 2009 | Balance work |
|----------------|------------|--------------|---------------------------------|------------------|
| Tamil Nadu | Damaged | 64976 | 55708 | 9268 |
| | Vulnerable | 42192 | 8928 | 33264 |
| | Total | 107168* | 64636 | 42532 |
| Kerala | Damaged | 3867 | 3867 | 0 |
| | Vulnerable | @11000 | 1354 | 9646 (7146) |
| | Total | 14867 | 5221 | 9646 (7146) |
| Andhra Pradesh | | 481 | 481 | 0 |
| Puducherry | | 7567 | 4589 | 2978 |
| ANI | CPWD | 7966 | 7640 | 326 |
| | APWD | 1122(+3) | 1125 | 0 |
| | NGO | 709(-3) | 656 | 50 |
| | Total | 9797 | 9421 | 376 |
| Total | Damaged | 86688 | #74066 | 12622 |
| | Vulnerable | 53192 | 10282 | 42910 (40410) |
| | Total | 139880 | 84348 | 55532 (53032) |

* Total number of houses to be built has been revised from the originally approved 116157 units comprising 63588 units of damaged houses and 52569 units of vulnerable houses.

@ Target reduced to 8500 due to cost escalation of land, labour, sand & other building materials.

2. Agriculture & Livelihood

| States/UTs | Total Damage | Work done till December 2009 | Balance work |
|------------|--|---------------------------------|----------------|
| 1 | 2 | 3 | 4 |
| Tamil Nadu | Agriculture-8175.35 Ha Horticulture-669.82 Ha | | Work completed |

| 1 | 2 | 3 | 4 |
|----------------|---|---|--------|
| Kerala | 2151 Ha land became saline/crops affected. Livelihood schemes : 39 | Work completed 37 | 2 |
| Andhra Pradesh | No damage reported for funding under TRP. | | |
| Puducherry | 1145 Ha land became saline | Work completed (951.42 Ha land reclaimed and remaining areas dropped) | |
| ANI | Cropping area: 5333.93 Ha* | 4387.61 | 946.32 |

*8069 Ha was damaged of which 4206.75 Ha are not reclaimable and includes additional area of 1471.68 Ha.?

3. Fisheries & Livelihood

| States/UTs | Total Damage | Work done till September 2009 | Balance work |
|------------------------------|---|--|--------------|
| Tamil Nadu | Cataamaran-30373 Vallams-4628 Mech. Boats-2727 Nets-39316 Fishing Harbours-8 Fish Landing Centres (FLCs)-7 New FLC-10 | Scheme completed except construction of new FLCs-10 (Tender stage: 6 works commenced:4) | |
| Kerala | 3989 Boats/Crafts/Nets/Fishing Accessories Livelihood Projects-24 (Nos) Original:11 FLCs/Fishing Harbour-22 (Nos.) | Work completed. 12 5 | 12 17 |
| Andhra Pradesh | 11394-boats 34067-nets | Work completed. | |
| Puducherry | 7892 boats | Work completed. | |
| Andaman & Nicobar Islands | Boat -2065 Nos. Fishing gears-858 Nos. FLC -19 Nos. | Work completed 1 FLC completed. 2 FLCs-55%-75% completed; 2 more FLCs 25%-30% completed; 14 FLCs; Consultant report received | Nil 18 |
| | Fishing harbour-1No* | - | 0 |

*Fishing harbour proposal dropped.

4. Road and Bridges

| State/UT | Total damages | Work done till December 2010 | | Balance work |
|---------------------------|--|---------------------------------|---------|--------------|
| Tamil Nadu | Road (Kms) | 1548.32 | 1538.82 | 9.5 |
| | Bridges (Nos.) | 58 | 35 | ^23 |
| Kerala | Road (Kms) | @402.94 | 363.9 | 20.48 |
| | Bridges (Nos.) | 20 | 9 | 11 |
| Andhra Pradesh | No damage reported for funding under TRP | | | |
| Puducherry | Roads (Kms)# | 128 | 120.9 | 7.1 |
| | Bridges (Nos)# | 03 | 02 | 1 |
| Andaman & Nicobar Islands | Roads (Kms) | 380.50 | 320.65 | 59.85 |

^ At estimate stage 8, tender stage 7, agreement stage 2, in progress 6 = 23

@ Out of 686 kms of damaged roads, only 402.94 Kms roads were taken up under TEAP & TRP and the remaining roads were taken up/will be taken up under various State schemes and again 18.56 km road abandoned.

Includes new works 20 kms road and 3 bridges.

5. Port & Jetties

| State/UT | Total damages | Work done till December 2009 | Balance work |
|----------------|---|------------------------------------|-----------------------------------|
| Tamil Nadu | 18 works in two ports at Nagapattinam & Cuddalore | 100% work completed | Nil |
| | Chennai Port Trust - Extension breakwater | 55% work completed. | 45% |
| Kerala | 19 facilities TEAP: 9 TRP: 10 | 12 facilities TEAP: 9 TRP: 3 | 7 facilities TEAP: 0 TRP: 7 |
| Andhra Pradesh | No damage reported for funding under TRP | | |
| Puducherry | No damage reported for funding under TRP | | |
| ANI | 56 jetties | 50 (4 jetties dropped) | 2 (work in progress) |

TEAP: Tsunami Emergency Assistance Project

Statement II*Details of Voluntary/Non Governmental Organization involved in Relief and Rehabilitation*

| State/UT | Name of NGO |
|------------|---|
| 1 | 2 |
| Puducherry | 1. Pondicherry Multipurpose Social Service Society. 2. India Heritage Research Foundation. |

| | |
|---|---|
| 1 | 2 |
|---|---|

3. SOS Children's Villages of India.
4. SEVAI.
5. RITINJALI.
6. Development Alternatives.
7. Rural Development Trust.
8. Honey Well Technology Solutions Ltd.
9. Volantariat.
10. Rotary Club, Karaikal.
11. VRPD.
12. Lakshmi & Usha Mittal Foundation.
13. Mata Amritanandamayi Trust.
14. Samaritans H.E.L.P.S. India.
15. Salvation Army.
16. Confederation of Indian Industry.
17. JAYCEESS Pondicherry.
18. Rajiv Gandhi National Relief & Welfare Trust.

Andhra Pradesh

1. Indian Red Cross Society
 2. World Vision India
 3. Navajeevan & Sruthi
 4. Social service centre
 5. Rotary International
 6. Lions club
 7. Operation Buisness India Limited
 8. Manna Ministries
 9. Gospel Mission of India
 10. Habitat (Bapatla)
 11. AMG India International
 12. Coach Community Development Project
 13. GSSWS
 14. Cosider
-

1**2**

Kerala

1. Matha Amrithanandamayi Tsust
 2. CARITAS
 3. CASA
 4. Malayala manorama
 5. World Vision India
 6. Mar Thomas Syrian Church
 7. Good Samaritan Project India
 8. Samagra Vikas Social Service Society
 9. Malankara Orthodox Church
 10. Jeevan Telecasting Corporation
 11. OXFAM
 12. OISCA
 13. K.K. Abraham Foundation
 14. Sathya Sai Sewa Samiti
 15. Carbone Laraine Pvt. Ltd.
 16. International Association of Lions Club
 17. NRI & Returnees Welfare Organization
 18. Kerala Transport Company
 19. YMCA
 20. Infarm Agro Movement
 21. POABS Group
 22. The Salvation Army
 23. Sahayi Centre for collective learning & Action
 24. KSEB Officers' Association
 25. KGA Group of Companies
 26. Sewa Baharathi
 27. CPI (M)
 28. Christian Church, Churches of Christ
 29. Rashtra Deepika Ltd.
 30. Dr. K.P. Yohannan
 31. World Vision India
-

| 1 | 2 |
|-----------------------------|---|
| Andaman and Nicobar Islands | <ol style="list-style-type: none"> 1. BJS 2. CNI 3. OXFAM 4. ROCK CHURCH 5. HCC 6. MATA 7. CARITAS 8. CARE & MATA |
| Tamil Nadu | <ol style="list-style-type: none"> 1. Action Aid International 2. Agency for Technical Cooperation and Development (ACTED) 3. Canadian International Foundation 4. CARE INDIA 5. Care Today 6. Christian Children's Fund 7. EFICOR 8. European Commissioner Humanitarian Aid (ECHO) 9. German Agro Action 10. Lutheran World Services 11. MALTESER INTERNATIONAL 12. Oxfam 13. Swiss Agency for Development and Cooperation (SDC) 14. USAID (United States Agency of International Development) 15. World Vision International |

Construction of By-pass Road

1993. SHRI SAMEER BHUJBAL:
SHRI SANJAY DINA PATIL:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Government is considering to construct by-pass road to avoid traffic congestion in Maharashtra on the National Highways during the eleventh Five Year Plan;

(b) if so, the details thereof; and

(c) the time by which such by-passes are likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (KUNWAR R.P.N. SINGH): (a) to (c) There is no specific provision for construction of bypasses in the State of Maharashtra under 11th Five Year Plan. However, under current Annual Plan programme the following bypasses have been

identified in the State of Maharashtra and the status of the same is as follows:

| Sl. No. | Name of the by-pass | Status/Target date of complementation |
|---------|--|--|
| 1. | Feasibility Studies/ Detailed Engineering | |
| | (i) Khamgaon bypass | Proposal not received from State Government. |
| | (ii) Aurangabad bypass | As above |
| | (iii) Kannad bypass | As above |
| 2. | Construction | |
| | Bypass outside Sangamner town | State PWD to submit modified proposal. |

In addition, under National Highway Development Programme (NHDP), National Highways Authority of India (NHAI) has envisaged the following bypasses in the State of Maharashtra:

| Sl. No. | Name of the by-pass | Status/Target date of complementation |
|---------|-----------------------------|---------------------------------------|
| 1. | Indapur bypass (7 Km) | May 2012 |
| 2. | Solapur bypass (24 Km) | May 2012 |
| 3. | Amravati bypass (66.725 Km) | May 2013 |
| 4. | Kamptee-Kanhan (21.236 Km) | June 2012 |
| 5. | Nagpur bypass (22 Km) | June 2012 |

Smuggling of Drugs

1994. SHRI ANANTH KUMAR:
SHRIMATI HARSIMRAT KAUR BADAL:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether certain parts of the country including the border area are being used as transit points for drugs smuggling;

(b) if so, the details of cases reported during the last three years and the current year, border-wise; and

(c) the steps taken by the Government to check such activities?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLY RAMACHANDRAN): (a) Reports received and seizures made by various agencies indicate that areas of Indo-Pak border, Indo-Nepal border, Indo-Bangladesh border and Indo-Myanmar border continue to be vulnerable to smuggling/trafficking of drugs.

(b) The statistics of seizures of drugs along different stretches of these borders with the neighbouring countries are not maintained separately.

(c) The steps taken to check, detect and prevent drug smuggling through India borders with neighbouring countries are as under:-

(i) Intensive preventive and interdiction efforts along known drug routes.

(ii) Strict surveillance and enforcement at import and export points.

(iii) Improved coordination between the various drug law enforcement agencies including border guarding forces in order to impart greater cohesion to interdiction.

(iv) Strengthening of the intelligence apparatus to improve the collection, analysis and dissemination of operational intelligence.

(v) Implementing a scheme of monetary rewards for information leading to seizures of Narcotics drugs to informers and officers.

[Translation]

Commercial Exploitation of Girls

1995. DR. KIRODI LAL MEENA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether there are reports of large scale trafficking in young girls from the North-Eastern States:

(b) if so, the total number of such cases reported/registered during each of the last three years and the current year and the action taken against the accused, State-wise;

(c) the total number of girls rescued and rehabilitated during the said period State-wise; and

(d) the details of the steps taken by the Government to curb such trafficking in the country?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) and (b) Instances of trafficking of girls and children from North-Eastern States have been reported. State/UT-wise details of cases registered, cases chargesheeted, cases convicted, persons arrested, persons chargesheeted and persons convicted under some crime-heads related to human trafficking, on which data is maintained by national crime records Bureau (NCRB), during 2006-2008 are at Statement-I. State/UT-wise provisional figures of cases registered under these crime-heads during 2009 based on monthly crime statistics collected by NCRB are at Statement-II.

(c) Information regarding girls rescued and rehabilitated is not maintained centrally by NCRB.

(d) 'Police' and 'Public Order' being State Subjects, the primary responsibility for preventing and combating the crime of human trafficking lies with the State Governments. However, the Government of India has

adopted a multi-pronged approach to combat human trafficking *viz.*, issuing of Advisory dated 9.9.2009 (available at www.mha.nic.in) to States/UTs to deal with the crime of trafficking in a holistic manner and to evolve a effective and comprehensive strategy encompassing rescue, relief and rehabilitation of victims besides taking deterrent action against the law violators; setting up of Anti-Trafficking Nodal Cell in Ministry of Home Affairs; organizing training and workshops on the issue to create awareness among law enforcement agencies. The Advisory has listed special measures to prevent child trafficking like identification of children at risk, development of victim profiling with other agencies, carry out checks on sponsors and people who claim to be the relatives of children identified as being at risk of trafficking, etc. Ministry of Women & Child Development (MWCD) has launched a comprehensive scheme - "Ujjawala" for prevention of trafficking, and for rescue, rehabilitation, reintegration and repatriation of the victims of commercial sexual exploitation.

Statement I

Cases Registered (CR), Cases Chargesheeted (CS), Cases Convicted (CV), Conviction Rate (CVR), Persons Arrested (PAR), Persons Chargesheeted (PCS) & Persons Convicted (PCV) for Total Crimes Committed under Human Trafficking during 2006 to 2008*

| Sl.No. | State/UT | 2006 | | | | | | 2007 | | | | | | 2008 | | | | | |
|--------|-------------------|------|-----|-----|------|------|------|------|-----|-----|------|------|-----|------|-----|-----|------|------|-----|
| | | CR | CS | CN | PAR | PCS | PCV | CR | CS | CN | PAR | PCS | PCV | CR | CS | CN | PAR | PCS | PCV |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| 1. | Andhra Pradesh | 720 | 672 | 267 | 1954 | 1883 | 711 | 681 | 666 | 143 | 1846 | 1735 | 366 | 427 | 437 | 77 | 1307 | 1398 | 251 |
| 2. | Arunachal Pradesh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3. | Assam | 31 | 32 | 10 | 126 | 68 | 20 | 22 | 20 | 6 | 53 | 46 | 15 | 28 | 26 | 10 | 63 | 91 | 17 |
| 4. | Bihar | 61 | 57 | 8 | 103 | 97 | 13 | 128 | 102 | 9 | 212 | 169 | 17 | 114 | 95 | 17 | 212 | 176 | 29 |
| 5. | Chhattisgarh | 19 | 18 | 3 | 94 | 94 | 8 | 21 | 19 | 2 | 80 | 80 | 8 | 13 | 13 | 3 | 28 | 28 | 5 |
| 6. | Goa | 27 | 24 | 25 | 62 | 74 | 61 | 10 | 7 | 3 | 27 | 22 | 6 | 15 | 12 | 12 | 46 | 34 | 43 |
| 7. | Gujarat | 99 | 83 | 15 | 417 | 390 | 95 | 83 | 82 | 13 | 304 | 344 | 44 | 82 | 76 | 12 | 322 | 313 | 45 |
| 8. | Haryana | 92 | 82 | 13 | 383 | 347 | 78 | 92 | 93 | 15 | 360 | 367 | 27 | 81 | 85 | 21 | 375 | 376 | 117 |
| 9. | Himachal Pradesh | 3 | 2 | 0 | 6 | 4 | 0 | 3 | 3 | 0 | 9 | 11 | 0 | 5 | 2 | 1 | 15 | 4 | 1 |
| 10. | Jammu and Kashmir | 5 | 4 | 0 | 14 | 13 | 0 | 1 | 2 | 0 | 9 | 10 | 0 | 4 | 4 | 0 | 10 | 10 | 0 |
| 11. | Jharkhand | 42 | 28 | 2 | 64 | 79 | 5 | 43 | 32 | 3 | 80 | 73 | 4 | 66 | 42 | 5 | 142 | 122 | 13 |
| 12. | Karnataka | 794 | 742 | 409 | 2547 | 2497 | 1014 | 624 | 620 | 396 | 1911 | 1877 | 877 | 529 | 522 | 216 | 1684 | 1670 | 576 |
| 13. | Kerala | 225 | 195 | 48 | 494 | 476 | 167 | 224 | 205 | 50 | 544 | 515 | 176 | 204 | 210 | 134 | 443 | 523 | 197 |
| 14. | Madhya Pradesh | 22 | 22 | 16 | 82 | 84 | 34 | 42 | 42 | 8 | 148 | 148 | 55 | 32 | 24 | 8 | 84 | 67 | 14 |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 = Sum of Clos. 3 to 8 | 10 |
|-----|--------------------------------|-----|------|-----|-----|----|-----|-------------------------------|-----------|
| 3. | Assam | 1 | 39 | 20 | 2 | 1 | 2 | 65 | October |
| 4. | Bihar | 26 | 6 | 65 | 2 | 1 | 0 | 100 | November |
| 5. | Chhattisgarh | 0 | 6 | 8 | 0 | 0 | 1 | 15 | November |
| 6. | Goa | 0 | 23 | 0 | 0 | 0 | 0 | 23 | December |
| 7. | Gujarat | 3 | 19 | 24 | 1 | 0 | 11 | 58 | November |
| 8. | Haryana | 0 | 58 | 8 | 0 | 1 | 0 | 67 | November |
| 9. | Himachal Pradesh | 0 | 3 | 0 | 0 | 0 | 0 | 3 | December |
| 10. | Jammu and Kashmir | 1 | 5 | 0 | 0 | 0 | 0 | 6 | November |
| 11. | Jharkhand | 0 | 1 | 7 | 0 | 0 | 0 | 8 | August |
| 12. | Karnataka | 2 | 329 | 68 | 2 | 0 | 13 | 414 | December |
| 13. | Kerala | 0 | 401 | 18 | 0 | 0 | 296 | 715 | November |
| 14. | Madhya Pradesh | 6 | 32 | 17 | 1 | 0 | 11 | 67 | November |
| 15. | Maharashtra | 10 | 234 | 40 | 0 | 1 | 5 | 290 | December |
| 16. | Manipur | 0 | 0 | 1 | 0 | 0 | 0 | 1 | December |
| 17. | Meghalaya | 0 | 0 | 1 | 0 | 0 | 0 | 1 | July |
| 18. | Mizoram | 0 | 0 | 0 | 0 | 0 | 0 | 0 | December |
| 19. | Nagaland | 0 | 0 | 0 | 0 | 0 | 0 | 0 | December |
| 20. | Orissa | 0 | 0 | 0 | 0 | 0 | 0 | 0 | N.A. |
| 21. | Punjab | 14 | 41 | 8 | 1 | 0 | 1 | 65 | October |
| 22. | Rajasthan | 0 | 33 | 3 | 0 | 0 | 0 | 03 | August |
| 23. | Sikkim | 0 | 0 | 0 | 0 | 0 | 0 | 0 | December |
| 24. | Tamil Nadu | 12 | 245 | 1 | 1 | 0 | 1 | 276 | June |
| 25. | Tripura | 0 | 0 | 20 | 0 | 0 | 0 | 20 | December |
| 26. | Uttar Pradesh | 4 | 6 | 0 | 0 | 0 | 0 | 10 | September |
| 27. | Uttarakhand | 0 | 2 | 3 | 0 | 0 | 0 | 5 | November |
| 28. | West Bengal | 5 | 66 | 132 | 124 | 4 | 11 | 342 | October |
| | Total (States) | 117 | 1763 | 447 | 135 | 14 | 87 | 2563 | |
| 29. | Andaman and Nicobar Islands | 0 | 0 | 0 | 0 | 0 | 0 | 0 | December |
| 30. | Chandigarh | 0 | 4 | 0 | 0 | 0 | 0 | 4 | July |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 = Sum of Clos. 3 to 8 | 10 |
|-------------------|------------------------|-----|------|-----|-----|----|----|-------------------------------|-----------|
| 31. | Dadra and Nagar Haveli | 0 | 0 | 0 | 0 | 0 | 0 | 0 | September |
| 32. | Daman and Diu | 0 | 0 | 0 | 0 | 0 | 0 | 0 | December |
| 33. | Delhi | 0 | 14 | 1 | 0 | 1 | 0 | 16 | June |
| 34. | Lakshadweep | 0 | 0 | 0 | 0 | 0 | 0 | 0 | September |
| 35. | Puducherry | 0 | 8 | 0 | 0 | 0 | 0 | 8 | December |
| Total (UTs) | | 0 | 26 | 1 | 0 | 1 | 0 | 28 | |
| Total (All India) | | 117 | 1789 | 448 | 135 | 15 | 87 | 2591 | |

Source : Monthly Crime Statistics

N.A. Stands for Not available

*Provisional Data

*[English]***Reconstruction of Bridges/Overbridges**

1996. SHRI PRABODH PANDA:
SHRI DANVE RAO SAHEB PATIL:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether many bridges/overbridges on the National Highways in the country have outlived their life span including Kolaghat Bridge on NH-60;

(b) if so, the details thereof and the action taken for their reconstruction;

(c) the details of the bridges/overbridges proposed for reconstruction during each of the last three years and the current year, State-wise and location-wise;

(d) whether work on all of the said bridges/overbridges has commenced; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (KUNWAR R.P.N. SINGH): (a) to (e) Information is being compiled and will be laid on the Table of the House.

Crime Against SC ST and Minority Communities

1997. SHRI S.D. SHARIQ:
SHRI NRIPENDRA NATH ROY:

SHRI NARAHARI MAHATO:
SHRI N. CHELUVARAYA SWAMY:
DR. KIRODI LAL MEENA:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether cases of crimes/atrocities against the SCs/STs/Weaker and Minority community are on the rise in the country;

(b) if so, the details thereof alongwith the total number of such cases registered, accused arrested, cases solved/unsolved, trial started and conviction achieved during each of the last three years and the current year, State-wise and crime-wise including murder, rape, riots, sexual harassment, atrocities and criminal assault on priests and nuns;

(c) the steps taken by the Government to check such incidents and provide protection cases within a fixed time-frame;

(d) the steps taken by the Government to check such incidents and provide protection to members of such communities including women;

(e) whether the Government proposes to strengthen the relevant provisions of the criminal laws to provide speedy trial and justice in such cases, and

(f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) and (b) As per information maintained by National Crime Records

Bureau (NCRB), the State/UT-wise details of cases registered, cases chargesheeted, cases convicted, persons arrested, persons chargesheeted and persons convicted under different heads of crimes against SCs and STs during 2006-2008 are enclosed at Statements-I & II respectively. Information on crimes against weaker section, minority community, priests and nuns is not maintained separately at NCRB.

(c) to (f) As per seventh Schedule, to the Constitution of India, "Police" and "Public Order" are State subjects and as such the primary responsibility of prevention detection, registration, investigation and prosecution of crimes, lies with the State Governments/UTs, However, Government of India is deeply concerned with the welfare of all weaker sections of society including SCs/STs, minority communities and women. The Central Government, through various schemes augments the efforts of law enforcement agencies and welfare departments of States/UTs responsible for ensuring

protection and well being of the SCs/STs, and other vulnerable sections of the society.

State Governments/UT Administrations have also been advised from time to time to ensure Vigorous and conscientious enforcement of the Statutory Provisions and the existing legislations relating to Crime against Scheduled Castes and Scheduled Tribes, sensitizing the law enforcement machinery towards crime against SCs/STs by way of well structured training programmes, sensitization of police personnel in the implementation of PCR Act and the SC/ST (POA) Act, setting up of fast track courts and special courts for speedy trial and conviction in cases of crime against SCs/STs, identification of atrocity prone areas for prevention of crime, etc.

Amendments have been made in the CrPC, in 2009 to provide for speedy enquiry and trial in case of offences of rape against women and children.

Statement I

Cases Registered (CR), Cases Chargesheeted (CS), Cases Convicted (CV), Persons Arrested (PAR), Persons Chargesheeted (PCS) & Persons Convicted under Total Crimes against SCS during 2006-2008

| Sl.No. | State | 2006 | | | | | | 2007 | | | | | | 2008 | | | | | |
|--------|-------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| | | CR | CS | CN | PAR | PCS | PCV | CR | CS | CN | PAR | PCS | PCV | CR | CS | CN | PAR | PCS | PCV |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| 1. | Andhra Pradesh | 3891 | 2080 | 226 | 4286 | 4055 | 503 | 3383 | 1885 | 292 | 4175 | 3963 | 445 | 3998 | 1744 | 213 | 4626 | 4041 | 384 |
| 2. | Arunachal Pradesh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3. | Assam | 282 | 103 | 21 | 387 | 119 | 24 | 126 | 101 | 33 | 155 | 115 | 40 | 104 | 37 | 7 | 140 | 76 | 18 |
| 4. | Bihar | 2043 | 1237 | 173 | 3452 | 2807 | 307 | 2786 | 1810 | 175 | 4573 | 3734 | 268 | 3617 | 1937 | 232 | 5231 | 3991 | 372 |
| 5. | Chhattisgarh | 444 | 395 | 105 | 780 | 789 | 222 | 511 | 461 | 128 | 1203 | 1183 | 374 | 600 | 590 | 122 | 1293 | 1274 | 280 |
| 6. | Goa | 4 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 0 | 4 | 3 | 0 |
| 7. | Gujarat | 995 | 910 | 42 | 2489 | 2443 | 113 | 1040 | 947 | 47 | 2787 | 2808 | 120 | 1231 | 1119 | 38 | 3060 | 3049 | 86 |
| 8. | Haryana | 283 | 196 | 13 | 420 | 416 | 35 | 227 | 168 | 44 | 354 | 346 | 88 | 341 | 278 | 16 | 649 | 657 | 36 |
| 9. | Himachal Pradesh | 92 | 56 | 18 | 126 | 151 | 15 | 91 | 37 | 2 | 81 | 72 | 2 | 71 | 31 | 3 | 72 | 51 | 4 |
| 10. | Jammu and Kashmir | 2 | 2 | 1 | 6 | 5 | 9 | 1 | 1 | 1 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11. | Jharkhand | 333 | 203 | 17 | 510 | 536 | 34 | 538 | 241 | 55 | 580 | 488 | 46 | 598 | 272 | 30 | 516 | 602 | 77 |
| 12. | Karnataka | 1730 | 1356 | 35 | 4718 | 4599 | 83 | 1844 | 1422 | 48 | 4533 | 4527 | 127 | 2361 | 1808 | 47 | 5283 | 4951 | 143 |
| 13. | Kerala | 364 | 206 | 33 | 379 | 374 | 91 | 477 | 273 | 19 | 506 | 483 | 34 | 519 | 275 | 9 | 585 | 695 | 12 |
| 14. | Madhya Pradesh | 4214 | 4001 | 1321 | 8359 | 8371 | 3126 | 4106 | 3976 | 1695 | 8867 | 8846 | 3223 | 2965 | 3003 | 1665 | 6531 | 6547 | 3051 |
| 15. | Maharashtra | 1053 | 800 | 44 | 2917 | 2573 | 81 | 1166 | 979 | 38 | 3436 | 3450 | 63 | 1192 | 1031 | 60 | 3530 | 3248 | 127 |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
|-----------------|-----------------------------|-------|-------|------|-------|-------|-------|-------|-------|------|-------|-------|-------|-------|-------|------|-------|-------|-------|
| 16. | Manipur | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17. | Meghalaya | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18. | Mizoram | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19. | Nagaland | 5 | 2 | 0 | 2 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20. | Orissa | 1153 | 933 | 99 | 1570 | 1520 | 243 | 1355 | 997 | 82 | 2317 | 2207 | 161 | 1836 | 1367 | 89 | 1696 | 1642 | 140 |
| 21. | Punjab | 184 | 96 | 8 | 293 | 199 | 14 | 177 | 90 | 10 | 313 | 193 | 28 | 101 | 86 | 9 | 219 | 228 | 31 |
| 22. | Rajasthan | 3910 | 1919 | 893 | 3850 | 3873 | 2088 | 4174 | 2028 | 821 | 3626 | 3642 | 1275 | 4302 | 1952 | 711 | 3817 | 3792 | 1263 |
| 23. | Sikkim | 2 | 1 | 0 | 1 | 1 | 0 | 10 | 11 | 5 | 10 | 10 | 5 | 17 | 12 | 12 | 24 | 13 | 11 |
| 24. | Tamil Nadu | 991 | 777 | 176 | 2026 | 1795 | 358 | 1743 | 945 | 140 | 2588 | 2108 | 327 | 1618 | 968 | 140 | 2126 | 2031 | 311 |
| 25. | Tripura | 14 | 3 | 0 | 19 | 6 | 0 | 8 | 8 | 10 | 7 | 6 | 13 | 4 | 3 | 0 | 3 | 4 | 0 |
| 26. | Uttar Pradesh | 4960 | 3934 | 2402 | 11106 | 10189 | 6197 | 6144 | 4885 | 2888 | 15926 | 13327 | 7159 | 8009 | 5980 | 3299 | 21523 | 16495 | 9655 |
| 27. | Uttarakhand | 68 | 48 | 30 | 125 | 133 | 78 | 71 | 46 | 33 | 122 | 116 | 64 | 42 | 35 | 37 | 60 | 58 | 112 |
| 28. | West Bengal | 13 | 9 | 0 | 16 | 14 | 0 | 4 | 7 | 0 | 13 | 9 | 0 | 19 | 8 | 1 | 15 | 6 | 1 |
| Total State | | 27030 | 19268 | 5657 | 47837 | 44971 | 13621 | 29982 | 21318 | 6568 | 56175 | 51636 | 13865 | 33549 | 22539 | 6740 | 61003 | 53454 | 16114 |
| 29. | Andaman and Nicobar Islands | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 30. | Chandigarh | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 3 | 3 | 0 |
| 31. | Dadra and Nagar Haveli | 2 | 3 | 0 | 2 | 5 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 5 | 5 | 0 |
| 32. | Daman and Diu | 1 | 2 | 0 | 10 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 33. | Delhi UT | 21 | 8 | 2 | 11 | 20 | 3 | 24 | 13 | 3 | 16 | 13 | 5 | 34 | 19 | 3 | 14 | 29 | 2 |
| 34. | Lakshadweep | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 35. | Puducherry | 14 | 5 | 1 | 12 | 10 | 2 | 25 | 23 | 1 | 54 | 55 | 1 | 29 | 17 | 0 | 41 | 28 | 0 |
| Total UT | | 40 | 18 | 5 | 35 | 45 | 5 | 49 | 37 | 4 | 70 | 69 | 6 | 66 | 39 | 3 | 63 | 65 | 2 |
| Total All India | | 27070 | 19286 | 5662 | 47872 | 45016 | 13626 | 30031 | 21355 | 6572 | 56245 | 51705 | 13871 | 33615 | 22578 | 6743 | 61066 | 53519 | 16116 |

Statement II

Cases Registered (CR), Cases Chargesheeted (CS), Cases Convicted (CV), Persons Arrested (PAR), Persons Chargesheeted (PCS) & Persons Convicted Under Total Crimes Against STS during 2006-2008

| Sl.No. | State | 2006 | | | | | | 2007 | | | | | | 2008 | | | | | |
|--------|-------------------|------|-----|----|-----|-----|-----|------|-----|----|-----|-----|-----|------|-----|----|-----|-----|-----|
| | | CR | CS | CN | PAR | PCS | PCV | CR | CS | CN | PAR | PCS | PCV | CR | CS | CN | PAR | PCS | PCV |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| 1. | Andhra Pradesh | 793 | 443 | 42 | 877 | 962 | 71 | 753 | 521 | 53 | 909 | 867 | 77 | 750 | 410 | 40 | 953 | 932 | 69 |
| 2. | Arunachal Pradesh | 27 | 18 | 2 | 18 | 16 | 2 | 32 | 19 | 0 | 21 | 17 | 0 | 63 | 50 | 0 | 52 | 52 | 0 |
| 3. | Assam | 244 | 114 | 20 | 278 | 125 | 20 | 49 | 91 | 31 | 63 | 110 | 48 | 130 | 35 | 4 | 133 | 52 | 12 |
| 4. | Bihar | 56 | 31 | 5 | 87 | 59 | 8 | 65 | 46 | 2 | 134 | 110 | 4 | 99 | 53 | 2 | 155 | 89 | 2 |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
|-----|-----------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 5. | Chhattisgarh | 583 | 524 | 172 | 895 | 877 | 172 | 615 | 584 | 137 | 801 | 823 | 285 | 614 | 587 | 159 | 917 | 913 | 181 |
| 6. | Goa | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 8 | 0 | 0 |
| 7. | Gujarat | 164 | 159 | 5 | 382 | 371 | 9 | 156 | 139 | 6 | 389 | 389 | 12 | 223 | 215 | 8 | 586 | 588 | 21 |
| 8. | Haryana | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9. | Himachal Pradesh | 17 | 11 | 1 | 18 | 18 | 4 | 2 | 2 | 0 | 25 | 16 | 0 | 0 | 1 | 1 | 0 | 9 | 1 |
| 10. | Jammu and Kashmir | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11. | Jharkhand | 332 | 229 | 23 | 295 | 338 | 58 | 268 | 191 | 56 | 206 | 218 | 35 | 231 | 159 | 16 | 335 | 232 | 31 |
| 12. | Karnataka | 214 | 157 | 10 | 612 | 590 | 16 | 205 | 140 | 4 | 337 | 333 | 5 | 400 | 248 | 5 | 945 | 856 | 12 |
| 13. | Kerala | 75 | 51 | 11 | 57 | 62 | 22 | 88 | 59 | 12 | 96 | 81 | 28 | 106 | 72 | 4 | 142 | 210 | 6 |
| 14. | Madhya Pradesh | 1498 | 1437 | 584 | 2680 | 2751 | 1213 | 1501 | 1455 | 714 | 2868 | 2833 | 1205 | 1071 | 1106 | 504 | 2079 | 2086 | 960 |
| 15. | Maharashtra | 267 | 227 | 8 | 631 | 691 | 15 | 239 | 203 | 7 | 797 | 708 | 13 | 268 | 230 | 26 | 785 | 767 | 42 |
| 16. | Manipur | 26 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 17. | Meghalaya | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18. | Mizoram | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19. | Nagaland | 109 | 32 | 17 | 38 | 38 | 17 | 0 | 0 | 17 | 0 | 0 | 26 | 26 | 16 | 4 | 0 | 0 | 0 |
| 20. | Orissa | 349 | 256 | 64 | 348 | 349 | 75 | 394 | 264 | 37 | 733 | 716 | 41 | 508 | 422 | 37 | 770 | 748 | 43 |
| 21. | Punjab | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22. | Rajasthan | 967 | 440 | 222 | 963 | 946 | 453 | 1110 | 470 | 195 | 921 | 934 | 355 | 1038 | 462 | 192 | 970 | 969 | 401 |
| 23. | Sikkim | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 17 | 10 | 24 | 28 | 10 | 12 | 6 | 5 | 11 | 6 | 5 |
| 24. | Tamil Nadu | 24 | 16 | 1 | 53 | 35 | 1 | 17 | 11 | 1 | 28 | 15 | 3 | 14 | 14 | 0 | 27 | 47 | 0 |
| 25. | Tripura | 9 | 8 | 0 | 12 | 6 | 0 | 6 | 8 | 2 | 6 | 8 | 2 | 14 | 10 | 3 | 11 | 9 | 3 |
| 26. | Uttar Pradesh | 11 | 9 | 18 | 21 | 21 | 28 | 4 | 4 | 15 | 6 | 6 | 31 | 9 | 7 | 9 | 18 | 18 | 30 |
| 27. | Uttarakhand | 1 | 2 | 3 | 0 | 0 | 0 | 1 | 1 | 3 | 8 | 8 | 3 | 0 | 0 | 3 | 0 | 0 | 9 |
| 28. | West Bengal | 7 | 13 | 1 | 9 | 18 | 2 | 5 | 0 | 0 | 2 | 0 | 0 | 17 | 10 | 0 | 25 | 15 | 0 |
| | Total State | 5773 | 4178 | 1209 | 8275 | 8274 | 2186 | 5524 | 4225 | 1302 | 8374 | 8220 | 2183 | 5595 | 4113 | 1022 | 8922 | 8598 | 1828 |
| 29. | Andaman and Nicobar Islands | 17 | 16 | 0 | 60 | 59 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 3 | 2 | 0 | 9 | 2 | 0 |
| 30. | Chandigarh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 31. | Dadra and Nagar Haveli | 1 | 2 | 0 | 2 | 6 | 0 | 3 | 2 | 0 | 5 | 5 | 0 | 10 | 7 | 0 | 23 | 21 | 0 |
| 32. | Daman and Diu | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 33. | Delhi UT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 34. | Lakshadweep | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 35. | Puducherry | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Total UT | 18 | 18 | 0 | 62 | 65 | 0 | 8 | 4 | 0 | 9 | 8 | 0 | 13 | 9 | 0 | 32 | 23 | 0 |
| | Total All India | 5791 | 4196 | 1209 | 8337 | 8339 | 2186 | 5532 | 4229 | 1302 | 8383 | 8228 | 2183 | 5608 | 4122 | 1022 | 8954 | 8621 | 1828 |

Additional Bridge Across River Narmada on NH-8

1998. SHRI RAMSINH RATHWA:
SHRI HARIN PATHAK:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Government/NHAI is considering to construct an additional bridge across the river Narmada at Zadeshwer on NH-8 between Vadodara and Bharuch;

(b) if so, the details and present status thereof;

(c) the time by which it is likely to be completed; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (KUNWAR R.P.N. SINGH): (a) and (b) Yes, Madam. There is a proposal to construct an additional four lane new bridge alongwith approaches between km 192 to km 198 of Ahmedabad-Mumbai section of NH-8 in the State of Gujarat, for which a model study for finalization of the location and other parameters has been initiated. Besides, action has also been initiated for preparation of Detailed Project Report (DPR).

(c) and (d) It is too early to give any time frame for completion of bridge, as the activities for construction will commence only after completion of DPR.

Enquiry against Sports Organisation

1999. SHRI M.B. RAJESH: Will the Minister of YOUTH AFFAIRS AND SPORTS be pleased to state:

(a) whether the Government has received complaints regarding the functioning of certain sports organisation;

(b) if so, the details thereof;

(c) whether any enquiry has been conducted by the Government in this regard;

(d) if so, the findings thereof; and

(e) the details of action taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF YOUTH AFFAIRS AND SPORTS (SHRI PRATIK PATIL):
(a) Yes, Madam.

(b) to (e) The Government had received complaints against (i) Indian Hockey Federation (IHF), (ii) Gymnastic Federation of India (GFI), and (iii) Indian Kayaking and Canoeing Association (IKCA) regarding misuse of government grants. The Indian Hockey Federation has been de-recognized by the Government on 12.5.2008 on account of serious mismanagement by the Federation and its de-recognition by both Indian Olympic Association (IOA) and International Hockey Federation (FIH). As regards Gymnastic Federation of India, the federation had diverted the government grant amounting to Rs.2.00 lakh which was released on 21.11.1997 and 8.6.1998, in two instalments of Rs.1.50 lakhs and Rs.0.50 lakh, respectively, for conducting national championship. The Federation was suspended for a period of 6-months on 5.3.2008 and was cautioned to ensure proper financial accountability. The amount diverted by the federation was also recovered along with penal interest.

In so far as Indian Kayaking and Canoeing Association (IKCA) is concerned, it has been decided to withhold sanction of financial assistance to IKCA from the Ministry till clearance of the allegations about mis-utilisation of Government funds by some of the office bearers of IKCA.

Allocation for Internal Security

2000. SHRI RAYAPATI SAMBASIVA RAO: Will the Minister of HOME AFFAIRS be pleased to state:

(a) Whether resource allocation for internal security has been commensurate with the heightened threat perception in the country; and

(b) if so, the details thereof during each of the last three years and the current year?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) and (b) There is no specific head relating to 'Funds for Internal Security', in the Demands for Grants of the Ministry of Home Affairs, and as such no specific budget allocation and expenditure under this head can be provided. However, the details of Actual Expenditure for the last three years in respect of Grant No. 51-Ministry of Home Affairs(MHA), 53-Police and 54-Other Exp. of MHA are as under:

(Rs. in crore)

| Grant | 2006-07 | 2007-08 | 2008-09 | Upto Feb.,2010 |
|-------------------------|----------|----------|----------|-------------------|
| 51-MHA | 774.08 | 821.12 | 1121.92 | 1323.29 |
| 53-Police | 15909.00 | 17459.69 | 23904.29 | 27908.37 |
| 54-Other Exp. of MHA | 1401.42 | 1220.41 | 1509.26 | 959.05 |

*[Translation]***Police Atrocities against Prisoners**

2001. SHRI MAHESH JOSHI: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the number of cases registered/received by the National Human Rights Commission (NHRC) regarding violation of human rights and police atrocities on prisoners in the jails during each of the last three years, State-wise;

(b) the action taken by the Government against the accused personnel; and

(c) the remedial steps taken or proposed to be taken by the Government to check such atrocities in future?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) Details indicating the total number of cases of alleged violations of human rights registered, as well as alleged violation of human rights in jail and by the police during the years 2006-07, 2007-08, 2008-09, 2009-2010 (upto 28.2.2010), State-wise are enclosed as Statements-I and Statement-II.

(b) and (c) "Police" and "Public Order" are State Subjects under the Constitution of India. It is for the State Governments to take appropriate action in every crime. The Union Government have been issuing guidelines to the State Governments from time to time advising them to ensure that adequate steps are taken to check instances of violation of human rights.

Statement I**NATIONAL HUMAN RIGHTS COMMISSION
COMPUTER CELL**

State-wise & Year-wise details of cases registered under Jail and Police Head in the Commission during the period from 01.04.2006 to 28.02.2010

Generated from CMS records as on 02/03/2010 at 0920 hrs.

| Name of State/UT | 2006-2007 | | | 2007-2008 | | | 2008-2009 | | | 2009-2010 | | |
|-----------------------------|-----------|--------|----------------|-----------|--------|----------------|-----------|--------|----------------|-----------|--------|----------------|
| | Jail | Police | Total Regn. | Jail | Police | Total Regn. | Jail | Police | Total Regn. | Jail | Police | Total Regn. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| Andaman and Nicobar Islands | 0 | 4 | 20 | 1 | 4 | 22 | 0 | 8 | 22 | 0 | 5 | 18 |
| Andhra Pradesh | 123 | 160 | 811 | 140 | 430 | 1583 | 144 | 248 | 996 | 102 | 176 | 891 |
| Arunachal Pradesh | 1 | 3 | 22 | 1 | 6 | 34 | 2 | 8 | 29 | 1 | 2 | 17 |
| Assam | 17 | 36 | 164 | 22 | 68 | 237 | 34 | 49 | 210 | 16 | 64 | 189 |
| Bihar | 267 | 976 | 3689 | 312 | 1561 | 4595 | 198 | 1219 | 3490 | 182 | 960 | 2668 |
| Chandigarh | 2 | 34 | 101 | 3 | 42 | 146 | 6 | 45 | 109 | 3 | 23 | 87 |
| Chhattisgarh | 60 | 166 | 571 | 53 | 147 | 774 | 46 | 134 | 577 | 42 | 110 | 427 |
| Dadra and Nagar Haveli | 0 | 1 | 10 | 1 | 1 | 12 | 0 | 4 | 9 | 0 | 1 | 5 |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|-------------------|------|-------|-------|------|-------|--------|------|-------|-------|------|-------|-------|
| Daman and Diu | 0 | 8 | 15 | 0 | 6 | 18 | 0 | 4 | 9 | 0 | 5 | 11 |
| Delhi | 76 | 2192 | 5330 | 134 | 2181 | 6210 | 134 | 1796 | 5433 | 91 | 1666 | 4763 |
| Goa | 1 | 11 | 40 | 0 | 19 | 45 | 7 | 22 | 67 | 1 | 14 | 45 |
| Gujarat | 62 | 285 | 856 | 70 | 524 | 1963 | 157 | 648 | 2892 | 80 | 302 | 1228 |
| Haryana | 103 | 1456 | 3199 | 123 | 1423 | 3686 | 146 | 1263 | 3382 | 94 | 1053 | 2712 |
| Himachal Pradesh | 11 | 24 | 147 | 8 | 47 | 141 | 24 | 45 | 172 | 4 | 40 | 131 |
| Jammu and Kashmir | 1 | 47 | 211 | 3 | 55 | 218 | 1 | 31 | 202 | 6 | 43 | 172 |
| Jharkhand | 104 | 354 | 1558 | 113 | 485 | 1710 | 87 | 446 | 1552 | 90 | 356 | 1202 |
| Karnataka | 62 | 141 | 529 | 95 | 299 | 1750 | 91 | 172 | 738 | 44 | 125 | 487 |
| Kerala | 40 | 30 | 205 | 57 | 59 | 465 | 46 | 56 | 326 | 42 | 56 | 257 |
| Lakshadweep | 0 | 0 | 1 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| Madhya Pradesh | 88 | 541 | 2269 | 149 | 757 | 2838 | 110 | 660 | 2317 | 97 | 614 | 2053 |
| Maharashtra | 157 | 500 | 1927 | 224 | 919 | 2821 | 209 | 1013 | 4321 | 140 | 527 | 2400 |
| Manipur | 0 | 7 | 33 | 0 | 10 | 55 | 0 | 30 | 48 | 0 | 29 | 55 |
| Meghalaya | 1 | 4 | 12 | 0 | 8 | 29 | 3 | 3 | 23 | 3 | 14 | 38 |
| Mizoram | 0 | 1 | 17 | 0 | 2 | 16 | 0 | 1 | 23 | 0 | 1 | 13 |
| Nagaland | 0 | 2 | 7 | 2 | 1 | 9 | 4 | 1 | 12 | 2 | 1 | 9 |
| Orissa | 63 | 113 | 889 | 71 | 271 | 1208 | 65 | 162 | 800 | 54 | 140 | 1078 |
| Puducherry | 2 | 11 | 48 | 6 | 19 | 73 | 2 | 33 | 78 | 3 | 8 | 50 |
| Punjab | 104 | 245 | 803 | 143 | 389 | 2132 | 101 | 338 | 999 | 122 | 271 | 922 |
| Rajasthan | 114 | 631 | 2600 | 129 | 904 | 2976 | 110 | 790 | 2535 | 116 | 717 | 2081 |
| Sikkim | 0 | 1 | 8 | 1 | 3 | 20 | 0 | 4 | 14 | 2 | 3 | 8 |
| Tamil Nadu | 116 | 326 | 1193 | 119 | 696 | 2419 | 83 | 693 | 2617 | 74 | 444 | 1405 |
| Tripura | 5 | 7 | 32 | 6 | 17 | 51 | 7 | 7 | 44 | 2 | 10 | 35 |
| Uttar Pradesh | 540 | 21899 | 52003 | 716 | 26038 | 58865 | 651 | 22582 | 53492 | 611 | 19024 | 47224 |
| Uttarakhand | 33 | 681 | 1885 | 33 | 693 | 2047 | 40 | 594 | 1806 | 33 | 572 | 1721 |
| West Bengal | 80 | 199 | 912 | 104 | 243 | 1129 | 120 | 181 | 1168 | 63 | 175 | 846 |
| All Over India | 0 | 0 | 26 | 3 | 18 | 132 | 2 | 33 | 261 | 6 | 14 | 270 |
| Foreign Countries | 3 | 7 | 85 | 10 | 12 | 182 | 8 | 31 | 173 | 2 | 11 | 133 |
| Total | 2236 | 31103 | 82228 | 2852 | 38357 | 100616 | 2638 | 33354 | 90946 | 2128 | 27576 | 75651 |

Statement II**NATIONAL HUMAN RIGHTS COMMISSION
(COMPUTER CELL)**

*State-wise Number of cases where action was recommended by the commission
against the guilty persons during the period from 01.04.2006 to 28.02.2010*

| Sl. No. | Name of State/UT | 2006 Jail | 2007 Police | 2007 Jail | 2008 Police | 2008 Jail | 2009 Police | 2009 Jail | 2010 Police |
|---------|-------------------|-----------|-------------|-----------|-------------|-----------|-------------|-----------|-------------|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 1. | Andhra Pradesh | 0 | 0 | 9 | 7 | 6 | 8 | 6 | 6 |
| 2. | Arunachal Pradesh | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 1 |
| 3. | Assam | 0 | 0 | 0 | 3 | 0 | 0 | 4 | 2 |
| 4. | Bihar | 3 | 3 | 11 | 8 | 12 | 10 | 12 | 6 |
| 5. | Goa | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6. | Gujarat | 0 | 0 | 2 | 3 | 1 | 4 | 3 | 9 |
| 7. | Haryana | 0 | 0 | 3 | 2 | 0 | 2 | 4 | 6 |
| 8. | Himachal Pradesh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 9. | Jammu and Kashmir | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 |
| 10. | Karnataka | 0 | 3 | 2 | 2 | 0 | 2 | 3 | 3 |
| 11. | Kerala | 0 | 0 | 0 | 4 | 2 | 2 | 1 | 0 |
| 12. | Madhya Pradesh | 2 | 4 | 0 | 5 | 1 | 5 | 4 | 0 |
| 13. | Maharashtra | 1 | 1 | 1 | 6 | 0 | 7 | 0 | 3 |
| 14. | Manipur | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 15. | Meghalaya | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 16. | Mizoram | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 17. | Nagaland | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18. | Orissa | 0 | 0 | 2 | 2 | 1 | 0 | 1 | 0 |
| 19. | Punjab | 1 | 0 | 2 | 3 | 3 | 0 | 5 | 1 |
| 20. | Rajasthan | 0 | 0 | 0 | 1 | 2 | 4 | 7 | 2 |
| 21. | Sikkim | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 22. | Tamil Nadu | 0 | 1 | 1 | 9 | 4 | 4 | 4 | 2 |
| 23. | Tripura | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 24. | Uttar Pradesh | 5 | 20 | 15 | 35 | 56 | 92 | 44 | 107 |
| 25. | West Bengal | 0 | 0 | 1 | 2 | 0 | 3 | 0 | 1 |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
|-------|-----------------------------|----|----|----|-----|-----|-----|-----|-----|
| 26. | Andaman and Nicobar Islands | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 27. | Chandigarh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 28. | Dadra and Nagar Haveli | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 29. | Daman and Diu | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 30. | Delhi | 0 | 2 | 3 | 4 | 6 | 20 | 1 | 7 |
| 31. | Lakshadweep | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 32. | Puducherry | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 33. | Chhattisgarh | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 3 |
| 34. | Jharkhand | 0 | 1 | 3 | 5 | 3 | 6 | 8 | 5 |
| 35. | Uttarakhand | 0 | 0 | 1 | 1 | 4 | 2 | 0 | 3 |
| Total | | 12 | 35 | 56 | 107 | 103 | 179 | 107 | 171 |

Criminal activities by Police Personnel

2002. SHRI RADHA MOHAN SINGH:
SHRI RAKESH SACHAN:
SHRI MANSUKHBHAI D. VASAVA:
SHRI ANJANKUMAR M. YADAV:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether cases of corruption/criminal offences against the Delhi Police personnel are on the increase;

(b) if so, the number of Delhi Police personnel arrested crime-wise including offences like rape, kidnapping and extortion during each of the last three years, rank-wise and crime-wise;

(c) the total number of Delhi Police personnel arrested on the charge of bribery during the said period:

(d) the action taken by the Government against such personnel; and

(e) the steps taken by the Government to prevent such cases in future?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLAY RAMACHANDRAN): (a) to (b) No, Madam, Details in

respect of Delhi Police personnel arrested crime-wise including offences like rape, kidnapping and extortion during each of the last three years, rank-wise and crime-wise are given in the enclosed Statement.

(c) and (d) Information is being collected and will be laid on the Table of the House.

(e) The steps taken by the Government to prevent such cases in future are as follows:

- (1) Organizing raids and traps on complaints of demand of bribe by Delhi Police personnel.
- (2) Developing source information.
- (3) Increasing public awareness against corruption.
- (4) Round the clock control room for receiving complaints of corruption.
- (5) A Vigilance Branch headed by Special CP/Vigilance is functioning to check corrupt practices of police personnel. Besides, Public Grievances Cells have also been set up in each Distt/Unit under the supervision of an ACP for similar purpose.
- (6) In order to restore public confidence in police, deterrent action is taken by the Delhi Police in cases where policemen are found involved in malpractices etc. This includes suspension,

transferring to non-sensitive units, initiating disciplinary action for major/minor penalty and registering criminal cases against them.

- (7) Accessibility of senior officers to the general public is emphasized upon.
- (8) The public has the facility to ring up senior officers, PCR and the Flying Squad of Vigilance Branch in case of any harassment by police officials. In order to encourage the general public to be more vigilant about corrupt activities of police, public can send the complaints against corrupt policemen to P.O.Box No. 171 which are attended to promptly and deterrent action is taken against defaulters.
- (9) Telephone numbers of District Deputy Commissioners of Police (DCsP) along with their fax numbers and e-mail addresses are

advertised regularly by the Delhi Police. All District DCsP are maintaining a register with a gist of all such messages received and wherever necessary they act immediately.

10. The staff is briefed/instructed regularly by the senior officers to remain vigilant about the shady police personnel.
11. Telephone Numbers of senior officers are prominently displayed on notice boards in all the police stations.
12. A single window system is at place at Police Headquarters for monitoring & tracking of complaints.
13. CVC and Supreme Courts guidelines are displayed at all Police Stations/District/Units for the awareness and benefit of general public.

Statement

YEAR 2007

| Crime Head | Police personnel involved in crime | ACP | Inspr. | SI | ASI | HC | Const. |
|---------------------------------|------------------------------------|----------|----------|-----------|-----------|-----------|-----------|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Murder/ Attempt to Murder | 1 | - | - | - | - | 1 | - |
| Extortion | - | - | - | - | - | - | - |
| Cheating | 1 | - | - | - | - | - | 1 |
| Corruption | 51 | 1 | 2 | 11 | 8 | 10 | 19 |
| Rape | 1 | - | - | - | - | - | 1 |
| Kidnapping | 1 | - | - | 1 | - | - | - |
| Hurt | - | - | - | - | - | - | - |
| Misc | 61 | 1 | - | 2 | 5 | 14 | 39 |
| Total | 116 | 2 | 2 | 14 | 13 | 25 | 60 |

YEAR 2008

| | | | | | | | |
|--------------------------|---|---|---|---|---|---|---|
| Murder/Attempt to Murder | 6 | - | - | - | 1 | 2 | 3 |
|--------------------------|---|---|---|---|---|---|---|

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|--------------|------------|----------|----------|-----------|-----------|-----------|------------|
| Corruption | 124 | - | 4 | 13 | 17 | 21 | 69 |
| Cheating | 18 | - | - | 1 | 2 | 2 | 13 |
| Rape | 4 | - | - | 2 | - | - | 2 |
| Kidnapping | 1 | - | - | - | - | 1 | - |
| Theft | 3 | - | - | - | 1 | 1 | 1 |
| Misc | 74 | - | 2 | 6 | 4 | 18 | 44 |
| Dowry Act | 3 | - | - | - | 2 | - | 1 |
| Robbery | 1 | - | - | - | - | 1 | - |
| Extortion | 15 | - | 2 | - | 2 | 5 | 6 |
| Molestation | 2 | - | - | - | - | - | 2 |
| Total | 251 | - | 8 | 22 | 29 | 51 | 141 |

YEAR 2009

| | | | | | | | |
|--------------------------|------------|----------|----------|----------|-----------|-----------|-----------|
| Murder/Attempt to Murder | 4 | - | - | - | - | 1 | 3 |
| Corruption | 30 | - | 5 | 3 | 6 | 4 | 12 |
| Cheating | 11 | - | - | - | 1 | 2 | 8 |
| Rape | 1 | - | - | - | - | - | 1 |
| Kidnapping | 5 | 1 | - | 1 | 1 | - | 2 |
| Theft | 7 | - | - | - | 1 | 3 | 3 |
| Misc | 67 | 1 | 1 | 5 | 3 | 24 | 33 |
| Dowry Act | 4 | - | - | - | - | 1 | 3 |
| Robbery | 1 | - | - | - | - | - | 1 |
| Extortion | 1 | - | - | - | - | 1 | - |
| Molestation | 1 | - | - | - | - | - | 1 |
| Hurt | 1 | - | - | - | - | - | 1 |
| Total | 133 | 2 | 6 | 9 | 12 | 36 | 68 |

Sugar for Bulk Consumers

2003. SHRI RAJIV RANJAN *ALIAS* LALAN SINGH:
SHRI JAGDISH SHARMA:

Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether a large portion of the total sugar production in the country is provided to bulk consumers;

(b) if so, the details thereof indicating the categories that are treated as bulk consumers;

(c) whether there is a shortage of sugar due to lower production of sugar during the recent years;

(d) if so, whether the Government proposes to reduce the quota of sugar for such bulk consumers and permit them to import sugar to meet their requirement;

(e) if so, the details thereof; and

(f) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) and (b) As per the report of the KPMG commissioned by Indian sugar industry and submitted in June, 2007, over sixty percent of the total non-levy (free-sale) sugar sold in the market is consumed by the non-household (commercial) sector. More than fifty percent of this non-household sector is accounted for by the confectionery, beverage, hotel, etc. industries, which are called bulk consumers in common parlance. However, the Central Government, while imposing stockholding limit on bulk consumers of sugar vide notification dated 22.08.2009, has defined a bulk consumer as a person, establishment or industrial unit who is using or consuming more than ten quintals of sugar per month as a raw material for production or consumption in any manner. Separate categories of bulk consumers have not been identified by the Central Government.

(c) to (f) The production of sugar in 2007-08 and 2008-09 sugar seasons is lower than the estimated demand for sugar in the country. The Central Government, with a view to make more sugar available to the household sector, has imposed stockholding limit on bulk consumers of sugar vide notification dated 22.08.2009 stipulating that they shall not hold stocks exceeding 15 days of their requirement from domestically produced sugar, which came into effect on 19.09.2009. Further, the Central Government vide notification dated 05.02.2010 has reduced the stockholding limit on bulk consumers from fifteen days to ten days of requirement, with effect from 20.02.2010, for a period of one hundred eighty days. As per the extant instructions, bulk consumers are permitted to freely import white/refined sugar without any quantitative ceiling upto 31.12.2010 and sugar imported by an importer is not subject to stockholding limits.

Separate Body in Mining Sector

2004. SHRI BHOOPENDRA SINGH: Will the Minister of MINES be pleased to state:

(a) whether the Government proposes to constitute a separate body/forum for better coordination between the Union Government and the State Government to resolve various mines and mineral related issues;

(b) if so, the details thereof and the time by which such body/forum likely to be set up;

(c) if not, the reasons therefor and the manner in which such disputes are resolved; and

(d) the remedial measures taken/being taken up by the Government to resolve issues plaguing the mining sector?

THE MINISTER OF MINES AND MINISTER OF DEVELOPMENT OF NORTH EASTERN REGION (SHRI B.K. HANDIQUE): (a) The Ministry of Mines has, on 04.03.2009, constituted a Central Coordination-cum-Empowered Committee (CEC) under the chairmanship of Secretary (Mines) to monitor and minimize delays at various levels in grant of approvals for mineral concession applications. The CEC comprises of representatives of the Ministry of Mines, Ministry of Environment and Forests(separate representations), Ministry of Defence, Ministry of Home Affairs, Ministry of Steel, Directorate General of Civil Aviation, Geological Survey of India and Indian Bureau of Mines. Representatives of the State Government Departments dealing with Mining and Geology in mineral-rich States are also invited in the meetings of the Committee.

(b) The CEC has held meetings on 24.07.2009 and 22.12.2009 and reviewed various important aspects relating to mineral concessions.

(c) Does not arise.

(d) The Ministry of Mines has published the National Mineral Policy 2008. This comprehensive policy addresses various issues of mining sector. There is also a mechanism of Mineral Advisory Council in the Central Government. Members of the Council are usually from various bodies associated with mines, minerals and metals sectors.

[English]

Shortage of Officers in CPO

2005. SHRI ANTO ANTONY: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the total number of personnel including Indian Police Service (IPS) officers in various Central Police Organisations (CPOs) including Border Security Force (BSF) and the Central Reserve Police Force (CRPF);

(b) whether there is a shortage of personnel including IPS officers in various CPOs;

(c) if so, the details thereof, State-wise, category-wise and force-wise including BSF and CRPF; and

(d) the details of the steps taken to fill up the said vacancies in a time bound manner?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) to (c) Details are as under:

| CPO | Total No. of personnel including IPS officers | Shortage of personnel including IPS officers | Shortfall of IPS officers |
|-------|---|--|---------------------------|
| CRPF | 242011 | 26682 | 15 |
| BSF | 201626 | 17896 | 06 |
| CISF | 101611 | 13146 | 01 |
| ITBP | 50127 | 7264 | 04 |
| SSB | 55412 | 6752 | 05 |
| ARs | 64594 | 747 | - |
| NSG | 8358 | 1128 | - |
| NIA | 60 | 158 | - |
| BPR&D | 341 | 167 | 20 |
| SVP | 425 | 81 | 02 |
| NPA | | | |
| NICFS | 79 | 43 | - |

(d) Recruitment in Central Police Organisations is an ongoing process with the help of UPSC, SSC and Force recruitment boards.

Digitisation of Films

2006. SHRI PRADEEP MAJHI:
SHRI VARUN GANDHI:

Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the Government has taken any steps to digitise films in its archives and bring out any periodical for dissemination of information to the public in this regard;

(b) if so, the details thereof during each of the last three years and the current year;

(c) the target set during the 11th Five Year Plan for the purpose; and

(d) the fund allocated/ expenditure incurred thereon so far?

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING (DR. S. JAGATHARAKSHAKAN): (a) Yes Madam, the National Film Archive of India (NFAI), Pune has started digitizing and restoring archival films under the plan scheme 'Acquisition and exhibition of archival films'. NFAI does not bring out its publications periodically but brings out monographs and research publications from time to time.

(b) Digitising work could not be carried out during the years 2007-08 and 2008-09 as various processes like according of approvals, calling tenders, etc. were underway. During the year 2009-10, NFAI has digitized 119 films so far. NFAI will be digitizing and restoring 171 titles during the year 2009-10.

(c) Target is to digitise 320 films during the 11th Five Year Plan.

(d) The funds allocated/expenditure incurred under the Plan Scheme 'Acquisition and exhibition of Archival Films' which includes, *inter-alia*, digitisation of films, are as under:

| (Rs. in crores) | | |
|-----------------|------------|------------------|
| Year | Allocation | Expenditure |
| 2007-08 | 1.01 | 0.90 |
| 2008-09 | 3.00 | 1.7623 |
| 2009-10 | 7.00 | 4.41 (till date) |

Crime among Educated Youth

2007. SHRI C. RAJENDRAN: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether there is a growing tendency of educated youths entering into the world of crime;

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

(c) the total number of such persons arrested under the Indian Penal Code (IPC) and Special and Local Laws (SLL) during each of the last three years and the current year, State-wise;

(d) whether the Government has conducted any survey in this regard;

(e) If so, the outcome of the survey; and

(f) the measures being taken by the Government to wean away the youth from such criminal tendency?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) to (c) National Crime Records Bureau (NCRB) does not maintain specific information on crime committed by educated youths separately. However, the State/UT-wise details of persons arrested under IPC and SLL in the age-groups upto 18 years and between 18 & 30 years during 2006-2008, as

compiled by NCRB, are enclosed at Statement. The latest available information pertains to year 2008.

(d) The Union Ministry of Home Affairs is not aware of any such survey.

(e) Does not arise.

(f) 'Police' and 'Public Order' are State subjects under the Seventh Schedule to the Constitution of India and therefore, the State Governments are primarily responsible for prevention, detection, registration and investigation of crime and for prosecuting the criminals through the machinery of their law enforcement agencies. The Union Government, however, attaches highest importance to the matter of prevention of crime and therefore, has been advising the State Governments/UT Administrations from time to time to give more focused attention to improving the Administration of criminal justice system and take such measures as are necessary for prevention and control of crime.

Statement

Statement of persons arrested in the age group up to 18 years (B18) and between 18 to 30 years (B18-30) under IPC & SLL crimes during 2006-2008

| Sl.No. | State/UT | IPC | | | | | | SLL | | | | | |
|--------|-------------------|------|--------|------|--------|------|--------|------|--------|------|--------|------|--------|
| | | 2006 | | 2007 | | 2008 | | 2006 | | 2007 | | 2008 | |
| | | B18 | B18-30 | B18 | B18-30 | B18 | B18-30 | B18 | B18-30 | B18 | B18-30 | B18 | B18-30 |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| 1. | Andhra Pradesh | 1651 | 100763 | 1801 | 106400 | 1516 | 98573 | 228 | 257679 | 152 | 262160 | 106 | 90993 |
| 2. | Arunachal Pradesh | 80 | 1870 | 105 | 1634 | 85 | 1852 | 0 | 33 | 0 | 28 | 0 | 41 |
| 3. | Assam | 539 | 29541 | 1155 | 29026 | 642 | 28114 | 0 | 1769 | 0 | 1900 | 2 | 1515 |
| 4. | Bihar | 228 | 82139 | 1396 | 105172 | 1163 | 114986 | 11 | 7247 | 73 | 8024 | 81 | 7945 |
| 5. | Chhattisgarh | 1816 | 21823 | 1576 | 23151 | 2836 | 29841 | 237 | 36619 | 451 | 89640 | 210 | 128834 |
| 6. | Goa | 67 | 1739 | 76 | 1269 | 66 | 1560 | 1 | 2001 | 1 | 1579 | 1 | 1248 |
| 7. | Gujarat | 2125 | 72181 | 2276 | 75706 | 2142 | 74631 | 682 | 80525 | 602 | 87708 | 557 | 86151 |
| 8. | Haryana | 1253 | 30126 | 1457 | 33047 | 1524 | 33402 | 459 | 10591 | 383 | 10033 | 275 | 13598 |
| 9. | Himachal Pradesh | 119 | 8071 | 145 | 7515 | 162 | 5775 | 9 | 1589 | 0 | 1239 | 1 | 1121 |
| 10. | Jammu and Kashmir | 7 | 11368 | 15 | 14447 | 11 | 11732 | 1 | 1556 | 0 | 1555 | 1 | 1091 |
| 11. | Jharkhand | 838 | 11370 | 467 | 22350 | 478 | 27930 | 24 | 1130 | 42 | 1896 | 71 | 2803 |
| 12. | Karnataka | 487 | 52531 | 504 | 53268 | 470 | 66216 | 172 | 15353 | 113 | 15269 | 45 | 18723 |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 |
|-----|-----------------------------|-------|---------|-------|---------|-------|---------|------|---------|------|---------|------|---------|
| 13. | Kerala | 402 | 58149 | 630 | 58651 | 719 | 61889 | 42 | 28208 | 45 | 37636 | 57 | 68069 |
| 14. | Madhya Pradesh | 5936 | 132495 | 6407 | 151149 | 6325 | 163941 | 878 | 101484 | 943 | 115898 | 783 | 111928 |
| 15. | Maharashtra | 5965 | 128966 | 6246 | 135750 | 6580 | 148311 | 693 | 63787 | 590 | 68680 | 439 | 67464 |
| 16. | Manipur | 0 | 531 | 0 | 819 | 0 | 699 | 0 | 414 | 0 | 711 | 0 | 822 |
| 17. | Meghalaya | 58 | 900 | 105 | 840 | 131 | 600 | 0 | 92 | 1 | 72 | 8 | 73 |
| 18. | Mizoram | 83 | 1352 | 80 | 1459 | 59 | 1435 | 6 | 1233 | 11 | 629 | 11 | 632 |
| 19. | Nagaland | 3 | 458 | 0 | 483 | 0 | 651 | 0 | 225 | 0 | 250 | 0 | 265 |
| 20. | Orissa | 581 | 39615 | 627 | 33220 | 754 | 36120 | 46 | 8452 | 31 | 5849 | 19 | 6737 |
| 21. | Punjab | 116 | 16541 | 105 | 19771 | 102 | 19819 | 43 | 7519 | 24 | 11381 | 11 | 9343 |
| 22. | Rajasthan | 1908 | 83455 | 1969 | 81952 | 2214 | 80922 | 178 | 22696 | 155 | 23151 | 138 | 23496 |
| 23. | Sikkim | 35 | 479 | 90 | 360 | 33 | 588 | 0 | 41 | 4 | 62 | 4 | 71 |
| 24. | Tamil Nadu | 743 | 80575 | 840 | 91390 | 984 | 88142 | 1231 | 210944 | 881 | 196865 | 609 | 221542 |
| 25. | Tripura | 0 | 2540 | 2 | 2139 | 43 | 3162 | 0 | 51 | 0 | 88 | 0 | 124 |
| 26. | Uttar Pradesh | 153 | 101631 | 414 | 115036 | 328 | 134510 | 19 | 639065 | 13 | 755213 | 19 | 1103693 |
| 27. | Uttarakhand | 101 | 6448 | 116 | 5118 | 122 | 5229 | 5 | 71485 | 13 | 88038 | 35 | 75416 |
| 28. | West Bengal | 112 | 51626 | 100 | 49598 | 660 | 55082 | 12 | 4973 | 45 | 4622 | 47 | 3702 |
| | Total (States) | 2506 | 1129283 | 28704 | 1220720 | 30149 | 1295712 | 4977 | 1576761 | 4573 | 1790176 | 3530 | 2047440 |
| 29. | Andaman and Nicobar Islands | 42 | 474 | 29 | 504 | 52 | 514 | 49 | 2999 | 46 | 1868 | 3 | 2160 |
| 30. | Chandigarh | 104 | 1996 | 115 | 1517 | 157 | 1804 | 3 | 631 | 3 | 649 | 5 | 479 |
| 31. | Dadra and Nagar Haveli | 9 | 401 | 11 | 213 | 22 | 372 | 0 | 5 | 0 | 19 | 0 | 26 |
| 32. | Daman and Diu | 5 | 253 | 14 | 234 | 11 | 215 | 0 | 6 | 0 | 29 | 0 | 48 |
| 33. | Delhi | 1297 | 31633 | 836 | 29561 | 520 | 25437 | 216 | 18505 | 134 | 13895 | 3 | 4416 |
| 34. | Lakshadweep | 0 | 197 | 0 | 25 | 0 | 16 | 0 | 12 | 0 | 11 | 0 | 7 |
| 35. | Puducherry | 36 | 3565 | 62 | 3504 | 51 | 3916 | 1 | 763 | 0 | 963 | 4 | 886 |
| | Total (UTs) | 1493 | 38519 | 1067 | 35558 | 813 | 32274 | 269 | 22921 | 183 | 17434 | 15 | 8022 |
| | Total (All India) | 26899 | 1167802 | 29771 | 1256278 | 30962 | 1327986 | 5246 | 1599682 | 4756 | 1807610 | 3545 | 2055462 |

Gender Budgeting

2008. SHRIMATI HARSIMRAT KAUR BADAL: Will the Minister of YOUTH AFFAIRS AND SPORTS be pleased to state:

(a) whether the Government has any proposal to lay special emphasis on sports in rural areas specially on girls;

(b) if so, the details thereof;

(c) the percentage of funds, allocated/spent/utilised on gender budgeting on sports related projects/schemes; and

(d) whether the Government proposes, to raise the spending for encouraging girls in rural areas to take up sports?

THE MINISTER OF STATE FOR YOUTH AFFAIRS AND SPORTS (SHRI PRATIK PATIL): (a) to (d) Yes Madam. A Centrally Sponsored Scheme titled 'Panchayat Yuva Krida Aur Khel Abhiyan' (PYKKA) is being implemented through the State Governments/Union Territories from 2008-09, for creation of basic sports infrastructure in all village and block panchayats and organizing annual competition at block, district, states and national level. Under this programme, all rural youth, including girls, would have easy access to playfields and can take part in sports competitions being organized at block, district, state and national levels.

Sports facilities available at Sports Authority of India Centers (SAI) across India are equally accessible to women sportspersons. The number of female trainees at various SAI centers across the country during 2008-09 was 4,537, which constitute 30 percent of the total strength of trainees in SAI

Efforts are always made to promote gender parity in all the schemes as part of inclusive sports. A Scheme of National Championship for Women is in operation since 1975, which aims at promoting sports among women. Financial assistance is provided to State Government for holding sports competitions. In the National Sports Championships for Women held during 2008-09 at Bhubaneswar, Kolkata and Hamirpur, 2,681 women sportspersons competed in 12 sports disciplines.

Police Population Ratio

2009. SHRI BASU DEB ACHARIA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the ratio of the population and police officers including Indian Police service Officers in the country alongwith the comparative figures of police officers and the population in different neighbouring countries; and

(b) the details of the steps taken by the Government to reduce the gap between the requirement of the police personnel including IPS officers and actual deployment in view of increasing problem of law and order in the Country?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) There is no standard definition of police officers in India or in neighbouring countries. However, as on the projected population of 118 crore in the year 2010, the ratio of in-position IPS officers per crore population would be about 28.7 in India.

(b) The issue of shortage of IPS officers is a matter of concern to the Government. To minimize the shortage of IPS officers, the batch-size of IPS (direct recruitment) was increased from 88 to 103 in 2005 and to 130 in 2008 and to 150 from 2009 onwards. The Government is also exploring the possibility of introducing an alternate method of recruitment to IPS through Limited Competitive Examination. Further, in the matter of appointment by promotion, the government has also initiated a proposal to prepared the Select List one year in advance to fill up the vacancies when they occur.

As far as gap in the lower ranks is concerned, it is submitted that 'Police' is a State Subject as per the VII Schedule to the Constitution of India. A such, the responsibility of the State Governments to fill up vacancies in police force and improve the police-population ratio rests with the respective State Governments. The Ministry of Home Affairs has been advising the State Governments from time to time in various forums to fill up the existing vacancies in police forces.

[*Translation*]

Vision Statement of Internal Security

2010. SHRI GOVIND PRASAD MISHRA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government in its vision statements have given top priority to eradication of all threats to the internal security of the country; and

(b) if so, the extent to which the success has been achieved in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) and (b) The Vision Statement of the Ministry of Home Affairs provides that it will strive, *inter-alia*, to eliminate threats to internal security including militancy, insurgency and terrorism. Though 'public order' and 'police' are the responsibilities

of States, article 355 of the Constitution enjoins the Union to protect every State against external aggression and internal disturbance and to ensure that the government of every State is carried on in accordance with the provisions of the Constitution. In pursuance of these obligations, the Ministry of Home Affairs continuously monitors the situation, issues appropriate advisories, extends manpower and financial support, guidance and expertise to the State Governments to counter threats to internal security.

The security situation in Jammu & Kashmir and North Eastern States, in terms of incidents of violence and casualties has shown an improvement in 2009, as compared to 2008. However, in 2009, naxal violence has increased in terms of number of incidents and casualties of civilians and SFs, as compared to 2008.

[English]

Sports Facilities in the North East

2011. SHRI MANOHAR TIRKEY: Will the Minister of DEVELOPMENT OF NORTH EASTERN REGION be pleased to state:

(a) the details of funds provided for sports infrastructure facilities and establishment of sports institutions in the North Eastern Region under the 10 percent budgetary provision;

(b) whether the Government proposes to formulate any specific plan for development of sports for NER during the 11th Five Year Plan under the 10 percent budgetary provision; and

(c) if so the details thereof?

THE MINISTER OF MINES AND MINISTER OF DEVELOPMENT OF NORTH EASTERN REGION (SHRI B.K. HANDIQUE): (a) to (c) Rs. 26 crore has been allotted under 10% North Eastern Region (NER) Budget to Sports Authority of India (SAI) for 2009-10. Details of ongoing SAI infrastructure Projects in the North Eastern Region are at Statement.

In addition, under Panchayat Yuva Krida Aur Khel Abhiyan (PYKKA), the following assistance has been sanctioned/released to North Eastern States for the creation of basic Sports Infrastructure at village and Block Panchayat level:

(Rs. in crores)

| Sl. No. | Name of States | No. of Village Panchayats approved | No. of Block Panchayats approved | Total Amount sanctioned | Funds released during 2008-09 | Funds released during 2009-10* |
|--------------|----------------|------------------------------------|----------------------------------|-------------------------|-------------------------------|--------------------------------|
| 1. | Assam | 333 | 22 | 4.81 | - | 3.85* |
| 2. | Manipur | 79 | 4 | 1.08 | 0.87* | - |
| 3. | Mizoram | 246 *** | 8 *** | 3.15 *** | 0.85* | - |
| 4. | Nagaland | 110 | 5 | 1.48 | 1.18* | - |
| 5. | Sikkim | 16 | 10 | 0.67 | 0.54* | 0.14** |
| 6. | Tripura | 104 | 4 | 1.36 | 1.09* | - |
| Total | | 724 | 48 | 10.47 | 4.53 | 3.99 |

* First Instalment.

** Second Instalment.

*** Consolidated for 2008-09 & 2009-10.

Statement I

Infrastructure works of sports authority of India (SAI) in NER which are in progress and for which funds have been partially released

(Rs. in crores)

| Station | Name of work | Approved Cost | Fund Released |
|-----------------------------------|--|---------------|---------------|
| Guwahati | Laying of synthetic athletic track at SAI Sub-Centre | 3.08 | 3.00 |
| Tinsukia | Boundary wall at Sarbananda Stadium at SAI Special Area Games (SAG) Centre | 0.68 | 0.46 |
| North East Hill University | Construction of Sports Projects | 40.33 | 13.74 |
| Imphal | At North Eastern Region Centre at Takial | 2.47 | 2.00 |
| | Laying of Synthetic Hockey Surface | | |
| | 3 Nos. Tennis Courts with Synthetic Surface and Floodlights | 1.06 | 0.46 |
| | Multi purpose Hall | 5.9 | 2.43 |
| | 100 Bedded Hostel | 8.97 | 1.63 |
| Khuman, Lampak | Multi purpose Hall - cum- Hostel at SAI SAG Centre | 5.41 | 1.58 |
| Utlou, District Bishampur, Imphal | Construction of multi purpose Hall at SAG Centre | 5.90 | 1.68 |
| | 100 Bedded Hostel at SAG Centre | 4.74 | 1.45 |
| Thenzual | Synthetic Hockey Surface at SAI SAG Extension Centre | 3.00 | 2.60 |
| Aizwal, Mizoram | 100 Bedded Hostel at SAG Centre | 6.59 | 1.32 |
| Agarthala, Tripura | AT SAB Centre at Dasrath Dev State Sports Complex | | |
| | 100 Bedded Hostel (Boys) | 5.53 | 0.50 |
| | 100 Bedded Hostel (Girls) | 5.53 | 0.50 |

Talks with Naxalites

(b) if so, the details thereof and;

2012. SHRI ASADUDDIN OWAISI:
SHRI VISHWA MOHAN KUMAR:
SHRI RAVINDRA KUMAR PANDEY:
SHRI PRADEEP MAJHI:
SHRI RUDRAMADHAB RAY:

(c) the time by which the said process is likely to commence?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) to (c) Government is committed to dialogue with 5 terrorist groups and naxal organizations that abjure violence.

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government has initiated dialogue process with terrorist and naxal organizations active in the country;

In the North Eastern States, the Government has entered into Suspension of Operations (SoO) arrangement with United Peoples Democratic Solidarity (UPDS), Dima Haram Daogah (DHD), National Democratic Front of

Boroland (NDFB), Kuki National Organization and United People Front and its constituents in Manipur and Achik National Volunteer Council (ANVC) in Meghalaya. The Government is in dialogue with National Socialist Council of Nagalim (NSCN/IM) and Dima Halam Daogah [DHD(J)].

[Translation]

Decrease in Public Investment in Agriculture

2013. SHRIMATI DEEPA DASHMUNSI: Will the Minister of AGRICULTURE be pleased to state:

(a) whether there has been decline in agricultural production due to decrease in public investment in agriculture during the last decade and rural unemployment has also increased;

(b) if so, the details thereof; and

(c) the details of steps being taken to increase growth rate of agriculture sector?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) and (b) The public investment in Agriculture and Allied Sector has increased from Rs. 16183 crore in 2004-05 to Rs. 24452 crore in 2008-09 at 2004-05 prices. The food grains production has increased from 209.8 million tonnes in 1999-2000 to 234.47 million tonnes in 2008-09. Also, the production of pulses and oilseeds has increased from 13.41 and 20.71 million tonnes in 1999-2000 to 14.57 and 27.72 million tonnes in 2008-09 respectively.

Rural unemployment has increased over the last 10 years. Unemployment rates (number of persons unemployed per 1000 persons) in the labour force for different rounds are as under:

| Round | Male | Female |
|-----------------------------|--------------|--------|
| | Usual status | |
| 1 | 2 | 3 |
| 62 (July 2005 to June 2006) | 25 | 22 |
| 61 (July 2004 to June 2005) | 21 | 31 |
| 60 (Jan. 2004 to June 2004) | 24 | 22 |
| 59 (Jan. 2003 to June 2003) | 19 | 10 |

| | 1 | 2 | 3 |
|-----------------------------|---|----|----|
| 58 (July 2002 to Dec. 2002) | | 18 | 10 |
| 57 (July 2001 to June 2002) | | 14 | 20 |
| 56 (July 2000 to June 2001) | | 16 | 6 |
| 55 (July 1999 to June 2000) | | 21 | 15 |
| 54 (Jan. 1998 to June 1998) | | 24 | 20 |
| 53 (Jan. 1997 to Dec. 1997) | | 16 | 9 |

(c) A Plan scheme of Central Assistance for Agriculture Sector namely Rashtriya Krishi Vikas Yojana (RKVY) has been launched during 2007-08 to achieve 4% agricultural growth during 11th Five Year Plan. The strategy to achieve 4% agricultural growth would lay emphasis on the following:

- Accelerating the production and productivity of major food crops on regionally differentiated basis with thrust on pulses and oilseed sector.
- Development of rainfed and dry land areas through farming, livelihood systems and better watershed management.
- Revamp of extension system to improve delivery mechanism at the grass root level.
- Focus on farmers' welfare through risk mitigation, reduction of rural distress and better social security system.
- Greater role for the Panchayat Raj Institutions.
- Modernise markets.
- Improve efficiency of investment and rationalise subsidy.

Further, A Centrally Sponsored Scheme "National Food Security Mission (NFSM)" has been launched in 312 identified districts of 17 States from Rabi season of 2007-08 with an aim to increase the additional production of 20 million tonnes of foodgrains, comprising of 10 million tonnes of rice, 8 million tonnes of wheat and 2 million tonnes of pulses by the end of Eleventh Plan (2011-12).

[English]

Use of Pesticides

2014. SHRI NISHIKANT DUBEY: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the farmers and agricultural workers are affected due to inhaling of pesticides/exposure to poisonous pesticides while using them;

(b) if so, the details thereof indicating the number of cases reported during each of the last three years and the current year, State-wise;

(c) the number of deaths reported due to inhaling of pesticides/exposure to poisonous pesticides during the said period;

(d) the details of compensation/ assistance provided by the Government during the said period; and

(e) the details of the steps taken to educate the farmers on such issues?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) If

the pesticides are not used as per safety precautions/ guidelines/label claims as per the Insecticides Act, 1968 and the Insecticide Rules, 1971 the farmers and agricultural workers may be affected while using them.

(b) and (c) The number of pesticides poisoning cases and deaths due to such poisoning during last three years and current year, State-wise are given at Statements-I and Statement-II respectively.

(d) The information is not maintained by the Central Government.

(e) The Central and State Governments organize training programmes on safe and judicious use of pesticides to educate the farmers and to create awareness about ill effects of misuse of pesticides.

The Government is popularizing the strategy of Integrated Pest Management which includes cultural, mechanical, biological and other methods of pest-control and only safe and judicious use of pesticides.

Statement I

Statement showing the number of Pesticide Poisoning Cases (Statewise During Last Four Years)*

| Sl.No. | Name of the State/UT | 2005-06 | 2006-07 | 2007-08 | 2008-09 | April 09 to Sept. 09 |
|--------|-----------------------------|---------|---------|---------|---------|----------------------|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 1. | Andaman and Nicobar Islands | NIL | NR | NR | NR | NR |
| 2. | Andhra Pradesh | NIL | NIL | 219 | 138 | 19 |
| 3. | Arunachal Pradesh | NR | NR | NR | NR | NR |
| 4. | Assam | NIL | NR | NR | NIL | NR |
| 5. | Bihar | NIL | NIL | NIL | NIL | 55 |
| 6. | Chandigarh | NR | NR | NR | NR | NR |
| 7. | Chhattisgarh | 02 | 02 | NIL | NIL | NIL |
| 8. | Dadra and Nagar Haveli | NR | NR | NIL | NR | NR |
| 9. | Daman and Diu | NR | NR | NR | NIL | NR |
| 10. | Delhi | NIL | NIL | NR | NIL | 09 |
| 11. | Goa | NIL | NIL | NIL | NIL | NIL |
| 12. | Gujarat | NIL | 03 | 02 | NIL | NIL |
| 13. | Haryana | 439 | 373 | 280 | 123 | 155 |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|-------------------|-------|-------|------|------|------|
| 14. | Himachal Pradesh | 11 | 11 | 13 | 20 | 07 |
| 15. | Jammu and Kashmir | NIL | NIL | 35 | 255 | NIL |
| 16. | Jharkhand | 333 | 399 | 96 | 164 | 427 |
| 17. | Karnataka | NIL | NIL | NIL | NIL | NIL |
| 18. | Kerala | 1181 | 504 | 943 | 666 | 256 |
| 19. | Lakshadweep | NR | NR | NR | NR | NR |
| 20. | Madhya Pradesh | NIL | NIL | NIL | NIL | NIL |
| 21. | Maharashtra | 7893 | 6604 | 2210 | 5659 | 1585 |
| 22. | Manipur | NR | NR | NR | NR | NR |
| 23. | Meghalaya | NR | NR | NR | NR | NR |
| 24. | Mizoram | NR | NR | NR | NR | NR |
| 25. | Nagaland | NR | NR | NR | NR | NR |
| 26. | Orissa | 28 | NIL | NIL | NIL | NIL |
| 27. | Puducherry | 1341 | 1232 | 1373 | 1470 | 672 |
| 28. | Punjab | 284 | 262 | 320 | 316 | 128 |
| 29. | Rajasthan | 333 | 317 | 235 | 124 | 79 |
| 30. | Sikkim | NR | NR | NR | NR | NR |
| 31. | Tamil Nadu | NIL | NIL | NIL | NR | NIL |
| 32. | Tripura | NIL | NR | NR | NR | NR |
| 33. | Uttarakhand | 13 | 346 | 71 | 120 | 256 |
| 34. | Uttar Pradesh | 1259 | 1414 | 108 | 544 | 452 |
| 35. | West Bengal | 20 | 39 | 57 | 207 | 202 |
| Total | | 13137 | 11506 | 5962 | 9806 | 4302 |

*The poisoning may be suicidal/homicidal/accidental/occupational.

NR - Not Reported.

Statement II

Statement showing the number of deaths due to pesticides poisoning cases (state-wise during last four years)*

| SI.No. | Name of the State/UT | 2005-06 | 2006-07 | 2007-08 | 2008-09 | April 09 to Sept. 09 |
|--------|-----------------------------|---------|---------|---------|---------|----------------------|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 1. | Andaman and Nicobar Islands | NIL | NR | NR | NR | NR |
| 2. | Andhra Pradesh | NIL | NIL | 25 | 119 | 04 |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|------------------------|------|------|-----|------|-----|
| 3. | Arunachal Pradesh | NR | NR | NR | NR | NR |
| 4. | Assam | NIL | NR | NR | NR | NR |
| 5. | Bihar | NIL | NIL | NIL | NIL | 06 |
| 6. | Chandigarh | NR | NR | NR | NR | NR |
| 7. | Chhattisgarh | NIL | NIL | NIL | NIL | NIL |
| 8. | Dadra and Nagar Haveli | NR | NR | NR | NR | NR |
| 9. | Daman and Diu | NR | NR | NR | NR | NR |
| 10. | Delhi | NR | NIL | NR | NIL | NIL |
| 11. | Goa | NR | NIL | NIL | NIL | NIL |
| 12. | Gujarat | NIL | 03 | 02 | NIL | NIL |
| 13. | Haryana | 67 | 48 | 40 | 29 | 16 |
| 14. | Himachal Pradesh | 05 | 03 | 2 | 04 | 02 |
| 15. | Jammu and Kashmir | NIL | NIL | 35 | 55 | NIL |
| 16. | Jharkhand | 66 | 46 | 34 | 40 | 52 |
| 17. | Karnataka | NIL | NIL | NIL | NIL | NIL |
| 18. | Kerala | 310 | 96 | 203 | 146 | 33 |
| 19. | Lakshadweep | NR | NR | NR | NR | NR |
| 20. | Madhya Pradesh | NIL | NIL | NIL | NIL | NIL |
| 21. | Maharashtra | 1236 | 1413 | 174 | 773 | 244 |
| 22. | Manipur | NR | NR | NR | NR | NR |
| 23. | Meghalaya | NR | NR | NR | NR | NR |
| 24. | Mizoram | NR | NR | NR | NR | NR |
| 25. | Nagaland | NR | NR | NR | NR | NR |
| 26. | Orissa | NIL | NIL | NIL | NIL | NIL |
| 27. | Puducherry | 16 | 40 | 25 | 25 | 11 |
| 28. | Punjab | 119 | 88 | 70 | 62 | 23 |
| 29. | Rajasthan | 331 | 317 | 59 | 124 | 79 |
| 30. | Sikkim | NR | NR | NR | NR | NR |
| 31. | Tamil Nadu | NIL | NIL | NIL | NR | NIL |
| 32. | Tripura | NIL | NR | NR | NR | NR |
| 33. | Uttarakhand | NIL | NIL | NIL | 51 | NIL |
| 34. | Uttar Pradesh | 190 | 934 | 24 | 39 | 16 |
| 35. | West Bengal | 01 | 01 | NIL | 03 | 03 |
| Total | | 2341 | 2989 | 693 | 1470 | 489 |

*The poisoning may be suicidal/homicidal/accidental/occupational.

NR - Not Reported.

*[Translation]***Supply of Milk**

2015. SHRI VISHWA MOHAN KUMAR:
SHRI RAVINDRA KUMAR PANDEY:

Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government is providing assistance to milk producers and cooperative milk societies for supply of milk in the country including Bihar and Delhi;

(b) if not, the reasons therefor;

(c) whether there are reports of milk and milk products supplies by various agencies were disrupted in various parts of the country including Bihar and Delhi;

(d) if so, the details thereof; and

(e) the remedial measures taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE, AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) and (b) No Madam.

However, Government is providing assistance for rehabilitation of sick Milk Unions under the scheme 'Assistance Cooperative'.

(c) and (d) No Madam.

(e) Does not arise.

*[English]***Financial Assistance to Film Industry**

2016. SHRI P.C. GADDIGOUDAR: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) the details of the films for which the Government provides financial assistance during each of the last three years and the current year, film- wise;

(b) the criteria for providing the said assistance;

(c) the names of the persons who have received such assistance; and

(d) the number of films completed out of the above and the places where such films were screened?

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING (DR. S. JAGATHRAKSHAKAN): (a) to (c) The Government of India has approved an outlay of Rs. 30 crores for the production of 15 feature films by National Film Development Corporation Ltd., (NFDC), a Public Sector Undertaking under the Ministry of Information & Broadcasting, under the Plan Scheme "Film Production in various regional languages". NFDC does not extend financial assistance but produces/co-produces films in regional languages. Rs. 13 crores has been disbursed to NFDC so far during the Eleventh Five Year plan period.

(d) Details of films completed and the places where these were screened by NFDC out of the financial assistance given to it by the Government of India are given in the Statement.

Statement

Number of films completed by NFDC under the Plan Scheme "Film Production in various regional languages" and the places where these were screened

| Sl.No. | Name of the film | Places where screened |
|--------|---------------------------------------|--|
| 1 | 2 | 3 |
| 1. | Paltadacho Munis (Konkani) | Mumbai, Goa, Pune, Thiruvananthapuram, Bengaluru, Toronto (Canada), Hong Kong (China), Cairo (Egypt), California (USA), Berlin (Germany) |
| 2. | Haat (The Weekly Bazaar) (Rajasthani) | Mumbai, Goa, Kolkata, Thiruvananthapuram, Bengaluru, Pune, Cairo (Egypt) |

| 1 | 2 | 3 |
|----|--------------------------|---|
| 3. | Bioscope (Malayalam) | Goa, Delhi, Mumbai, Thiruvananthapuram, Thrissur, Kozhikode, Palakkad, Kolkata, Kochi, Cannes (France), Sao Paulo (Brazil), San Francisco (USA), Florence (Italy), Mannheim (Germany), Atlanta (USA), Tehran (Iran), New York (USA), New Jersey (USA) |
| 4. | Manjadikkuru (Malayalam) | Thiruvananthapuram, Cannes (France) |
| 5. | Maya Bazaar (Bengali) | Thiruvananthapuram, Bengaluru |

*[Translation]***Production of Pulses during Zaid Crop Cycle**

2017. SHRI HARSH VARDHAN Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government proposes to provide special concessions/facilities to farmers to encourage them to produce pulses during the zaid crop-cycle; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) and (b) Government of India has been actively promoting the production of Kharif, Rabi and Zaid pulses through various crop development schemes *viz.* National Food Security Mission (NFSM), Integrated Scheme of Oilseeds, Pulses, Oil palm and Maize (ISOPOM) and Macro Management Mode of Agriculture (MMMA).

Under these programmes, assistance is provided to the farmers for the procurement of quality seed, nutrients, plant protection chemicals, farm machinery etc. Capacity building of farmers and transfer of technology to farmers' fields is also ensured through demonstrations and farmers field schools.

Repairing of Bridge Over Ganga River

2018. SHRI HUKUMDEO NARAYAN YADAV: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether a bridge over the river Ganges at Patna is being repaired;

(b) if so, the time when survey for the said work was conducted alongwith the name of the consultant in this regard;

(c) the actual and revised estimate of expenditure for the project;

(d) whether a high level technical enquiry has been conducted to ensure that all technical guidelines are followed during construction of the said bridge; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (KUNWAR R.P.N. SINGH): (a) Yes, Madam.

(b) Assessment of distresses was made on the basis of visual observation on selected spans in the year 1998 by M/s STUP. Secondly, a detailed survey and investigation was conducted in 2008 by M/s ILFS, L&T Ramboll & SERC, Chennai

(c) So far, 14 estimates for an aggregate amount of Rs. 94.01 crore have been sanctioned for repair & rehabilitation of the bridge. Further, an amount of Rs. 101.70 crore would be required to complete the balance repair and rehabilitation work.

(d) No, Madam.

(e) This bridge was constructed by the State Government before declaration of Manji-Chapra-Hajipur-Patna Section of road as National Highway-19, on which the bridge is located.

National Service Scheme for Youth

2019. SHRI JAGADANAND SINGH: Will the Minister of YOUTH AFFAIRS AND SPORTS be pleased to state:

(a) the details of the objectives of National Service Scheme (NSS);

(b) whether the objectives of its programmes are not being achieved on account of non utilization of allocated funds by some States;

(c) if so, the details thereof and reaction of the Government thereto; and

(d) the time by which NSS programme is likely to be extended on National and college level covering each of the students?

THE MINISTER OF STATE IN THE MINISTRY OF YOUTH AFFAIRS AND SPORTS (SHRI PRATIK PATIL):

(a) The main objective of National Service Scheme (NSS) is to develop personality and character of the students. The Scheme inter-alia includes-identifying the needs and problems of the community and involving them in problem solving process; develop among themselves a sense of social and civic responsibility; utilise their knowledge in finding practical solutions to individual and community problems; develop competence required for group-living and sharing of responsibilities; gain skills in mobilising community participation; acquire leadership qualities and democratic attitudes; develop capacity to meet emergencies and natural disasters and practice national integration and social harmony.

(b) and (c) Due to non-settlement of accounts by the states of Jammu & Kashmir, Assam, Delhi, Jharkand, Sikkim and Manipur, grants have not been released for NSS activities to these States. The matter is pursued with the respective State Governments for early settlement of accounts.

(d) NSS already covers 206 Universities and 41 (+2) Senior Secondary Councils and Directorate of Vocational Education covering more than 10,313 colleges/institutes of higher and technical education and 7542 Secondary schools all over the country. The enrolment of the students in NSS is done on a voluntary basis, hence it is difficult to prepare a timeframe for covering all students.

Smuggling of Milch Cattle

2020. SHRI RAVINDRA KUMAR PANDEY: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the cases of smuggling of mulching cattle have been reported in various parts of the country including Uttar Pradesh;

(b) if so, the details thereof; and

(c) The steps taken by the Government to check such activities?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) and (b) Yes, Madam. There have been reports of clandestine smuggling of cattle through porous and riverine international borders of India.

(c) The Government has taken many preventive measures to step smuggling by round the clock surveillance and patrolling on the borders and establishment of observation post, construction of border fencing, flood lighting, introduction of modern and hi-tech surveillance equipments and up-gradation of intelligence set up. There are institutional mechanisms to take cognizance and legal action against criminals and anti-social elements on inter-state borders who are found involved in such activities.

[English]

Cultivation of Rabi Crops

2021. SHRI M.K. RAGHAVAN: Will the Minister of AGRICULTURE be pleased to state:

(a) whether there has been a lower acreage in the cultivation of rabi crops across the country;

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

(c) whether the shortfall witnessed in foodgrains production in the kharif season is likely to add to the overall situation of foodgrain shortage in the country; and

(d) the steps taken by the Government to increase the availability of foodgrains in the country?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) and (b) As on 05.03.2010, an area of 383.03 lakh hectare has been sown under total food grains in the country, which is 9.72 lakh hectares more than the normal area of 373.31 lakh hectares. The area coverage of wheat, the major Rabi crop, has also increased by 7.19 lakh hectares compared to the normal coverage of 270.98

lakh hectares. There is a major gain of 24.87 lakh hectares under pulses coverage also compared to normal coverage of 119.47 lakh hectares. The coverage under oilseeds has been 93.05 lakh hectares as against 90.92 lakh hectares covered during last Rabi.

(c) As per the second advance estimate of ESA, the total food grain production in rabi has exceeded the target. However, a total food grain production of 216.85 million tonnes is estimated against the target of 239.1 million tonnes.

(d) In order to increase the production and productivity of food grains, Ministry is providing assistance to the farmers for procuring inputs such as seeds, micronutrients, plant protection chemicals, machineries etc. under various centrally sponsored and Central Sector Schemes of National Food Security Mission (NFSM), Integrated Scheme of Oilseeds, Pulses, Oilpalm and Maize (ISOPOM), Integrated Cereals Development Programme (ICDP) under MacroManagement of Agriculture (MMA), Rashtriya Krishi Vikas Yojana (RKVY) etc.

Recommendations of National Police Commission

2022. SHRI SONAWANE PRATAP NARAYANRAO: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Government has set up a special task force for implementation of the recommendations made by the National Police Commission;

(b) if so, the details and composition thereof;

(c) the reasons for such a long delay on the part of government in implementation of the recommendations of the National Police Commission; and

(d) the measures proposed to be taken for early decision on the above recommendations?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLY RAMACHANDRAN): (a) and (b) Yes Madam. To implement the recommendations of the National Police commissions as well as the Supreme Court directions in Prakash Singh vs U.o.I case it took up the reform of the Police Act itself. Ministry of Home Affairs set up an Expert Committee, popularly known as Soli Sorabjee Committee in September, 2005 to draft a New Police Act to replace the Police Act of 1861 which submitted its report on 30th October, 2006. Model Police Act drafted covers the current gaps which have been pointed out by National Police

Commission and provides well defined duties of the police, responsiveness and sensitivity of the Police towards public especially the weaker and vulnerable Sections and accountability to the rule of law. The Government had short-listed 49 recommendations of those of recommendations of all the Commission/Committees on Police Reforms which had not been implemented or implemented partially covering the broad areas of police reforms. All the recommendations have been sent to States/Union Territories Administration for implementation. The copy of the draft Model Police Act as framed by the Committee was sent to all the States for consideration.

(c) and (d) 'Police' is a State Subject under the Seventh Schedule of the Constitution and much is dependent on the inclination of the States to take up police reform. As per information available only Assam, Bihar, Chhattisgarh, Gujarat, Haryana, Himachal Pradesh, Kerala, Punjab, Rajasthan, Sikkim, Tamil Nadu, Tripura and Utrakhand have either framed new Police Act or amended the existing Act to cover all the recommendations. States have been asked to frame the appropriate legislation and have also been reminded at various for a like the conference of Chief Ministers' and the conference of DGPs. The Supreme Court has also appointed the Justice (Retd.) K.T. Thomas Committee to monitor the status of implementation of its directions in this regard.

[Translation]

Production of Pulses

2023. SHRI DATTA MEGHE: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Indian Council of Agricultural Research has forwarded any scheme to the Government for increasing the production of pulses in the country;

(b) if so, the details thereof;

(c) whether the Government has started implementing the scheme; and

(d) if so, the details thereof and the areas where the scheme is being implemented?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) and

(b) Yes, Madam. In addition to the research programmes at Indian Institute of Pulses Research Kanpur and All India Coordinated Research Project Programme in different states, three contract research projects on pulses namely "Enhancing yield and stability of pigeonpea through heterosis breeding", "Model seep project" and "Improving heat tolerance in chickpea" are being funded by the Department of Agriculture & Cooperation, Ministry of Agriculture.

(c) and (d) Yes, Madam. These projects are already being implemented. During Tenth Five Year Plan, the Integrated scheme on Oilseeds, Pulses, Oil palm and Maize (ISOPOM) is also being implemented in fourteen states in different agro ecologies.

[English]

Repairing of NH-13

2024. SHRI D.V. SADANANDA GOWDA: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the condition of the National Highway-13 between Mangalore and Chitradurga in Karnataka is in a dilapidated condition;

(b) if so, whether the Government has taken any initiative for repairing or asphaltting the said Highway;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (KUNWAR R.P.N. SINGH): (a) No, Madam. National Highway is maintained

in a traffic worthy condition based on inter-se-priority and availability of funds.

(b) to (d) Does not arise.

Functioning of SAI

2025. SHRI MANISH TEWARI: Will the Minister of YOUTH AFFAIRS AND SPORTS be pleased to state:

(a) the details of the annual budget of the Sport Authority of India (SAI) alongwith the number of athletes of various sports disciplines trained or mentored by SAI during each of the last three years and the current year, sport-wise and discipline-wise;

(b) the broad division of expenses between administrative and operational requirements of the SAI;

(c) whether the SAI also draw athletes from various National Sports Authorities for the purpose of training;

(d) if so, the details thereof;

(e) the details and the number of mentored athletes who have won medals in international competitions during the said period, year-wise, competition-wise and sports discipline-wise; and

(f) the relationship between the Government and the various sports federations alongwith the statutory, non-statutory mechanism of exercising control over their functioning?

THE MINISTER OF STATE IN THE MINISTRY OF YOUTH AFFAIRS AND SPORTS (SHRI PRATIK PATIL):

(a) Details of the annual budget of the Sports Authority of India (SAI) during the last three years and the current year are as under:-

(Rs. in crores)

| Sl. No. | Year | Plan | Plan (North East Region) | Non-Plan | Total |
|---------|--------------|--------|--------------------------|----------|--------|
| 1. | 2006-07 | 124.00 | 11.25 | 26.42 | 161.67 |
| 2. | 2007-08 | 120.00 | 37.80 | 32.96 | 190.76 |
| 3. | 2008-09 | 148.00 | 17.00 | 38.00 | 203.00 |
| 4. | 2009-10 (RE) | 168.00 | 32.50 | 48.60 | 249.10 |

The details of number of SAI trainees in various sports disciplines during the last three years and the current year are given in Statement-I.

(b) The broad division of expenses between administrative and operational requirements of the SAI is as under:-

| Sl.No | Year 2009-10 | Plan | Plan (North East Region) | Non-Plan |
|-------|---|--------|-----------------------------|----------|
| 1. | Administrative Expenditure 2009-10 (upto January 2010) | 25.50 | 01.70 | 48.16 |
| 2. | Operational Expenditure | 142.21 | 19.34 | 08.08 |

(c) No, Madam.

(d) Does not arise.

(e) Details relating to the last 3 years are in Statement-II and the details relating to current year are in Statement-III

(f) Under the Scheme of Assistance to National Sports Federations (NSFs), the Government has prescribed a

set of guidelines, which the NSFs are required to comply with for receiving Government recognition and grants for the promotion and development of their respective sports. From 2010 onwards, Government has introduced a system of Annual recognition for NSFs under which the National Sports Federations are required to submit annual report, audited final settlements, Utilization Certificates, compliance report on National Anti Doping Code etc. annually for renewal of the recognition and receipt of grants.

Statement I

Details of number of SAI Trainees in various sports disciplines trained during last three years and the current year.

Number of Trainees in various disciplines.

| Sl.No | Discipline | Year 2006-07 | Year 2007-08 | Year 2008-09 | Year 2009-10 |
|-------|-------------|-----------------|-----------------|-----------------|-----------------|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 1. | Archery | 342 | 361 | 310 | 316 |
| 2. | Athletics | 1758 | 1888 | 2050 | 1993 |
| 3. | Basket Ball | 745 | 913 | 940 | 946 |
| 4. | Boxing | 872 | 967 | 1010 | 1022 |
| 5. | Badminton | 212 | 246 | 265 | 257 |
| 6. | Cycling | 106 | 139 | 128 | 103 |
| 7. | Canoeing | 66 | 50 | 48 | 30 |
| 8. | Diving | 26 | 29 | 27 | 27 |
| 9. | Equestrian | 20 | 22 | 40 | 44 |
| 10. | Football | 1455 | 1459 | 1455 | 1448 |

| 1 | 2 | 3 | 4 | 5 | 6 |
|-----|---------------|------|------|------|------|
| 11. | Gymnastics | 366 | 389 | 398 | 402 |
| 12. | Handball | 214 | 358 | 424 | 420 |
| 13. | Hockey | 1760 | 1790 | 1930 | 1895 |
| 14. | Kho-Kho | 157 | 157 | 113 | 103 |
| 15. | Karate | 130 | 133 | 130 | 136 |
| 16. | Taekwondo | 103 | 509 | 518 | 521 |
| 17. | Table Tennis | 160 | 257 | 308 | 310 |
| 18. | Volleyball | 712 | 1034 | 935 | 916 |
| 19. | Wrestling | 792 | 1230 | 1198 | 1190 |
| 20. | Weightlifting | 267 | 487 | 359 | 349 |
| 21. | Shooting | 126 | 127 | 117 | 74 |
| 22. | Rowing | 111 | 126 | 83 | 101 |
| 23. | Swimming | 361 | 364 | 312 | 308 |
| 24. | Judo | 309 | 388 | 393 | 403 |
| 25. | Kabaddi | 826 | 931 | 907 | 917 |
| 26. | Kalariapattu | 20 | 25 | 22 | — |
| 27. | Silambum | 25 | 25 | 25 | 25 |
| 28. | Mukna | 13 | 13 | 10 | 9 |
| 29. | Thang | 12 | 12 | 12 | 16 |
| 30. | Kayaking | 40 | 25 | 85 | 103 |
| 31. | Fencing | 99 | 81 | 51 | 61 |
| 32. | Wushu | 84 | 91 | 131 | 158 |
| 33. | Water Sport | — | 15 | 15 | 20 |
| 34. | Sepak Tak | — | 42 | 52 | 71 |
| 35. | Soft Ball | — | 20 | 25 | 28 |
| 36. | Lawn Tennis | 30 | 22 | 31 | 33 |
| 37. | Net Ball | — | 26 | 20 | -- |

Statement II*Achievements of SAI Trainees at International Level*

| Sl. No. | Discipline | Competition | 2006-07 | | | 2007-08 | | | 2008-09 | | |
|---------|------------|--|---------|---|---|---------|---|---|---------|----|----|
| | | | G | S | B | G | S | B | G | S | B |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| 1. | ARCHERY | Jr. Asian Archery Champ. Taiwan | — | — | — | 4 | 0 | 0 | — | — | — |
| | | 10th Jr. & Cadet World Cup Championship, Turkey (Team) | | | | | | | 0 | 1 | 0 |
| 2. | ATHLETICS | 1st Asian Grand Prix, Bangkok | 1 | 0 | 0 | | | | | | |
| | | 2nd Asian Grand Prix Bangalore | 0 | 1 | 0 | | | | | | |
| | | 3rd Asian Grand Prix Pune | 1 | 0 | 0 | | | | | | |
| | | AFI Salwan 1st International Throws Compt. New Delhi | 0 | 1 | 0 | | | | | | |
| | | 2nd Asian Grand Prix Bangkok | 0 | 1 | 1 | | | | | | |
| | | 3rd Asian Grand Prix Bangkok | 1 | 0 | 0 | | | | | | |
| | | Youth International Meet Maccau China | 1 | 0 | 0 | | | | | | |
| | | 12th Asian Jr. Athletics Maccau China | 0 | 0 | 2 | | | | | | |
| | | South Asian Federation Games Colombo | 6 | 6 | 5 | 4 | 0 | 1 | | | |
| | | Asian Champ. Amman | | | | 0 | 2 | 0 | | | |
| | | Asian Grand Prix Champ. Guwahati | | | | 1 | 0 | 0 | | | |
| | | Asian Jr. Championship, Jakarta | | | | | | | 0 | 2 | 0 |
| | | Jr. Commonwealth Championship, Pune | | | | | | | 2 | 0 | 0 |
| | | Asian Grand Prix, Bangkok | | | | | | | 1 | 0 | 0 |
| | | Asian Grand Prix, Thailand | | | | | | | 1 | 0 | 0 |
| | | Asian Grand Prix, Vietnam | | | | | | | 1 | 0 | 0 |
| | | Asian Grand Prix-II, Bangkok | | | | | | | 0 | 1 | 0 |
| | | BMC Nike Grand Prix-II, London | | | | | | | 1 | 0 | 0 |
| | | St. Mery Classic Meet, London | | | | | | | 0 | 0 | 1 |
| | | Jr. Federation Cup, Pune | | | | | | | 0 | 0 | 1 |
| | | 3rd Commonwealth Youth Games, Pune | | | | | | | 1 | 0 | 0 |
| | | Asian Games Doha | 1 | 1 | 0 | | | | | | |
| 3. | BASKETBALL | India Team in Inter Regions Peace | | | | 0 | 0 | 1 | | | |
| | | Sports Festival South Korea | | | | | | | | | |
| | | Sr. National Pondicherry | | | | 0 | 0 | 1 | | | |
| | | South Asian Games Colombo | 2 | 1 | 0 | | | | | | |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | |
|----|-----------|--|---|---|---|---|---|---|----|----|----|---|
| 4. | BADMINTON | South Asian Federation Games Colombo | 4 | 1 | 0 | | | | | | | |
| | | Women's Olympics | | | | | | | 0 | 1 | 0 | |
| | | Bajaj Discover Nepal International Series, Nepal | | | | | | | 0 | 1 | 0 | |
| 5. | BOXING | Invitational International Tour. Vietnam | 0 | 2 | 0 | | | | | | | |
| | | Vinus International Compt. Denmark | 1 | 0 | 0 | | | | | | | |
| | | 4th Women World Champ. New Delhi | 0 | 0 | 1 | | | | | | | |
| | | Asian Cadet Champ. Vietnam | 1 | 1 | 1 | | | | | | | |
| | | World Cadet Champ. Turkey | 1 | 0 | 0 | | | | | | | |
| | | South Asian Federation Games Colombo | 3 | 0 | 0 | | | | | | | |
| | | Commonwealth Games Canada | 1 | 1 | 0 | | | | | | | |
| | | Commonwealth Games Atlanta | 0 | 0 | 2 | | | | | | | |
| | | Jr. Asian Champ. Goa | 0 | 0 | 1 | | | | | | | |
| | | 15th Asian Games Doha | 0 | 0 | 1 | | | | | | | |
| | | Jr. Asian Boxing Champ Goa | 0 | 1 | 1 | | | | | | | |
| | | Venus Women Boxing Cup Denmark | 0 | 1 | 0 | | | | | | | |
| | | Asian Cadet Champ. Hanoi (Vietnam) | 2 | 1 | 1 | | | | | | | |
| | | Sub Jr. Asian Champ. Vietnam | 1 | 0 | 0 | | | | | | | |
| | | Jr. Asian Champ. Calangute | 1 | 0 | 0 | | | | | | | |
| | | Master Boxing International Tournament, Bosnia, Herzegovina | 1 | 1 | 0 | | | | | | | |
| | | Jr. Inter. Boxing Champ. Poland | | | | | 1 | 0 | 0 | | | |
| | | Sr. Commonwealth Champ. England | | | | | 1 | 0 | 2 | | | |
| | | Jr. Asian Boxing Champ. Kazakistan | | | | | 1 | 0 | 1 | | | |
| | | Sr. Asian Boxing Champ. Mangolia | | | | | 0 | 1 | 3 | | | |
| | | XXIX Olympic at Beijing China | | | | | 0 | 0 | 1 | | | |
| | | Goodluck Cup Inter. Champ. Beijing, China | | | | | 0 | 0 | 1 | | | |
| | | Jr. Inter. Trg.-cum-Compt. Turkey | | | | | 1 | 0 | 0 | | | |
| | | Inter. Invitational Tour. Mossco, Russia | | | | | 1 | 0 | 0 | | | |
| | | World Boxing Champ. Azar Baijan | | | | | 1 | 0 | 0 | | | |
| | | Commonwealth Youth Games, Pune | | | | | | | | 2 | 0 | 2 |
| | | Training-Cum-Competition, Turkey | | | | | | | | 5 | 0 | 0 |
| | | International Training-Cum-Competition, Canada | | | | | | | | 3 | 0 | 0 |
| | | International Invitation Competition, Turkey | | | | | | | | 2 | 0 | 0 |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
|-----|-----------|---|---|---|---|---|---|---|----|----|----|
| | | 4th Asian Women Championship, Guwahati | | | | | | | 2 | 1 | 0 |
| | | 5th World Women Championship | | | | | | | 0 | 1 | 0 |
| | | India Vs. Turkey Training-cum- Competition, Turkey | | | | | | | 2 | 0 | 0 |
| | | India Vs. Canada Training-cum- Competition, Canada | | | | | | | 1 | 0 | 0 |
| | | Chemistry Cup, Germany | | | | | | | 2 | 1 | 1 |
| | | Children Area Games Competition, Yakutia, Russia | | | | | | | 1 | 0 | 0 |
| | | XIX Olympic Games, Beijing China | | | | | | | 0 | 0 | 1 |
| | | 3rd Commonwealth Youth Games, Pune | | | | | | | 1 | 0 | 1 |
| | | Sr. World Cup Championship, Masco, Russia | | | | | | | 0 | 0 | 3 |
| | | World Championship, China | | | | | | | 0 | 0 | 1 |
| | | Training-Cum-Competition, Canada | | | | | | | 3 | 0 | 0 |
| | | International Invitation Women Championship, Hungry | | | | | | | 1 | 0 | 0 |
| | | Venus Cup International Tournament, Denmark | 2 | 0 | 0 | | | | | | |
| | | 4th World Women Championship, Delhi | 2 | 0 | 0 | | | | | | |
| 6. | FENCING | 12th Thailand Open Fencing Champ., Bangkok | 1 | 1 | 0 | | | | | | |
| 7. | FOOTBALL | Indo-Nepal International 7A Side Championship, Nepal | | | | | | | 1 | 0 | 0 |
| 8. | GYMNASTIC | Tulit Piter Hungry | | | | | | | 1 | 1 | 3 |
| 9. | HANDBALL | 3rd South Asian Championship, Lucknow | | | | | | | 3 | 0 | 0 |
| 10. | HOCKEY | U18 Jr. Women 4 Nation Challenge Cup | 1 | 0 | 0 | | | | | | |
| | | South Asian Federation Games Colombo | 0 | 1 | 0 | | | | | | |
| | | Rep. India Asian Cup Tour. Chennai | | | | | 1 | 0 | 0 | | |
| | | Women Hockey Kakamigahar International Tournament, Japan | 1 | 0 | 0 | | | | | | |
| | | Test Match at Malaysia | | | | | | | 0 | 1 | 0 |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
|-----|--------------|---|---|---|---|---|---|---|----|----|----|
| | | 4 National Jr. Hockey Test Series, Argentina | | | | | | | 1 | 0 | 0 |
| | | Youth Olympic Festival, Sydney | | | | | | | 0 | 1 | 0 |
| 11. | JUDO | Jr. Asian Champ. Hyderabad | | | | 0 | 0 | 1 | | | |
| | | Jr. Youth Asian Championship, Yeman | | | | | | | 2 | 1 | 0 |
| | | Commonwealth Games, Melbourne | 1 | 0 | 0 | | | | | | |
| 12. | KABADDI | 2nd Asian Women Champ. Tehran | | | | 1 | 0 | 0 | | | |
| | | Asian Games, Doha | 1 | 0 | 0 | | | | | | |
| | | South Asian Games Colombo | 1 | 0 | 0 | | | | | | |
| | | 2nd World Cup Tournament, Mumbai | 1 | 0 | 0 | | | | | | |
| 13. | KARATE | South Asian Federation Games Colombo | 0 | 0 | 1 | | | | | | |
| 14. | ROWING | 12th Asian Jr. Rowing Championship, Singapore | 0 | 2 | 0 | | | | | | |
| 15. | SHOOTING | 16th Meeting of Shooting Hopes Czech Republic | 0 | 0 | 1 | | | | | | |
| | | Universidad Inter. University Sports Bangkok | 0 | 0 | 1 | | | | | | |
| | | Commonwealth Youth Games, Pune | | | | | | | 1 | 0 | 1 |
| 16. | SWIMMING | South Asian Federation Games Colombo | 4 | 0 | 0 | | | | | | |
| | | Wateen TelecomSouth Asia & Water Polo Championship, Islamabad, Pakistan | | | | | | | 1 | 1 | 0 |
| | | 35th Jr. National Aquatic Championship, Amritsar | | | | | | | 0 | 0 | 1 |
| 17. | TABLE TENNIS | Commonwealth Games, Melbourne | 2 | 0 | 1 | | | | | | |
| 18. | TAEKWONDO | South Asian Federation Games Colombo | 1 | 2 | 0 | | | | | | |
| | | 3rd Commonwealth Champ. Australia | 0 | 0 | 2 | | | | | | |
| 19. | VOLLEYBALL | South Asian Federation Games Colombo (Team) | 1 | 0 | 0 | | | | | | |
| | | SAF Games, National Winner | | | | 1 | 0 | 0 | | | |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
|-----|---------------|---|---|---|---|---|---|---|----|----|----|
| 20. | WEIGHTLIFTING | Commonwealth Youth Games, Pune | | | | | | | 0 | 3 | 0 |
| | | Commonwealth Games, Melbourne | 1 | 1 | 1 | | | | | | |
| 21. | WRESTLING | Sub Jr. Asian Champ. U/17Bangkok | 0 | 1 | 0 | | | | | | |
| | | 15th Asian Games Doha | 0 | 1 | 0 | | | | | | |
| | | Sub Jr. Wrestling Champ. Taiwan, China | | | | | 0 | 0 | 1 | | |
| | | Commonwealth Champ. London | | | | | 1 | 0 | 0 | | |
| | | 6th Asian Cadet Wrestling Champ. At Bangkok | 0 | 1 | 1 | | | | | | |
| | | Cadet Asian Wrestling Championship, Tashkent, Uzbekistan | | | | | | | 2 | 0 | 1 |
| | | 4th International Sports Games, Russia | | | | | | | 0 | 1 | 0 |
| | | Commonwealth Youth Games, Pune | | | | | | | 3 | 0 | 0 |
| | | 3rd Commonwealth Youth Games, Pune | | | | | | | 2 | 0 | 0 |
| | | Asian Championship, Uzbekistan | | | | | | | 1 | 0 | 0 |
| | | World Championship | | | | | | | 0 | 0 | 1 |
| | | Asian Jr. Championship, Doha | | | | | | | 0 | 1 | 1 |
| 22. | WUSHU | 1st Jr. World Cup Malaysia | 0 | 0 | 1 | | | | | | |
| | | South Asian Games Sri Lanka | 1 | 0 | 0 | | | | | | |

Statement III

Achievements of SAI Trainees at International level in the current year

1. Hockey—Indian Men's Hockey Team won Gold Medal in 18th Sultan Azian Shah Hockey Tournament held at Malaysia from 2nd to 12th April, 2009.

2. Wrestling—Indian Jr. Boys & Girls wrestling team participated in 2009 Junior Asian Free Style, Greco-Roman and Free Wrestling Championships held at Manila from 7th to 12th July, 2009 and won 5 Gold, 4 Silver and 5 Bronze medals and Indian Senior Men Greco Roman Style team participated in the International Wrestling

Tournament held at Madrid (Spain) from 11-12th July, 2009 and won 1 Gold and 2 Bronze Medals.

3. Boxing—Won Silver Medal at International Invitational Boxing Tour at Russia from 6th to 12th July, 2009.

4. Swimming—Indian Swimming Team won 8 Gold, 8 Silver and 8 Bronze medals at the Asian Age Group Championship held at Tokyo. Also the Indian team won 1 Silver and 1 Bronze in Diving and 2 Bronze medals in Water Polo.

5. Volleyball—12 Men + 03 Coaches - Participated in the Junior Men World Championship held at Balewadi,

Pune from 31st July, 2009 to 9th August, 2009 and secured 4th Position.

6. Badminton—World Badminton Championship at Hyderabad from 10th to 16th August, 2009. Ms. Saina Nehwal reached upto quarter final stage.

7. Athletics—Indian Athletics Team won 01-Silver, 01 Bronze in 3rd Asian Indoor Games, Vietnam from 30th October to 8th November, 2009 and 01-Gold, 04-Silver and 07-Bronze medal in Asian Athletics Championship held at China from 10th to 14th November, 2009.

8. Swimming—Indian Swimming Team won 01-Gold, 01-Silver and 03 Bronze Medal in 3rd Asian Indoor Games from 3rd October to 8th November, 2009 at Vietnam and 01-Gold, 05 Bronze medals in Asian Swimming Championship held at China from 21st to 28th November, 2009.

9. Archery—Indian Archery Team won 02-Gold, 02-Silver and 02 -Bronze medal in Asian Archery Championship held at Indonesia from 15th to 21st November, 2009.

10. Boxing—Indian Boxing Team won 02-Gold, 02-Silver and 01- Bronze medal in 3rd Asian Indoor Games held at Vietnam from 30th October 2009 to 8th November, 2009.

11. Judo—Indian Judo Team participated in the Asian Youth & Junior Judo Championship held at Beirut/Lebnon from 14th to 15th November, 2009, Junior Team won 01-Gold, 06-Bronze and Youth Team won 01-Silver and 01 Bronze medal.

12. Football—U-23 men participated in the SAF Games Dhaka, Bangladesh in December 2009 and secured Gold Medal

13. SGFI—World School Gymnasiad- Doha- India secured 01-Silver medal in Athletics

14. Hockey—Champions Cup-Argentina-06th to 13th December 2009 Indian Men Team secured Bronze Medal.

15. Wrestling—Indian Wrestling team participated in the Senior Commonwealth Wrestling Championship held at Jalandhar, Punjab from 17th to 20th December, 2009 and won 40 medals (16 Gold+12 Silver+12 Bronze Medal).

16. Badminton:

- (i) Indian team participated in Yonex Sunrise BWF Super Series Masters Final - Jwala Gutta and V. Diju lost in Mixed Doubles final and Saina Nehwal lost in Women Single semi final.

- (ii) Indian team participated in Jaypee Cup Syed Modi Memorial India Grand Prix, 2009 held at Lucknow from 15th to 20th December, 2009 - Chetan Anand & Saina Nehwal of India- win Mans & Women's Singles Titles.

17. Shooting—Indian Shooting Team participated in Commonwealth Shooting Championship at New Delhi from 17th to 27th February, 2010 and won 49 medals (23 Gold+17 Silver+09 Bronze). Indian Team finished on top of the medal tally and also won the overall Championship.

18. Indian Contingent participated in 11th South Asian Games held at Dhaka from 29th January to 09th February, 2010 and won 174 medals (90 Gold+55 Silver+29 Bronze). India finished on top of the medal tally.

Food Subsidy

2026. SHRI M. SRINIVASULU REDDY: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government proposes to enhance the food subsidy and to assist in supplying of quality seeds; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) and (b) Food subsidy is provided by the Department of Food and Public Distribution to meet the difference between economic cost of food grains and their sales realization at Central Issue Price fixed for Targeted Public Distribution System (TPDS) and other welfare schemes (OWS), Food subsidy depends on the level of procurement of foodgrains and its off take under TPDS & OWS. Department of Agriculture & Cooperation has supported to the farmers for distribution of quality seed of Cereals and Pulses crops to enhance the production and productivity of these crops through on-going Crop Development programmes such as National Food Security Mission (NFSM), Integrated Cereals Development Programme in Rice/Wheat/Coarse Cereals (Except Maize) Based Cropping System Areas (ICDP-Rice/Wheat/Coarse Cereals) under Macro Management Mode of Agriculture (MMA) & Integrated Scheme of Oilseed, Pulses, Oil Palm and Maize (ISOPOM), seed subsidy has been increased for wheat and rice from Rs. 500/- to Rs. 700/- per quintal, for pulses from Rs. 1200 to Rs. 2000/- per quintal and Jowar and Bajra from Rs. 800 to Rs. 1000/- per quintal for Rabi 2009-10 season.

Food Security to Increasing Population

2027. SHRI N.S.V. CHITTHAN: Will the Minister of AGRICULTURE be pleased to state:

(a) whether in order to provide food security to huge population which is likely to reach 1.9 billion by 2050, farmers will have to resort to new bio-technological developments; and

(b) if so, the details thereof and the reaction of the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) Yes, Madam. Conventional technologies alone may prove inadequate to meet the challenge of increased food requirement from an almost constant area of cultivated land.

(b) The Indian Council of Agricultural Research (ICAR) has taken many initiatives on biotechnology, which inter-alia include programmes on: (i) molecular breeding, transgenics and functional genomics; (ii) bioprospecting of genes and allele mining for abiotic stress tolerance, (iii) converting rice from C3 to C4 photosynthesis, (iv) allele mining and expression profiling of resistance genes in rice-blast pathosystem for development of race non-specific disease resistance, and (v) unraveling molecular processes involved in adventive polyembryony towards genetic engineering for fixation of heterosis. These efforts in conjunction with several other initiatives and efforts in agriculture and allied sectors are expected to assist in providing food security to the increased population.

Cancellation of Road Project

2028. SHRI S.R. JEYADURAI: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Rs. 600 crore Chennai-Ennore road connectivity project has been cancelled by the National Highways Authority of India (NHAI);

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

(c) the salient features of this project and the total cost of the project as was initially envisaged;

(d) whether the Government/NHAI proposes to reconsider its decision; and

(e) if so, the details thereof and the time by which construction work on the project is likely to commence?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (KUNWAR R.P. N. SINGH): (a) to (c) Chennai Ennore road project had been conceived as a Port Connectivity Project to be implemented by a Special Purpose Vehicle (SPV) with members from NHAI, State Government and the concerned Port Trusts.

The original project cost was Rs. 165.3 crores in the year 2003, which was revised to Rs. 309 crores in December 2005. The project envisaged:

- (i) Improving & Widening of 4-lanes of Ennore Expressway-6.8 Kms. (from km. 7/0 to Km 12/8)
- (ii) Improvements to Manali Oil Refinery Road-5.4 Kms (from 0/0 to Km 5/4)
- (iii) Improvements to Northern Segment of Inner Ring Road - 8.1 Kms (from Km 17/5 to Km 25/6)
- (iv) Widening to 4 lane and strengthening of Tiruvottiyur-Ponneri-Panchetti (TPP) Road-9.0 Kms (from Km 4/5 to Km 13/5)

Due to change in scope and for various other reasons, the total project cost increased to Rs. 600 crores in the year 2009. NHAI called the bid and the same was received on 10.11.2008. The SPV partners were requested to increase their equity/debt contribution proportionately. But no clear commitment from all the stakeholders (SPV partners) was made available. Due to this, the Bid for the above work received on 10.11.2008 has been cancelled in December, 2009.

(d) and (e) The project will be taken up only if the other SPV partners give assurance of proportionately increased equity contribution.

[Translation]

Construction of Ring Road

2029. SHRI KHILADI LAL BAIRWA: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Union Government has received a proposal from the Government of Rajasthan for construction of Ring Road/by-pass around Jodhpur city under the National Highway Development Project, Phase-VII;

(b) if so, the details and status thereof; and

(c) if so, the time by which the said proposal is likely to be approved?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (KUNWAR R.P.N. SINGH): (a) Yes, Madam.

(b) and (c) The Government of Rajasthan has informed that a bypass is already existing on one side of the city connecting NH-112, NH-65, NH-112 and terminating at NH-114 with total length of 43.60 km. Now, the State Government has proposed for construction of a new bypass on other side of the city connecting the existing bypass forming a Ring Road. This project would be taken up under NHDP-VII for implementation on BOT (Toll) mode keeping in view the inter-se priority and viability.

Sugarcane Dues

2030. SHRI MANSUKHBHAI D. VASAVA: Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) the outstanding amount to be paid to sugarcane growers by sugar mills for procurement of sugarcane during each of the last three years and the current year, sector-wise; and

(b) the details of such sugar mills alongwith the action taken by the Government against them so far?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) and (b) A statement indicating the outstanding cane price arrears, season-wise and sector-wise is at Statement-I. Another statement giving sugar mill-wise detail is enclosed at Statement-II. The Sugarcane (Control) Order, 1966, contains the necessary provisions for action against defaulting sugar mills and the powers in this regard are delegated and vested with the State Governments concerned who have the necessary field formations.

Statement I

Sugar season-wise and sector-wise position of cane price arrears as on 15.12.2010.

(In lac Rupees)

| Sector. | For 2009-10 season | For 2008-09 season | For 2007-08 & earlier seasons |
|--------------|--------------------------|--------------------------|--|
| Public | 3536.28 | 84.00 | 584.22 |
| Co-operative | 77673.48 | 59.44 | 5454.68 |
| Private | 120326.37 | 646.58 | 19142.27 |
| Total | 201536.13 | 790.02 | 25181.17 |

Statement II

Statement showing the details of mill-wise cane price arrears as on 15.12.2009

(In lac Rupees)

| Sl. No. | Plant Code Name | Short Code | Arrear (Sugar Season Wise) | | |
|---------------------------|-----------------|------------|----------------------------|-----------|------------------------------|
| | | | 2009-2010 | 2008-2009 | 2007-2008 and Earlier Season |
| 1 | 2 | 3 | 4 | 5 | 6 |
| COOPERATIVE SECTOR | | | | | |
| 1. | Chodavaram | 23901 | 6057 | 0 | 0 |
| 2. | Chikodi | 26901 | 3425 | 0 | 0 |

| 1 | 2 | 3 | 4 | 5 | 6 |
|-----|--------------|-------|---------|-------|------|
| 3. | Bhende | 13101 | 2507.08 | 0 | 0 |
| 4. | Dharikheda | 40901 | 2278.01 | 0 | 0 |
| 5. | Shirol | 16601 | 2207.59 | 0 | 0 |
| 6. | Hupari | 17201 | 2074.91 | 0 | 0 |
| 7. | Sankeshwar | 26701 | 1833 | 0 | 0 |
| 8. | Bhogawati | 16501 | 1744.72 | 0 | 0 |
| 9. | Walwa | 15501 | 1621.23 | 0 | 0 |
| 10. | Pravaranagar | 12701 | 1619.83 | 0 | 0 |
| 11. | Warana | 16101 | 1552.92 | 0 | 0 |
| 12. | Rahuri | 12801 | 1521.58 | 0 | 0 |
| 13. | Gandevi | 10701 | 1419.77 | 0 | 0 |
| 14. | Bijapur | 35401 | 1399 | 0 | 0 |
| 15. | Kodinar | 11001 | 1265.95 | 0 | 0 |
| 16. | Bidar | 27401 | 1195 | 0 | 0 |
| 17. | Malaprabha | 26801 | 1184 | 0 | 0 |
| 18. | Athani | 40501 | 1175 | 0 | 0 |
| 19. | Mahuva | 10501 | 1162.13 | 23.32 | 0 |
| 20. | Nanauta | 2701 | 1094.51 | 0 | 0 |
| 21. | Sharad | 52501 | 1090.57 | 0 | 0 |
| 22. | Virpur | 41201 | 1066.77 | 0 | 0 |
| 23. | Valsad | 10901 | 971.31 | 0 | 0 |
| 24. | Rajaram | 31201 | 911.25 | 0 | 0 |
| 25. | Kranti | 53002 | 901.68 | 0 | 0 |
| 26. | Gandhara | 41001 | 879 | 0 | 0 |
| 27. | Belrayan | 5501 | 875.57 | 0 | 0 |
| 28. | Madhi | 10201 | 873.04 | 0 | 0 |
| 29. | Maroli | 10801 | 843.58 | 0 | 0 |
| 30. | Bhalki | 54701 | 835 | 0 | 0 |
| 31. | Imampur | 40701 | 835 | 0 | 1550 |
| 32. | Ajara | 38401 | 798.82 | 0 | 0 |
| 33. | Gadhinglaj | 16801 | 754 | 0 | 0 |

| 1 | 2 | 3 | 4 | 5 | 6 |
|-----|---------------|-------|--------|---|--------|
| 34. | Tasgaon | 33601 | 752.99 | 0 | 0 |
| 35. | Tirupati | 25401 | 741.28 | 0 | 0 |
| 36. | Kolhapur | 18001 | 739.19 | 0 | 0 |
| 37. | Rannanagar | 45601 | 732 | 0 | 0 |
| 38. | Asurle | 17001 | 723.64 | 0 | 0 |
| 39. | Sampurannagar | 5601 | 684.78 | 0 | 0 |
| 40. | Ichalkaranji | 16201 | 682.07 | 0 | 0 |
| 41. | Bagpat | 2301 | 627.25 | 0 | 0 |
| 42. | Annoopshahr | 2501 | 614.11 | 0 | 0 |
| 43. | Bazpur | 4401 | 614.1 | 0 | 0 |
| 44. | Karandwadi | 53007 | 613.53 | 0 | 0 |
| 45. | Wangi | 46001 | 603.03 | 0 | 0 |
| 46. | Kamrej | 11101 | 596.89 | 0 | 0 |
| 47. | Semikhera | 5701 | 590.65 | 0 | 0 |
| 48. | Najibabad | 32901 | 588.03 | 0 | 0 |
| 49. | Kopergaon | 12401 | 582.6 | 0 | 0 |
| 50. | Gajraula | 4201 | 562.29 | 0 | 0 |
| 51. | Siddasamudra | 57301 | 560 | 0 | 0 |
| 52. | Nizamabad | 23701 | 534.54 | 0 | 0 |
| 53. | Panipat | 1201 | 496.61 | 0 | 0 |
| 54. | Nipani | 26601 | 476 | 0 | 0 |
| 55. | Talala | 11301 | 451 | 0 | 0 |
| 56. | Tilhar | 5401 | 434.19 | 0 | 0 |
| 57. | Daulat | 16701 | 423.96 | 0 | 200.85 |
| 58. | Sitarganj | 4601 | 422.4 | 0 | 0 |
| 59. | Meham | 33901 | 413.52 | 0 | 0 |
| 60. | Ramala | 2401 | 407.79 | 0 | 0 |
| 61. | Paniari | 10601 | 401.56 | 0 | 0 |
| 62. | Nawanshahr | 601 | 397.34 | 0 | 0 |
| 63. | Mahmudabad | 7601 | 382.54 | 0 | 0 |
| 64. | Tiruttani | 29701 | 351.97 | 0 | 0 |

| 1 | 2 | 3 | 4 | 5 | 6 |
|-----|--------------|-------|--------|---|-------|
| 65. | Ghosi | 7401 | 349.45 | 0 | 0 |
| 66. | Alapuram | 35001 | 334.6 | 0 | 0 |
| 67. | Salem | 29801 | 325.99 | 0 | 0 |
| 68. | Manjara | 20901 | 317.19 | 0 | 0 |
| 69. | Kallakurichi | 29401 | 313.33 | 0 | 0 |
| 70. | Pondicherry | 31001 | 310.09 | 0 | 0 |
| 71. | Hemavati | 27901 | 309 | 0 | 0 |
| 72. | Sangamner | 13001 | 303.73 | 0 | 0 |
| 73. | Gagan | 54901 | 302.5 | 0 | 0 |
| 74. | Ulundurpet | 29501 | 300.16 | 0 | 0 |
| 75. | Puranpur | 5101 | 292.45 | 0 | 0 |
| 76. | Sultanpur | 7501 | 289.23 | 0 | 0 |
| 77. | Morna | 2801 | 283.25 | 0 | 0 |
| 78. | Nanpara | 7001 | 281.84 | 0 | 0 |
| 79. | Kaimganj | 5201 | 280.22 | 0 | 0 |
| 80. | Karnal | 1301 | 271.66 | 0 | 0 |
| 81. | Sarsawa | 2601 | 267.11 | 0 | 0 |
| 82. | Sethiathope | 33001 | 261.29 | 0 | 0 |
| 83. | Bidri | 16401 | 256.26 | 0 | 0 |
| 84. | Tiska | 31501 | 245.49 | 0 | 0 |
| 85. | Cheyar | 33401 | 241.67 | 0 | 0 |
| 86. | Dharmapuri | 29901 | 239.65 | 0 | 0 |
| 87. | Vellore | 29201 | 232.8 | 0 | 0 |
| 88. | Nadehi | 4501 | 232.18 | 0 | 0 |
| 89. | Badaun | 5301 | 187.68 | 0 | 0 |
| 90. | Chopda | 36501 | 187.4 | 0 | 0 |
| 91. | Mahankali | 16001 | 180.7 | 0 | 54.55 |
| 92. | Bhimadole | 24501 | 176.98 | 0 | 0 |
| 93. | Bilaspur | 4301 | 174.94 | 0 | 0 |
| 94. | Gadarpur | 4701 | 174.91 | 0 | 0 |
| 95. | Powayan | 31701 | 167.31 | 0 | 0 |

| 1 | 2 | 3 | 4 | 5 | 6 |
|------|------------------|-------|--------|---|---|
| 96. | Dasuya | 42001 | 161.55 | 0 | 0 |
| 97. | Raibag | 27001 | 160 | 0 | 0 |
| 98. | Ambur | 29101 | 152.72 | 0 | 0 |
| 99. | Palwal | 1601 | 148.91 | 0 | 0 |
| 100. | Kachirayapalayam | 29402 | 147.32 | 0 | 0 |
| 101. | Bisalpur | 4901 | 143.98 | 0 | 0 |
| 102. | Alanganallur | 30101 | 143.51 | 0 | 0 |
| 103. | Nandyal | 24901 | 127.18 | 0 | 0 |
| 104. | Kaithal | 33801 | 122.95 | 0 | 0 |
| 105. | Faizpur | 20201 | 121.38 | 0 | 0 |
| 106. | Harduaganj | 4801 | 111.7 | 0 | 0 |
| 107. | Kumbhikesari | 16301 | 92.72 | 0 | 0 |
| 108. | Vijayarama | 24301 | 90.21 | 0 | 0 |
| 109. | Sanjivani | 12301 | 87.96 | 0 | 0 |
| 110. | Keshegaon | 52009 | 86.74 | 0 | 0 |
| 111. | Maulinagar | 53001 | 85.27 | 0 | 0 |
| 112. | Tirupattur | 29301 | 63.99 | 0 | 0 |
| 113. | Satpuda | 19101 | 57.59 | 0 | 0 |
| 114. | Ashoknagar | 12601 | 56.74 | 0 | 0 |
| 115. | Mohannagar | 53008 | 51.77 | 0 | 0 |
| 116. | Ganeshnagar | 12501 | 42.65 | 0 | 0 |
| 117. | Gurdaspur | 101 | 38.98 | 0 | 0 |
| 118. | Majhola | 5001 | 24.34 | 0 | 0 |
| 119. | Fazilka | 301 | 23.27 | 0 | 0 |
| 120. | Budhewal | 801 | 16.12 | 0 | 0 |
| 121. | Chittoor | 25301 | 14.7 | 0 | 0 |
| 122. | K.R. Nagar | 27701 | 13 | 0 | 0 |
| 123. | Vataria | 32101 | 10.9 | 0 | 0 |
| 124. | Basmathnagar | 19601 | 8.24 | 0 | 0 |
| 125. | Narsinha | 54401 | 0.22 | 0 | 0 |
| 126. | Raigaon | 46901 | 0.14 | 0 | 0 |

| 1 | 2 | 3 | 4 | 5 | 6 |
|------------------------------|------------|-------|----------|-------|---------|
| 127. | Golegaon | 32301 | 0 | 0 | 15.57 |
| 128. | Krishak | 51201 | 0 | 0 | 16.98 |
| 129. | Nagewadi | 15901 | 0 | 0 | 22.95 |
| 130. | Atpadi | 15801 | 0 | 0 | 26.61 |
| 131. | Morena | 9301 | 0 | 0 | 34.96 |
| 132. | Kaij | 37601 | 0 | 0 | 96.53 |
| 133. | Palse | 12101 | 0 | 0 | 99.44 |
| 134. | Sheshnagar | 53009 | 0 | 0 | 128.76 |
| 135. | Terna | 18601 | 0 | 0 | 153.1 |
| 136. | Brahmawar | 28001 | 0 | 0 | 193 |
| 137. | Lohgaon | 39201 | 0 | 0 | 220.53 |
| 138. | Bhadra | 27601 | 0 | 0 | 242 |
| 139. | Suryanagar | 39101 | 0 | 0 | 357.5 |
| 140. | Chittur | 31301 | 0 | 0 | 384.74 |
| 141. | Ambajogai | 19701 | 0 | 0 | 459 |
| 142. | Ladhod | 43101 | 0 | 0 | 1197.61 |
| 143. | Bhoras | 20301 | 0 | 15.45 | 0 |
| 144. | Hinganghat | 38901 | 0 | 20.67 | 0 |
| Total Cooperative Sector (A) | | | 77673.48 | 59.44 | 5454.68 |

PRIVATE SECTOR

| | | | | | |
|------|-------------|-------|---------|---|--------|
| 145. | Siddapur | 50301 | 4222 | 0 | 29 |
| 146. | Yamunanagar | 1801 | 3310.44 | 0 | 0 |
| 147. | Sameerwadi | 17203 | 2930 | 0 | 0 |
| 148. | Buralatti | 58801 | 2854 | 0 | 0 |
| 149. | Mawana | 2902 | 2850.45 | 0 | 0 |
| 150. | Seohara | 5901 | 2283.95 | 0 | 0 |
| 151. | Chagallu | 25501 | 2276.98 | 0 | 821.19 |
| 152. | Simbhaoli | 3701 | 2256.3 | 0 | 0 |
| 153. | Ugarkhurd | 28401 | 2215 | 0 | 0 |
| 154. | J.B. Ganj | 48301 | 2097.65 | 0 | 0 |

| 1 | 2 | 3 | 4 | 5 | 6 |
|------|---------------|-------|---------|---|--------|
| 155. | Khatauli | 3301 | 2088.35 | 0 | 0 |
| 156. | Titawi | 35201 | 1769.97 | 0 | 0 |
| 157. | Daurala | 2901 | 1729.56 | 0 | 0 |
| 158. | Dhampur | 5801 | 1569.2 | 0 | 0 |
| 159. | Baheri | 6601 | 1537.42 | 0 | 0 |
| 160. | Thanabhawan | 56101 | 1530.99 | 0 | 0 |
| 161. | Manoli | 50201 | 1523 | 0 | 0 |
| 162. | Ramgarh | 41901 | 1483.68 | 0 | 0 |
| 163. | Havalga | 58501 | 1478 | 0 | 0 |
| 164. | Aira | 6401 | 1470.32 | 0 | 0 |
| 165. | Gularia | 60401 | 1389.14 | 0 | 0 |
| 166. | Asmoli | 5803 | 1338.46 | 0 | 0 |
| 167. | Deoband | 3001 | 1337.7 | 0 | 0 |
| 168. | Sangaradi | 44701 | 1307.66 | 0 | 261.26 |
| 169. | Venketeshwara | 52002 | 1291 | 0 | 0 |
| 170. | Mudhol | 51901 | 1264 | 0 | 0 |
| 171. | Takliwadi | 55301 | 1195.08 | 0 | 0 |
| 172. | Ponni | 30701 | 1192.94 | 0 | 0 |
| 173. | Akbar Pur | 56501 | 1192.02 | 0 | 0 |
| 174. | Kinauni | 55601 | 1188.72 | 0 | 0 |
| 175. | Nindra | 42601 | 1180.21 | 0 | 220.68 |
| 176. | Nanglamal | 56801 | 1143.51 | 0 | 0 |
| 177. | Barkhera | 57801 | 1134.54 | 0 | 0 |
| 178. | Gem Sugar | 54201 | 1127 | 0 | 0 |
| 179. | Bilai | 56301 | 1056.97 | 0 | 0 |
| 180. | Mansurpur | 3401 | 1011.09 | 0 | 0 |
| 181. | Brijnathpur | 58601 | 983.16 | 0 | 0 |
| 182. | Modinagar | 3601 | 982.49 | 0 | 0 |
| 183. | Dhanaura | 34501 | 981.97 | 0 | 0 |
| 184. | Sakthi | 30801 | 977.72 | 0 | 0 |
| 185. | Mayur Nagar | 43601 | 974.67 | 0 | 0 |

| 1 | 2 | 3 | 4 | 5 | 6 |
|------|-----------------|-------|--------|------|--------|
| 186. | Todarpur | 47701 | 965.87 | 0 | 0 |
| 187. | Saikrupa | 51501 | 950.25 | 0 | 0 |
| 188. | Raninangal | 58301 | 931.29 | 0 | 0 |
| 189. | Badagandi | 57001 | 920 | 0 | 0 |
| 190. | Ramkola | 3002 | 915.62 | 0 | 0 |
| 191. | Maqsdpur | 60301 | 896 | 0 | 0 |
| 192. | Nighoi | 60001 | 876.21 | 0 | 0 |
| 193. | Pilibhit | 6102 | 852.49 | 0 | 0 |
| 194. | Vuyyuru | 26001 | 836.44 | 0 | 186.14 |
| 195. | Malakpur | 3602 | 831.95 | 0 | 0 |
| 196. | Davengere | 28701 | 826 | 0 | 0 |
| 197. | Agwanpur | 48401 | 814.72 | 0 | 0 |
| 198. | Belwara | 59501 | 801.55 | 0 | 0 |
| 199. | Shermau | 59701 | 798.15 | 0 | 0 |
| 200. | Uttur | 61601 | 795 | 0 | 0 |
| 201. | Paliakalan | 6501 | 786.05 | 0 | 0 |
| 202. | Lhaksar | 3201 | 780.65 | 0 | 0 |
| 203. | Gola | 6301 | 777.74 | 0 | 0 |
| 204. | Hargaon | 6801 | 776.94 | 0 | 0 |
| 205. | Pudrikhurd | 57401 | 772.28 | 0 | 0 |
| 206. | Iqbalpur | 3101 | 768.61 | 0 | 0 |
| 207. | Madbhavi | 52004 | 758 | 0 | 0 |
| 208. | Gangnauli | 57601 | 756.56 | 0 | 0 |
| 209. | Rupapur | 48501 | 755.87 | 0 | 0 |
| 210. | JK Sugar | 47501 | 748.16 | 0 | 0 |
| 211. | Libberheri | 49201 | 747.62 | 0 | 0 |
| 212. | Khambarkhera | 57701 | 738.86 | 0 | 0 |
| 213. | Sabitgarh | 57201 | 718.24 | 0 | 0 |
| 214. | Bannari-amman | 30901 | 717.93 | 0.99 | 0.71 |
| 215. | Rauzagaon Chini | 5802 | 714.04 | 0 | 0 |
| 216. | Nelavoy | 55401 | 708.93 | 0 | 0 |

| 1 | 2 | 3 | 4 | 5 | 6 |
|------|----------------|-------|--------|-------|---------|
| 217. | Kumbhi | 59301 | 674.58 | 0 | 0 |
| 218. | Harinagar | 21701 | 660.76 | 13.08 | 19.63 |
| 219. | Bas | 30902 | 654 | 0 | 0 |
| 220. | Narkatiaganj | 21801 | 644.83 | 0.35 | 0 |
| 221. | Bagaha | 21601 | 632.99 | 0.28 | 1032.99 |
| 222. | Gayatri | 44601 | 627.2 | 0 | 334.5 |
| 223. | Unn | 48701 | 618.82 | 0 | 0 |
| 224. | Chandanpur | 58001 | 592.35 | 0 | 0 |
| 225. | Majhulia | 21901 | 588.49 | 0 | 11.13 |
| 226. | Sathamangalam | 59001 | 575.7 | 0 | 0 |
| 227. | Rosa | 6201 | 571.79 | 0 | 0 |
| 228. | Loni | 58201 | 567.7 | 0 | 0 |
| 229. | Dwarikeshdham | 60201 | 561.51 | 0 | 0 |
| 230. | Shamli | 3501 | 560.48 | 0 | 0 |
| 231. | Righa | 22501 | 559.23 | 6.14 | 0 |
| 232. | Captainganj | 7901 | 543.99 | 0 | 1168.53 |
| 233. | Biswan | 8601 | 534.9 | 0 | 0 |
| 234. | Maggi | 59201 | 521.97 | 0 | 0 |
| 235. | Jawaharpur | 59401 | 466.2 | 0 | 0 |
| 236. | Nayabans | 50601 | 465.13 | 0 | 0 |
| 237. | Thiru Arooran | 30201 | 446.76 | 0 | 0 |
| 238. | Dwarikesh | 47801 | 437.99 | 0 | 0 |
| 239. | Khanpet | 62601 | 437 | 0 | 0 |
| 240. | Tadauvai | 25602 | 433 | 0 | 299.48 |
| 241. | Tikaula | 48601 | 412.31 | 0 | 0 |
| 242. | Sidhwalia | 22401 | 411.6 | 7.26 | 14.31 |
| 243. | Hariawan | 58101 | 411.52 | 0 | 0 |
| 244. | Koppa | 55501 | 405 | 0 | 0 |
| 245. | Pratappur | 8401 | 399.96 | 0 | 0 |
| 246. | Oswal Overseas | 47601 | 392.21 | 0 | 0 |
| 247. | M. Narayanpur | 58701 | 387.92 | 0 | 0 |

| 1 | 2 | 3 | 4 | 5 | 6 |
|------|------------------|-------|--------|---|--------|
| 248. | Walterganj | 8501 | 383.49 | 0 | 0 |
| 249. | Khaikheri | 59601 | 379.75 | 0 | 0 |
| 250. | Makkavalli | 49901 | 358 | 0 | 0 |
| 251. | Tanuku | 25601 | 349.54 | 0 | 458.83 |
| 252. | Trident | 23602 | 346.89 | 0 | 42.23 |
| 253. | Venus | 36101 | 345.25 | 0 | 636.64 |
| 254. | Rajaka Sahasapur | 6001 | 334.09 | 0 | 289.2 |
| 255. | Bikapur | 62801 | 333.51 | 0 | 0 |
| 256. | Bhaisana | 56201 | 332.52 | 0 | 0 |
| 257. | Chelluru | 25901 | 320.96 | 0 | 388.67 |
| 258. | Mhalunge | 61101 | 318.15 | 0 | 0 |
| 259. | Nayudupeta | 34401 | 317.55 | 0 | 0 |
| 260. | Kashipur | 6101 | 316.85 | 0 | 629.73 |
| 261. | Nizam | 23601 | 298.46 | 0 | 0 |
| 262. | Chamundeswari | 28101 | 297 | 0 | 0 |
| 263. | Dwarikeshpuram | 56601 | 290.47 | 0 | 0 |
| 264. | Dhadha Bujurg | 61501 | 277.2 | 0 | 0 |
| 265. | Kallur | 34301 | 274.96 | 0 | 0 |
| 266. | Dhenkanal | 30803 | 274.1 | 0 | 0 |
| 267. | Baba Bakala | 36001 | 259.76 | 0 | 0 |
| 268. | Seorahi | 8101 | 247.6 | 0 | 0 |
| 269. | Gadaura | 37301 | 238.21 | 0 | 0 |
| 270. | Varalakshmi | 44901 | 220.5 | 0 | 55.13 |
| 271. | Neoli | 6701 | 211.01 | 0 | 18.61 |
| 272. | Lakshmipuram | 26101 | 205.59 | 0 | 0 |
| 273. | Malli | 62701 | 203 | 0 | 0 |
| 274. | Hunashayal | 56001 | 203 | 0 | 0 |
| 275. | Basti | 8502 | 189.38 | 0 | 0 |
| 276. | Mukerian | 34201 | 187 | 0 | 0 |
| 277. | Kukarmunda | 57901 | 185.98 | 0 | 0 |
| 278. | Shamanur | 49801 | 169 | 0 | 0 |

| 1 | 2 | 3 | 4 | 5 | 6 |
|------|--------------|-------|--------|-------|---------|
| 279. | Deccan | 23608 | 163.83 | 0 | 0 |
| 280. | Delta | 24601 | 154.41 | 0 | 0 |
| 281. | Muthyam | 23605 | 150.26 | 0 | 0 |
| 282. | Hassanpur | 21501 | 148.32 | 6.03 | 5.14 |
| 283. | Hirebevanur | 54601 | 139 | 0 | 376 |
| 284. | NCS Sugars | 23609 | 134.59 | 0 | 150.58 |
| 285. | Rajpura | 59101 | 130.65 | 0 | 0 |
| 286. | G.S. Complex | 43801 | 119.72 | 0 | 0 |
| 287. | Baroor | 55901 | 119 | 0 | 0 |
| 288. | Kumarantham | 34901 | 113.58 | 0 | 232.21 |
| 289. | Samalkot | 25801 | 111.51 | 0 | 44.56 |
| 290. | Rudhali | 60501 | 110.18 | 0 | 0 |
| 291. | Sardarnagar | 7801 | 96.24 | 0 | 1981.52 |
| 292. | K.M. Sugar | 8801 | 95.7 | 0 | 0 |
| 293. | Dabra | 9601 | 89.58 | 0 | 2.81 |
| 294. | Siruguppa | 28601 | 87 | 0 | 0 |
| 295. | Bela | 55701 | 76.03 | 0 | 0 |
| 296. | Amloh | 42301 | 72.83 | 0 | 0 |
| 297. | Sadashiva | 61301 | 69 | 0 | 0 |
| 298. | Ravalgaon | 17101 | 64.32 | 0 | 0 |
| 299. | Dharani | 32601 | 62.23 | 0 | 0 |
| 300. | Cauvery | 30301 | 59.49 | 0 | 0 |
| 301. | Jamkhandi | 45401 | 44 | 0 | 51 |
| 302. | Gopalganj | 22301 | 43.62 | 1.23 | 0 |
| 303. | Nayagarh | 32401 | 40.53 | 0 | 0 |
| 304. | Shivganga | 30802 | 40.4 | 301.8 | 0 |
| 305. | Arantangi | 50501 | 34.07 | 0 | 0 |
| 306. | Semmedu | 61801 | 33.47 | 0 | 0 |
| 307. | Dhuri | 901 | 32.01 | 0 | 0 |
| 308. | Pollur | 32603 | 25.11 | 0 | 0 |
| 309. | Sasamusa | 22201 | 17.7 | 0.7 | 2.74 |

| 1 | 2 | 3 | 4 | 5 | 6 |
|--------------------------|----------------|-------|-----------|--------|----------|
| 310. | SPR Sugars | 59901 | 16 | 0 | 0 |
| 311. | Kurha | 56701 | 0 | 0 | 13 |
| 312. | Gauribidanur | 27301 | 0 | 0 | 23 |
| 313. | Maizapur | 48001 | 0 | 0 | 67.77 |
| 314. | Yogeshwari | 52201 | 0 | 0 | 114.38 |
| 315. | Gangamai | 51101 | 0 | 0 | 143.14 |
| 316. | Gauribazar | 8003 | 0 | 0 | 165.39 |
| 317. | Khalilabad | 7702 | 0 | 0 | 180.89 |
| 318. | Arunachalam | 51801 | 0 | 0 | 215.23 |
| 319. | Barachakia | 22002 | 0 | 0 | 399.39 |
| 320. | Marhowrah | 8004 | 0 | 0 | 433.84 |
| 321. | Kathkuiyan | 8002 | 0 | 0 | 560.8 |
| 322. | Chanpatia | 22001 | 0 | 0 | 662.76 |
| 323. | Badami | 58401 | 0 | 0 | 737 |
| 324. | Sehore | 9901 | 0 | 0 | 1006.92 |
| 325. | Motihari | 22101 | 0 | 0 | 1111.26 |
| 326. | Padrauna | 8001 | 0 | 0 | 1605.08 |
| 327. | Anandgopi | 55801 | 0 | 2.07 | 553.21 |
| 328. | Palayaseevaram | 43501 | 0 | 40 | 0 |
| 329. | Kamlapur | 50401 | 0 | 81.46 | 841.76 |
| 330. | Agauta | 36301 | 0 | 185.19 | 542.3 |
| Total Private Sector (B) | | | 120326.37 | 646.58 | 19142.27 |
| PUBLIC SECTOR | | | | | |
| 331. | Kichha | 4001 | 539.06 | 0 | 0 |
| 332. | Doiwala | 2207 | 430.85 | 0 | 0 |
| 333. | Siswabazar | 2219 | 310.07 | 0 | 0 |
| 334. | Buland Shahr | 2204 | 304.5 | 0 | 0 |
| 335. | Chandpur | 3901 | 300.05 | 0 | 0 |
| 336. | Mandya | 26201 | 274 | 2 | 26 |
| 337. | Perambalur | 28902 | 266.94 | 0 | 0 |
| 338. | Thanjavur | 28901 | 201.03 | 0 | 0 |

| 1 | 2 | 3 | 4 | 5 | 6 |
|---------------------------|---------------|-------|-----------|-------|----------|
| 339. | Mohiuddinpur | 2201 | 177 | 0 | 0 |
| 340. | Khadda | 2220 | 161.18 | 0 | 0 |
| 341. | Bijnor | 2208 | 160.68 | 0 | 0 |
| 342. | Sakhoti Tanda | 2202 | 138.6 | 0 | 0 |
| 343. | Amroha | 2209 | 120.32 | 0 | 0 |
| 344. | Jarwal | 2216 | 67.12 | 0 | 0 |
| 345. | Rohana Kalan | 2206 | 50.88 | 0 | 0 |
| 346. | Bhadravati | 26401 | 34 | 82 | 0 |
| 347. | Anandnagar | 7701 | 0 | 0 | 16.22 |
| 348. | Banmankhi | 21406 | 0 | 0 | 542 |
| Total Public Sector (C) | | | 3536.28 | 84 | 584.22 |
| Grand Total ((A)+(B)+(C)) | | | 201536.13 | 790.2 | 25181.17 |

Terrorist Activities

2031. SHRI DEVJI M. PATEL: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the names of terrorist/naxal organizations, active in the country;

(b) whether the involvement of ISI agents have been reported in terrorist activities in the country;

(c) if so, the number of such agents arrested during each of the last three years and the current year, State-wise; and

(d) the steps taken to check such activities?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) The Schedule to the Unlawful Activities (Prevention) Act, 1967, contains list of entities proscribed as terrorist organizations.

(b) and (c) Available inputs indicate the involvement of Pak/Pak based ISI sponsored terrorist entities in terrorist activities in the country. As 'Police' and 'Public Order' are state subjects the investigations into such cases are mainly conducted by the State Police. The number of such persons arrested in each case are not centrally maintained.

(d) The Government has been, on a continuing basis, reviewing the security arrangements in the light of the emerging challenges, and a number of important decisions and measures have been taken. These Measures, *inter-alia*, include augmenting the strength of Central Para-Military forces; amendment of the CISF Act to enable deployment of CISF in joint venture and private industrial undertakings; establishment of NSG hubs at Chennai, Kolkata, Hyderabad and Mumbai; empowerment of DG, NSG to requisition aircraft for movement of NSG personnel in the event of any emergency; strengthening and re-organizing of Multi-Agency Centre to enable it to function on 24x7 basis for real time collation and sharing of intelligence with other intelligence and security agencies; tighter immigration control, and effective border management through border fencing, flood lighting, deployment of surveillance equipment and coastal security. The Unlawful Activities (Prevention) Act, 1967 has been amended and notified in 2008 to strengthen the punitive measures to combat terrorism. The National Investigation Agency has been constituted under the National Investigation Agency Act, 2008 to investigate and prosecute offences under the Acts specified in the schedule. Suitable steps have been initiated to establish the proposed National Counter Terrorism Centre. As a part of steps to counter terrorists' threats, the National Intelligence Grid (NATGRID) is also envisaged.

Condition of Roads/Street Lights

2032. DR. BALI RAM: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the roads and street lighting are in a poor shape in various parts of the NCT of Delhi under the jurisdiction of the MCD and NDMC;

(b) if so, the details thereof alongwith the remedial measures being taken in this regard;

(c) the details of the road construction/repair/street lighting projects being undertaken by the said civic agencies, the allocation made in this regard and expenditure incurred during each of the last three years and the current year; and

(d) the steps taken by the said civic agencies to ensure prompt repair of damaged roads and faulty lights?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLY RAMACHANDRAN): (a) and (b) The New Delhi Municipal Council (NDMC) and the Municipal Corporation of Delhi (MCD) have informed that the roads street lights, etc. under their jurisdiction are in satisfactory condition.

(c) The NDMC has undertaken resurfacing of 117 roads, of which 91 roads have been resurfaced. The allocation and expenditure on road construction/repair by the Council during the last three years and the current year are as under:-

| Year | Allocation (Rs. in crore) | Expenditure (Rs. in crore) |
|---------|------------------------------|-------------------------------|
| 2006-07 | 12.10 | 13.33 |
| 2007-08 | 42.50 | 37.01 |
| 2008-09 | 10.70 | 11.13 |
| 2009-10 | 34.40 | 21.90 |

For the purpose of upgradation of road lighting, the NDMC has taken up work of 80 roads in the current phase at a cost of Rs. 3900 lakh. The expenditure incurred on construction/maintenance of street lights during the last three years and the current year is as under:-

| Year | Expenditure (Rs. in lakh) |
|---------|---------------------------|
| 2006-07 | 213 |
| 2007-08 | 510 |
| 2008-09 | 442 |
| 2009-10 | 340 |

(upto January, 2010)

The MCD has informed that it has undertaken construction of 16 road over-bridges/under-bridges at different level crossing to ease out traffic congestion. The other major projects undertaken by the MCD include street-scapping on 20 roads connecting to stadia, historical places, games venue relating to CWG 2010; providing greenery/beautification at 15 existing flyovers/road over-bridges/road under-bridges; infrastructure upgradation in the vicinity of Hotels/Guest Houses; improvement and upgradation of street lights; etc. The funds allocated and expenditure incurred by the MCD on construction/repair of roads and street lights during the last three years and the current year are as under:

| Year | Allocation (Rs. in crore) | Expenditure (Rs. in crore) |
|---------|------------------------------|-------------------------------|
| 2006-07 | 135.00 | 107.38 |
| 2007-08 | 179.48 | 122.63 |
| 2008-09 | 343.47 | 216.46 |
| 2009-10 | 346.50 | 309.20 |

(d) Each zone of the MCD has been equipped with the zonal control room to carry out repairing of roads and faulty lights promptly. In the NDMC, road repair during defect liability period is carried out by the constructing agency and other repair is carried out through five road service centres, covering the entire NDMC area. The NDMC has engaged the requisite staff for day-to-day patrolling and maintenance/repair of street lighting installations.

[English]

Renumbering of National Highways

2033. SHRI GAJANAN D. BABAR:
SHRI E.G. SUGAVANAM:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Government has decided to renumber the National Highways across the country;

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

(c) the time by which the notification is likely to be published in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (KUNWAR R.P.N. SINGH): (a) Yes, Madam.

(b) Considering that the system of numbering of National Highways (NHs) presently being done is not based on scientific method, a Committee set up in the Ministry finalized its report in August 2009 duly considering the best practices followed World-wide. The Government has accepted the recommendations as per this report. As per the modified numbering system of NHs, the NHs predominantly along the North-South direction and along the East-West direction are considered as Primary Routes. The Primary Routes along the North-South direction are being numbered in increasing order from east to west direction as even numbers in 2 digits and the Primary Routes along the East-West direction are being numbered in increasing order from north to south direction as odd numbers in 2 digits. The Secondary Routes are considered as those routes which are either circumferential routes around a Primary Route or a Spur Route originating from a Primary Route. The Secondary Routes are proposed to be numbered in 3 digits, with 2 digits as same as that of the Primary Route Number and the third digit prefixing the 2 digits as either even number or odd number depending upon whether it is a circumferential route around the Primary Route or it is as spur route originating from the Primary Route. Suffixes, such as A, B, C, D, etc. have also been proposed to be used for Secondary Routes with gap numbering in order to accommodate present as well as future such routes.

(c) The modified numbering of NHs is under notification.

Construction of New Godowns

2034. SHRI VILAS MUTTEMWAR:
SHRI MUKESH BHAIKAVDANJI GADHVI:
SHRI KODIKKUNNIL SURESH:
SHRI ABDUL RAHMAN:
SHRI SURESH ANGADI:

Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) the current foodgrain storage capacity held by Government agencies in the country;

(b) whether the Government proposes to construct new godowns for safe storage of foodgrains to ensure food security in the country;

(c) if so, the details thereof indicating the proposals received from the States in this regard, State-wise; and

(d) the steps taken by the Government to expedite the construction of godowns in different parts of the country?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) As on 31.01.2010, FCI is maintaining a total storage capacity of 282.68 lakh tonnes (Covered & CAP) including godowns owned and hired from CWC, SWCs, State Governments and Private Parties.

(b) to (d) Yes, Madam.

The Government is providing financial assistance in the form of Grants-in Aid to the State Governments of North East Region, Sikkim and Jammu & Kashmir under Plan Scheme for construction of storage godowns. The details of the ongoing projects undertaken by the State Governments of North East Region, Sikkim & Jammu & Kashmir is given in the Statement at Statement-I. Under the Plan Scheme funds are also released as equity to FCI for construction of godowns. The status of ongoing projects with FCI is at Statement-II.

The Government has also formulated a scheme for construction of godowns for FCI by hiring them on guarantee basis.

The proposals for creation of storage capacity in the various States are considered by the State Level Committee (SLC), and are finally approved by the High Level Committee (HLC) of FCI. The HLC has given its approval for construction of storage godowns for a capacity of 127.65 lakh tonnes. The State-wise details of storage capacity approved by HLC are given at Statement-III. FCI will offer a guarantee of 7 years for construction of new godowns under the Scheme. The godown is to be taken on hire from Private parties through CWC/SWCs (which will be the implementing agency).

In order to ensure expeditious construction of godowns, the Guarantee Scheme has been reviewed and it has been decided that wherever CWC and SWCs have land and if this is at the identified locations and within storage capacity finalized, CWC/SWCs may construct godowns on priority for which FCI will provide 4 years Guarantee.

Statement I

The State-wise details of funds released to the State Governments of Assam, Mizoram, Tripura, Meghalaya, Sikkim and Jammu and Kashmir as grants in aid for construction of storage godowns

(as on 18.02.2010)

| State/Centre | Physical Capacity in MT | Financial Estimated cost (Rs. in lakhs) | Funds already released to the State Governments (Rs. in lakhs) | Year of Release |
|----------------------------|-------------------------|---|--|-----------------|
| 1 | 2 | 3 | 4 | 5 |
| ASSAM | | | | |
| Amingaon* | 4000 | 357.55 | 343.00@ | 2006-07 |
| Total | 4000 | 357.55 | 343.00 | |
| MIZORAM | | | | |
| Champhai | 3000 | 174.00 | 84.00 | 2005-06 |
| Serchib | 3000 | 174.00 | 200.00 | 2007-08 |
| | | | 64.00@ | 2009-10 |
| Total | 6000 | 348.00 | 348.00 | |
| Lunglei | 1000 | 186.00 | 100.00@ | 2009-10 |
| Aibawk | 500 | | | |
| Mamit | 500 | | | |
| Total | 2000 | 186.00 | 100.00 | |
| SIKKIM | | | | |
| Gyalshing | 375 | 115.00 | 60.00@ | 2009-10 |
| Total | 375 | 115.00 | 60.00 | |
| JAMMU & KASHMIR | | | | |
| Lethpora | 6160 | 341.00 | 112.00 | 2006-07 |
| | | | 100.00 | 2008-09 |
| | | | 100.00@ | 2009-10 |
| Total | 6160 | 341.00 | 312.00 | |
| TRIPURA | | | | |
| Kanchanpur | 1000 | 66.78 | 198.00@ | 2008-09 |
| Gandacharra | 1000 | 66.78 | | |
| Silachari | 500 | 48.23 | | |

| 1 | 2 | 3 | 4 | 5 |
|------------------|-------|--------|---------|---------|
| Ganganagar | 500 | 48.23 | | |
| Chamanu | 1000 | 66.78 | | |
| Sub-Total | 4000 | 296.80 | 198.00 | |
| Sabroom | 1000 | 386.00 | 182.00@ | 2009-10 |
| Manubazar | 500 | | | |
| Rajnagar | 500 | | | |
| Ompinagar | 1000 | | | |
| Kumarghat | 1000 | | | |
| Kamalpur | 1000 | | | |
| Belonia | 1000 | | | |
| Teliamura | 1000 | | | |
| Melagarh | 1000 | | | |
| Sub-Total | 8000 | 386.00 | 182.00 | |
| Total | 12000 | 682.80 | 380.00 | |
| MEGHALAYA | | | | |
| Nongstoin | 2500 | 120.72 | 200.72@ | 2009-10 |
| Khanapara | 2000 | 80.00 | | |
| Total | 4500 | 200.72 | 200.72 | |

* On the request of the State Government of Assam, it has been decided to allow the State Government to incur an expenditure of Rs. 3.43 crore exclusively for construction of godown at Armingaon (4000 MTs) instead of construction of godowns originally sanctioned at 4 locations namely Pachim Boragaon (6,000 MTs), Satgaon (4,000 MTs), Azara (4,000 MTs+2400 Tea Chests) and Armingaon (4000 MTs)

@ Utilization Certificates (UCs) not received.

Statement II

Status of ongoing Projects with FCI as on 31.01.2010.

| Sl.No. | Centre/State | Capacity in tonnes | Expenditure Sanctioned for construction (in Rs. lakhs) |
|--------|------------------|--------------------|--|
| 1 | 2 | 3 | 4 |
| 1. | Changasari/Assam | 50,000 | 4163.37 |
| 2. | Hailakandi/Assam | 5,000 | 324.90 |
| 3. | Kohima/Nagaland | 5,000 | Possession of land has been taken over by FCI |

| 1 | 2 | 3 | 4 |
|-----|---------------------|--------------|----------------------------------|
| 4. | Nandannagar/Tripura | 2,500 | 115.59 |
| 5. | Jiribam/Manipur | 2,500 | 147.00 |
| 6. | Senapati/Manipur | 5000 2500 | 527.00 (Preliminary Estimate) |
| 7. | Lakshadweep/UT | 2500 | 439.00 |
| 9. | Dungrapally/Orissa | 9,170 | 390.49 |
| 10. | Baripada/Orissa | 10,000 | Land cost deposited |
| 11. | Mohania/Bihar | 25,000 | Land cost deposited |

Statement III

The details of the requirement of additional storage capacity finalized by HLC of FCI

| | |
|--------------------|--------------------|
| Andhra Pradesh | 36,000 |
| Bihar | 3,00,000 |
| Chhattisgarh | 5,000 |
| Gujarat | 45,000 |
| Haryana | 38,80,000 |
| Himachal Pradesh | 1,42,550 |
| Jammu and Kashmir | 3,61,690 |
| Jharkhand | 1,75,000 |
| Karnataka | 2,05,000 |
| Kerala | 15,000 |
| Maharashtra | 99,500 |
| Punjab | 71,25,000 |
| Tamil Nadu | 3,45,000 |
| Uttarakhand | 25,000 |
| West Bengal | 5,000 |
| Grand Total | 1,27.65 LMT |

[Translation]

Production of Dollar Chana

2035. SHRI SAJJAN VERMA: Will the Minister of AGRICULTURE be pleased to state:

(a) whether there has been a decline in the production of dollar chana in the country including Madhya Pradesh during the current year in comparison to the previous year;

(b) if so, the details thereof, State-wise; and

(c) the steps taken/proposed to be taken by the Government to increase the production of dollar chana in the country?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) and (b) Overall production of gram including dollar chana in the country would be increased during current year as compared to last year. There is an increase of 0.4 million tones of gram during current year (2009-10) compared to 7.06 million tones in 2008-09.

| (Production in million tones) | | |
|-------------------------------|---------|---------|
| Crop | 2008-09 | 2009-10 |
| Gram | 7.06 | 7.46* |

*2nd advance estimates(ESA)

(c) Government of India has been actively promoting the production of pulses through various crop development schemes viz. National Food security Mission (NFSM), Integrated Scheme of Oilseeds, Pulses, Oil palm and Maize (ISOPOM) and Macro management Mode of Agriculture (MMMA).

Under these programmes, assistance is provided to the farmers for the procurement of quality seed, nutrients,

plant protection chemicals, farm machinery etc. Capacity building of farmers and transfer of technology to farmers' fields is also ensured through demonstrations and farmers field schools

[English]

Bravery Award to Children

2036. SHRI SONAWANE PRATAP NARAYANRAO:
Will the Minister of HOME AFFAIRS be pleased to state:

(a) the details of the criteria for selection of children for the National bravery awards; and

(b) the details of children conferred the said award during each of the last three years and the current year, State Wise?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLY RAMACHANDRAN): (a) National Bravery Awards are administered by the Indian Council for Child Welfare (ICCW) which is a non-Government organization and does not come under the administrative purview of the Ministry of Home Affairs. However, the information has been obtained from the ICCW, according to which of these awards are given to children between the age of 6-18 years for "an act of spontaneous selfless service in the face of risk to life or threat of physical injury and or /an act of courage and daring against a social evil/crime".

(b) A list of the children conferred the said award during each of the last three years and the current year, State-wise is as Statement.

Statement

List of Children conferred National Bravery Award during the last three years and current year State-wise

| Sl. No. | Name & State | Year of Award | Age at the time of deed | Nature of Award |
|--------------------------|--|---------------|-------------------------|---------------------|
| 1 | 2 | 3 | 4 | 5 |
| ANDHRA PRADESH | | | | |
| 1. | Master C.V.S. Durga Doondieswar (POSTHUMOUS) Andhra Pradesh | 2006 | 13 years 3 months | Sanjay Chopra Award |
| 2. | Master V. Teja Sai (POSTHUMOUS) Andhra Pradesh | 2006 | 12 years 3 months | Sanjay Chopra Award |
| 3. | Master Raipalli Vamsi Andhra Pradesh | 2007 | 12 years | Bapu Gaidhani Award |
| 4. | Master K. Rajkumar Andhra Pradesh | 2007 | 6 years 7 months | |
| 5. | Master Pinjari Chinigi Sab Andhra Pradesh | 2007 | 16 years | |
| ARUNACHAL PRADESH | | | | |
| 1. | Master David Kino Arunachal Pradesh | 2006 | 16 years 9 months | |
| CHHATTISGARH | | | | |
| 1. | Km. Shilpa Janbandhu Chhattisgarh | 2006 | 15 years 2 months | Bapu Gaidhani Award |
| 2. | Master Sourabh Rajwade Chhattisgarh | 2006 | 14 years 8 months | |

| 1 | 2 | 3 | 4 | 5 |
|----------------|---|------|-------------------|---------------------|
| 3. | Km. Pushpa Chhattisgarh | 2006 | 16 years 3 months | |
| 4. | Master Yuktarth Shrivastava Chhattisgarh | 2007 | 6 years | Sanjay Chopra Award |
| 5. | Master Raveendra Haldar Chhattisgarh | 2007 | 15 years 2 months | |
| 6. | Master Manas Nishad Chhattisgarh | 2007 | 6 years 9 months | |
| 7. | Master Ravi Kumar Jhariya | 2007 | 10 years 2 months | |
| 8. | Master Awadhesh Kumar Jhariya Chhattisgarh | 2007 | 11 years 3 months | |
| 9. | Km. Seema Kanwar Chhattisgarh | 2008 | 16 years 5 months | Bapu Gaidhani Award |
| 10. | Km. Kavita Kanwar (POSTHUMOUS) Chhattisgarh | 2008 | 15 years | Bapu Gaidhani Award |
| DELHI | | | | |
| 1. | Master Michael N. George New Delhi | 2006 | 12 years 5 months | |
| 2. | Km. Meher Legha Delhi (presently in U.P.) | 2007 | 14 years 2 months | |
| 3. | Master Rahul* New Delhi | 2008 | 12 years 6 months | |
| GOA | | | | |
| 1. | Master Uddesh R. Ramnathkar Goa | 2009 | 11 years | |
| GUJARAT | | | | |
| 1. | Km. Vaishaliben Sambhubhai Solanki Gujarat | 2009 | 11 years 2 months | |
| 2. | Master Narendrasinh Natvarsinh Solanki Gujarat | 2009 | 17 years 11 month | Bapu Gaidhani Award |
| HARYANA | | | | |
| 1. | Km. Babita Haryana | 2007 | 17 years | Bharat Award |
| 2. | Master Amarjeet Haryana | 2007 | 15 years 7 months | Bharat Award |

*Name to be kept confidential for security reasons.

| 1 | 2 | 3 | 4 | 5 |
|-----------------------|---|------|--------------------|---------------------|
| 3. | Master Ankit Rai Haryana | 2007 | 8 years 5 months | |
| 4. | Master Amol Aghi (POSTHUMOUS) Haryana | 2007 | 15 years 3 months | Bapu Gaidhani Award |
| 5. | Master Abhishake (POSTHUMOUS) | 2007 | 6 years 3 months | |
| 6. | Master Suraj (POSTHUMOUS) Haryana | 2007 | 9 years 2 months | |
| 7. | Master Manish Bansal Haryana | 2008 | 16 years | |
| 8. | Master Gaurav Singh Saini Haryana | 2009 | 12 years 6 month | Bharat Award |
| KARNATAKA | | | | |
| 1. | Master Sunil Kumar P.N. Karnataka | 2007 | 14 years 4 months | |
| 2. | Master Gagan J. Murthy Karnataka | 2008 | 6 years | |
| 3. | Km. Bhoomika J. Murthy Karnataka | 2008 | 6 years | |
| KERALA | | | | |
| 1. | Master Joel Salim Jacob Kerala | 2006 | 10 years 8 months | |
| 2. | Master Vishnu C.S. Kerala | 2007 | 8 years 9 months | |
| 3. | Master Bijin Babu Kerala | 2007 | 16 years | |
| 4. | Km. Manjusha A Kerala | 2008 | 14 years | |
| 5. | Km. Dinu K.G. Kerala | 2008 | 14 years 4 months | |
| 6. | Master Vijith. V. Kerala | 2009 | 16 years 2 months | Bapu Gaidhani Award |
| 7. | Master Sujith Kumar P. Kerala | 2009 | 8 years 8 months | |
| 8. | Master Sujith R. Kerala | 2009 | 14 years 2 months | |
| 9. | Km. Krishnapriya K. Kerala | 2009 | 13 years | |
| 10. | Master Amal Antony Kerala | 2009 | 11 years | |
| MADHYA PRADESH | | | | |
| 1. | Km. Anita Singh Lodh Madhya Pradesh | 2006 | 9 years | |
| 2. | Master Manoj Chauhan (POSTHUMOUS) Madhya Pradesh | 2006 | 18 years | |
| 3. | Km. Prachi Santosh Sen Madhya Pradesh | 2008 | 9 years 8 months | Geeta Chopra Award |
| MAHARASHTRA | | | | |
| 1. | Km. Antara Raju Srivastava Maharashtra | 2006 | 11 years 10 months | |

| 1 | 2 | 3 | 4 | 5 |
|------------------|---|------|--------------------|---------------------|
| 2. | Master Parth S. Sutaria Maharashtra | 2006 | 14 years 3 months | |
| 3. | Km. Asma Ayyub Khan Maharashtra | 2006 | 13 years 6 months | Bapu Gaidhani Award |
| 4. | Km. Ankita Ashok Bhosale Maharashtra | 2006 | 6 years 8 months | |
| 5. | Master Vishal Suryaji Patil Maharashtra | 2008 | 11 years 9 months | |
| MANIPUR | | | | |
| 1. | Km. Paonam Babyrose Devi Manipur | 2006 | 14 years 3 months | |
| 2. | Master K. Boney Singh Manipur | 2007 | 16 years 5 months | Bapu Gaidhani Award |
| 3. | Master Yumkhaibam Addison Singh Manipur | 2008 | 10 years 7 months | |
| 4. | Baby Maibam Prity Devi Manipur | 2009 | 10 years | Geeta Chopra Award |
| 5. | Km. Thoi Thoi Khumanthem Manipur | 2009 | 6 years 9 months | |
| MEGHALAYA | | | | |
| 1. | Km. Silver Kharbani Meghalaya | 2008 | 8 years | |
| 2. | Master Dijekshon Syiem Meghalaya | 2009 | 10 years | |
| MIZORAM | | | | |
| 1. | Km. Lalrempuii (POSTHUMOUS) Mizoram | 2007 | 14 years 7 months | Geeta Chopra Award |
| 2. | Master Lalrammawia Mizoram | 2009 | 14 years | |
| 3. | Master Zonunsanga Mizoram | 2009 | 13 years 10 months | |
| PUNJAB | | | | |
| 1. | Km. Kashika Singh Punjab | 2006 | 11 years 9 months | |
| RAJASTHAN | | | | |
| 1. | Master Rajender Kumar Rajasthan | 2006 | 13 years 6 months | |
| 2. | Km. Sushila Gurjar Rajasthan | 2006 | 12 years 9 months | Bapu Gaidhani Award |
| 3. | Master Sudhir Jhakar Rajasthan | 2006 | 15 years 11 months | |
| 4. | Master Pavan Kumar Parashar Rajasthan | 2006 | 16 years 8 months | |
| 5. | Deepa Kumari Rajasthan | 2006 | 12 years 3 months | |
| 6. | Km. Congress Kanwar Rajasthan | 2007 | 13 years | |
| 7. | Km. Asu Kanwar Rajasthan | 2008 | 14 years | Bapu Gaidhani Award |
| 8. | Km. Hina Quereshi Rajasthan | 2008 | 15 years 3 months | |
| 9. | Km. Kritika Jhanwar Rajasthan | 2008 | 14 years 6 months | |
| 10. | Master Yogesh Kumar Jangid Rajasthan | 2009 | 14 years | |

| 1 | 2 | 3 | 4 | 5 |
|----------------------|---|------|--------------------|---------------------|
| TAMIL NADU | | | | |
| 1. | Master M. Marudu Pandi Tamil Nadu | 2008 | 13 years | |
| UTTAR PRADESH | | | | |
| 1. | Km. Vandana Yadav Uttar Pradesh | 2006 | 13 years 5 months | Geeta Chopra Award |
| 2. | Master Rahul Chourasia Uttar Pradesh | 2006 | 7 years 8 months | |
| 3. | Master Subhash Kumar alias Guddu Uttar Pradesh | 2007 | 15 years 8 months | |
| 4. | Master Saumik Mishra Uttar Pradesh | 2008 | 12 years 10 months | Sanjay Chopra Award |
| 5. | Master Shahanshah Uttar Pradesh | 2008 | 11 years 4 months | |
| 6. | Master Karan Nishad Uttar Pradesh | 2009 | 11 years | Sanjay Chopra Award |
| 7. | Late Km. Ranu Mishra Uttar Pradesh | 2009 | 10 years | Bapu Gaidhani Award |
| 8. | Late Master Deepak Kumar Kori Uttar Pradesh | 2009 | 12 years 11 months | |
| UTTARAKHAND | | | | |
| 1. | Km. Pooja Kabadwal Uttarakhand | 2006 | 6 years 3 months | |
| WEST BENGAL | | | | |
| 1. | Km. Anita Kora West Bengal | 2008 | 14 years 3 months | |
| 2. | Km. Rina Kora West Bengal | 2008 | 16 years 9 months | |
| 3. | Km. Afsana Khatun West Bengal | 2009 | 12 years 5 months | |
| 4. | Km. Sunita Mahato West Bengal | 2009 | 11 years 4 months | |
| 5. | Km. Rekha Kalindi West Bengal | 2009 | 11 years | |

[*Translation*]**Retail Market**

2037. DR. MURLI MANOHAR JOSHI:
SHRI ARJUN MUNDA:

Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether with the entry of big domestic and foreign industrial houses in the retail market, the traditional small retailers are likely to lose their business and employment;

(b) if so, whether the representative organisations of small traders have drawn the attention of the Government towards this condition;

(c) if so, the names of these organisations alongwith the date of receipt of their representations;

(d) the action taken by the Government in this regard; and

(e) the details of the action plan formulated to deal with the problem of unemployment amongst the retail traders affected by the entry of big industrial houses in retail trade?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K. V. THOMAS): (a) The share of organized retailing in the total retail trade is very small and it would not have any major adverse impact on retail outlets in the unorganized sector. The Organized retail sector would reduce the cost of intermediation on account of economies of scale benefiting consumers and producers/farmers. It also helps in establishment of cost affective supply chains. Besides, the organized retailing sector would create more employment opportunities and improve the quality of employment in the long run.

(b) Yes Madam.

(c) Government had received representations from Organizations and small traders on the impact of unorganized retailing and a list of names of such representations received is enclosed as per Statement-I.

(d) to (e) The Government had instituted a study on the subject 'Impact of Organized Retailing on the Unorganized sector' through the Indian Council for Research on International Economic Relations (ICRIER). A copy of the findings and recommendations of ICRIER is enclosed as per Statement-II. The ICRIER Report has been forwarded to various Stake holders including all the State Governments and the Central Government Ministries.

Statement I*List of Representations against FDI in retail trade*

| Sl.No. | Association | Date of receipt |
|--------|---|--------------------------|
| 1 | 2 | 3 |
| 1. | Federation of Associations of Maharashtra | Since 2000 and 14.8.2007 |
| 2. | Bombay Small Scale Industries Association | Since 2000 |
| 3. | Madhya Pradesh Laghu Udyog Sangh | NA |
| 4. | Mahakoshal Chamber of Commerce & Industry | NA |
| 5. | Federation of Retail Traders Welfare Association | NA |
| 6. | Consumer Welfare High Power Committee | NA |
| 7. | AH India Organization of Chemists & Druggists | NA |
| 8. | Federation of Associations of Small Industries in India | NA |
| 9. | Wadhwan Industries Association | NA |
| 10. | Ambattur Industrial Estate Manufacturers Association | NA |

| 1 | 2 | 3 |
|-----|---|------------|
| 11. | Zilla Adhikari District Udyog Vyapar Mandal, Lalitpur, Shri Rajni Kant Srivastava and Shri Nimarjit | NA |
| 12. | Shri Rajesh Jaiswal, Delhi | NA |
| 13. | Bharitya Janata Party Vyapar Prakoshat, Uttar Pradesh | 23.7.2007 |
| 14. | Nag-Vidarbha Chamber of Commerce, Nagpur | 23.8.2007 |
| 15. | The Madras General Merchants Association, Chennai | 20.8.2007 |
| 16. | Tamilnadu Chamber of Commerce and Industry | 7.8.2007 |
| 17. | M/s. Acorn | 24.4.2007 |
| 18. | M/s. GADAG District Chamber of Commerce & Industry | 13.4.2007 |
| 19. | M/s. Federation of Associations of Maharashtra, Mumbai | 7.3.2007 |
| 20. | Federation of Traders' Organizations of West Bengal | 30.5.2007 |
| 21. | Shri C.B. Agarwal, Gondia | 7.6.2007 |
| 22. | M/s. Purasai Merchants Association, Chennai | 7.6.2007 |
| 23. | M/s. Tamilnadu Thangam, Velli, Vyrn, Nagpal Vyaparigal Sammelanam, Chennai | 7.6.2007 |
| 24. | Eastern Bihar Chamber of Commerce & Industries, Patna | 11.6.2007 |
| 25. | Vyaparti Ekta Samiti, Bharatpur | 12.6.2007 |
| 26. | Shri Rasik Lai Mardia, Ahmedabad | 12.6.2007 |
| 27. | Shri Jedthmal Lakhani, Bikaner | 12.6.2007 |
| 28. | The Southern Gujarat Chamber of Commerce & Industry, Suran | 11.7.2007 |
| 29. | Federation of Rajasthan Trade and Industry, Jaipur | 12.7.2007 |
| 30. | Bihar Rajya Khadyanna Vyavasai Sangh, Patna | 8.8.2007 |
| 31. | The Retail & Dispensing Chemists Association (Mumbai) | 23.10.2007 |
| 32. | Raniganj Chamber of Commerce, Burdwaa (W.B.) | 20.11.2007 |
| 33. | Association of Community Organisations for Reform Now, Louisiana | 16.4.2007 |
| 34. | Federation of Madras Merchants & Manufacturers Association, Chennai | 22.5.2007 |
| 35. | Bihar Rajya Khadyanna Vvavasay Sangh, Patna | 29.8.2007 |
| 36. | Rashtriya Vyapar Mandal, New Delhi | 29.8.2007 |
| 37. | Retailers Association of India, Mumbai | 11.10.2007 |
| 38. | Hardware Dealers Associations, Itwari, Nagpur | NA |
| 39. | Bhartiya Udyog Vyapar Mandal, Delhi | 13.5.2007 |
| 40. | Federation of Mumbai Retail Cloth Dealers Associations, Mumbai | 11.9.2007 |

| 1 | 2 | 3 |
|-----|--|------------|
| 41. | Kerala Vyapari Vyavasayi Ekopana Samithi, Trivandrum | 27.9.2007 |
| 42. | Shri Ghanshyam Das Garg, Muzaffarnagar, Uttar Pradesh | 7.12.2007 |
| 43. | Madrassa Sirajul Uloom, Saharanpur | 30.11.2007 |
| 44. | All India Retailers Federation (Regd.), Jaipur | 12.9.2007 |
| 45. | U.P. Udyog Vyapar Pratinidhi Mandal, Gatuka Associations, Shahjanpur | 3.9.2007 |
| 46. | Distt. Udyog Vyapar Mandal, Lalitpur | 12.9.2007 |
| 47. | All India Forward Block, Delhi State Committee, Delhi | 12.9.2007 |
| 48. | Divisional insurance Employees Association, Jalpaiguri, West Bengal | 2.9.2007 |
| 49. | Nayagram Business and Welfare Organization, WB | 3.6.2008 |
| 50. | Raipur Division Insurance Employees Association, Raipur | 30.10.2006 |
| 51. | Confederation All India Traders, New Delhi | 14.1.2008 |
| 52. | Salboni Thana Babasayee Samithi, Salboni | 29.1.2008 |
| 53. | Uttar Pradesh Vyapari Pradhinidhi Mandal, Moti Nagar, Unnav | 27.9.2009 |
| 54. | Beharaih Udyog Vypar Mandal, Lucknow | 29.7.2009 |
| 55. | Zilla Udyog Vypar Pradhinidhi Mandal, Gorakhpur | 29.7.2009 |

Statement II

FINDINGS AND RECOMMENDATIONS OF ICRIER

The real GDP is expected to grow at 8-10 per cent per annum in the next five years. As a result, the consuming class with annual household incomes above Rs. 90,000 is expected to rise from about 370 million in 2006-07 to 620 million in 2011-12. Consequently, the retail business in India is estimated to grow at 13 per cent annually from US\$ 322 billion in 2006-07 to US\$ 590 billion in 2011-12. The study shows:

- The unorganized retail sector is expected to grow at about 10 per cent per annum with sales rising from US\$ 309 billion in 2006-07 to US\$ 496 billion in 2011-12.
- Given the relatively weak financial state of unorganized retailers, and the physical space constraints on their expansion prospects, this sector alone will not be able to meet the growing demand for retail.
- Hence, organized retail which now constitutes a small four per cent of total retail sector is likely

to grow at a much faster pace of 45-50 per cent per annum and quadruple its share in total retail trade to 16 per cent by 2011-12.

- This represents a positive sum game in which both unorganized and organized retail not only coexist but also grow substantially in size.
- The majority of unorganized retailers surveyed in this study, indicated their preference to continue in the business and compete rather than exit.

The Empirical Basis

The study comprises the largest ever survey of all segments of the economy that could be affected by the entry of large corporates in the retail business. The findings are based on a survey of 2020 unorganized small retailers across 10 major cities; 1318 consumers shopping at both organized and unorganized retail outlets; 100 intermediaries; and 197 farmers. In addition, a "control sample" survey was done of 805 unorganized retailers who are not in the vicinity of organized retail outlets in four metro cities.

Detailed interviews were also carried out for 12 large manufacturers, 20 small manufacturers and six established modern retailers.

The study contains an extensive review of international retail experience, particularly from the major emerging market economies.

Main Findings

Impact on Unorganized Retailers

- Unorganized retailers in the vicinity of organized retailers experienced a decline in their volume of business and profit in the initial years after the entry of large organized retailers.
- The adverse impact on sales and profit weakens over time.
- There was no evidence of a decline in overall employment in the unorganized sector as a result of the entry of organized retailers.
- There is some decline in employment in the North and West regions which, however, also weakens over time.
- The rate of closure of unorganized retail shops in gross terms is found to be 4.2 per cent per annum which is much lower than the international rate of closure of small businesses.
- The rate of closure on account of competition from organized retail is lower still at 1.7 per cent per annum.
- There is competitive response from traditional retailers through improved business practices and technology upgradation.
- A majority of unorganized retailers is keen to stay in the business and compete, while also wanting the next generation to continue likewise.
- Small retailers have been extending more credit to attract and retain customers.
- However, only 12 per cent of unorganized retailers have access to institutional credit and 37 per cent felt the need for better access to commercial bank credit.
- Most unorganized retailers are committed to remaining independent and barely 10 per cent preferred to become franchisees of organized retailers.

Impact on Consumers

- Consumers have definitely gained from organized retail on multiple counts.
- Overall consumer spending has increased with the entry of the organized retail.
- While all income groups saved through organized retail purchases, the survey revealed that lower income consumers saved more. Thus, organized retail is relatively more beneficial to the less well-off consumers.
- Proximity is a major comparative advantage of unorganized outlets.
- Unorganized retailers have significant competitive strengths that include consumer goodwill, credit sales, amenability to bargaining, ability to sell loose items, convenient timings, and home delivery.

Impact on Intermediaries

- The study did not find any evidence so far of adverse impact of organized retail on intermediaries.
- There is, however, some adverse impact on turnover and profit of intermediaries dealing in products such as fruit, vegetables, and apparel.
- Over two-thirds of the intermediaries plan to expand their businesses in response to increased business opportunities opened by the expansion of retail.
- Only 22 per cent do not want the next generation to enter the same business.

Impact on Farmers

- Farmers benefit significantly from the option of direct sales to organized retailers.
- Average price realization for cauliflower farmers selling directly to organized retail is about 25 per cent higher than their proceeds from sale to regulated government *mandi*.
- Profit realization for farmers selling directly to organized retailers is about 60 per cent higher than that received from selling in the *mandi*.
- The difference is even larger when the amount charged by the commission agent (usually 10 per cent of sale price) in the *mandi* is taken into account.

Impact on Manufacturers

- Large manufacturers have started feeling the competitive impact of organized retail through price and payment pressures.
- Manufacturers have responded through building and reinforcing their brand strength increasing their own retail presence, 'adopting' small retailers, and setting up dedicated teams to deal with modern retailers.
- Entry of organized retail is transforming the logistics industry. This will create significant positive externalities across the economy.
- Small manufacturers did not report any significant impact of organized retail.

Policy Recommendations

On the basis of the results of the surveys and the review of international retail experience, the study makes the following major recommendations:

1. Modernization of wetmarkets through public-private partnerships.
2. Facilitate *cash-and-carry* outlets, like Metro, for sale to unorganized retail and procurement from farmers, as in China.
3. Encourage co-operatives and associations of unorganized retailers for direct procurement from suppliers and farmers.
4. Ensure better credit availability to unorganized retailers from banks and micro-credit institutions through innovative banking solutions.
5. Facilitate the formation of farmers' co-operatives to directly sell to organized retailers.
6. Encourage formulation of "private codes of conduct" by organized retail for dealing with small suppliers. These may then be incorporated into enforceable legislation.
7. Simplification of the licensing and permit regime for organized retail and move towards a nationwide uniform licensing regime in the states to facilitate modern retail.
8. Strengthening the Competition Commission's role for enforcing rules against collusion and predatory pricing.
9. Modernization of APMC markets as modelled on the National Dairy Development Board (NDDB) Safal market in Bangalore.

*[English]***Import of Wheat**

2038. SHRIMATI MANEKA GANDHI: Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether the Government has imported wheat from foreign producers;

(b) if so, the quantum of wheat imported from Cargill during the last three years alongwith the price per tonne paid therefor; and

(c) the Minimum Support Price and other perquisites paid to the Indian farmers for procurement of their wheat during the same period?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) Yes, Madam.

(b) In order to meet shortfall in Central pool, stock, during the years 2006-07 & 2007-08 Government imported wheat from M/s. Cargill International SA, Switzerland through the State Trading Corporation of India (STC) and Minerals & Metals Trading Corporation Ltd. (MMTC) as per following details:

| Sl. No. | Year | Agency | Quantity (in lakh tonnes) | Weighted average price (US \$ PMT) C&F |
|---------|---------|--------|---------------------------|--|
| 1. | 2006-07 | STC | 4.04 | 199.48 |
| 2. | 2007-08 | STC | 1.23 | 325.60 |
| 3. | -do- | MMTC | 1.87 | 397.03 |

There has been no import of wheat during 2008-09.

(c) Minimum Support Price (MSP) & bonus fixed by Government are as under:-

| Sl. No. | Year | MSP & other perquisite paid to the farmers (Rs./Per qtl.) |
|---------|---------|---|
| 1. | 2006-07 | Rs. 650 MSP plus Rs. 50 as bonus |
| 2. | 2007-08 | Rs. 750 MSP plus Rs. 100 as bonus |
| 3. | 2008-09 | Rs. 1000 MSP |

In addition some states have also paid State bonus to their farmers.

MADAM SPEAKER: The House stands adjourned to meet again at 12 noon.

11.40 hrs.

The Lok Sabha then adjourned till Twelve of the Clock.

12.00 hrs.

The Lok Sabha reassembled at Twelve of the Clock.

[MADAM SPEAKER *in the Chair*]

At this stage, Shri Dharmendra Yadav and some other hon. Members came and stood on the floor near the Table.

12.01 hrs.

[*English*]

PAPERS LAID ON THE TABLE

MADAM SPEAKER: Now, Papers to be laid on the Table.

THE MINISTER OF AGRICULTURE AND MINISTER OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (SHRI SHARAD PAWAR): Madam, I beg to lay on the Table:-

- (1) A copy of the Annual Report (Hindi and English versions) of the Indian Council of Agricultural Research, New Delhi, for the year 2009-2010.
- (2) A copy of the Annual Accounts (Hindi and English versions) of the Indian Council of Agricultural Research, New Delhi, for the year 2008-2009, together with Audit Report thereon.
- (3) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (2) above

[Placed in Library, *See No. LT 1792/15/10*]

...(Interruptions)

THE MINISTER OF HOME AFFAIRS (SHRI P. CHIDAMBARAM): I beg to lay on the Table:-

- (1) A copy of the following papers (Hindi and English versions):-

- (i) Detailed Demands for Grants (Vol-I) of the Ministry of Home Affairs for the year 2010-2011.

- (ii) Detailed Demands for Grants (Vol-II) of the Ministry of Home Affairs (Union Territories without Legislature) for the year 2010-2011.

[Placed in Library, *See No. LT 1793/15/10*]

- (2) A copy of the Outcome Budget (Hindi and English versions) of the Ministry of Home Affairs for the year 2010-2011.

[Placed in Library, *See No. LT 1794/15/10*]

...(Interruptions)

THE MINISTER OF MINES AND MINISTER OF DEVELOPMENT OF NORTH EASTERN REGION (SHRI B.K. HANDIQUE): Madam, I beg to lay on the Table:-

- (1)
 - (i) A copy of the Annual Report (Hindi and English versions) of the Jawaharlal Nehru Aluminum Research Development and Design Centre, Nagpur, for the year 2008-2009, alongwith Audited Accounts.
 - (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Jawaharlal Nehru Aluminum Research Development and Design Centre, Nagpur, for the year 2008-2009.
- (2) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library, *See No. LT 1795/15/10*]

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLY RAMACHANDRAN): Madam, I beg to lay on the Table:-

- (1) A copy of the Andaman & Nicobar Islands (Rural Employment Grievance Redressal Mechanism) Rules, 2009 (Hindi and English versions) published in the Notification No. 149/09/F. No. 6-43/GC/NREGA/2009(II)-PR in Andaman and Nicobar Administration Gazette dated the 28th October,

2009 under sub-section (1) of Section 33 of the National Rural Employment Guarantee Act, 2005.

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

[Placed in Library, *See* No. LT 1796/15/10]

- (3) A copy of the Andaman & Nicobar Islands (Panchayat Administration) (3rd Amendment) Rules, 2010 (Hindi and English versions) published in the Notification No. 20/2010/F. No. 3-27/2008/PR(PF) in Andaman and Nicobar Administration Gazette dated the 27th January, 2010 under Section 204 of the Andaman and Nicobar Islands (Panchayats) Regulation, 1994.

[Placed in Library, *See* No. LT 1797/15/10]

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI V. NARAYANASAMY): Madam, I beg to lay on the Table a copy of the Detailed Demands for Grants (Hindi and English versions) of the Ministry of Parliamentary Affairs for the year 2010-2011.

[Placed in Library, *See* No. LT 1798/15/10]

...(Interruptions)

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLY RAMACHANDRAN): Madam, on behalf of Shri Ajay Maken, I beg to lay on the Table:-

- (1) A copy each of the following Notifications (Hindi and English versions) under sub-section (3) of Section 141 of the Border Security Force Act, 1968:-

(i) The Border Security Force (General Duty Officers) Recruitment (Second Amendment) Rules, 2009 published in the Notification No. G.S.R. 593(E) in Gazette of India dated the 21st August, 2009.

(ii) The Border Security Force General Duty Cadre (Non-Gazetted) Recruitment Amendment Rules, 2009 published in the Notification No. G.S.R. 153 in Gazette of India dated the 7th November, 2009.

- (2) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at item No. (i) of (1) above.

[Placed in Library, *See* No. LT 1799/15/10]

- (3) A copy each of the following Notifications (Hindi and English versions) under sub-section (3) of Section 155 of the Sashastra Seema Bal Act, 2007:-

(i) The Sashastra Seema Bal Combatised, Sub-Inspector (General Duty) Group 'B' Non-Gazetted posts Recruitment Rules, 2009 published in the Notification No. G.S.R. 845(E) in Gazette of India dated the 25th November, 2009.

(ii) The Sashastra *Seema* Bal Combatised, Inspector (General Duty) Group 'B' Non-Gazetted posts Recruitment Rules, 2009 published in the Notification No. G.S.R. 935(E) in Gazette of India dated the 31st December, 2009.

(iii) The Sashastra *Seema* Bal Combatised, Inspector (General Duty) Group 'A' Combatised (General Duty) Officers Recruitment (Amendment) Rules, 2009 published in the Notification No. G.S.R. 28(E) in Gazette of India dated the 13th January, 2010.

(iv) The Sashastra *Seema* Bal Combatised, Inspector (General Duty) Group 'C' posts Recruitment Rules, 2009 published in the Notification No. G.S.R. 844(E) in Gazette of India dated the 25th November, 2009.

[Placed in Library, *See* No. LT 1800/15/10]

- (4) A copy of each of the following Notifications (Hindi and English versions) under sub-section (3) of Section 156 of the Indo-Tibetan Border Police Force Act, 1992:-

(i) The Indo-Tibetan Border Police Force, Para Medical Cadre, Inspector (Pharmacist) Recruitment Rules, 2010 published in the Notification No. G.S.R. 34(E) in Gazette of India dated the 15th January, 2010.

(ii) The Indo-Tibetan Border Police Force, General Duty Cadre, Group 'A' Posts

Recruitment (Amendment) Rules, 2009 published in the Notification No. G.S.R. 913(E) in Gazette of India dated the 21st December, 2009.

...(Interruptions)

[Placed in Library, *See* No. LT 1801/15/10]

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI S.S. PALANIMANICKAM): Madam, I beg to lay on the Table a copy of the Report (Hindi and English versions) of the Comptroller and Auditor General of India-Union Government (Civil) (No. 3 of 2009-10) (Autonomous Bodies)-Performance Audit of the functioning of Major Port Trusts in India, under Article 151(1) of the Constitution.

[Placed in Library, *See* No. LT 1802/15/10]

...(Interruptions)

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): Madam, I beg to lay on the Table:-

(1) A copy of each of the following Notifications (Hindi and English versions) under Section 4(d) of the Destructive Insects and Pests Act, 1914:-

(i) The Plant Quarantine (Regulation of Import into India) (Third Amendment) Order, 2009 published in Notification No. S.O. 3269(E) in Gazette of India dated the 23rd December, 2009.

(ii) The Plant Quarantine (Regulation of Import into India) (Fourth Amendment) Order, 2009 published in Notification No. S.O. 3298(E) in Gazette of India dated the 24th December, 2009.

[Placed in Library, *See* No. LT 1803/15/10]

(2) A copy each of the following papers (Hindi and English versions) under sub-section (1) of section 619A of the Companies Act, 1956:-

(i) Review by the Government of the working of the Lakshadweep Development Corporation Limited, Kavaratti, for the year 2008-2009.

(ii) Annual Report of the Lakshadweep Development Corporation Limited, Kavaratti, for the year 2008-2009, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library, *See* No. LT 1804/15/10]

(3) (i) A copy of the Annual Report (Hindi and English versions) of the Small Farmers' Agri-Business Consortium, New Delhi, for the year 1993-1998, alongwith Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Small Farmers' Agri-Business Consortium, New Delhi, for the year 1993-1998.

(4) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (3) above.

[Placed in Library, *See* No. LT 1805/15/10]

(5) (i) A copy of the Annual Report (Hindi and English versions) of the Small Farmers' Agribusiness Consortium, New Delhi, for the year 1998-1999, alongwith Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Small Farmers' Agribusiness Consortium, New Delhi, for the year 1998-1999.

(6) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (5) above.

[Placed in Library, *See* No. LT 1806/15/10]

(7) (i) A copy of the Annual Report (Hindi and English versions) of the Small Farmers' Agribusiness Consortium, New Delhi, for the year 1999-2000, alongwith Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Small Farmers' Agribusiness Consortium, New Delhi, for the year 1999-2000.

- (8) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (7) above.
[Placed in Library, *See* No. LT 1807/15/10]
- (9) (i) A copy of the Annual Report (Hindi and English versions) of the Small Farmers' Agribusiness Consortium, New Delhi, for the year 2000-2001, alongwith Audited Accounts.
(ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Small Farmers' Agribusiness Consortium, New Delhi, for the year 2000-2001.
- (10) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (9) above.
[Placed in Library, *See* No. LT 1808/15/10]
- (11) (i) A copy of the Annual Report (Hindi and English versions) of the Small Farmers' Agribusiness Consortium, New Delhi, for the year 2001-2002, alongwith Audited Accounts.
(ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Small Farmers' Agribusiness Consortium, New Delhi, for the year 2001-2002.
- (12) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (11) above.
[Placed in Library, *See* No. LT 1809/15/10]
- (13) (i) A copy of the Annual Report (Hindi and English versions) of the Small Farmers' Agri-Business Consortium, New Delhi, for the year 2002-2003, alongwith Audited Accounts.
(ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Small Farmers' Agri-Business Consortium, New Delhi, for the year 2002-2003.
- (14) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (13) above.
[Placed in Library, *See* No. LT 1810/15/10]
- (15) (i) A copy of the Annual Report (Hindi and English versions) of the Coastal Aquaculture Authority, Chennai, for the year 2008-2009, alongwith Audited Accounts.
(ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Small Farmers' Agri-Business Consortium, New Delhi, for the year 2008-2009.
[Placed in Library, *See* No. LT 1811/15/10]
- (16) A copy of the Protection of Plant Varieties and Farmers' Rights (Third Amendment) Amendment Rules, 2009 (Hindi and English versions) published in the Notification No. G.S.R. 901(E) in Gazette of India dated the 17th December, 2009 under Section 97 of the Protection of Plant Varieties and Farmers' Rights Act, 2001.
[Placed in Library, *See* No. LT 1812/15/10]
- (17) A copy of the Bureau of Indian Standards (Recruitment to Scientific Cadre) Regulations, 2009 (Hindi and English versions) published in the Notification No. G.S.R. 869(E) in Gazette of India dated the 9th December, 2009, under Section 39 of the Bureau of Indian Standards Act, 1986.
[Placed in Library, *See* No. LT 1813/15/10]
- (18) A copy each of the following Notifications (Hindi and English versions) under sub-section (6) of Section 3 of the Essential Commodities Act, 1955:-
(i) The Sugarcane (Control) Amendment Order, 2010 published in the Notification No. S.O. 33(E)/Ess.Com./Sugarcane in Gazette of India dated the 7th January, 2010.
(ii) The Fertiliser Control (Amendment) Order, 2010 published in the Notification No. S.O. 49(E) in Gazette of India dated the 11th January, 2010.
(iii) S.O. 48(E) published in the Gazette of India dated the 11th January, 2010, notifying the specifications in respect of the fertilizers, mentioned therein, to be manufactured by M/s. Plant Gro Industries, Jodhpur for a period of three years from the date of publication of this notification.

(iv) S.O. 47(E) published in the Gazette of India dated the 11th January, 2010, notifying the specifications in respect of the fertilizers, mentioned therein, to be manufactured by M/s. Punjab Chemicals and Crop Protection Ltd., Chandigarh, for a period of three years from the date of publication of this notification.

(v) S.O. 30(E) published in the Gazette of India dated the 7th January, 2010, notifying the specifications in respect of the customized fertilizers, mentioned therein, for a period of three years to be manufactured by M/s. Coromandel International Limited for the area and crop as mentioned in the notification.

(vi) The Essential Commodities Order, 2009 published in the Notification No. S.O. 3267(E) in Gazette of India dated the 22nd December, 2009.

(vii) The Removal of (Licensing Requirements, Stock Limits and Movement Restrictions) on Specified Foodstuffs (Seventh Amendment) Order, 2009 published in the Notification No. S.O. 3249(E) in Gazette of India dated the 18th December, 2009.

[Placed in Library, *See* No. LT 1814/15/10]

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI CHOUDHURY MOHAN JATUA): Madam, I beg to lay on the Table:-

(1) A copy of the Annual Report (Hindi and English versions) of the Press Council of India, New Delhi, for the year 2008-2009, alongwith Audited Accounts.

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

[Placed in Library, *See* No. LT 1815/15/10]

...(Interruptions)

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING (DR. S.

JAGATHRAKSHAKAN): Madam, I beg to lay on the Table:-

(1) A copy of the Detailed Demands for Grants (Hindi and English versions) of the Ministry of Information and Broadcasting for the year 2010-2011.

[Placed in Library, *See* No. LT 1816/15/10]

(2) A copy each of the following papers (Hindi and English versions) under sub-section (1) of section 619A of the Companies Act, 1956:-

(i) Review by the Government of the working of the National Film Development Corporation Limited, Mumbai, for the year 2008-2009.

(ii) Annual Report of the National Film Development Corporation Limited, Mumbai, for the year 2008-2009, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

(3) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (2) above.

[Placed in Library, *See* No. LT 1817/15/10]

...(Interruptions)

THE MINISTER OF STATE IN THE MINISTRY OF YOUTH AFFAIRS AND SPORTS (SHRI PRATIK PATIL): Madam, I beg to lay on the Table a copy of the Detailed Demands for Grants (Hindi and English versions) of the Ministry of Youth Affairs and Sports for the year 2010-2011.

[Placed in Library, *See* No. LT 1818/15/10]

...(Interruptions)

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (KUNWAR R.P.N. SINGH): Madam, I beg to lay on the Table:-

(1) A copy each of the following Notifications (Hindi and English versions) under section 10 of the National Highways Act, 1956:-

(i) S.O. 198(E) published in Gazette of India dated the 28th January, 2010 regarding

- acquisition of land for building (widening/four laning, etc), maintenance, management and operation of National Highway No. 37 (Charaiabhai-Teok Section) in the State of Assam.
- (ii) S.O. 2718(E) published in Gazette of India dated the 29th October, 2009 regarding acquisition of land for building (widening/four laning, etc), maintenance, management and operation of National Highway No. 3 (MP/Maharashtra Border-Dhule Section) in the State of Maharashtra.
- (iii) S.O. 2719(E) published in Gazette of India dated the 29th October, 2009 regarding acquisition of land for building (widening/four laning/six laning, etc), maintenance, management and operation of National Highway No. 3 (Panvel-Indapur Section) in the State of Maharashtra.
- (iv) S.O. 2983(E) published in Gazette of India dated the 24th November, 2009 regarding authorization of Assistant Commissioner, Belgaum Sub-Division, Belgaum as the competent authority to acquire land for building (construction) of proposed Belgaum, Khanapur, Gunji and Ramnagar Bypass from National Highway No. 4A (Karnataka/Goa Boundary) in the State of Karnataka.
- (v) S.O. 2991(E) published in Gazette of India dated the 24th November, 2009 regarding acquisition of land for building (widening/four laning, etc), maintenance, management and operation of National Highway No. 7 (Hyderabad-Bangalore Section) in the State of Karnataka.
- (vi) S.O. 6(E) published in Gazette of India dated the 4th January, 2010 regarding acquisition of land for building (widening/two laning with paved shoulders etc), maintenance, management and operation of National Highway No. 8 (Beawar-Gomati Choraha Section) in the State of Rajasthan.
- (vii) S.O. 3159(E) published in Gazette of India dated the 9th December, 2009 regarding acquisition of land for upgrading (widening are operation and maintenance of National Highway No. 7 (Hyderabad-Bangalore Section) in the State of Karnataka.
- (viii) S.O. 3222(E) published in Gazette of India dated the 15th December, 2009 regarding acquisition of land for building (widening/four laning, etc), maintenance, management and operation of National Highway No. 48 (Nelamangala-Hassan Section) in the State of Karnataka.
- (ix) S.O. 3223(E) published in Gazette of India dated the 15th December, 2009 regarding acquisition of land for building (widening/four laning, etc), maintenance, management and operation of National Highway No. 4 (Mulbagal-Andhra Pradesh/Karnataka border Section) in the State of Karnataka.
- (x) S.O. 131(E) published in Gazette of India dated the 20th January, 2010 regarding acquisition of land for building (widening/four laning, etc), maintenance, management and operation of National Highway No. 37 (Jorhat-Dibrugarh Section) in the State of Assam.
- (xi) S.O. 4(E) published in Gazette of India dated the 2nd January, 2010, regarding acquisition of land for building (widening/two laning, etc), maintenance, management and operation of National Highway No. 154 (Dhaleshwari-Bhairabi Section) in the State of Assam.
- (xii) S.O. 11(E) published in Gazette of India dated the 5th January, 2010, regarding rates of fees to be recovered from the users of National Highway No. 7 (Madurai-Virudhunagar Section) in the State of Tamil Nadu.
- (xiii) S.O. 12(E) published in Gazette of India dated the 5th January, 2010, regarding rates of fees to be recovered from the users of National Highway No. 45B (Trichy-Tovrankurichi Section) in the State of Tamil Nadu.
- (xiv) S.O. 13(E) published in Gazette of India dated the 5th January, 2010, regarding rates of fees to be recovered from the users of

National Highway No. 31 (Purnea-Goyerkata Section) in the States of Bihar and West Bengal.

(xv) S.O. 3288(E) published in Gazette of India dated the 24th December, 2009, regarding rates of fees to be recovered from the users of National Highway No. 7 (Silk Board Junction-Hosur Section) in the State of Karnataka.

(xvi) S.O. 3289(E) published in Gazette of India dated the 24th December, 2009, regarding rates of fees to be recovered from the users of National Highway No. 79 (Nasirabad-Chittorgarh Section) in the State of Rajasthan.

(xvii) S.O. 2898(E) published in Gazette of India dated the 16th November, 2009 regarding acquisition of land for building (widening/four-laning, etc.), maintenance, management and operation of National Highway No. 24 (Bareilly-Sitapur Section) in the State of Uttar Pradesh.

(xviii) S.O. 3120(E) published in Gazette of India dated the 5th December, 2009 regarding acquisition of land for building (widening/six laning, etc.), maintenance, management and operation of National Highway No. 2 (Delhi-Agra Section) in the State of Uttar Pradesh.

(xix) S.O. 3254(E) published in Gazette of India dated the 21st December, 2009 regarding acquisition of land for building (widening), maintenance, management and operation of National Highway No. 2 (Delhi-Agra Section) in the National Capital Territory of Delhi.

(xx) S.O. 2882(E) published in Gazette of India dated the 12th November, 2009 regarding acquisition of land for building (widening/four-laning, etc.), maintenance, management and operation of National Highway No. 11 (Agra-Bharatpur Section) in the State of Uttar Pradesh.

(xxi) S.O. 2899(E) to S.O. 2902(E) published in Gazette of India dated the 16th November, 2009 regarding acquisition of land for building (widening/four-laning, etc.),

maintenance, management and operation of different stretches of National Highway No. 24 (Bareilly-Sitapur Section) in the State of Uttar Pradesh.

[Placed in Library, *See* No. LT 1819/15/10]

(2) (i) A copy of the Annual Report (Hindi and English versions) of the National Highways Authority of India, New Delhi, for the year 2007-2008, alongwith Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government of the working of the National Highways Authority of India, New Delhi, for the year 2007-2008.

(3) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (2) above.

[Placed in Library, *See* No. LT 1820/15/10]

...(Interruptions)

12.02 hrs.

MESSAGE FROM RAJYA SABHA

[English]

SECRETARY GENERAL: Madam, I have to report the following message received from the Secretary-General of Rajya Sabha:-

'I am directed to inform the Lok Sabha that the Rajya Sabha at its sitting held on Thursday, the 17th December, 2009 adopted the following Resolution:-

"That this House concurs in the recommendation of the Lok Sabha that the Rajya Sabha do agree to the nomination by the Chairman of six Members from the Rajya Sabha to the Parliamentary Committee to review the Rate of Dividend which is at present payable by the Indian Railways to the General Revenues as well as other ancillary matters in connection with Railway Finance *vis-à-vis* General Finance and to make recommendations thereon."

I am further to inform the Lok Sabha that the Chairman has nominated the following six members of the Rajya Sabha to the said Committee:-

1. Shri Rama Chandra Khuntia
2. Shri Parvez Hashmi
3. Shri Shreegopal Vyas
4. Shri Shyamal Chakraborty
5. Shri A. Elevarasan
6. Shri Ranjitsinh Vijaysinh Mohite-Patil'

12.02 hrs.

RULES COMMITTEE

1st Report

[English]

SHRI SANDEEP DIKSHIT (EAST DELHI): Madam, I beg to lay on the Table, under sub-rule(1) of rule 331 of the Rules of Procedure and Conduct of Business in Lok Sabha, the First Report (Hindi and English versions) of the Rules Committee.

...(Interruptions)

12.03 hrs.

COMMITTEE ON EMPOWERMENT OF WOMEN

2nd Report

[English]

SHRIMATI CHANDRESH KUMARI (Jodhpur): Madam, I beg to present the Second Report (Hindi and English versions) of the Committee on Empowerment of Women on the Action Taken by the Government on the recommendations contained in the Twenty-second Report of the Committee (Fourteenth Lok Sabha) on the subject 'Working Conditions of Women in Prasar Bharati'.

...(Interruptions)

12.04 hrs.

STANDING COMMITTEE ON PERSONNEL, PUBLIC GRIEVANCES, LAW AND JUSTICE

37th Report

[English]

DR. PRABHA KISHOR TAVIAD (DAHOD): Madam, I beg to lay on the Table the Thirty-seventh Report (Hindi and English versions) of the Standing Committee on Personnel, Public Grievances, Law and Justice on the Action Taken Replies of the Government on the recommendations/observations contained in the 24th Report of the Committee on "Working of Central Bureau of Investigation (CBI)".

...(Interruptions)

12.04¹/₂ hrs.

MOTION RE: TWELFTH REPORT OF BUSINESS ADVISORY COMMITTEE

[English]

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI V. NARAYANASAMY): Madam, on behalf of Shri Pawan Kumar Bansal, I beg to move the following:-

"That this House do agree with the Twelfth Report of the Business Advisory Committee presented to the House on 8th March, 2010."

MADAM SPEAKER: The question is:

"That this House do agree with the Twelfth Report of the Business Advisory Committee presented to the House on 8th March, 2010."

The motion was adopted.

12.05 hrs.

STATEMENT BY MINISTER

Climate Change*

[English]

MADAM SPEAKER: Item No. 18A, Shri Jairam Ramesh.

...(Interruptions)

*Placed in Library, See No. LT 1821/15/10

MADAM SPEAKER: Nothing will go on record other than the statement of the Minister and the Motion moved. Nothing else will go on record.

*(Interruptions)...**

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH): Madam Speaker, I rise to make a *suo motu* statement on some of the issues relating to the Copenhagen Accord in the light of recent developments. I lay the *suo motu* statement on the Table of the House. ...*(Interruptions)*

I had last made a statement on the subject on Thursday, December 3, 2009. Following this, the 15th Conference of Parties to the UNFCCC took place at Copenhagen, Denmark. On return from Copenhagen, I made a statement in the Rajya Sabha on December 22, 2009 when I briefed the hon. Members about the Conference outcomes. I had also highlighted the role played by the BASIC Group of countries - Brazil, South Africa, India and China - in the negotiations relating to the Copenhagen Accord. The Accord itself was negotiated by 29 countries and was taken note of by the CoP on December 19, 2009.

On 23-24 January, 2010, the Environment Ministers of the BASIC Group of countries met in New Delhi to review the Copenhagen Conference and subsequent developments. The Ministers agreed to communicate, for information of the UNFCCC Secretariat, the voluntary mitigation actions of its member countries. India did so on January 30th 2010 and communicated that India will endeavour to reduce the emissions intensity of GDP by 20-25 per cent by 2020 in comparison to the 2005 level. While doing so, we have clarified that the proposed domestic actions are voluntary in nature and will not have a legally binding character. Further, these actions will be implemented in accordance with the provisions of the relevant national legislations and policies as well as the principles and relevant provisions of the UNFCCC.

On February 3rd 2010, India received a letter from the Executive Secretary of the UNFCCC asking whether India wishes to be listed in the Chapeau of the Copenhagen Accord. Listing in Chapeau of the Accord implies that we participated in the negotiations on Copenhagen Accord and that we stand by the Accord.

After careful consideration, India has agreed to such a listing. From the BASIC Group, Brazil and South Africa have already communicated their association. Simultaneously, the two countries have elaborated the circumstances under which they have associated themselves with the Accord. China has expressed support to Accord in their communication addressed to UN Secretary General. Many other countries from G77 & China Group have also associated themselves with the Accord.

Madam Speaker, I am making the statement to inform the House that India has communicated its decision to the UNFCCC Secretariat with three conditions. First, the Accord is a political document and is not legally binding. It is not a template for outcomes. Second, the Copenhagen Accord is not a separate, third track of negotiations outside the UNFCCC. Third, the purpose of the Copenhagen Accord is to bring about a consensus in the existing and on-going, two-track multilateral negotiations process under the UNFCCC. The Accord could have value if the areas of convergence reflected in the Accord are used to help the Parties reach agreed outcomes under the UN multilateral negotiations in the two tracks. We believe that our decision to be listed reflects the role India played in giving shape to the Copenhagen Accord. This will strengthen our negotiating position on climate change.

Madam Speaker, my sincere endeavour has been to keep this House fully informed at every stage about India's stance on climate change negotiations. This reflects the Government's commitment to transparency and accountability.

...(Interruptions)

12.06 hrs.

MATTERS UNDER RULE 377*

[English]

MADAM SPEAKER: Hon. Members, the matters under Rule 377 shall be laid on the Table of the House. Members who have been permitted to raise matters under Rule 377 today and are desirous of laying them may personally handover slips at the Table of the House within 20 minutes. Only those matters shall be treated as laid of which slips have been received at the Table

*Not recorded.

*Treated as laid on the Table.

within the stipulated time and the rest will be treated as lapsed.

...(Interruptions)

12.06¹/₂ hrs.

At this stage, Shri Lalu Prasad, Shri Mulayam Singh Yadav and some other hon. Members came and stood on the floor near the Table.

...(Interruptions)

(i) Need to release funds for repair, restoration and modernization of small ponds and rivulets in drought-prone areas of Andhra Pradesh

SHRI ANANTHA VENKATARAMI REDDY (Anantapur): Anantapur district, Andhra Pradesh is a drought-prone area and continuously for years together, the rainfall is very deficient. The water of rainfall is saved in ponds and small rivulets in the district. There are more than 2,650 such ponds and rivulets in Anantapur district. Due to silt and other reasons, water is not stored in these ponds and rivulets. Moreover, the channels through which water comes to these ponds and rivulets are also not in good condition which is affecting the supply of water to these ponds.

To ensure repair, restoration and modernization of more than 2,650 such ponds and rivulets in Anantapur district, the Government of Andhra Pradesh have sent a proposal for release of Rs. 117 crores in the current financial year so that the works could be taken up on war footing. The release of funds to the State is pending with the Centre. Since the financial year is coming to a close very soon, there is an urgent need to release these funds.

I, therefore, urge upon the Ministry of Finance to immediately release the amount of Rs. 117 crores to the Government of Andhra Pradesh so that it can take up the repair and renovation work of these small ponds and rivulets in Andhra Pradesh which is urgently needed in this drought-prone district.

(ii) Need to introduce a Bill in the Parliament to categorise Scheduled Caste population into A,B,C, & D groups in Andhra Pradesh as per the recommendations of the Justice Usha Mehra Commission Report

DR. MANDA JAGANNATH (Nagarkurnool): The Government of India had constituted a Commission to

go into all aspects regarding the categorization of Scheduled Castes into A,B,C and D groups in Andhra Pradesh when there was a movement from Madiga Reservation Porate Samithi (MRPS) in view of Supreme Court striking down the categorization on technical grounds stating that the categorization has to be done by an Act of Parliament and not by State Government.

After that the State Assembly of Andhra Pradesh has passed unanimous resolution recommending the Union Government to pass a legislation in this regard and 'JUSTICE USHA MEHRA COMMISSION' had also submitted its report two years back by recommending to amend Article 341. But though two years have passed no action is forthcoming from Government of India. Madigas in Andhra Pradesh are very much agitated.

I, therefore, request the Central Government to take necessary steps for the introduction of a Bill in the current Budget Session to categorize Scheduled Caste population into A, B, C & D groups in Andhra Pradesh as per the recommendation of 'JUSTICE USHA MEHRA COMMISSION' Report.

(iii) Need for effective implementation of centrally sponsored food, health & employment schemes in the Country

[Translation]

SHRI JAI PRAKASH AGARWAL (North-East Delhi): Sir, as per Global Hunger Index, 2009, about 40 per cent of the children in India are malnourished. The main reason of this is that people in most of the villages and advasi areas are unable to provide basic meals to their children due to poverty. This results in illness. For want of vaccination, fall ill, and are not provided proper treatment.

It is really ironical that on the one hands our godowns are full, and on the other hand starvation deaths continue. Generally, the poor do not get real benefit of schemes of the Centre. Public Distribution System is meant to provide cheap foodgrain to the poor. But the PDS foodgrain is not reaching the needy. Similarly, there are several reports of irregularities in NREGA.

I request the Government to take necessary steps to ensure that the benefits of schemes of the centre reach to the needy.

- (iv) Need to provide funds for de-silting of Manur Tank in Tirunelveli district, Tamil Nadu and diversion of excess water of Thamirabarani river into the Manur Tank to improve irrigation facility in the district**

[English]

SHRI S.S. RAMASUBBU (Tirunelveli): Tirunelveli is the second largest district in Tamil Nadu. Here, Manur is one of the largest Panchayat Unions which consists of 42 Panchayat Boards.

Manur Tank is the second biggest tank in the district. It serves to about one lakh farmers for their agricultural requirements and for drinking purpose. Due to insufficient water in the tank, farmers are frequently facing lot of difficulties in cultivation. During monsoon season, the excess water from the Thamirabarani river could not be stored and it flows into the sea.

There is a long demand from various sections of the people for desilting the Manur Tank, strengthening its banks and to take effective steps for diverting the excess water of Thamirabarani river into the Manur Tank.

I, therefore, urge upon Union Government to allocate necessary funds from any of the Centrally sponsored schemes to divert the excess water of Thamirabarani river through a short distance separate supply channel and direct it into the Manur Big Tank. It will improve the ground water level in those areas and will facilitate the farmers to cultivate more than 4,000 acres of land.

- (v) Need to open new LPG Agencies in Faizabad Parliamentary Constituency, Uttar Pradesh**

[Translation]

DR. NIRMAL KHATRI (Faizabad): Sir, there is severe LPG crisis in my Parliamentary Constituency Faizabad. The Gas agency in Rudaidi municipality has been suspended and interim arrangements are inadequate. It is a minority dominated area. At least two gas agencies are needed there.

There are no gas agencies in Bhadarsa town area (Faizabad District), Dariba town area and Tikaitnagar town area (both in Barabanki district). Supplies from outside are inadequate.

There is also a need to open gas agencies in Kumarganj bazaar and Suchetaganj bazaar in district

Faizabad. Kindly take steps to overcome the shortage of gas in the public interest.

- (vi) Need to modernize and provide all necessary passenger facilities in the 'Rajmata Vijaya Raje Scindia Airport' in Gwalior, Madhya Pradesh**

SHRIMATI YASHODHARA RAJE SCINDIA (Gwalior): Sir, the Rajmata Vijaya Raje Scindia Airport is the oldest airport in Madhya Pradesh. This airport came up when Gwalior was a princely state. However, even after six decades of Independence, there are no facilities and development at this airport. The then Prime Minister, Shri Atal Behari Vajpayeeji dedicated the Gwalior Maharajpur a Airport as Shrimati Rajmata Vijaya Raje Scindia Airport. Since then, neither any terminal building has been constructed nor any renovation work carried out. Also, this airport lacks passenger facilities available in Indore, Jabalpur and Bhopal airports.

Gwalior is one of the important business and trading cities in Madhya Pradesh. It is emerging as an educational hub of Madhya Pradesh. It is one of the important tourist places in the country. Hundreds of domestic and foreign tourists visit Gwalior and adjoining places throughout the year. This makes the development and renovation of Gwalior airport all the more necessary. Hence, I request the Government to develop this airport.

- (vii) Need to introduce E-commerce for agricultural produce in the country to ensure good returns to the farmers for their produce**

SHRI RAKESH SINGH (Jabalpur): Sir, is a predominantly agricultural country like ours, the farmers, our food producers, are themselves victims of exploitation. The small farmers consider themselves lucky if they get remunerative price in time for their produce. The country needs to adopt modern technology extensively. My submission is that we should streamline the sale and purchase of foodgrains. We have big godowns and graders in our *mandis*. An entry should be made in the passbook of farmers, once they store their grains in the godowns, in their vicinity, after grading it. If the farmers have the right to sell their grains in any *mandi*, they would get a good price for their produce. Under this, the grains need not be sent from one state to another. Rather, the traders who purchase grains from farmers have to make available the grains from the nearest *mandi*, as per the grading. This would not involve continuous transportation. And through E-commerce, the

farmers would easily be given their price. We have a well developed share market. If we develop a similar arrangement for our farmers, then they would get good price for their produce and they would also become self dependent.

(viii) Need to accord approval to the proposal of Government of Madhya Pradesh for augmenting water supply in Satna Parliamentary Constituency, Madhya Pradesh

SHRI GANESH SINGH (Satna): Sir, the Government of Madhya Pradesh has sent proposals related to water augmentation in 21 major cities of the state under the scheme for the development of urban infrastructure for small and medium towns under the important scheme of the Union Government named Jawaharlal Nehru National Urban Renewable Mission, to the Government of India through M.P. Development Authority Association. The proposal for my constituency Satna for Rs. 7371.40 lakh is also included in those proposals. I demand the sanctioning of these schemes by the Ministry of Urban Development, Government of India and also want complete information about the progress made in this regard till date.

(ix) Need to safeguard the interest of farmers whose land is being acquired for construction of Ganga Express Highway in Kaushambi Parliamentary Constituency of Pratapgarh district in Uttar Pradesh

SHRI SHAILENDRA KUMAR (Kaushambi): Sir, there is scheme of U.P. Government named Ganga Express Highway in the District of Pratapgarh U.P. falling under my constituency for that scheme cultivable land of not only thousands but lakhs of land owners, small and marginal farmers is being acquired. These land's consist of gardens of Mango, Amla and Mahua. The precious tree's will also be cut down under project. Farmers will be ruined, people will suffer from starvation. There will be danger to environment. Animals will die in large numbers. The Union Government should take appropriate action to ban the same.

(x) Need to construct a permanent bridge on Ghaghra river near Kamhariya Ghat in Sant Kabir Nagar Parliamentary Constituency, Uttar Pradesh to facilitate movement of traffic

SHRI BHISMA SHANKAR ALIAS KUSHAL TIWARI (Sant Kabir Nagar): Sir, the Kamhariya Ghat is located

at Ghaghra River where people have to cross the river through pontoon bridge. Various accidents have taken place at this bridge costing many lives and property. This ghat is located on a Highway, which connects Gorakhpur to Allahabad and have heavy traffic on it. The above pontoon bridge remains closed from June to December for 7 months. The people have to take alternate route, which require covering an extra distance of 70 Km. This resulted in more consumption of fuel and people have to incur more expenditure.

I would like to urge the Union Government through you to construct a permanent bridge which will result in convenience to the people and will ease the flow of traffic throughout the year.

(xi) Need to re-start the work of Sidhvasarani Irrigation Project in Jamui Parliamentary Constituency, Bihar

SHRI BHUDEO CHOUDHARY (Jamui): Sir, I would like to draw the attention of Hon'ble Minister of Water Resources towards a major problem of public interest in my constituency Jamui and want to request that Sidhvasarani Irrigation Reservoir Project which is to be constructed in Kharagpur. The scheme was sanctioned in year 1978-79 and an amount of Rs. 3.50 crore was spent on work at that time and an additional amount of 10 crores was spent on construct of canal. But the work has stopped as NOC to be issued by forest department has not been issued. After completion of dam about 4000 hectare of land will be irrigated and hydro power will also be generated.

Therefore in the interest of people. The work of Dam should be restarted by getting of NOC from forest department.

(xii) Need to construct a flyover on N.H. 34 at Ranaghat Mission Gate Railway level crossing in the Ranaghat Parliamentary Constituency, West Bengal to facilitate smooth passage of traffic

[English]

DR. SUCHARU RANJAN HALDAR (Ranaghat): I represent 13-Ranaghat (SC) Parliamentary Constituency. Through my constituency National Highway No. 34 passes. This NH 34 connects Kolkata Harbour with North Bengal and thereby with the rest of the North Eastern part of the Country. Naturally, this road is heavily used

by container trucks carrying tea, trailer trucks carrying huge logs of wood, day and night along with various types of small, big passenger vehicles and scores of tourists buses. But there is a big bottle-neck at Ranaghat Mission gate Railway level crossing. This railway track is also heavily busy due to passenger trains which connects Shantipur, Krishnagar, Lalgola, Gede, Bangladesh and Bongaon with Sealdah-Kolkata through the Ranaghat Railway Junction Station. Over and above , there are several goods trains from and to Bangladesh and Sealdah run along this railway track. As a result, NH 34 is blocked , sometimes for hours together causing severe traffic jam and frequent fatal accidents also. In view of these problems, construction of a fly-over on N.H. 34 on this railway crossing of Ranaghat Mission Gate is very necessary.

(xiii) Need to provide a special financial package to textile sector

SHRI P. KARUNAKARAN (Kasargod): Lakhs of workers are engaged in the textile sector of our country. This is the second biggest sector after agriculture to give employment but now this traditional industry is facing serious problems. As a result of the global recession & new liberal policy, export has declined. Large number of units have been closed due to the shortage of demand in the market. This highly affects the day to day life of the workers. The shortage of working capital, inability to pay the loan and lack of funds for renovation of units are the problems being faced by this traditional industry. All trade unions have already submitted representation for a special package. So I request the Government to take urgent step in this regard.

(xiv) Need to provide rail connectivity to the upcoming ports at Kirtania, Astaranga, Inchudi, Bahuda Muhana, Chudamani from Howrah-Chennai rail route and extend the Ludhiana – Dankuni Eastern Dedicated Freight Corridor upto Haridaspur in Orissa

SHRI B. MAHTAB (Cuttack): Orissa is progressively emerging as the mining, metals and manufacturing hub of the country with addition of energy generation capacity. Recent additions to the industrial horizon are shipbuilding projects, oil rig manufacturing and repair units and auto parts manufacturing facilities. In the next five years, it is expected that additional rail borne traffic generation will be in excess of a staggering 250 MTPA. The present

rail infrastructure in the State is completely inadequate to handle the future growth of traffic. Therefore, there is an urgent need to provide substantial investment from Ministry of Railways for completion of ongoing projects within a period of five years.

Survey work for providing rail connectivity to the upcoming ports at Kirtania, Astaranga, Inchudi, Bahuda Muhana and Chudamani from the mainline *i.e.* Howrah-Chennai rail route needs to be taken up. It is also important that the Ludhiana-Dankuni Eastern Dedicated Freight Corridor is extended from Dankuni to Haridaspur so that upcoming ports at Kirtania and Dhamra and the major port of Paradeep are linked to the vast northern and central hinterland of India.

(xv) Need to construct flyover and underpass besides repairing city roads of Tiruchirapalli, Tamil Nadu under Jawaharlal Nehru National Urban Renewal Mission Scheme

SHRI P. KUMAR (Tiruchirappalli): Tiruchirapalli, is the fourth major city in Tamil Nadu which has a population of 12 lakhs. It connect the State through Eight State Highways and four National highways. Due to the floating population, the traffic congestion of the city is increasing rapidly. Central Bus Stand, Chathiram bus Stand and the Railway Station are heavily congested traffic areas. To ease the traffic congestion of these places, the Government should come forward to release financial assistance under JNNURM for construction of a fly over near Chathiram bus Stand besides un underpass road to connect the Central Bus Stand and the Railway Station. The city roads are also to be upgraded. It will be vey much useful for the public. I request the Government through this House to formulate schemes to construct over bridge/underpass and release sufficient funds.

(xvi) Need to open a Kendriya Vidyalaya in Mandya Parliamentary Constituency, Karnataka

SHRI N. CHELUVARAYA SWAMY (Mandya): I would like to draw the attention of the Hon'ble Minister of Human Resource Development, through you to the problems being faced by the students and their parents in my Constituency, Mandya, Karnataka as there is no Kendriya Vidyalaya in the region.

The private/Public schools situated in my Parliamentary Constituency are charging exorbitant fees,

The common people are facing lot of difficulties in paying such huge amounts. Even though these schools are collecting exorbitant fees, this area lacks good quality English medium schools. There are also a large number of Government servants residing in Mandya. If a Kendriya Vidyalaya is opened in this area, it will be of great help to the middle level and lower people. The people of my Parliamentary Constituency are demanding for establishment of a Kendriya Vidyalaya in the region.

I, therefore, urge upon the Union Government to open a Kendriya Vidyalaya in Mandya, Karnataka on top priority basis.

(xvii) Need to provide financial assistance and relief to Indian migrant workers stranded abroad owing to lack of valid work visas

SHRI JOSE K. MANI (Kottayam): Most of the countries in the Gulf region and South East Asia have launched a vigorous drive to detect and deport migrant workers without valid work visas and have offered an amnesty scheme to those willing to go back home. Most of such workers are from India. In Malaysia more than 50,000 workers are facing deportation. Out of these, 50% are from Kerala.

The affected workers have no savings to be able to bear the return passage and are virtually stranded without food and basic needs. It, therefore, rests on the Government of India to provide financial assistance and relief to such stranded migrant Indian workers to enable them to return home and rehabilitate themselves in India. I, therefore, urge upon the Government to galvanise its missions abroad to open separate cells for handling deportation by arranging their return passage back to India. It is also necessary to provide separate assistance to States where migrant workers returning from abroad are to be rehabilitated. It would be appropriate to make adequate provisions in the forthcoming Central budget to help all States to rehabilitate the workers returning from abroad.

MADAM SPEAKER: The House stands adjourned to meet again at 2 pm.

12.07 hrs.

*The Lok Sabha then adjourned till
Fourteen of the Clock.*

14.00 hrs.

*The Lok Sabha re-assembled at
Fourteen of the Clock.*

[SHRI FRANCISCO COSME SARDINHA *in the Chair*]

...(Interruptions)

[*English*]

MR. CHAIRMAN: Please take your seats.

...(Interruptions)

MR. CHAIRMAN: Nothing should go on record.

*(Interruptions)...**

[*Translation*]

SHRI MULAYAM SINGH YADAV (Manipuri): Is it a proper way? China is attacking our borders. *...(Interruptions)*. Is any war going on? They are grabbing our land on borders. It is a new thing? *...(Interruptions)*. You are not managing it. *...(Interruptions)*

[*English*]

MR. CHAIRMAN: Nothing should go on record.

*(Interruptions)...**

14.0¹/₂ hrs.

**RAILWAY BUDGET, 2010-11— (GENERAL
DISCUSSION)**

**DEMANDS FOR GRANTS ON ACCOUNT—
(RAILWAYS), 2010-11
DEMANDS FOR SUPPLEMENTARY
GRANTS—(RAILWAYS), 2009-10
AND
DEMANDS FOR EXCESS GRANTS—
(RAILWAYS) 2007-08**

[*English*]

MR. CHAIRMAN: Now, item Nos. 20 to 23 will be taken up together. Shri Harin Pathak to continue his speech.

...(Interruptions)

14.01 hrs.

At this stage, Shri Shailendra Kumar and some other Hon. Members came and stood on the floor near the Table.

...(Interruptions)

14.02 hrs.

At this stage, Shri Lalu Prasad, Shri Mulayam Singh and some other Hon. Members came and stood on the floor near the Table.

[Translation]

SHRI HARIN PATHAK (Ahmedabad East): Sir, the Railway Budget is totally unrealistic. It is fraud with the country...*(Interruptions)*

[English]

The dreams which have been shown to the people of this country are not going to be fulfilled.

14.02¹/₄ hrs.

The Lok Sabha then adjourned till Sixteen of the Clock.

16.01 hrs.

The Lok Sabha re-assembled at One Minute past Sixteen of the Clock.

[SHRI ARJUN CHARAN SETHI *in the Chair*]

...(Interruptions)

RAILWAY BUDGET, 2010-11—(GENERAL DISCUSSION)
DEMANDS FOR GRANTS ON ACCOUNT—
RAILWAYS, 2010-11
DEMANDS FOR SUPPLEMENTARY
GRANTS—RAILWAYS, 2009-10
AND
DEMANDS FOR EXCESS GRANTS—
RAILWAYS—2007-08

16.01 hrs.

At this stage, Shri Tufani Saroj and some other Hon. Members came and stood on the floor near the Table

...(Interruptions)

[English]

MR. CHAIRMAN: Now item Nos. 20 to 23 may be taken up together. Shri Harin Pathak may continue his speech.

...(Interruptions)

MR. CHAIRMAN: Please sit down.

...(Interruptions)

MR. CHAIRMAN: Those hon. Members who would like to lay their speeches on the Table of the House may lay them on the Table of the House.

...(Interruptions)

*SHRI HARIN PATHAK: With your permission madam, I to express my concern, views and some suggestions on the railway budget 2010-11 presented in the house 24th February 2010. This budget is full of illusion unrealistic and dreams which have been shown in this budget. In form of introducing new trains, extension of trains, increasing frequency in the trains, doubling of track electrification, surveys and establishment of hospitals, medical college, sports complex, diagnostics centre, central school residential schools, children home Hostels are not going to be completed for next 20 years. What is this it is a joke people of the country, as Honourable Minister in her speech? She emphasized on para no.-4, page no.-1, that first, I look into the economic viability of the projects in the conventional way of rate of return etc. All this which have been promised in this budget can be done without economic viabilities and financial resources.

First of all through you madam, I wish to bring the notice of the house and the honourable Prime Minister is very serious and important financial aspects of this budget. On 13th February 2009, the then honourable Railway Minister during his railway speech he announces that during last 5 years the railways has surplus fund of Rs. 90000 crore. Everybody clapped and appreciated the functioning of railway.

After 4 months the present Railway Minister Honourable Mamata Didi issued a white paper about railway functioning last 5 years. According to her white paper the surplus fund with railway is not Rs. 900000 crore. But actually it is Rs. 39,500 crore. The question

*Speech was laid on the Table.

before the House is that the Government is saying the Prime Minister also saying then how can be different financial statement which affix the whole function of railway can be different. What is the actual surplus with the railway. I wish to know that Honourable Prime Minister he is the head of the and Chief Executive of the Council of Minister.

2. The most concern part of the budget is that due to price & excise duty on petroleum product. The railway will be burden of Rs. 900 crores.

3. Because of levy of service tax on goods traffic again the railway will be burden of Rs. 6500 crore. So that total tax to the railway is Rs. 7400 crores.

4. On page no.-3, Para no.-97-98, the railway minister stated the total receipt of railways income would be Rs. 94765 crore. And on para no.-98, it is stated the expenditure is Rs. 87100 crore. So the surplus fund with railway would be Rs. 7665 crore. But para no.-98, it is stated that surplus fund with railway would be Rs. 9782 crores which figure is true.

5. The honourable Minister has also stated that during last 58 years only 10479 Kilometer railway line. But on para no.-15, page no.-3, then honourable Minister has stated that during 2020 more 25000 km new lines would be laid. So it means every year the railway has to lay 2500 km new railway line whether this can be possible.

I would also like to bring that all the announcement regarding railways development including new trains, passenger facility, safety measures, surveys are vague same of the highlights of this railway budget as follow.

| | |
|-------------------------------|-----------------------------|
| (i) world class stations | announced in railway budget |
| 2009-10 | 50 |
| 2009-11 | 10 |
| Total | 60 |
| (ii) Multifunctional Stations | announced in railway Budget |
| 2009-10 | 50 |
| 2010-11 | 67 |
| Total | 117 |

| | |
|----------------------|-----------------------------|
| (iii) Modal Stations | announced in railway budget |
| 2009-10 | 375 |
| 2009-11 | 94 |
| Total | 469 |

Can this possible to establish them.

Here I would like to draw your kind attention for railway Minister that as on e.g. nothing is done Ahmedabad station to world class stations.

(iv) Ahmedabad, Surat, Rajkot, Bhavnagar, nothing has been done for multifunctional facilities stations which were announced in the last year budget.

(v) No Medical College which was announced last year at Ahmedabad station has been started.

With your permission I wish to lay on the Table of the House some of the genuine demands and requests for the development of Railway facilities in the State of Gujarat:

1. Broad Gauge linkages to minor ports of Gujarat *i.e.* Hazira, Dahej, Bedi and Porbandar—RITIES has prepared a report and made recommendations to the Ministry of Railway.
2. Gauge conversion of Bharuch—Dahej railway line.
3. Gauge conversion of Ahmedabad—Udaipur railway line—kindly allocate substantial funds for the development.
4. Surat—Hazira new railway line.
5. Gauge conversion of rail lines—(i) Ankleshwar—Rajpipla, (ii) Surendranagar—Dhangadhara, (iii) Ahmedabad—Mehasana—Taranga—Ambaji (Ahmedabad—Mehsana is Broad-gauge), (iv) Bhavnagar—Mahuva, (v) Patan—Bhiladi, (vi) Bhavnagar—Dhora—Surendranagar, (vii) Dhasa—Jetalsar, (viii) Vankaner—Bhuj—Jalia and (ix) all Narro gauge railway lines under the jurisdiction of Vadodara Railway Division.
6. Construction of new railway lines—(i) Viramgam—Shakleshwer, (ii) Daman—Nasik, (iii) Nadiad—Tarapur—Kheda—Matar, (iv) Godhra—Dahod—Indore—Devas, (v) Tarapur—Mahemdavad, (vi) Ahmedabad—Khedbhrma—Ambaji, (vii) Mahesana—Harij—Radhanpur, (viii) Vejalpur—Botad, (ix) Rajkot—Jaipur—Marwad and (x) Porbandar—Porbandar Port.

7. Gauge conversion to Bhiladi–Samdari railway line.
8. Construction of missing link between Patan and Bhiladi (Broad Gauge Line)
9. Development of rail linkages for DMIC–Doubling of Broad Gauge rail line; (i) Bharuch–Samni–Dahej, (ii) Surendranagar–Botad–Dhasa–Rajula–Pipavav, (iii) Surendranagar–Mehsana–Viramgam and (iv) Palanpur–Bhidi–Samakyali–Gandhidham–Mundra. Gauge Conversion of existing MG/NG rail line; (i) Dahej–Samni–Bharuch, (ii) Ahmedabad–Botad–Bhavnagar, (iii) Viramgam–Samakhyali, (iv) Navlakhi–Malia–Rajkot, (v) Mehsana–Viramgam, (vi) Viramgam–Surendranagar, (vii) Samakhyali–Gandhidham–Dandla and (viii) Gandhidham–Anjar–Mundra. Gauge Conversion of Existing MG/NG rail line; (i) Bhavnagar – Adhelal – Dholera – Vataman–Petlad, (ii) Dholera–Bhimnath and (iii) Khambhat to Khambhat Port.

Issues pending with Central Government

Subject: Establishment of Railway Medical College at Ahmedabad

Reference: Speech of Kumari Mamta Banerjee, Hon. Minister of Railways, Government of India introducing the Railway Budget 2009-2010 on 3rd July 2009.

Background: While delivering budget speech on 3rd July 2009. Hon. Minister of Railway announced in the Parliament that Medical Colleges are planned to be established attached to existing railway hospitals through public private partnership, to give higher education facilities to new generation of railway children. The locations would be Chennai, Hyderabad, Bilaspur, Lucknow, Barasat, Bhubaneshwar, Mysore, Kharagpur, Guwahati, Dibrugarh, Jodhpur, Gardenreach, Nagpur, Ahmedabad, B.R. Singh Hospital, Bhopal, Jammu and Trivandrum.

Efforts of State Government: Follow up has been done by Hon. Minister of Health & Family Welfare, Government of Gujarat and other state officials as per following details.

1. Shri Jay Narayan Vyas, Honourable Minister, Health & FW, Tourism, Devasthan, Pilgrimage Development, NGOs, NRI and NRG, Government of Gujarat has requested Kumari Mamata

Banerjee, Hon'ble Minister of Railway, Government of India, to inform about the progress of establishing Railway Medical College at Ahmedabad vide D.O.letter dated 27th November 2009.

2. Mr. E. Ahmed from office of Hon'ble Railway Minister has confirmed the receipt of above letter vide his letter dated 20th December 2010.
3. Additional Director-Medical Education and Research, GoG has provided guidelines to Divisional Railway Manager, Ahmedabad for obtaining "Essentiality Certificate" vide his letter no. MCG-Railway-M.C.Ahd-1-09 dated 25.09.2009.
4. Additional Secretary-Medical Education, Department of Health & Family Welfare has requested Dr. V.K. Ramteke, Director General of Health Services, New Delhi to provide detail of formalities to be carried out by GoG vide letter no. MCG-2009-5490-J dated 30th September 2009.
5. Principal Secretary-Medical Services and Medical Education, Gog has requested Dr. V.K. Ramteke, Director General, railway Health Services, New Delhi to inform about the progress made for establishment of Railway Medical College, Ahmedabad vide letter no. MCG-2009-5490-J dated 16th November 2009.

Status: Railway Ministry or any other responsible authority has not informed about the progress made in this regard in spite of vigorous follow up done from state government.

Honourable Railway Minister is requested to do needful.

10. Providing facility of Double Stack Container on Kandla – Bhatinda Railway line.
11. Augmentation of facilities of trains/increase in coaches in various railway lines.
12. Stoppages of following trains at Maninagar Railway Station
 - (i) Shanti Express;
 - (ii) Inter City Express;
 - (iii) Karnavati Express;

(iv) Kutch Express;

(v) Okha Guwahati Express;

(vi) Banaras Express;

(vii) Sarvodaya Express; and

(viii) Saurashtra Mail

13. The following important demands are to be fulfilled:

(i) Okha to Varanasi train no.-9569 express train which is running once in a week it should be thrice in a week.

(ii) Ahmedabad to Gorakhpur Jan Sadharan Express which is running once in a week it should be thrice in a week.

(iii) Concession passes to the students whose parents are staying in Gujarat for more than 50 years but sometimes the birth of the students is in his native place in the different parts of the country. He has to bring birth certificate from his native place which is very difficult for him to go. A long distance to get only a certificate to get railway concession.

Kindly issue GR that those student whose parents are staying in the states for more than 50 years. They should get railway concession certificate at Ahmedabad after showing his parents rationing or voter ID card.

14. The Lists of pending projects with Railway Ministry for approval and completion of all the pending projects at the earliest.

Madam besides the above mentioned points with your permission I also wish to lay on the Table of the House some more genuine demands as mentioned below:

1. 90% of the Railway Line of Western Railway are passing through the State of Gujarat, but the Head Quarter (H.Q.) of Western Railway is at Mumbai. It is a long pending demand of the people of Gujarat and also of myself that the H.Q. of Western Railway should be shifted to Ahmedabad. Meanwhile the till the process of shifting of H.Q. to Ahmedabad, from this year a

sub-zonal office at Ahmedabad should be opened immediately.

2. There was a survey already conducted to lay third track between Ahmedabad & Mumbai, but till date nothing has been done. I, request you to kindly pursue this pending issue at the earliest. As it was announced in the last Budget that Ahmedabad, Baroda, Rajkot, Surat and Bhavnagar were declared Multifunctional Stations, nothing has been done. Kindly allocate necessary funds for this purpose.

3. Ahmedabad was declared world class station in the last year's budget, but till date nothing has been done in this. Kindly pursue this matter immediately.

4. Kindly introduce the following new trains from Ahmedabad and Gandhinagar immediately.

(a) Ahmedabad to Amritsar (Superfast); (b) Ahmedabad to Kolkata (Superfast); & (c) Gandhinagar to Mumbai (Jansatabadi Train).

5. Kindly develop the following stations to reduce the passenger and freight load at Ahmedabad:

(a) Sabarmati Railway Station; (b) Degham Railway Station; and (c) Maninagar Railway Station.

6. Looking into the convenience of passengers, the station named Khodiar which is near Ahmedabad, should be made a Junction because most of the trains which are going to Saurashtra passes via Khodiar. Kindly pursue this matter.

[Translation]

*SHRI HARSH VARDHAN (Maharajganj UP): Through you, I would like to draw your kind attention towards the unabated gross negligence of Uttar Pradesh regarding construction of new railway line.

In the railway budget 2010-11, the details of the project of Uttar Pradesh for the construction of new railway line which have been included in the railway budget and for which funds have been allocated are as under:

*Speech was laid on the Table.

| Sl. No. | Railway | Name of new railway line | Allocate funds (Rs. in crore) |
|---------|------------------|--------------------------|-------------------------------|
| 1. | Northern | Deoband-Rurki | 20 |
| 2. | North-East | Hathua-Bhatni | 10 |
| 3. | North-East | Chittauni-Tamkuhi | 1 |
| 4. | Northern Central | Guna-Itawa | 60 |
| 5. | Northern Central | Lalitpur-Khajuraho | 100 |
| 6. | Northern Central | Agra-Itawa | 60 |
| 7. | Northern Central | Itawa-Mainpuri | 15 |

Through you, I would like to draw the kind attention of Hon. Minister towards the fact that not more than 10 percent railway lines at the above mentioned serial No. 2 to 5 fall in State of Uttar Pradesh. 90 percent part of Hathua-Bhatni and Chittauni-Tamkuhi route is situated in Bihar and 90 percent part of Guna-Itawa and Lalitpur-Khajuraho route is situated in Madhya Pradesh.

Actually, since year 1999-2000 till this year (2010-11) only the above mentioned projects of Uttar Pradesh have been included in the railway budgets of this period for the construction of new railway lines.

In the railway budget for the year 2010-11, provision of approx. 43 billion has been made for the construction of new railway lines. Above mentioned table shows that in this year's railway budget provision of only Rs. 266 crore has been made for the construction of railway lines in Uttar Pradesh. Actually, out of this Rs. 266 crore allocated for the construction of new railway lines in Uttar Pradesh, only Rs. 150 crore will be spent for Uttar Pradesh. The remaining fund will be spent on railway lines falling in Bihar and Madhya Pradesh State.

Through you, I wish to lay a table on the table of the house figures about year wise allocation of funds for the construction of new railway lines in the railway budget 1999-2000 to Railway budget 2010-2011 to apprise the Hon. Minister in this year.

I am also laying on the Table of the House a list of new railway lines constructed during the above said period in north-east railway and central railway.

It is clear from the above mentioned list that out of approx. Rs. 173 billion funds allocated/spent for the construction in railway budget during last 12 years now

more than 3 percent amount has been spent for the construction of railway line in Uttar Pradesh.

In the railway budgets of past 12 years, expenditure of only 3 percent of the total budgetary allocation has been spent for the new railway line projects of Uttar Pradesh which has approx 15 percent population of total population of the country and expenditure of less than 0.5 percent of total railway budget allocation for the eastern Uttar Pradesh during the same period which has population of approx. 6.40 crore, shows that Uttar Pradesh particularly eastern Uttar Pradesh has been grossly neglected in railway line construction. I want to draw your kind attention towards the fact that no project for the construction of any new railway line in eastern Uttar Pradesh has been commenced during this period.

Hon. Minister, I would like to remind you that two most important pilgrimage of Buddhist community—birth place Kapil Vastu and place of 'Nirvana' Kushinagar are situated in eastern Uttar Pradesh. A new chapter could have been started by connecting these place to railway line to promote Buddhist tourism in the country but it was not done, and the reasons behind this may be considered.

Similarly, if railway line to Gorakhpur via Mujaffarpur and Narkatiyaganj is connected to Anand-Nagar via Ghughali and Maharajganj by constructing a new railway line, it will be beneficial, I am reading out the recommendation of initial survey report sent by Northern-Eastern railway to Railway Board in the year 1998 in this regard also.

[English]

I Quote

“7.0 RECOMMENDATIONS

Since the rate of return on the project is 3.77% which is less than 14%. Hence the project is not financially viable, however, Railway Board may consider the project on the following grounds:-

- (1) The construction of the project line will provide an alternative between Gonda and Muzaffarpur via Narkatiaganj as such the over saturated Gonda-Gorakhpur section and Gorakhpur Jn. in particular will get relief.
- (2) It will provide a connection between Gorakhpur (Commissionary Head Quarter) and Maharajganj the hdqr. of newly formed district.

- (3) It will create an opportunity for development of industries, particularly agro based industries in the project area.
- (4) It will provide opportunity for development of the under developed tarai belt adjoining Nepal.

This issues with the concurrence of FA&CAO/Con. and approval of G.M., N.E. Railway, Gorakhpur.”

[Translation]

This clarifies that this new railway line will benefit Railways and Maharajganj district head quarter will also be connected to railway line and apart from this possibilities of industrial, social and economic developments will increase in this backward area adjoining Nepal. According to my information, during last years, the new railway line project which have been include in railway budget, out of them this type of recommendation has not been made for more the percent projects in preliminary survey report.

Our Government has accepted the resolution publically to end economical inequality and backwardness.

The negligence faced by Uttar Pradesh particularly eastern Uttar Pradesh in regard to the construction of new railway line during lakh 12 years is totally against the above mentioned resolution of our Government. Due to negligence of railway budget in eastern Uttar Pradesh, The development of Eastern Uttar Pradesh has hampered and disparity and backwardness has increased in this area due to not including any new railway line project in the railway budget of last decade keeping in view.

The accountability towards regional voters, railway line should be constructed upto Anand Nagar via Ghugali and Maharajganj and the important place of Buddhist circuit may also be connected to an new railway line by ending constant negligence of the concerned area in railway budget. I have also written several letters to the Honourable Railway Minister. And Honourable Deputy Chairman of Planning Commission in this regard after the constitution of then Government in May 2009.

I believed that this gross negligence regarding construction of new railway line in eastern Uttar Pradesh will in this railway budget but it did not happen. I urge upon that after discussion on railway budget in parliament, initiative should be taken the construction of railway line to connect the Buddhist place of eastern Uttar Pradesh, Kushinagar and Kapil Vastu and the

construction of railway line upto Anand nagar Via Ghughal. And Maharajganj, which is beneficial for railway itself also in the reply of the Honourable Minister. It is my accountability towards, voters of eastern Uttar Pradesh including entire region along with my commitment towards integrity of the Government. It is not possible to be a mute spectator in this situation.

*SHRI TUFANI SAROJ (Machhlishahr): Mr. Chairman, Sir, I support the rail budget. Through you, I would like to draw the attention of the hon. Minister towards cleanliness. In your previous budget speech, you had paid special attention to cleanliness. There has been no improvement so far on the cleanliness front. Presence of insects in food is a common sight. On complaining, the waiters' attitude remains take it or leave it. Hon. Minister, while presenting the budget you promised a train for Jaunpur. I request you to kindly announce a train from Jaunpur (Shahganj) to Mumbai in your speech. Lakhs of people from Jaunpur live in Mumbai. It is a long pending demand of the people. The height of the platform at Mariyahu railway station needs to be raised. Mariyahu railway station connects the Tehsil. A passenger shed is urgently required here. Passengers face problems due to the low height of the Trilochan Mahadeo railway station. Kindly raise the height of the platforms of the above railway station on both sides.

I support the rail budget.

*SHRI RAM SINGH KASWAN (Churu): In this budget, the hon. Minister has tried to give importance to social responsibility. The budget emphasizes the need to start 114 socially important projects, stalled since long. The long pending demand for Nokha-Sikar and Sardarshahar-Hanumangarh route has been also been included in the budget for survey. Both the lines are very important. The hon. Minister will send the project to the planning commission for approval. First, the announcement has been made, approval would follow thereafter. The biggest problem before the Indian Railways is that they do not have the funds. Whatever they have is dwindling continuously. What would be its effect? It should also be studied. Will the projects be completed owing to lack of resources? I request the hon. Minister to get both the projects sanctioned come what may. The budget mentions laying of 1000 km. rail line each year. As per the present scenario, this does not seem to be possible. On the global level, we are lagging way behind. Each year, China lays 10,000 km.

of rail line. India's average is only 180 km. Vision 2020 seeks to add 2500 km. rail network in the next 10 years. How can this be achieved? What is our situation? How long are we going to continue with our politics of vote? Where does the country stand? Among the rail lines to be surveyed is Bhiwani-Loharu-Churu, in my constituency. This too was a long pending demand. We are beholden to you for its inclusion. I request the survey of this rail line be conducted immediately and after according it sanction, start the work. I have to point out with much pain that in the previous interim budget Churu-Taranagar-Nohar rail line was included, but there is no mention of it in this budget. Nor any financial provision has been made. There was a lot of enthusiasm when the survey of this line was included in the interim budget. But, no mention thereof in this budget has caused a lot of disappointment. I demand that a constructive announcement be made in this budget. Suratgarh-Sardarshahar-Sadulpur rail line is not only important for this region, it also has strategic significance. But, this also has not been included in this budget. It should be included.

Sadulpur-Bikaner gauge conversion was to be completed in 2009-10. It remains incomplete. Now, it has been announced to get it completed in the current financial year. Bikaner-Delhi rail line is about 100 years old. Due to gauge conversion work on various sections, it remains shut since the past five years. The gauge conversion work should be finished at the earliest and the Bikaner Mail should start running. Conversion of Sriganganagar-Suratpura (Sadulpur), Churu-Sikar-Jaipur, Loharu-Sikar meter gauge line into broad gage was announced in the previous budget. It was expected to be completed in this budget. But, only a paltry sum of Rs. 60 crore has been allocated. My demand is that adequate provision be made to complete the gauge conversion work at the earliest. Due to gauge conversion work the Sadulpur-Churu section of the Sriganganagar-Jaipur route has been closed since the past one year. This train connects six districts. The service will not resume until the gauge conversion work is over. The gauge conversion work will start all over Churu Parliamentary constituency, expect for 50 km. metre gauge section on the Ratangarh-Sardarshahar route. After the gauge conversion in the area, it would be difficult to run trains on this small section. The citizens, peoples representatives, social and traders' organizations have been demanding the gauge conversion of this section for several years. The residents of this area had met the hon. Minister several times in Kolkata. There was

every possibility of it being included in this budget. But, with much pain, I have to say that it was not even mentioned. Keeping in view its importance and the peoples demand, the gauge conversion of the said section should be included in this rail budget. Sardarshahar is an important business and educational centre. Businessmen from here live in various cities. If the gauge conversion of this line is done and the Sardarshahar-Hanumangarh line is completed, as announced in this rail budget, then Punjab, including Sriganganagar, Hanumangarh and Churu districts would be directly connected to Mumbai, Ahmedabad and with other ports directly. Sadulpur-Ratangarh-Degana gauge conversion is going to be completed soon. I had demanded Jodhpur Mail to Delhi via Churu. In the past this was an important train, which linked the entire region. Its operation ceased in 1983 due to gauge conversion work. It is very essential to resume its operation. The Minister has only announced the Rewari-Degana passenger train. Whereas, my demand was for new super fast train to connect Jodhpur-Churu, Delhi-Howrah and Delhi-Churu-Jodhpur-Mumbai but my demand not considered. There was a demand for running Sadulpur-Delhi Sarai Rohilla train on all days. But, it was announced that it would run on six days. It should run on all days. There was no mention of extension of Ludhiana-Hissar, Delhi-Mussorie (Mussorie Express) upto Sadulpur, which is a long pending demand. These trains should run upto Sadulpur.

Hon. Minister of Railways has tried to give special attention towards railways safety and security, she has announced to deploy gatekeeper in the next five years at 17000 unmanned level crossings. Announcement has been made to construct 1000 manned level crossing, it is a praiseworthy step. But what about manned/unmanned level crossing? According to existing rules of railways, it is responsibility of railway department to construct level crossing till 10 years since the laying of railway line and after that there is provision to bear the expenditure on it by State Government. At present, approx one crore fifty lakh rupees is being spent on the construction of manned railway crossing, State Government is not ready to bear it. Railway has to change its policy for this. Railway should bear all the expense to be incurred on the maintenance of railways. Due to lack of railway level crossing, old paths are on verge of closing, these paths are in existence before the construction of railways commenced. At that time there were no camel carts or tractors in the village, that's why no attention was paid to the construction of level crossings. At present, the absence of manned/unmanned railway crossings is the major problem of my Parliamentary Constituency. There

are approx 450 km. railway lines in my Parliamentary Constituency. There are only 30-40 manned and 10 unmanned railway crossings at Sadulpur-Hanumangarh metre gauge line. From Sadulpur to Vidhmukh station, there is not even a single railway crossing on this 40 km. stretch. Leave alone the heavy vehicles, farmers are not able to move their camel cart, tractor and jeep into their fields.

In this section, farmers have staged dharna for past three months over the issue at Paharsar railway station, on the issue of railway crossing, Rail-Roko movement also took place, hundreds of vehicles pass by the road ahead of Sidhmukh railway station. There is straight road from Jaipur to Shriganganagar. There is no level crossing on this railway line. There are many such villages on Bhadra-Nohar which pass through these railway lines and which have no railway crossings.

At Sadulpur-Churu-Ratangarh section, Bewad Bhojan, Kandhran, Dokwa, Hadiyal, Shirshala Molisar, Juharpura, Payali villages are in great need of construction of railway crossings. People of Dokwa, Hadiyal, Molisar, Pali etc. villages are staging dharna for the past three months. URV can also be constructed at many places. There is need to construct railway crossing at Bhojasar, Padihara villages at Ratangarh-Degana section and Lutana Sadasukh, Lutana Purna Lasedi etc. villages at Sudulpur-Hisar section. There is great need of railway crossing at Melusar, Dulrasar etc. villages at Ratangarh-Sardarshahar section also. Apart from these, there are many villages which cross the railway line. There is a need of railway crossing. There is an urgent need of an overbridge on the Eastern side at railway crossing of Sadulpur and Ratangarh railway stations. A large queue of vehicles can be seen after closing of crossing gate in the city. Hospitals, colleges etc. of Sadulpur are situated at the Southern side of the railway line. The whole city is situated in the North side. There is need to construct overbridge at both the above mentioned places. I demand for the computerized railway reservation at Salasar Dham. Kindly approve my demands.

[English]

*SHRI ANANTHA VENKATARAMI REDDY (Anantapur): I wholeheartedly support the second consecutive Railway Budget presented by the Hon'ble Minister Kumari Mamata Banerjee in this Parliament on 24th February, 2010. This is successively seventh Budget

of the UPA Government which has not at all increased the fares in any manner whatsoever and this is a record in itself in the history of Indian Railways. The Congress President Shrimati Sonia Gandhi and the Prime Minister Dr. Manmohan Singh deserve the full appreciation of all of us for this great achievement.

In this Budget the Railway Minister has presented the Vision-2020 of the Railways spelling out the long-term vision of inclusive growth and to expand the reach and access of Railway services continuously. The target set in the Vision-2020 to add 25,00 new route kilometers in the next ten years is really laudable. The Public Private Partnership model, at the same time the Government not losing control, is the need of the hour. In this Budget many innovative and novel schemes have been proposed and if implemented all of those would bring the Railways on par with international standards and I take this opportunity to support all these schemes.

Sir, coming from Andhra Pradesh, I join several of my colleagues in conveying our sincere thanks to the Minister of Railways for giving a number of new schemes and projects to Andhra Pradesh. The State, which was neglected by the Railways for so many years, has now got some schemes and projects be it inclusion of stations under Adarsh stations or giving multi-functional complexes or new sports academy and also wagon manufacturing factory under JV/PPP mode at Secunderabad and OPD and diagnostic centers and secondary-level general speciality hospitals.

I now turn to proposals from my constituency which are long pending and which need the particular attention of the Hon'ble Minister. Guntakal Division is one which is the largest revenue earning Divisions in South Central Railway which itself is the largest revenue-earning zone of the Railways. I urge upon the Hon'ble Minister to consider the following projects for this Guntakal division.

ADDITIONAL FUNDS:

1. The proposed line between Rayadurg (A.P.) to Tumkur (Karnataka) connects two States and survey work was done for this route and in this Budget a meager sum of Rs. 15 crore was sanctioned which is much less the requirement. For the line to be functional soon, I request that at least Rs. 100 crore be sanctioned to this line in the current year.
2. For construction of Traction Shed at Guntakal, the Divisional headquarters, a meager sum of

Rs. one crore has been sanctioned when the total requirement is Rs. 85 crore. At this rate it would take years for the work to be completed. I request that at least an additional sum of Rs. 15 crore to Rs. 20 crore be sanctioned for this work so that the Traction Shed is completed early to meet the demands of the Railways.

NEW TRAINS:

1. At present two trains in the night time run between Kacheguda and Bangalore (one up to Yeshwantpur only) which are not able to meet the heavy demand of passengers. There is a need to introduce a day train between Kacheguda and Bangalore to meet the growing demand of passengers who travel between Hyderabad and Bangalore.
2. Sri Satyasai Prashanti Nilayam (Puttaparthi) is a very important religious place in Anantpur district. Many people from this area travel up to Shirdi. A new direct train between Prashanti Nilayam and Shirdi via Guntakal should be introduced so that both the religious places are connected directly.
3. One day time Inter-city train should be run between Guntakal and Secunderabad. This is very much essential as thousands of passengers from this region would travel to Secunderabad during the day time. The RoR would be very much positive for this train.

DOUBLING:

The line between Kallur and Dharmavaram was converted into broad gauge and passenger trains are running now. If doubling of this line is taken up, then it would provide great connectivity between Bangalore and Hubli, two important Divisions of South Western Railway and a large number of passengers would be benefited.

ELECTRIFICATION:

The electrification of Renigunta-Guntakal section and also Guntakal-Wadi section is very important. The first railway line laid by the Britishers in India was on this Chennai-Mumbai section and it is a matter of regret that even after so many years this line is not electrified. Huge traffic flows on this route and because of non-electrification the running of trains is very much delayed

thereby affecting the movement of goods and traffic. This work should be taken up on priority basis and completed soon.

EXTENSION/STOPPAGE OF TRAINS:

1. The 7607/7608 Tungabhadra Express is currently running as day-time, same-day return train between Secunderabad and Kurnool. This train remains idle at Kurnool for more than three hours. There is a need to extend this train up to the divisional headquarters of Guntakal and also a parallel set of trains should be operated instead of same-day return schedule. This would greatly benefit a large number of passengers to travel between important places in this route and the revenues of Railways would greatly increase.
2. Rayalacheruvu is a very important station in Chennai-Mumbai route in Guntakal division. A number of Express trains pass through this station without any stoppage. This is an industrial area and an important station providing railway station facility to a number of industrial workers and others. A number of industries are located in and around Rayalacheruvu. I request that the 2797/2798 Venkatadri Express running between Secunderabad and Tirupati may be stopped at Rayalacheruvu to benefit good number of passengers of this region.

NEW SURVEY WORK:

Survey work should be taken up for a new railway line between Guntakal and Anantapur via Uravakonda. If a new line is laid in this route it provide connectivity to this backward area and would greatly serve the people.

MODEL STATIONS:

In the Budget presented last Anantapur and Guntakal were declared as Model Stations and the Hon'ble Minister proposed that both these stations would be upgraded with all modern facilities. I am sorry to say that till now no work has been taken up and both the stations, very important in the Division, should be given the facilities of a modern station at the earliest.

Sir, I once again take this opportunity to convey my deep sense of appreciation and gratitude to the Hon'ble Minister Kumari Mamata Banerjee and the Hon'ble

Ministers of State Shri K.H. Muniyappa and Shri E. Ahamed for the Budget. I urge upon the Hon'ble Minister and also the Hon'ble Ministers of State to take up the above proposals and sanction them which are very much needed in Andhra Pradesh.

[*Translation*]

*SHRI SHIVRAJ BHAIYA (Damoh): Participating in the discussion on Last General Budget, I said that Madhya Pradesh was the most backward state in the whole country and Bundelkhand in Madhya Pradesh was the most backward region. My Parliamentary constituency Damoh is the most backward region in Bundelkhand. Bina-Katni is the only rail line there in this region.

I thank hon'ble Railway Minister for starting socially beneficial projects. There are proposals for updating surveys of railway lines and after that the process of obtaining necessary approval from the Planning Commission will be started. Under this, route line in my Parliamentary constituency of Damoh, Madhya Pradesh Jabalpur-Panna via Kundalpur Damoh has been Tehsil headquarters Hata, situated between Kundalpur and Panna, is not connected through this line.

Hata is ancient tehsil since British regime, from the historical point of view it is very important city whose population is about 50 thousand. Court and tehsil headquarters of all the departments are also situated here. From the religious point of view this place is regarded up kashi.

To revive Bundeli civilization, every year Bundeli fair is organized in Hata city and besides people from Bundelkhand region lakhs of people from all over Madhya Pradesh and Uttar Pradesh visit. It Kundalpur-Panna railway line passes at a distance of 15-20 kms. from Hata city, it would deprive the local residents from railway facilities. Therefore, it is humbly requested that the said railway line should be laid upto Panna via Kundalpur-Hata Gaisavad.

Besides, it has also not been clarified that through which and it has created a situation of confusion there. This Jabalpur-Panna rail line should be laid via Patan, Tendukheda, Damoh, Kundalpur, Hata, Gaisvad. It will connect tehsil headquarters Patan and Tendukheda with rail line. I request the hon. Minister that rail line from Jabalpur to Panna via Patan, Tendukheda, Damoh, Kundalpur, Hata Gaisavad shown at serial 41 should be

started in this financial year itself by sanctioning adequate funds for the future so that lakh of residents of this backward Bundelkhand region may get railway facilities.

I once again thank Railway Minister for including Sagar-Chhatarpur, Khajuraho, Bhopal in new line survey for the development of Bundelkhand. From Chhatarpur to Khajuraho, Lalitpur, Singrauli are being connected with rail line and Bhopal is also connected with Sagar by rail route. But connecting Damoh and Sagar to South India is very necessary. I had written letter to hon'ble Minister in June 2009 regarding Jhansi-Nagpur rail line. This proposal was also made in Jabalpur zone meeting also. It is requested that survey for the new rail line from Sagar to Nagpur via Rahali, Devri, Kareli should be undertaken.

At present there is no train service from Damoh to Sagar and Bhopal from 10 a.m. to 8 p.m. due to which people of the region are facing a lot of difficulties. In the meeting of Jabalpur zone held on 8.1.2010 hon'ble Member of Parliament Bhoopendra Singh and I had proposed to run Damoh-Bhopal intercity express daily. But no announcement has been made for introducing Damoh-Sagar Bhopal intercity express daily in this Budget. I request that an Intercity Express should be run daily from Damoh to Sagar, Bhopal.

Besides, I would like to draw your attention towards making some minor arrangements. In Damoh, the headquarter of my Parliamentary constituency, construction of an underbridge at railway crossing near Patharia crossing and a second overbridge in the city is very necessary. Moreover, an underbridge should be constructed at Patharia Nagar railway crossing (Patharia, Kervana Road) because there are long queues of vehicles at this crossing. This crossing is in middle of city as a result it remarks closed for forty minutes out of sixty minutes.

Besides, stoppage of 1071-1072 Kamayani Express at Ganeshganj station and 2881/2182 Dayodaya Express at Patharia station is extremely imporant, so that people of fifty villages nearby Ganeshganj station can go to Mumbai for treatment. Therefore, I do not support this discriminatory budget.

*SHRI SONAWANE PRATAP NARAYANRAO (Dhule): Through you, I request the hon'ble Minister of Railways to commence construction works of new rail line from

Manmad to Indore via Malegaon-Dhulia-Nardana-Shirpur-Sendhawa at the earliest which is an important issue of my Lok Sabha constituency. My parliamentary constituency Dhule is a backward area and its demands has been neglected for years by Railway Department. This region is away from mainstream of development due to lack of transportation facilities. The hon'ble Minister of Railways has shown a ray of hope in this rail budget. Hon'ble Minister of Railways has included long pending demand of this area for a new rail line from Manmad to Indore in this budget. Therefore, I would like to express thanks to honourable Minister of Railways, Mamata Banerjee and Railway department on behalf of people of my parliamentary constituency.

Hon'ble Minister of Railways is ready for providing financial assistance to State for this route. Hence, the Government of Maharashtra has made a provision of 412 crores of rupees. Madam, I would like to draw attention of hon'ble Minister through you that this fund should be utilized before it lapses. So, I urge upon the Minister of Railways through you do start the works of this project immediately from Maharashtra border. Sir, I want to say that the Government of Maharashtra is also interested in starting work on this project from Maharashtra border. Hon'ble Chief Minister of Maharashtra state Shri Ashok Chavhanji has given assurance to provide all kinds of assistance plying positive role during three meetings held with me. I express my thanks to him for positive role played by hon'ble Chief Minister.

I request the hon'ble Minister of Railways that to allocate required funds for this rail line in this budget and don't make only announcement and give direction to start this work immediately.

Survey of Dhule-Anmelner new rail line: I express my gratitude to the hon'ble Minister of Railways that she has given order for re-survey of Dhule-Anmelner rail line. Dhule-Anmelner rail line is a very useful project for my parliamentary constituency, Dhule, Maharashtra. Madam, survey of this rail line has been conduct earlier also. It is necessary to commission this work by completing survey work again without any delay. So, I urge upon the hon'ble Minister of Railways, through you ... issue an order to complete survey work of this line immediately.

Besides this, through you, I would like to put some pending demands in respect of the Department of Railways before the Minister of Railways and request her to take action on these demands also.

Regarding sanctioning of the proposal for Manmad to Malegaon-Satana-Sakri-Navapur-Surat New Rail line. Manmad-Malegaon-Satana-Sakri-Navapur-Surat New Line is an important project of my parliamentary constituency. Madam, I would like to assure you that after implementation of the said project the Department of Railways will definitely get benefit from it. After implementation of this project, the rail route from Manmad to Surat will be shortened. At present, people have to travel 370 km. from Manmad to Surat. After Completion of this project, the train journey will be reduced to around 140 km. and it will save the time of the Department of Railways and the passengers and reduce the expenditure of the Department of Railways. As such, this project will also help in boosting the tourism. This line has great importance for security of the country. In a reply to a letter given to hon'ble Minister, the hon'ble Minister of State in the Ministry of railways Shri E. Ahmed have highlighted the need for greater role of the Department of railways vide letter no. 2009/W 1/N.L./C.R./4458. The contention given by the Department of Railways in this letter is wrong. Manmad to Malegaon section of the project is included in the proposal of Malegaon-Dhule-Shirpur-Sendhwa New line. Therefore, the estimated cost for this project will come down sharply from Rs. 800 crore as has been stated. I, through you, request the hon'ble Minister of Railways to conduct a survey of this project.

To introduce new train from Dhulia to Mumbai: It is the demand and requirement of the citizens of Dhule to introduce new express train from Dhulia to Mumbai covering the distance in 6 hours. Similarly, Dhule city is developing very fast. Due to insufficient means of transportation, development of Dhule city is not taking place. The facility of washing and maintaining the trains at Dhule station is necessary for introduction of a new train from there. I, therefore, through you, request the hon'ble Minister of Railways to develop Dhule station as a terminal station.

Regarding introduction of Bhagwan Mahavir Express from Mumbai to Asansol (West Bengal): Earlier of the, hon'ble Minister of Railway had expressed his willingness to introduce a new train thrice a week from Mumbai to Asansol and the time schedule for this train was also decided. But this train has not been introduced so far. This train may be introduced immediately. Through you, I put this demand before the hon. Minister of Railways. Asansol is a place of pilgrimage for Jains. So, I request you that this train should be named as Bhagwan Mahavir Express.

Increasing speed of Manmaad Pune Express: Pune Express takes seven hours to travel 300 kms. There is a need to issue instructions to get this journey completed in six hours by increasing its speed. Proper instruction should be given to make scheduled departure of this train from Manmaad at 6.00 a.m. and arrival at 12.00 noon. The departure time of train from Pune to Manmaad should be scheduled at 3.00 p.m. and arrival at Manmaad should be scheduled at 9.00 p.m.

Regarding pending proposal of Pune-Nasik-Surat New Railway Line: The former Minister of State for Railways Shri Suresh Kalmadiji, the present Member of Parliament had inaugurated the 370 km. long Pune-Nasik-Surat Railway route ten yeras ago, but due to absence of financial planning in the Railways, this route could not be completed. Kindly issue directions for immediate action in this regard. If necessary financial planning could be made by issuing railway bonds on the lines of the Konkan Railways.

Development of Nasik Road station as a Terminal: Nasik city is a fast developing city. Nasik road is the only railway station here. No train can be started from here due to the absence of a Terminal. The Railway is having its own land here. As a result, it is estimated that the cost of making a terminal would be less. Please issue directions immediately in this regard.

Stoppage of Amravati-Surat Superfast Passenger at Shindkhoda station: Tehsil Shindkhoda Railway station, district Dhule (State of Maharashtra) comes under my parliamentray constituency. Amravati-Surat Superfast Passenger runs via Shindkhoda railway station. It is a long pending demand of the people that this train should have stoppage over here. Shindkhoda village is a Tehsil place. There is a large scale movement of people at this place. People have to travel Mumbai and back on daily basis for carrying out official or personal work. So, if the Amravati Surat train takes them to Mumbai, it will be a good facility for the people. Please issue directions immediately to take appropriate action in this regard.

Providing halt to the 125/26 Surat Amravati, 8401/8402 Okha-Puri and 1454/1453 Ahmedabad-Nagpur Prerana Express Trains at the Dondaicha station: As per my information, the former Minister of Railways Shri Rathwaji and the Executive Director of the Railway Board, Shri Grihajini had directed your department to take action to provide halt to the 125/126 Surat Amravati 8401/8402 Okha-Puri and 1454/1453 Ahmedabad Nagpur Prerana Express at Dondaicha station.

I also want to state that under present conditions three trains are being given halts unauthorisedly at Dondaicha station.

Therefore, I request that in view of the directions of the Railway Board, immediate action may be taken to provide halt to the 125/126 Surat Amravati, 8401/8402 Okha Puri and 1454/1453 Ahmedabad Nagpur Prerana Express at Dondaicha.

Introduction of Mumbai Bhusawal and Bhusawal Mumbai Jan Shatabdi Express: The well known Editor and Convener of the council of MPs and MLAs of North Maharashtra Shri Vikramji Sarda. So had demanded this Express and that all the representatives of the people are in favour of this proposal. As such, this train may please be introduced in the coming railway budget.

Funds for Survey of Nasik Pune New Railway line have been given, this work should be started immediately: Madam, you had allotted funds for survey of Nasik Pune New Railway Line in the last budget and I had thanked you for that. People have become disappointed that work on this has not started so far.

Subject: Regarding provision of stoppage of 2951 and 2952 Mumbai-Delhi Rajdhani Express at Vapi station.

The Vapi station at Delhi Mumbai route is a nearby station for Dadar Haveli, Dhuliya, Dang, Valsad and Nasik districts. This is an ideal station for the residents here to travel to Delhi and back. Therefore, many residents and resident associations are demanding the provision of stoppage of 2951 and 2952 Rajdhani Express at the Vapi station.

If this train stop at Vapi, it will be convenient for Members of Parliament to attend Parliament session.

Therefore, we, the Members of Parliament, request you that in view of the public demand and for the convenience of all, proper instructions may kindly be issued to give a two minutes stoppage to 2951 and 2952 Mumbai-Delhi Rajdhani Express at Vapi station.

Therefore, I request you to take proper action for completing the survey of Nasik-Pune Rail line immediately and to announce it in the next budget.

Even after fifty years of independence, this area is yet to see development.

"Uga Surya Kaisa, Kaho Muvati Ka Yeh,
Ujala Karoron Gharo Main Na Pahuncha
Khula Pinjada Hai, Mager Ravat Ab Bhi
Thake Panchiyon Ke Paron Main Na Pahuncha."

Madam I conclude with the demand to give special attention to my parliamentary constituency, Dhuliya dominated by minorities and tribals which is yet to see development.

*SHRIMATI MEENA SINGH (Arrah): I have not doubt that Mamata didi has presented a very populist budget. The Minister of Railways has announced many schemes but implementation will be through PPP (**Public Private Partnership**) mode. As I understand she has put only those schemes under PPP, which she wishes to delay because it is not clear how the partnership will be ensured. Madam, I doubt if those schemes can be completed through PPP.

I described this budget as populist because many things I could not understand.

The hon'ble Minister has said that she will not acquire land of farmers forcibly for development of railways.

Whether this announcement will not cause inordinate delay in development of railways.

The Minister has made another announcement in her speech that one person of each family whose land will be acquired for development of railways will be given a job at Railways.

I welcome this announcement of Mamata didi and would like to remind her that Railways have acquired land of some poor farmers for construction of Arrah-Sasaram Rail line in my constituency. The officials of Railways had ensured them of jobs in the Railways. But, till date, no job has been given to these people.

I personally know these poor farmers' families and they do not have any means of income except their land. Today they are on the verge of starvation.

I demand through you that one member of each family of these poor farmers should be given employment.

But I have doubts regarding this announcement because no plan has been formulated to implementation it. Madam, land of thousands of farmers is taken for

lying tracks. Employment would have to be given to lakhs of people this way. The hon'ble Minister in her reply should outline in detail how this would be done. There has been an increase in the number of accidents and incidents of decoity and robberies also went up. The responsibility for which has been put on the State Governments by the hon. Minister of Railways.

I accept maintenance of law and order is the responsibility of the State Governments but the Railways cannot escape its responsibility. By putting the responsibility on State Governments, the Minister of Railways has left the people to fend for themselves.

Mamata didi was generous with West Bengal in this budget. I have no objection to the development of Railways there. I would be happy if Mamata Didi provides facilities to my brother and sisters in Bengal. But the Minister of Railways has neglected Bihar in the whole budget.

On looking closely it appears Bihar has been ignored entirely, be it laying new lines, doubling of lines, new trains, model stations or world-class stations.

I want to thank her through you for announcement of one passenger train from Patna to Sasaram via Arrah.

I had made some demands during the discussions on the rail budget last year.

I again request the hon'ble Minister of Railways to introduce one train from Patna to Varanasi via Arrah and Sasaram. Varanasi is the close pilgrimage place for the people of Bihar. Lakhs of people will benefit spiritually.

Babu Veer Kunwar Singh was a great freedom fighter. Through you, I would like to request the Minister of Railways that Arrah Railway station should be made a Model Railway station as homage to the memory of Babu Veer Kunwar Singh, and be named after him. Patna Rajdhani or Sampoorna Kranti Express should have a stoppage at Arrah Railways station.

The hon'ble Minister is a female and it is believed that females are fond of cleanliness. But these days' trains and platforms are filled with garbage. Situation has deteriorated to such an extent that even Rajdhani trains are no longer clean. The quality of food is deteriorating. I request that being a female these issues be looked into.

It is commendable that rail fare has not been increased by the hon'ble Minister of Railways. However, there have been several instances when trains were introduced as Express trains, with Express fares. Later the train was made a passenger train but the fares continues to be that of Express train even today. One of such trains is Dehri to Patna, 3243/3244 Intercity.

I request the Minister, through you, that this train be run either as an Express train or its fare be that of passenger train.

In the end, I would like to state that the schemes announced for Bihar earlier should be implemented at all cost because Bihar must get its due.

*SHRI SHAILENDRA KUMAR (Kaushambi): Start new trains from Kaushambi to Mumbai. Introduce new trains to connect Kaushambi and Pratapgarh with New Delhi. There should be stoppage for major trains at Bharwari and Sirathu station is Kaushambi. Arrangements should be made for computerized reservation centres at Bharwari, Sirathu-Kunda. Arrangements for sufficient rakes should be made for the transportation of Mango and Amla at Kunda and Pratapgarh of Kaushambi Lok Sabha Constituency.

Bharwari and Sirathu stations is Kaushambi Constituency should be developed as model stations. Bharwari and Sirathu railway stations should be made a Junction of Kaushambi district.

Flyovers should be constructed at railway crossings at Bharwari and Sirathu Kaushambi district and at Kunda in Pratapgarh district. Stoppage of major trains should be provided at Manauri.

*SHRI MAHABAL MISHRA (West Delhi): Today is Women's Day. I would like to thank Mrs. Soniya Gandhiji for her commendable work of bringing the women of the country in the mainstream of the nation. I support the very good rail budget presented by Mamtaji. This rail budget will benefit all sections.

Hon'ble Minister of Railways has announced 16 new tourist trains, which will promote tourism. Moreover, the minister has provided great relief to the common people by not increasing the passenger fares and freight rates.

Indian Railways will be the leading partner of commonwealth Games to be held this year. The proposal

*Speech was laid on the Table.

to start commonwealth exhibition trains by the Railways to make the event memorable and to spread the message of the Games all around is worth welcoming.

Railways have announced to start 5 sports academy to promote sports one of these should be in Delhi and the location should cover the rural area in order to revive our traditional games such as Wrestling Kabaddi, Hockey, Kho-Kho etc. Madam, the decision to conduct the examinations by Railway Board in local languages in addition to Hindi, English and Urdu, is extremely commendable. About 17 crores people speak Bhojpuri in India. I would like to suggest that the also examinations by Railway Boards should be conducted in Bhojpuri also.

The Ministry of Railways have decided to set up 522 hospitals and diagnostic Centres at and near railway stations with the cooperation of Ministry of Health. Delhi and Delhi Cantt. Area should be given priority in the above scheme. The Delhi cantt. Railway Station is one of the important railway stations in Delhi. There is a heavy rush of Soldiers and Ex-Servicemen here. Therefore the Delhi cantt. Railways should be upgraded as world class Railway Station. On the other side of Delhi cantt. Railway station is Mayapuri Phase-I. The dwellers of Mayapuri daily cross the railway tracks in order to reach the railway reservation centre. The risk of accident is always these. I would like to request you to construct either ROB or RUB near this station at the earliest.

There is a ring railway service in Delhi. Keeping in view the commonwealth games the frequency of the above trians should be increased to enable the rural students and workers to reach their destinations conveniently.

Today the Delhi has spread all around and the old ring railway service inadequate. Therefore I would like to request you to increase the coverage of ring railway service by giving priority to the rural areas of Delhi by conducting a survey. So that the students, workers, labourers, office-goers can commute conveniently.

[English]

Your thoughtful planning for the best use of railway's services for the benefit of all section of society is being appreciated by one and all. It is more so because you have brought these changes in a very short span of your ministership for railways. It is, therefore, natural for

the common man like me to approach your goodself for redress of common men's problem related to railway.

Delhi Cantt station is only railway station available to the residents of West Delhi, South West Delhi and Army personnels because all the trains like Rajdhani/Satabadi/Mail/Express has their stoppage at this station.

In this connection, I am submitting the following suggestions for the betterment of services provided to the people by railways at this station.

Foot Over Bridge & Railway Track on Platform No. 2

The Foot Over Bridge (FOB) constructed at this station is incomplete, hence, it is requested that FOB may be completed at the earliest.

In the absence of track at platform number 2, inconvenience is being faced by the passengers. Therefore, it is proposed that rail track at platform-2 may be laid down immediately so that service of this platform be utilized.

Train Terminal at Delhi Cantt.

Lakhs of people belonging to Uttarakhand, Bihar, West Bengal, U.P. are residing in West Delhi. They are forced to boarding & de-boarding trains to their native place from New Delhi or Old Delhi Rly. Station. These stations are over crowded. Hence, it is suggested that some trains to Uttarakhand, Bihar, West Bengal, U.P. may be started from Delhi Cantt. so that residents of West Delhi as well as Army personnels be benefited. The pressure of over crowd will be released from New Delhi/Old Delhi Rly. Station.

Reservation of Ticket from Delhi Cantt Station

The numbers of tickets reserved from Delhi Cantt station for Uttarakhand, Bihar, West Bengal & U.P. during the year 2008 & 2009 may please be intimated to me.

Accessibility to Delhi Cantt Station from West Delhi side

I would like to draw your kind attention to my letter dated 10.12.2000 regarding accessibility to Delhi Cantt station for the people of West Delhi (Your receipt of letter number MR/A/6175/2009 dated 16.12.2009 is enclosed) It is regretted to inform that no action has been taken by the concerned railways authorities so far. It is, therefore, once again requested that concerned

railways authorities be suitably directed to provide entry to the station from West Delhi side as proposed in my letter dated 10.12.2009.

*SHRI HANSRAJ G. AHIR (Chandrapur): Railway is the largest means of transport. In other words I believe Railways are medium of development. In this regard we must be actually committed towards the development of railways and not merely make announcement. ~~Madam,~~ I belong to tribal dominated backward area. This area is facing problems of establishment of industry, plants on the basis of lage scale mining material or one hand and or the other hand farmers suicides and naxalite violence. This area is still backward in respect to development. The life of people here is pitiable. When we give proposal for development through railways, the railways is not developed on account of shortage of economic resources or some other priority work. Railways are talking about profit of crores of rupees. This budget talks about social responsibility but when it comes to our tribal area, there is shortage of fund for rail project in this backward area. In Budget of 2008-09 the then Minister of Railways Lulu ji had promised in his speech to take up 49 km. Badso-Gadchiroli project in Collaboration with State Government. But later he did not provide funds to complete. Instead it is included in the budget of 2010-11 to lay new rail line live but still funds were not provided. This project which was of 50 crore in 2004, now has become 200 crore rupees project. The State Government is ready to provide its share but Minister of Railways is delaying it. The delay in access to railways in district Headquarter is an example of administrative weakness. It is also an example of ignoring a tribal area. I urge the Hon'ble Minister to reduce the credibility gap and make provision of fund along with budgetary support for early completion of this project.

The Railways covers 64015 Km. and runs 17000 trains. New trains are announced in every budget but their actual running is delayed. The reason for this is shortage of railway tracks. The Hon'ble Minister has assured to lay 1000 Km. new lines but there is no mention in this budget about the way to achieve this. Earlier in Indian Rail Vision 2020 a target to lay 25000 Km. of railway line was fixed. Also as per a white paper brought out by Minister of Railways only 1093 Km. new rail line was layed from 2004-05 to 2008-09. The average is 220 Kms. The Minister should answer that from where she will mobilize resources to lay one thousand Km. rail this in every budget and 25 thousand Km. till 2020. We

*Speech was laid on the Table.

should follow China in view of its success in laying more than one thousand Kms. of railway line every year but the work of laying railway line should uniform and just in the whole country. The backward areas could be given priority in laying railway line. The project should not be delayed on the pretence of approval of Planning Commission. One other thing is that it is stated in this budget that new railway projects will be started with the participation of State Governments. When in 1924 the British Government separated railways from Transport Ministry, the objective of that was the railways will mobilize resources by its own efforts but it is not happening today. The State Governments are lying under burden of sixth pay commission and talking about their participation in railway project is like backing out from responsibility. There are many approved ROBs lying pending for construction for want of states participating for years. This should not be done with state participation railway project, so I demand that the railway should complete all the railway projects with its own resources.

The number of passengers is decreasing because there is dearth of facilities to be provided by railways. Trains are running late and time and money of passengers are wasted. So there is need to enhance passenger amenities. The amount of Rs. 1302 crore earmarked for passenger amenities is very low, it needs to be increased in view of the fact that out of total railways earning 66 percent comes from freight charges and 27 percent from passenger fares. Priority must be given to freight carriage and number of wagons should be increased to get more revenue. But facilities for common men must also be kept in mind. There is need to increase number of unreserved coaches in long distance trains. Today we see that there is huge crowd in Chennai to Delhi via Nagpur-Mumbai and Nagpur-Pune routes. Railways issue hundreds of waiting tickets. Now the Tatkal has also come in waiting. In view of it, new trains must be announced to reduce the crowd. Today it is very difficult to get confirm ticket even before 2 months. If somebody has urgency he will have to face unimaginable hardship. Therefore more trains should be initiated on crowded routes and we must think what can be done to make reservation easily available to passengers.

Today the passengers look for safe and comfortable journey instead of rail fares. The assurance of these days is there in the budget and as I have stated earlier that I doubt whether it will be practical or not. Rush to board train, inconveniences in coaches, rude and

mannerless behaviour of Railway officials is a common thing. Today railways should act as professional and provide high quality Technical and other services. It is a pity that we don't see it. Announcing new trains does not have any meaning if they cannot run on time. The already over burdened tracks may not be able to withstand the burden of their safety. The accidents taking place are frequently over the days are witness to the fact as to how two trains come on the same tracks face to face. We talk about the state of the art technology but we are not even able to signal system properly operate. The fog in the winter makes whole system collapse. It is something very common in these days that the trains run late from 5-6 hrs. to 12-13 hrs. This is shameful for our Railways. We will have to adopt the new technology to get rid of the said situation. The Hon'ble Minister in her budget speech had announced 20 passenger trains alongwith 52 long distance new trains, but daily trains are almost none. The reason of the same is limited capacity of the rail lines. The Railway has to take care of its work. The economic challenges are getting tougher and more serious, so thrust should be on raising additional resources. It should not be forgotten that the work of Railways is transportation. The concept of social responsibility is apt but whether it is the duty of Railways to set up schools, colleges, hospitals, museums. Whether two Ministries of Human Resource Development and Health and Family Welfare are not doing their duty properly. The Railways should do its work. Even today a large part of the country is deprived of rail connectivity. To provide rail connectivity there should be our priority. We have to make Vision 2020 a success, the Railways has to do hard work to achieve the target. If rail facilities are not expanded, the load on roads which is already very high will increase. The trains running on the rail lines are over and above their capacity. So, it is necessary to develop the capacity for running passenger trains and goods trains and more importantly, the said development should be inclusive one. It should not be centred around some particular state. The budget speech of the hon. Minister show her intention when the announced drinking water boiling plant, also factory, two wagon factories, refrigreator container plant and a coach factory in Singur, two museums in her state. However, the states should also be given the opportunity to grow. There are five large cement factories in my state. A sleeper factory can be set up there. We are demanding for it for the last several years. Vidarbha is backward area and I hope that the Hon. Minister would consider to set up a sleeper manufacturing factory there.

[English]

SHRI P. KUMAR (Tiruchirappalli): At the outset I thank the Hon'ble Railway Minister for not increasing passenger fares of any class or category of trains and remaining the freight tariffs as it was. Especially the proposal to modernize the Integral Coach Factory and to launch a second unit in Tamilnadu is welcome one. I appreciate Hon'ble Minister for her assurance that there would be no privatization of the Railways is reassuring and for striking a delicate balance between long term vision and short term requirements without hiking passenger and freight rates in these had times.

Hon'ble Minister has taken note of the Our Puratchi Thalaivi Amma's request with regard to doubling of tracks, better outlay for the MRTS in Chennai, electrification and gauge conversion and include them in the budget presentation.

Also the slew of new trains, larger outlay for improved passenger amenities and the initiative to set up water bottling plants to ensue availability of cheap drinking water during journeys are bound to be appreciated by the masses. The proposal of introducing Mainline Electric Multiple Units service in Tirupati-Nellore-Chennai, Salam-Katpadi and Coimbatore-Erode is a welcome step.

But, I am disappointed that only Thiruvavur Railway Stations selected in Tamilnadu for declaration as Adarsh Stations to enhance passenger comforts, facilities. Also 10 stations have been selected by the Hon'ble Minister to convert them into world class stations. But not a single stations selected for this purpose in Tamilnadu. I request the government to select at least a station for converting it into world class station in Tamilnadu.

Indian railways is transporting over 18 million passengers and more than 2 million tones of freight everyday. It is the world's largest commercial or utility employers, with more than 14 lakh employees and officers. But as far as rail safety concerned, Indian railways still not come to at least near to satisfactory level. During the year 2009 there was nearly 170 train accidents happened. It was particularly a bad year as far as safety records concerned. Human error is the primary cause leading to 83% of all train accidents in our country. I further remember here that recently some unauthorized people ran an electric train unnoticed for

almost seven kilometers in the suburbs of Chennai before ramming it into a good train. The number of accidents involving trains is on the rise but the government is yet to put railway safety on the fast track. Till basic safety issues are addressed, a safe, secure and modern railway network is still some distance away.

I thank the Hon'ble Minister for announcing a reduction of Rs. 100 per wagon in freight charges for food grains for domestic use and kerosene and a reducing the maximum limit of service charge to Rs. 10 for sleeper class and Rs. 20 for AC class for e tickets. At this time I request you to reverse tariff classification for foodgrains from Schedule 130 to Schedule 110 to protect against price escalation.

On behalf of people of my constituency I thank the Hon'ble Minister for the proposal of constructing Multi functional Complex in Trichy, setting up of sports academic at Chennai to strengthen sports infrastructure and the proposal for setting up hospitals and education institutions on surplus railway land Hon'ble Minister has also announced about setting up of Secondary level General Specialty Hospitals in Trichi and setting up of out patient Departments (OPD) and diagnostic centres in Tiruchy along with other stations in Tamilnadu like Chengalpattu, Hosur Town, Katpadi Junction, Karur Junction, Kumbakonam, Rameshwaram, Tirunelveli, Villupuram and Virudhunagar. The idea of setting up such OPDs would be appreciated by all parts of the society as it will be beneficial to those passengers who are undertaking long journey.

At this juncture I would like to urge the governments to consider some of the long pending demands which are requested by people of my constituency continuously.

Goldenrock station is adjacent to the Central workshop, Ponmalai and at this township many residential localities have developed with density of population. Though a computerized reservation centre is functioning opposite to Railway Hospital, Ponmalai, this centre is not catering to the needs of the people. Only railway free passes are issued and for railway employees who want to reserve their privilege ticket orders cannot make reservations. Therefore it is the need of the hour that this reservation centre should be instructed to follow reservation of tickets to all categories. Similarly, at present all the express trains running through Golden rock station are not halting and the people of this areas should go to Trichy Junction to take a train which passes through their area. This causes for unnecessary wastage

of time and money. Hence the trains passing through Golden Rock may be halted for a while at this station.

The Railway Hospital at Golden Rock is the headquarters hospital for the entire Trichy Division and it caters the needs of all the people, railway employees and their families. But there is no well equipped railway ambulance, specialist doctors, house surgeons and cardiac treatment section. I request the Hon'ble Minister to consider this long pending demand of our people in addition to her present proposal of setting up of secondary level General Specialty Hospital and OPD at Trichy.

I further remember here that in my last speech on Railway Budget I requested to renovate the railway quarters at Goldenrock Railway Colony which are in dilapidated condition. I am disappointed that at this present budget also, Hon'ble Minister did not mention about this. Therefore, I once again request you to consider renovation of railway quarters in the above station.

I further urge the government to consider establishing new lines like Thanjavour to Pudukkottai, Jolarpet to Bangalore via Krishanagiri, Express Train from Trichy to Kanyakumari, Pudukkottai to Chennai, Trichy to Bangalore, Trichy to Madurai and back, Trichy to Erode and back and Trichy to Thanjavour and back. These lines should be introduced so that the number of vehicles on roads between these towns can be reduced and consequently unprecedented carbon emission could be averted.

Also upgradation of Sreerangam Station, stopping of passenger trains at Manjathidal railway station, flyover at Trichy to Madurai Road junction, over bridge at Croppaty to Edamalaipattypudur railway crossing road, Karuvepplian Railway level crossing at Rasavayal in the highways, Tiruvappur railway crossing in the city limit of Pudukkoyai and Manjathidal Railway station level crossing all are even urged by me in this august House in my last speech. So, I once again urge you to kindly consider and do the needful for early fulfillment of all these long pending demands.

Further, the Rockfort express train may be restored from Trichy with full complement of boggies. Hon'ble Minister informed about the proposal of constructing more under passes, limited height sub ways besides over bridge and under bridge. I request you to consider construction of under pass through Srirangam Railway

station to Singaperumal Koil Road in my constituency. This also I urged in my last speech on Railway Budget. Therefore I once again request you for the same.

In the end before I am concluding my speech, I put forth again the request of our Puratchi Thaliavi Amma regarding allocation of adequate funds for the expeditious completion of Coastal Railway line between Chennai and Puduchery via Mamallapuram and the government of Tamilnadu should be pressured to agree to bear 50 percent of the cost of projects sanctioned by the Railway Board a few year ago.

[Translation]

*SHRI GHANSHYAM ANURAGI (Jalaun): I would like to submit that stoppage of all the trains should be provided at Pukharyan, Jalaun headquarter, Urai, Kanpur dehat and stoppage of intercity train should be given at Moth station under Jalaun Parliamentary constituency. The survey of doubling of Kanpur and Jhansi line have been completed. Funds may please be provided for the same. The survey for Urai to Jalaun, Konch and Konch, Auraya, Phaphund and Urai to Mahoba, Bhind has been approved, the funds for the said survey may be released and covered shade may be extended at Urai Pukharayan, Eita and Moth and stoppage of all the trains may be given at headquarter Urai and Pukharayan.

[English]

*SHRI S. SEMMALAI (Salem): I appreciate the honourable Railway Minister for presenting the Railway Budget without hike in passenger fares and freight charges, in spite of the recommendations from the Prime Minister's Office to increase II Class passenger fare by 10 to 25%.

With a crowd of two crore passengers traveling daily, 7,000 busy stations and a network of 64000 Kms, Indian Railway is the world's second biggest transportation network under a single owner. Though it is a difficult task, Honourable Railway Minister is managing it very carefully and effectually.

Our leader, former Chief Minister of Tamil Nadu, Purathichi Thalaivi (J Jayalalithaa) has presented a series of demands to the Honourable Railway Minister to run more trains in Tamil Nadu region, based on justification and need of the people, to expedite the existing works, laying of new lines including doubling and conversion of remaining meter gauge into board gauge etc.

*Speech was laid on the Table.

Our leader has also insisted that funds allotted to the proposed schemes be increased and to complete the work within a time bound manner.

I hope the Honourable Railway Minister will give top priority to the demands of my Leader in the right spirit and implement the same for the welfare of the people of Tamil Nadu.

I thank the Honourable Railway Minister for accepting and permitting candidates to write railway examinations in the regional languages.

Conducting examinations in all Centers at one time is a welcome measure to prevent the intrusion of competitors from one State to another.

More particularly, I welcome didi's announcement to launch a Housing Scheme for 14 lakh railway employees.

I appeal to the Honourable Minister to extend this scheme to the railway employees of Salem Railway Division in Tamil Nadu.

Honourable Minister's proud announcement of construction of new railway lines at the rate of 1000 Kms every year, electrification of additional 100 Kms every year, and doubling track and gauge conversion at the rate of 700 Kms and 800 Kms. respectively every year by 2020 is most alluring.

I remind the Honourable Minister that in 1950, the Railways had a length of 53,596 Kms. This has been now increased to 64,105 Kms only. In other words, it is an increase of merely 10,419 Kms over 58 years. So, I doubt how the Honourable Minister is going to achieve the target 1,000 Kms. every year?

Please do not allow operational inefficiency to defeat the lofty objective. Accident free, fatality free railways should be the objective. For this track renewal should be given priority.

The track laid during pre-independence period were durable and technically sound. But tracks now being laid are not qualitatively superior and very often cracks are occurred which results in frequent accidents.

I request the Honourable Railway Minister to ensure that the laying of future railway tracks be of good quality.

One of the pet schemes of Honorable Railway Minister is Special Train for ladies. I learnt from reliable

sources that it is neither encouraging nor profitable. Ladies would like to travel along with their husband or father or relatives than traveling alone. Hence, I suggest that, instead of operating Special Trains exclusively for ladies, 50% of the compartment may be reserved for ladies and 50% of the compartment may be reserved for gents. This may help the ladies to some extent.

Safety, Security, cleanliness must be taken care of in the railway stations and in the train also. I request the Railway Minister to kindly issue necessary directions to supply hygienic food to the passengers.

Though Honourable Minister is kind enough to allot Rs. 100 crores for new railway line between Salem and Dindigul via Karur in this Budget, I request the Honourable Minister to allot additional funds whenever required to complete the work as early as possible since it is a long pending demand of the people.

The newly formed Salem Railway division is only for name sake without any infrastructure and facilities. Except Chennai Express, no trains are originating from Salem junction. I request the Honourable Minister to make Salem Railway Division in a full-fledged manner with more trains emanating from Salem Junction, Particularly to southern side, as demanded by my leader.

At least nine railway tracks be provided in Salem Railway Junction to make it appear as a major junction.

Lands in the adjacent areas be utilized for expansion purposes.

The announcement made by the Honourable Minister regarding conversion of unmanned railway gates into manned railway gates is a welcome measure as it would reduce the accidents now happening frequently.

At this juncture I would like to draw the attention of Honourable Minister to an important issue. There are three level crossings in Salem Town, one at Anaimedu, another at Mullawadi Gate and the third one at Leebazaar. I request the Honourable minister to direct the southern railway authorities to provide road over bridges in those places to avoid traffic congestion and to allow free flow of traffic. Among them, the over bridge near Anaimedu may be taken up first and this is my special request and I am sure the minister will fulfill my plea. Minister may kindly be pleased to take special efforts to impress upon Tamil Nadu government to sanction the required expenditure from their side, so that the work can be completed earlier.

Furthermore, there is no train running along Salem Railway Station from 9.00 AM to 4.30 PM to Chennai. So, I request the Honourable Minister to arrange to run a day train between the above hours from Salem to Chennai to meet the demands of the general public.

The announcement of Dorondo Express from Chennai to Coimbatore is a most welcome scheme. Since Salem is divisional headquarters, I request the Honourable Railway Minister to see that the train is stopped at least at Salem Junction.

In this Budget there are several areas of concern. I would like to point out some of them.

The annual plan for 2010-11 envisages an investment of Rs. 41,426 crore, the highest ever, how the Railways is going to mobilize the resources? I think the Railways would go in for higher ever debt. This is not good for the Railways.

Passenger earnings are likely to decline by Rs. 252 crore. Traffic earning is likely to fall short by Rs. 69 crore this year.

Profits of the Railways have come down to Rs. 951 crore in 2009-10 as against Rs. 13,431 crore registered in 2007-08.

By Ministers own admission, the surplus has dropped to a mere Rs. 951 crore. Why this is so? Wherein lies the wrong? It is due to failure to look into sound railway economics?

The budget outlines a proposed saving of Rs. 2000 crore from austerity measures, will it be possible to achieve, is a million dollar question? How Hon. Minister is going to tackle the situation? It is in the hands of the minister. At present, there are two challenges before her to test her talent.

Indian Railways is the simple largest Diesel Consumer in the country. The Railway consume 2.35 billion litres high speed diesel in a year and expenses is around 8,000 crore per annum. A rupee increase in Price of Diesel would cost 234 crore per year to the Railways. I am at a loss to understand how the Railway Minister is going to bear the cost of rise in Diesel Price without affecting the health of Indian Railways. This is the first Challenge.

Finance Minister has proposed to levy service Tax at 10.3% in respect of transport of goods by rail. Though

the railway minister has written to the Finance Ministry for the withdrawal of service tax, if it is not done it would increase the freight charges by Rs. 100 per tone and cause inflationary pressure. I hope Railway Minister will ultimately succeed in her efforts.

[Translation]

*SHRI SHRIPAD YESSO NAIK (North Goa): Rail is the lifeline of the Nation. We can fulfill our responsibility by providing connectivity. If Indian Railways makes progress, the country will progress.

Hon. Minister of Railways has presented Rail Budget in the year 2010-11. The whole of the country was looking with the hope that their years long pending demand would be fulfilled in this budget. They were expecting that their village, their town would be provided rail connectivity but most of the demands remained unfulfilled. I hope that the remaining demands would be fulfilled in coming times.

The hon. Minister of Railways announced several projects like laying new rail lines, introducing new trains, laying double tracks, 50 new world class railway stations, setting up 350 model stations etc. while presenting Rail Budget 2010-2011. It is a matter of regret that all the projects have not moved a bit. No work has been undertaken regarding any of the station whether it is world class station or model station. I, therefore demand that work under projects announced by the hon. Minister be undertaken immediately.

I would like to thank hon. Minister of Railways that she has given approval for double tracks for Hospet-Vasco-Da-Gama (Goa). Goa is definitely the smallest state in the country, yet it is a major tourist place of international level. Large number of tourists from all over the world visit Goa and they visit other states and tourist spot there. That is why I am demanding deluxe trains with more facilities amenities for their comfortable journey, which includes Goa-Mumbai-Goa, Goa-Bengaluru-Goa, Goa-Tirupati-Goa, Goa-Jaipur-Goa, Goa-Hyderabad-Goa, Goa-Valanakini (Nagapatnam)-Goa, Goa-Chennai-Kanyakumari-Goa routes.

Most of the people travel between Goa-Mumbai through Konkan Railways. So, more trains are required on this route, but many trains cannot be run because of being single track. I therefore demand that the said route should be converted into double track.

*Speech was laid on the Table.

Earlier, two compartments of Nizamuddin Express used to be attached with Haripriya express for travelling from Goa to Tirupati which used to be attached at Londa junction after trains departure from Vasco station, but now Nizamuddin express leaves one hour late from Delhi as a result it fails to link with Haripriya express, and Haripriya Express leaves Londa Station one hour early. I therefore, demand that trains should be rescheduled to make Goa-Thirupati travel convenient and comfortable.

The people of Maharashtra have been demanding for the last 50 years that Sholapur should be connected to Tarapur by rail line. Tarapur Bhawani is the deity of Shivaji Maharaja, around 50,000 people visit the temple every Tuesday, Friday and on Poonima. This way around 3 crore people come to this place every year. I, therefore, demand that Sholapur-Tarapur new broad gauge rail line given approval immediately.

[English]

*SHRI C. SIVASAMI (Tiruppur): At the very outset, I congratulate the hon. Minister, Ms. Mamata Banerjee, on behalf of our party, the All India Anna Dravida Munnetra Kazhagam (AIADMK) for bringing a new lease of life to the Indian Railways through her various programmes.

For the development and prosperity of any country, the basic requirements are that agriculture and industry should prosper. If we want agriculture and industry to prosper, we have to develop the railway network for transporting the agricultural commodity and industrial products from one place to another, from one industrial city to another, from village to another, from village to town, etc. smoothly and swiftly. Hence, we could say improvement in the infrastructure of railway network is a must. In this direction, the Railway Budget is striving. It is certainly a welcome step as Railways play an important role in the economic development of the country. So also the national development. This Budget strives to go ahead in that direction. Hence, we wholeheartedly applaud it.

I would like to stress here that our tall and charismatic leader of our party, the AIADMK, Amma, Selvi Jayalalitha, has applauded and appreciated this Railway Budget presented by our hon. Minister for having given many new trains etc.

The major highlight of this Rail Budget, according to me, is that there is no hike in the passenger fares.

*Speech was laid on the Table.

This is an extraordinary measure on the part of the hon. Minister. Cancer patients are provided 100% concession in 3AC and Sleeper Class when they go for treatment. This is certainly an innovative step considering the pathetic situation these Cancer patients live.

Reducing the 3-ticket charges to Rs. 10 for Sleeper Class and Rs. 20 for AC Class, I hope, would be welcomed by all sections of the society, particularly, the middle-class populace. This would certainly bring immense relief to the rail passengers who often use railway travel daily or regularly.

Regarding providing passenger amenities, Ms. Mamata Banerjee has announced that 94 stations would be upgraded as 'Adarsh' stations. Construction of additional 93 multi-functional Complexes too are on the anvil of the Railway Minister. These are undoubtedly steps which are worth appreciating.

Here, I would sincerely urge the hon. Railway Minister, Ms. Mamata Banerjee to consider and include Tiruppur Station for upgradation as one of the 'Adarsh' stations, considering the garments and hosiery industries, which are of international repute and known for its vast expanding market, naturally too.

Automatic fire and smoke detection system would be introduced in 20 long distance trains. I consider this as one of the important announcements in this year's Railway Budget. I hope the Minister would allocate more funds for the implementation of this system in other trains too, as it is an important system to be installed.

We come across accidents involving level-crossings. Manning of unmanned level crossings in this Budget is a welcome step. I hope the Railways would implement it though it is an arduous task.

Now, I turn to Tiruppur, my parliamentary constituency. Tiruppur is a very big industry and business centre famous for garments and hosiery industries. Tiruppur brings in Rs. 11,000 worth of foreign exchange to the country. Tiruppur is a big export zone, which is visited by thousands of people, both from foreign countries and other parts of the country. Last year, Tiruppur has been converted into a new district considering its importance. But still there is no train from Tiruppur to Chennai. Because of this inconvenience, people coming to Tiruppur from Erode, Coimbatore, Chennai and other places are put to a lot of difficulties. Hence, I strongly urge the hon. Minister to introduce a

new night Express from Tiruppur to Chennai touching Salem-Erode-Tiruppur-Coimbatore.

Regarding Tiruppur Station, I would like to state here that in this Budget, the hon. Minister has announced that 10 stations would be identified for conversion as World Class Stations. Considering its immense importance, Tiruppur station should be identified for conversion as one of the 10 World Class stations.

Likewise, I would request for addition 10 New Coaches in the Nagerloil Express Train (Train No. 6610) (Coimbatore to Nagercoil). As I highlighted, Tiruppur is fully equipped with its Hosiery Exports Industry which bring in Rs. 11,000 crore of foreign exchange every year to our country. Most of the people who work in this industry are mainly from the south Tamil Nadu and they are hugely suffering for their transportation needs.

I would also request for at least one additional trip of Passenger Train No. 607 between Coimbatore and Salem. In this regard, I wish to state that I had raised this issue in Lok Sabha on 1.12.2009. This train starts from Erode by 7 a.m. Later, the same train starts its return trip from Coimbatore by 18.20 pm and reaches Erode by 20.45 pm. Kindly note that in between time 9.15 am and 18.0 pm, this train is kept idle in Coimbatore Junction. Hence, I request you to kindly issue directions to make an additional trip between Coimbatore and Salem (TO & Fro) via Tiruppur and Erode during this free time so that the people of these districts will be highly benefitted and their long felt transportation needs will be fulfilled.

I would also request for the introduction of a new train to be introduced from Erode to Mumbai via Konkan Railways. As such, a number of industries are located in Erode, Tiruppur and Coimbatore districts. Most importantly, these districts are famous some esteemed educational institutions which impart quality education. Also, these districts are hub for hospitals and are connected with major city like Mumbai.

Under such circumstances, it would be better if a new Express Train is introduced in the Kongan Railway route between Erode and Mumbai via Tiruppur, Coimbatore which would not only be of a shorter distance but also it helps the Railways commercially.

Another important request concerning the people of my constituency is that Trivandrum to Palghat Train No. 6343 should be extended till Erode. This has been a long-pending demand.

The other important aspect is that Coimbatore is called as the Manchester of Tamilnadu and the major population of the Coimbatore and Tiruppur districts are from Kerala State and huge number of people are traveling to Kerala from Coimbatore, Tiruppur and Erode districts for their studies, jobs and business purposes daily. In order to fulfill the needs of the people who live in these 3 districts. I hereby fervently request to kindly consider the Amirtha Express Train No. 6343 which runs from Trivandrum to Palghat town be extended till Erode.

Likewise, 5 additional new coaches may be added in Coimbatore to Mayiladuthurai Jan Shatabdi Train (Train No. 2084). This important train is now running with only 9 coaches with the result railway commuters are suffering as no open tickets are issued for this train and the coaches are not sufficient to satisfy the transportation needs of the people. Hence, I humbly request the hon. Minister, Ms. Mamata Banerjee to kindly consider adding 5 new coaches and also to order to issue open tickets to this train so that the people will be hugely benefitted.

I would also request for opening at least 5 additional ticket booking counters and a separate reservation counter, railway platforms and additional foot over bridges should be constructed at Tiruppur.

To facilitate the labourers coming to Tiruppur for work, special electric trains to be introduced in the morning and evening times in the following routes.

Electric trains should be operated touching Coimbatore-Tiruppur-Erode, Palakad-Tiruppur-Erode. These new electric trains should be operated at least six times a day on the above routes.

I also plead for the introduction of new train between Tiruppur and Nagercoil via Erode, Karur, Dindigul and Madurai. Introduction of new goods trains between Tiruppur to Tuticorin, Tiruppur to Chennai and Tiruppur to Cochin would facilitate the exporters to transport their ready made garments.

In the end, I would request the most simple Minister in the UPA Government and also the most simple Railway Ministers of the country, Ms. Mamata Banerjee to include the important railway projects mentioned in my above speech with a view to satisfy the long cherished desire of the people of Tiruppur which would help the neighbour districts and States and also the foreigners who throng this garments and hosiery hub of South India including foreigners.

*SHRI JAI PRAKASH AGARWAL (North East Delhi): I Congratulate Hon'ble Railway Minister, Ms. Mamata Banerjee for bringing people oriented Budget and without hiking passenger fares and introducing the new trains and new infrastructure facilities.

As an MP from Delhi I congratulate Railway Minister and UPA Govt. for giving more facilities to High standard Anand Vihar Railway Station. Meanwhile I urge the Govt. to speed up the ongoing projects for creating world class station facilities in New Delhi Station. While appreciating this Budget I must also demand the Railway Ministry for providing more infrastructure to New Delhi, Nizamuddin, Old Delhi, Sarai Rohilla, Shakur Basti. Meanwhile apart from providing infrastructure I must ask Railway authorities to provide proper manpower for the full functioning of the Railway network in Delhi. Even major stations like New Delhi, Old Delhi and Nizamuddin lacks proper cleaning, basic hygiene. This issue can be addressed only by appointing enough manpower in all cadres.

As a Member of New Delhi North East Constituency I am bringing out the long standing demands of our people. I hereby point out five specific and genuine demands from the people of North East Delhi as well as the population of Delhi as a whole.

- (i) New Station to be built at Saboli in North East Delhi which will help thousands of people to travel to Saharanpur.
- (ii) Stopping of trains at Saboli in North East Delhi.
- (iii) Building of an underpass at G.T. Road in the North East Delhi.
- (iv) More infrastructure and the basic amenities in Railway colonies in Delhi.
- (v) Better service conditions for Railway Karamcharis and to meet their long standing demands.

I must also appeal to Railway Minister for more infrastructure of suburban Rail Network in Delhi. Like Delhi Metro the suburban trains in Delhi's infrastructure should be upgraded to the world class level by introducing new modern bogies, enough manpower etc.

Once again I congratulate Mamata Didi and the UPA Govt. led by Hon'ble Prime Minister Dr. Manmohan Singh and Chairperson Smt. Sonia Gandhi for bringing out the people oriented budget.

[Translation]

*SHRI GANESH SINGH (Satna): When Ms. Mamata Banerjee was presenting her second Railway Budget, the hon. Members of Parliament sitting in the House and the people of the country listening to her had expected that Mamataji would make no discrimination, but this is such a disappointing and full of favouritism budget which had never been presented before.

The railway network connects the different parts of the country but Mamataji has tried to weaken it. Today, there is a network of 64,015-kilometre long rail line in the country and 70,000 trains run everyday on these tracks. Crores of people travel by the trains everyday and 14 lakh employees are operating the railways. But the pace at which work of expansion of rail lines and trains, provision of railway facilities and maintenance work should have been done, has not been done. I am surprised to know that only 230 kilometre long rail line is being laid in one year in the country which is very less in comparison to other countries.

The people in the country had expected Mamataji to be different from the earlier Railway Ministries but she has also given preference to West Bengal in both the railway budgets. I am not opposed to development of the railways in West Bengal but I have got the right to say she should have given equal preference to all the states in the rail budget but she did not do so. I have always been saying that the railways should expand its network in that region from where it earns more revenue. Ms. Mamata ji has tried to take the rail budget to social sector this time. I think that it has been done to cover up the internal weakness of the railways. The railways has to work mainly for expansion of the railways, increasing the passenger amenities, taking the rail network to backward areas and fulfilling the announcements made earlier but whatever is being done, that is being done at snail's pace.

The rail accidents are taking place often. When the railway employees do not perform their duties responsibly, I am not able to understand how the social sector announcements made in this budget are likely to be implemented. The Minister of Railways has prepared Vision 2020 and the railways will need 14 lakh crores of rupees in the next ten years. The railways will have to mobilize 1.4 lakh crore rupees every year to achieve this target. The existing speed of trains in our country

is much less than the average speed of trains all over the world. The railways is doing with old rail tracks, old coaches, old bridges, overbridges and I think that all these things constructed during the British rule are not improved until and unless any accident takes place there.

On one hand the railways makes announcement to introduce the fastest train of the world while on the other hand, the railways does not show any interest in high level development of its infrastructure. Ms. Mamta ji has announced diamond corridor and golden corridor. This rail budget is likely to realize the dream of running the trains with speed of 250 to 300 km. per hour. The preceding railway ministers had also announced to make the Indian railways world class railway but unfortunately those announcements could not be materialized and no work could be started, what to talk of completion thereof. Ms. Mamta ji has tried to take credit in her rail budget but the people of the country have not given her credit.

There is large-scale discrepancy in the railway budget. The railways has not completed its promises. Have all the announcement made by the preceding railway ministers been realized? It has become a practice in the railways that the succeeding railway minister will not implement the announcements made by the preceding minister. It has put a question mark on the reliability of the railways.

I demand that a white paper should be issued on all the announcements made by the railway ministers so far. Meetings with hon. Members of Parliament are held at zonal level before the budget is presented. All the Members of Parliament put forth the problems of their constituencies. Do the Members of Parliament not have the right to know about the fate of their demands? They receive a letter stating that this work is not possible. If one asks the reason therefor, the railways is not willing to share the reason. The railways has been neglecting the Members of Parliament, especially the MPs belonging to the opposition parties. I had put forth my demands relating to the problems of my constituency on 5th March 2008 during the discussion on rail budget, on 17th April, 2008 during the discussion on demands for grants, on 26 November during Zero Hour and again on 7 July, 2009 during rail budget 2009-10. I am putting forward the same problem, which I had put during all the railway budget of the 14th Lok Sabha.

I had meetings with G.M. on 19th January, 2009 and again on 8th January, 2010 but what to talk of implementation of suggestions given by me during the

said meetings, even the documents were misplaced. The railways has been so much negligent.

Not only this, but I met also with the Minister of Railways along with some Members of Parliament. The letters signed by the Members of Parliament of Rewa, Banda, Sidhi, Hamirpur were submitted for resolving the problems of these constituencies but nothing has been done. The replies to the correspondence held with the Ministry of Railways in the name of hon'ble Minister dated 11 July, 2009; 15 July, 2009; 16 July, 2009; 22 September, 2009, 12 January, 2010 and 20 January, 2010 were given by hon'ble Mamta ji but it has not been mentioned anywhere in the same whether any demand is being met or not. Similarly in the replies sent by hon'ble Minister of State by letters dated 18 September, 2009, 8 October 2009, 14 October 2009 and 1 January 2010 also do not mention solution to any problems anywhere. Similarly the reply sent by General Manager, Jabalpur, West Central Railways is also negative. In such a situation I would like to say that there is no point in making a speech just to bring it into the records, what does that mean? Whatever major demand I put forth for my Constituency must be fulfilled by the Railways. I have a strong logic behind this. From my Constituency the railways has an annual income of Rs. 7 thousand crores from freight alone. The income being generated from passenger trains is separate.

- Ex-Minister of Railways Shri Nitish Kumar ji had made an announcement that the Jabalpur Berawal Somnath Express would be extended upto Satna but the same was never implemented.
- The Lalitpur-Sighrauli railway line work should be expedited in order to complete the project on time. Railway line from Katni to Allahabad Manikpur to Madasi and from Satna to Reeva should be electrified.
- Time of Mahakaushal Express which run from Jabalpur to Hazrat Nizamuddin shall be rescheduled so that it searches Delhi by 8 am and the first class AC coach which was attached with this train earlier and later on withdrawn should be attached again and the standard of cleanliness should be improved.
- The passenger train running between Reeva to Habibganj should be extended upto Indore. Alongwith this one more additional coach should be attached in each class because there is

always a long ait list for the said train and this passaneger train provided maximum revenue to Jabalpur division.

- It was announced that the Garib Rath would be extended from Jabalpur to Allahabad whereas we had demanded it to be extended upto Satna-Reeva. VIP quota in all the classes should be provided in the aforesaid train.
- 2 each additional bogies may be attached from Satna in all passanger trains running between Jabalpur-Nagpur and Jabalpur-Kota and Satna should be directly connected with Nagpur and Kota.
- Additional Coach should be attached to Shaktipung Express from Satna and it should be connected directly to Satna with Singhrauli.
- Chitrakoot and Mahar are two major religious places and although both place are connected with railway line but there is no passanger train to connect between them. Therefore, a new passaneger train should be introduced.
- Khajuraho is world famous tourist place. A Shatabdhi Express train should be introduced between Delhi and Khajuraho.
- A new railway line should be laid between Rewa to Mirzapur.
- Almost 50 up and down trains to North and South direction passes through Satna railway station but in most of the trains there is no VIP quota in various coaches of passanger trains. Therefore, VIP quota should be ensured in all the trains.
- All amenities may be provided at Majhgawa, Chithora, Khuthah, Jaitwara, Sagama, Satna, Lagargawa, Uchehrah, Maihar, Madanpur, Amdara and Bhukehi railway stations in my Lok Sabha Constituency and Satna and Maihar stations should be made would class stations.
- Intercity passanger train from Rewa to Jabalpur should be provided at Amdarah and Waghai.
- New Railway stations should be constructed at Jamuna between Rewa to Satna and Ghunwara between Maihar Amdarah.
- Stoppage of Kamayani Express and Rewa-Delhi passanger trains should be provided at Jaitwara and Majhgawah.

- An Underbridge should be constructed at Uchehra between Satna Mehar, at east Mukhtiyarganj Crossing of Satna station.
- There has been a long standing demand for construction of level crossing near Bachi Gowarao village in Satna-Uchehara because the farms of the village lie on the other side of the line. The farmers have to traverse many kilometers to reach their fields.
- A road on NH 7 passing through Dhatura Khera, Hinaut, Roopganj, Gorchaya village has been constructed under the Pradhan Mantri Gram Sadak Yojana which also passes under the rail overbridge between Maihar and Amdara railway stations. People travel on this road only. Iron rods have been put up on the said road recently which has stopped the traffic of large vehicles to the said villages. I demands that traffic on the said road should be restarted by constructing a also way or a new level crossing should be built.
- There is a crossing on the national highway from the centre of the city to the rail line before Maihar railway station. The level crossing is closed every fifteen minutes which creates traffic jams. There is a long standing demand for overbridge in the said area. The State Government has also contributed its share of funds but the work has not been sanctioned so far. Sanction should be accorded and the work should be started immediately.
- Satna railway station is the most important place in Jabalpur zone. It is home to two major places of pilgrimage, national park, diamond mine, historically important Khajuraho and Bandhavgarh. There are many large cement industries there. A concrete sleeper factory should be set up in Satna.
- The railways get thousand crores rupees worth of business from Satna. But, it does not have any major office of Railway there. Hence, D.R.M. office should be shifted to Satna.

In the end, I would like to convey to the Rail Minister that although I do not doubt her integrity, but if she wants to improve the governance of railways she should make it binding upon the officials of the department to work in favour of the pepole. Bureacrats still rule the

railways. This mechanism needs continuous improvement. Only the ministers who have succeeded in overpowering this mechanism have been successful. Those who have not been able to do so have been thrown out.

Successive Rail Ministers have shown a tendency to favour their home states over the rest of the country whereas the network of railways is spread all over the country. It should be taken care of in its entirety. But this is not done.

There is urgent need to examine the quality of work undertaken at Satna, Maihar, Majhagaon rail stations.

The exit from new platform built at Satna station is through Platform No. 1 whereas there should have been a direct exit. This arrangement should be made.

There is need for comprehensive improvement in the enquiry system at Satna railway station. There is also a demand for increasing the number of reservation counters at the said station.

The entrance to Satna railway station should be from a two laned road near the college.

The inauguration of construction work at railway stations in parliamentary constituencies should be done by local MPs.

Trains should be started urgently from:

- Satna to Mumbai
- Satna to Haridwar
- Satna to Tirupati
- Satna to Dwarka
- Satna to Rameshwaram
- Satna to Puri
- Satna to Jammu and Kashmir
- Satna to Jaipur

[English]

*SHRI JOSE K. MANI (Kottayam): Let me congratulate the Hon'ble Railway Minister Km. Mamata Banerjee for presenting a people friendly budget without increasing the passenger fare and freight charges even at the time of economic crisis.

*Speech was laid on the Table.

The Minister has announced several developmental programs. India has a total railway network of about 64,000 km. Of this, the Government of India has been able to lay only 10,400 km of new line since Independence. This is not an impressive record. However, we are assured of the Hon'ble Minister's commitment to add an average of 1000 km of railway line every year. It is a welcome and bold step.

I would now confine to my constituency-Kottayam which happens to be hub of Central Kerala with a diversified hinterland comprising of religious shrines, wildlife sanctuaries, plantation valleys and back waters resorts of International fame.

Passenger earnings, on all India average is reported to be around 27% of the total earnings. But in Trivandrum and Palghat divisions of Southern Railway, the share of passenger earnings far exceeds that of the freight share. Of this, Ernakulam-Chengannoor section consistently generates the maximum passenger revenue. Kottayam railway station is considered the gateway to the much frequented pilgrim and tourism circuit. Kottayam railway station handles enormous volume of pilgrim traffic destined for Sabarimala and Sr. Alphonsa's holy shrine at Bharananganam. A constant flow of domestic and international tourists pass through Kottayam for wildlife sanctuary at Thekkady and back water resorts at Kumarakom. Kottayam is also the seat of academic, cultural and theological institutions. On these grounds Kottayam railway station eminently qualifies to be upgraded into a world class station.

There is a legitimate and long standing demand of people in my constituency presently served by the following railway stations on the Ernakulam-Chengannoor section:- Mulanthuruthy, Kanjiramattom, Piravom Road, Vaikom Road, Kuruppanthara and Ettumanoor which serve as satellite stations for the entire region. Considering the volume of passenger revenue generated, these stations need to be upgraded with more passenger amenities and designated as 'Adarsh' stations. I hope the Hon'ble Minister will consider these proposals for inclusion in the current budget.

There is an urgent need to introduce new super fast trains from Trivandrum to Bangalore via Kottayam to cater the large student community. Presently the existing trains from Trivandrum to Bangalore via Kottayam are not able to carry such enormous volume of passenger traffic. This lacks of adequate rail connectivity, forces a large number of travelers to depend on Buses.

They spent much more on bus fare with less travel comfort and safety. It is reported that more than 700 luxury buses ply between Bangalore and Central Kerala. It is, therefore, an established fact that more super fast trains to Bangalore will not only be economically viable but also will run to full capacity throughout the year.

In the budget speech, the Hon'ble Minister has announced couple of sports academies in the country. As you know that Kerala has produced many national and internal athletics and many of them are working with Indian Railways, I request you to kindly allot a sport academy in Kerala especially in Kottayam.

I conclude by saying the development depends upon the implementation of the projects within a time frame.

[Translation]

*SHRI DEVENDRA NAGPAL (Amroha): First of all, I would like to congratulate the hon. Railway Minister Mamata ji for presenting a general budget which is pro-poor and pro-common man as a consequence of which freight charges and passenger fare has not been increased. Arrangements have been made for safe travel keeping in mind the needs of farmers, women, the youth and the common man. For the first time, projects relating to rail links/basic infrastructure have been sanctioned keeping in mind social responsibility. It is true that those who are not strong today will become so in future. We can fulfil the incomplete projects under Vision 2020 through this budget.

The proposal for setting up of cold storages, logistics parks and multifunctional premises on vacant railway land as well as provisions regarding e-tickets, upgradation of stations in the budget are likely to prove to be extremely beneficial for farmers and rural citizens.

Now I would like to request the hon. Railway Minister to consider the demands of Western Uttar Pradesh viz.:

Ne rail line between Gajraula and Sambhal via Hasanpur and between Meerut-Bijnor, Aligarh-Mathura and Chandpur-Bahnai via Nathor, Naugaon, Amroha and Sambhal.

Rail line to link Luxar-Buxar, Kasganj across the River Ganga.

Doubling and electrification of rail line from Gajraula to Dehradun via Bijnor-Luxar and Shahadra to Saharanpur via Shamli.

New trains:

New trains from Saharanpur to Mumbai via Shamli, Kotdwar to Mumbai via Bijnor and Moradabad to Dwarka via Aligarh.

There is an urgent need for construction of overbridge over level crossing number 51/57 on Garh-Meerut road along Ghaziabad to Moradabad rail line and level crossing number 45C midway between the Ghaziabad-Moradabad rail line at Gajraula-Bijnor road. Also, an overbridge should be constructed over level crossing number 44 and 28 (at Kailasa-Pakbara crossing) after taking into account road underbridge number 46 to ease the traffic congestion which is a routine occurrence.

A Kendriya Vidyalaya should be opened on vacant railway land in Gajraula, Amroha, Bijnor, Hapur, Mathura and Muzaffarnagar etc. in accordance with the proposals given in the budget.

I received a number of proposals regarding basic rail infrastructure, passenger amenities such as new flyovers, new trains, new lines, new stations, stoppage of existing trains, expansion and electrification of routes of EMUs which I am presenting for inclusion in the budget. These would form the basis for shortterm, midterm and longterm development.

I would like to bring to your notice that no new rail line has been sanctioned for Western Uttar Pradesh, except for the line between Deoband and Roorkee, during the last 63 years. This is an extremely surprising fact in the history of railways. The entire development of the areas has stopped and commercial development, agricultural production and food processing industries etc. should be promoted in this neglected area. I am glad that this neglected area and the common man and minority belts in this area have been brought under the 15 point programme of the Prime Minister. The implementation of suggestions that follow will go a long way in helping the development of this area and providing satisfaction to passengers and the public:

I would like to bring to your notice that survey for the rail lines mentioned below have been conducted many times in the past years but no work has been done. Survey of the said rail lines has been mentioned in the present rail budget also which shows a complete ignorance in respect of these areas and also strengthens doubts about the discriminatory attitude of the rail department. Sanction of these rail lines will help in

commercial, agricultural and other development of said areas which are lagging behind:

1. Gajraula-Sambhal via Hasanpur
2. Amraula-Bahjoi via Sambhal
3. Meerut-Bijnor via Hastinapur
4. Panipat-Shamli-Muzaffarnagar
5. Luxar-Buxar (near Garh Mukteshwar along the Ganga river at Kasganj) Ganga Express Buxar route
6. Saharanpur to Dehradun via Biharigarh
7. Meerut-Ailam-Panipat
8. Sambhal-Ghola via Bulandshahar
9. Chandpur-Amroha via Nathor, Naugaonwa
10. Aligarh to Vrindavan
11. Haldaur to Dhampur via Nahtor
12. Basganj-Aligarh
13. Basganj-Mainpuri
14. Aligarh-Mathura
15. Aligarh to Mathura, Hathras Quila via Kasganj to Hathras-Kasganj

Mathura line, three kilometres away

I want to bring to your notice that stoppage of trains at the stations is absolutely necessary to ease the problem of the passengers and the people of the area.

Stoppage of Sadhbhavna Express, Gauhati Express, Alahazrat Express and Saheed Express, both up and down, at Gajraula Junction.

Stoppage of Rajdhani Express, Lucknow Mail, Ranikhet Express, Shramjeevi Express, Delhi-Faizabad, Delhi-Rae Bareilly Express, Lal Kuan at Delhi Express at Amroha railway station.

Najibabad-Gajraula-Moradabad passenger be extended to Sambhal since it remains standing at Gajraula railway station for 12 hours. (1 MGN/2 MGN)

Chandausi-Moradabad passenger train which stays at Moradabad for 10 hours, be extended to Gajraula. (1 CM/2 CM)

Keeping in view the convenience of the daily passengers, a new train be introduced on Delhi-Gajraula-Najibabad-Kotdwar route, to leave for Kotdwar in the evening.

A modern computerized reservation centre be set up at Gajraula station.

Stoppage of Inter-city train be given at Brajghat station, an important pilgrimage centre on the Garh Ganga Dham, keeping in view the religious sentiments of the people.

Gajraula passenger from Najibabad, be extended to Haridwar.

I hope the hon. Minister of Railways keeping in view the sentiments of the people and the passengers of the Western Uttar Pradesh would sanction the demands made in above mentioned list in the rail budget meant for common man and get the works carried out expeditiously.

[English]

*SHRI K.C. VENUGOPAL (Alappuzha): First of all let me take this opportunity to thank our hon Minister for railway for some of the schemes introducing under vision 2020. We know that people from all over the country have high expectations from Indian railways and as such I am sure that Minister's announcement that there won't be any hike in the passenger fares besides announcing several concession schemes for various sections of the society will appease the common man. Some of the schemes such as free travel for cancer patients in AC three tier coaches, starting of hospitals in selected railway stations, plans to depute doctor in long distance trains, announcement of unmanned level crossing to be manned in five years, minister's promise to add 1000 route kilometers of railway track this year are some of the noteworthy announcements.

You may be aware that we people of Kerala had uge expectations about the railway budget. I sincerely thank the Hon. Minister's announcement that the Railway coach factory at Kanchikode will be starting this year itself. It was a long cherished dream of people of Kerala. The minister's announcement of starting six new trains including Janasadabdi from Calicut to Trivandrum and Earnakulam-Mumbai Turnado express are also whole heartedly welcomed by the people of Kerala. We are

*Speech was laid on the Table.

also glad to know that the total outlay for Kerala has been substantially increased this year compared to the last year. I would like to take this opportunity to thank the Hon. Minister for introducing MEMU service between Ernakulam and Kollam which will be a major relief for the commuters mainly those who are traveling in a pathetic condition. Now a days passengers traveling between Ernakulam and Kollam via Alleppy have to undergo a very miserable journey due to the lack of sufficient coaches. I am sorry to say in this day when the world is celebrating women's day, the ladies traveling in the ladies compartment are not even getting a place to stand while traveling in the passenger trains of Ernakulam-Alleppy sector. Even though the MEMU service will provide a major relief to the difficulties faced by the passengers I understand that this service is going to start only after five or six months. Therefore I am requesting the Hon. Minister either to introduce a new passenger train between Ernakulam and Kollam via Alleppy or at least increase the boggies of the existing passenger trains to five or six in number.

We people of Kerala especially the people of Alleppy were eagerly waiting for an announcement from the Budget speech regarding Kerala Rail Component, a joint venture company between Govt. of Kerala Public under taking AUTO CAST Chertala and Indian Railway for manufacturing Rail wagon components. Hon. Union Cabinet Ministers Shri A.K. Antony and Shri Vayalar Ravi had taken so much pains for getting this project. I don't know why this generous Minister is showing total injustice to us by avoiding this ambitious project which will give immense potential to Indian Railways and also will give thousands of employment opportunities to the local people of Chertala and also save the AUTOCAST which is facing serious problems. Hon. Minister as you aware that this is not a new project which we are asking. In the Railway Budget of 2008 it was announced that a wagon factory will be started soon with the support of Government of Kerala in Chertala and a provision of 80 crores was also provided. A joint venture company had been formed in February 2009 and an MOU was also signed between Government of Kerala and Indian Railway. But even after one year there is no significant action in this regard was taken. Being a Member of Parliament from that area I am sorry to say that this type of negligence from the part of the Government created in me a lot mental agony and I request the Hon. Minister to be kind enough to sanction the project with immediate effect. I expect a positive reply from the Minister in this regard.

As stated earlier the doubling of 1000 km of railway line is a significant movement for railway development. It is also unfortunate that out of this 1000km Kerala is getting only seven km i.e. Ernakulam-Kumbalam line. Trivandrum Railway division has already proposed a doubling project of Ernakulam to Thuravoor and Thuravoor to Ambalapuzha which should also be included in the budget. I request the Hon. Minister to reconsider this and include atleast Ernakulam Turavoor and enhance the existing provision of Ambalapuzha-harippad line in this year's Budget itself.

Kerala is the only South Indian State which is excluded from the Southern freight corridor announced by the Railway Minister in the Budget. Why is it happened? I am sure that the Hon. Minister will include this State also in the ambitious project.

As far as the development of rail in the state of Kerala is concerned the lack of co-operation from the part of the ruling State Government is a major problem. They are not taking much initiative in the acquisition of land especially for doubling of railway line. The railway engineering wing also is showing a slow performance for completing their projects in our State. I would like to set up an urgent and speedy mechanism consists of railway and State Government completing this projects on time.

I also propose to increase the frequency of Bangalore-Kochuveli tri-weekly express as daily and introduce new trains to Bangalore from Trivandrum and Mangalore. By these words I conclude my speech once again thanking the Hon. Minister.

*SHRI R. DHROVANARAYANA (Chamrajanagar): I would like to congratulate Hon'ble Union Minister for Railways, Kumari Mamata Banerjee for presenting pro-people railway budget that would meet the aspirations of country's common man. This time, the Railway Minister, Kumari Mamata Banerjee has given much priority in her Railway Budget for Karnataka by proposing many new train services. For giving this Bonanza, Hon'ble Railway Minister was praised by the State BJP Chief Minister, Mr. B.S. Yeddyurappa and others irrespective of political parties.

Though the Railway Minister, Kumari Mamata Banerjee has announced many new train services in the budget proposal, my constituency was able to get a

new train service from Chamarajanagar-Mysore-Bangalore-Hosur-Krishnagiri.

However, the Railway Minister did not allocate the funds for Chamarajanagar-Mettupalayam Railway Line. This is one project that can change the scenario of the backward district of Chamarajanagar and trigger overall development to boost the local economy in bordering districts of three states such as Tamil Nadu, Kerala and Karnataka. A long-pending demand of the public in the southernmost part of Karnataka region, getting Green signal for commissioning Chamarajanagar-Mettupalayam railway line remains in cold storage without getting funds to implement it. The proposed Railway line project was almost a century old. The proposed Railway Line will bridge the missing national link, acting as a central point for three states. This happens to be the last Railway station in southern Karnataka that would connect the missing history of Indian Railway. It is unfortunate that though the Karnataka State has contributed seven Railway Ministers, it did not get sufficient attention and fulfilled the dream of late Mysore Wodeyar IV.

The people in my constituency are well understood that there were several surveys done for the proposed project since several decades and the final survey is to be approved. I would like to urge Railway Minister to release enough funds to implement the proposed Chamarajanagar-Mettupalayam railway line. The survey work for the new line connecting Bangalore city to Chamarajanagar via Kanakapura (162 km) has already been completed. Now the proposed line requires sufficient funds for implementing the railway line. The another very important and long pending Railway Line is the one between Mysore and Nelambur via Nanjangud, Gundlpet, Gudloor, Thalassery which connects Karnataka and Kerala. This time, the Railway Minister has announced Mysore-Thalassery line for revival of surveys under the "socially desirable rail connectivity proposals". The Railway Minister has already categorized Chamarajnagar Railway Station as "Adarsh" status. I would like to appeal to the Union Railway Minister to upgrade the Nanjangud Railway Station by giving a "Adarsh" status. I am thankful to the Railway Ministry for commissioning Chamarajanagar-Tirupathi train services as announced in the last year Railway Budget. The Chamarajanagar-Tirupathi train services will serve the purpose of constituency people to have a darshan of Lord Venkateshwara with direct train service.

The facility of railway "Izzat" pass issued to unorganized sector workers in my constituency has

brought happiness among the daily wage workers. As many as 2500 Izzat pass have been issued. But the railway authorities said that the Izzat pass facility will be given to only the head of the family. I learnt that issuing the Izzat pass to the head of the family would not serve the purpose. As I have seen that the head of the family person might be an aged person, ill person and not in a position to work and in some families head of the person would be an aged women. Hence, I would like to urge the Railway Minister to give direction to the railway officials to remove the clause that the Izzat pass will be issued to head of the family and issue the pass to all the eligible daily wage workers irrespective of family members. I would like to conclude my speech, once again by congratulating the Railway Minister, Kumari Mamata Banerjee and Union Minister of States, Mr. K.H. Muniyappa and E. Ahmed for giving priority in the Budget for my State and Constituency.

[Translation]

*SHRI JAGDAMBIKA PAL (Domariyaganj): Supporting the railway budget presented by the hon. Minister of Railways, Kumari Mamata Banerjee, I congratulate the Congress and the UPA Government for not increasing the railway fares for six years which would give relief to the common man, the poor, farmers, workers, students and the women, since railway is the only means of travel for the common man. While the oil prices have increased a lot in the international market, as have coal prices, despite that keeping in view passenger as well as the common man's interest freight fares have not been hiked. The railways even propose to give concessional freight charges for food grain transportation. The Government also needs to be congratulated for converting 94 stations into model stations for the convenience of the people without burdening the passengers with fare hike. The Government would provide funds for upgrading 10 stations this year, to international standard. Similarly, 93 multi-functional premises would be constructed in the country. For the first time, the railways have decided to provide convenience and security to the passengers along with setting up Medical College, Parking, Engineering College etc. on PPP mode in the railway premises. For the first time, the railways would provide accommodations in the coming years to all its 14-lakh employees. Gorakhpur, in Eastern Uttar Pradesh is the headquarters of the North Eastern Railways from where lakhs of passengers go to Mumbai, Kolkata, Delhi and Chennai. Buddhist circuit

*Speech was laid on the Table.

also falls in Eastern Uttar Pradesh. But the gauge conversion work of Gorakhpur-Gonda via Anandnagar, Naugarh, Sauhrtgarh, Badhni and Balrampur is going on in a very slow pace. This gauge conversion work was sanctioned seven years ago. The Buddhist from all over the world are facing a lot of inconvenience. The Buddhist followers have to go by road from Gorakhpur to Gonda. The Buddha circuit in Uttar Pradesh is the one which could be profitable through tourism. A large number of people from Siddharthnagar work in Mumbai. From there, there is no direct train to Mumbai. If the line is converted into broad gauge, it would be immensely convenient for the passengers. The doubling of Gorakhpur-Lucknow route has been going on for several years. Its progress is very slow leading to a lot of inconvenience to the people from Assam, Bihar and Uttar Pradesh who have to go via Gorakhpur, Basti, Gonda and Lucknow. Gorakhpur is the hub for passengers coming from Eastern Uttar Pradesh, Bihar and Nepal from where thousands of people go all over the country daily. But, trains from Bihar do not stop at Basti railway station despite Basti being the zonal headquarters. Large number of people from Nepal and Siddharth Nagar travel from Basti railway station to major cities of the country. They have to face a lot of inconvenience on account of being no stoppage of trains over there. Siddharth Nagar is the birth place of Gautam Buddha and Ayodhya that of Lord Ram. But no rail connectivity has been provided so far from Kapilvastu the birth place of Gautam Buddha. Naugarh, Basti, Haranga to Ayodhya the birth place of Lord Ram. People from all over the world who pay a visit to Ayodhya also wish to visit the birth place of Lord Buddha Siddharth Nagar. So it should be provided railway connectivity. Railway outlay has been enhanced for gauge conversion and for constructing new railway lines. The rail network has increased from 53,596 Kilometers to 64,015 Kilometers. Till date, 10,419 Kilometers of new railway lines have been laid. The annual average is 180 Kilometers. But the year 2020 the target for laying new tracks is 25000 Kilometres. During the last five years this average has been only 219 Kilometres. The Government has announced its commitment for timely introduction of 120 new trains. By March, 118 new trains would be introduced. Railway tickets will be available in post offices. Mobile vans would ease the problem.

Railway catering policy has been revised for the common man and 'Janata Meal' would be introduced. In future, information regarding reservation and status of train would be available through SMS. The Government is going to introduce double decker trains on a pilot

basis. Daily 80 lakh passengers travel on 64000 kilometres of railway lines. 17000 trains are running everyday. But, there are still 1700 unmanned railway crossing due to which accidents take place frequently. The Government has proposed to deploy 3000 watchmen at the railway crossings in the year 2009-10, which is a welcome step. There will be watchmen deployed at each railway crossing in the next five years. Dedicated passenger corridor-Golden corridor, will be set up for passengers on the lines of dedicated freight corridor. The target for electrification is 3500 Kilometres in 11th plan and 2300 Kilometres will be completed in the first three years. There is requirement of Rs. 13000 crores for anti-collision to prevent rail accidents. 36,700 bridges are more than 10 year old. Rs. 1000 crore will be mobilized through PPP in order to start infrastructure projects.

I support the budget presented by the Minister of Railways.

*SHRI BHISMA SHANKAR ALIAS KUSHAL TIWARI (Sant Kabir Nagar): The Hon'ble Minister of Railways made so many announcement in railway budget last year as well as this year for the public in general. In this regard I have to state the Uttar Pradesh is the biggest state of the country on the basis of population. But it is a matter of great concern that the Railways did not pay attention to the development of this state and made no provisions in the budget as much as they should have done.

This state gave so many saints and politicians to the country. Among such saints is the great Saint Kabir who breathed his last in Maghar. It is situated in my constituency, Khalilabad. This place is also favourite with pilgrims and tourists. But, there is no stoppage of any major trains at Maghar Station. Nor any facilities are provided by the railways for the tourists arriving here. Through you I request the Hon'ble Minister that a railway guest house should be constructed and further more facilities be provided by the railways in Maghar for the tourists. Madam Speaker, Saint Kabir Nagar district has been named after the great saint Kabir. This district is extremely backward. It is dominated by the weavers as well as the craftsmen manufacturing bronze utensils. They are extremely poor. If the Hon'ble Minister of Railways accord approval for a new railway line from Khalilabad to Balrampur via Uttraula and upto Basti, it will be a great convenience to the people residing there.

*Speech was laid on the Table.

The Minister of railways has announced to set up educational institutes on railway land. In this context I would like to say that if a railway college in the name of Saink Kabir Ji is accorded approval in Maghar, higher education would be available to the children of weavers, farmers and craftsmen of this area. Similarly, if a hospital is constructed on the railway land in Khalilabad headquarters of saint Kabir. Nagar district it will be convenient for the people. They will not have to go to places like Gorakhpur, Lucknow etc. Madam Speaker, it would be highly appreciated if Khalilabad railway station is granted status of a model station.

Through you, I request the Hon'ble Minister that the stoppage of following trains should also be given at Khalilabad railway station so that it could be convenient for the people.

| Train No. | Train No. |
|-----------|-----------|
| 5212 down | 5211 up |
| 2541 up | 2542 down |
| 9270 up | 5269 down |

And, all trains from Jammu and Kashmir be provided stoppage at Khalilabad railway station.

The shed on platform No. 2, Khalilabad railway station be extended as its length is inadequate compared to the rush of passengers. During winter, summer and rains they are put to great inconvenience. Madam, for the convenience of passengers a retiring room should be provided at Khalilabad railway station.

There is not even a single Duranto or Rajdhani on the Khalilabad Gorakhpur route. It is my request to the hon. Minister through you to provide a Duranto and a Rajdhani train for Gorakhpur. Gorakhpur is the headquarters of north-eastern railways. On this basis also Gorakhpur should be connected with a Duranto and a Rajdhani. It is also the demand of the people of this region. For a long time, Uttar Pradesh, especially eastern Uttar Pradesh has been subjected to step motherly treatment. Gorakhpur is a zonal headquarters of Uttar Pradesh and once much larger area was under it. But after the division of this zone, and neglect, it has now lost its importance.

Today, each zonal headquarter is connected to Delhi by Rajdhani/Shatabadi or Duranto. It is unfortunate that Gorakhpur has been deprived of this service. I demand that Gorakhpur should immediately be connected to Dlehi

with Rajdhani/Shatabadi or Duranto. It is no exaggeration that about 50 lakh people from eastern Uttar Pradesh live in Dlehi. On the occasion of marriage and festivals they have to visit their villages/districts. But, they perform this journey under immense adverse conditions. In this context, it's my demand that electrification and doubling work on this route be completed at the earliest so that the common main's journey can be comfortable.

No new railways infrastructure has been created in Gorakhpur since a long time. It is my demand that immediate attention be paid in this regard and either a loco or a coach factory should be set up here.

Another aspect was I want to bring out is that the foot-over bridges connect only the platforms, and those at either ends of station remain untouched. On one side of the station is the settlement of the poor and the weavers, who have to cross the rail lines to go to the other side due to which there is always a possibility of accident involving the innocent and children. It is my request that to save human lives and to make people safe, this foot overbridge be extended on either side of the railway station.

*SHRI RAM KISHUN (Chandauli): Participating in the discussion on the rail budget and raising some problems, through you, I would like to request the hon. Minister of Railways that its is very essential in public interest to construct a rail overbridge in the district headquarters in my Parliamentary constituency. Thousands of hectares of farmlands are being acquired for the construction of overbridge corridor for the movement of the people. These are fertile agricultural lands. The acquisition proceedings should be stopped and justice should be done to the farmers. The Railways, several times acquired the lands of farmers in district Chandauli for rail factories and other works. But, till today, those lands remain unutilized. The farmers were promised jobs in lieu of acquired lands. But the farmers of Dharna, Shitampur, Hridayapur and Gowariya villages near Mughalsari are yet to get jobs and compensation. The lands acquired were Saeedraja railway station for rail factory, till today, remains unutilized. Mughalsarai railway station has the Asia's biggest yard. Passenger and goods trains from all corners of the country reach Mughalsarai. For the Railways it is an important place. Development is of utmost importance here. Therefore, through you, I request the hon. Minister to construct a rail overbridge at the district headquarters, Chandauli.

*Speech was laid on the Table.

The vacant land near Saeedraja should be utilized for railway factory etc. The unmanned level crossings of district Chandauli should be modernized. The Mughalsarai railway station should be made a model station of high standard. Loco hospital, Mughalsarai should be upgraded and modernized. Railway colonies should be modernized and provided with facilities. The Mansarovar pond at Mughalsarai should be made a model pond and while completing the incomplete works related to it, a beautiful park should come up on the bushy fallow land. Medical and Engineering colleges should come up on vacant railway lands in Mughalsarai. Acquisition of farmers' land for railway corridor project should cease. The Railway Inter College Mughalsarai and Mughalsarai railway station itself be named after the deceased Prime Minister, Shri Lal Bahadur Shastri. Another Kendriya Vidyalaya and a Navodaya Vidyalaya should be opened for the higher studies of the children of the rail employees. Local trains should be introduced between Mughalsarai to Chandauli headquarters and Saeedraja and stoppage beautification of district Chandauli and Mughalsarai railway stations including those nearby.

[English]

*SHRI JAGDISH THAKOR (Patan): Congratulation for your personal care & fast action on Railway Ministry Department to developing the whole network of Indian Railways, make the profitable revenue in Indian Rail, progressive attitude towards development for whole Backward area, Rural area, Whole town, City, Industrial area, Port, Coastal area, Border area, Agriculture & Whole another area without railway network to provide facilities of Indian Railways.

I draw your kind attention to the above mentioned subject to consider this Rail Project in Gujarat, in the up-coming budget for our nation, under mentioned points.

I glad to inform you that our area's citizen demand to start above new railway project from Govt. of India. There was no railway service since 1989. Railway plate was destroyed from HARIJ to CHANASMA route HARIJ-RADHANPUR-CHANASMA centers are middle Taluka places, main business center of Gujarat State. It is important center near our boarder area Pakistan. But Railway Ministry of India has not taken any action for this area.

If new railway broad gauge project will consider from Indian Govt. it will be great profitable railway line from

*Speech was laid on the Table.

Kandla Port to Mumbai Port via RADHANPUR-HARIJ-MEHSANA. RADHANPUR-HARIJ-MEHSANA are Taluka places & border area near Pakistan. There was a Railway line at the time of British Govt. MAHARAJ SAYAJIRAO GAYAKWAD STATE. But now there is no any facility for our area as a Railway since 1989, Citizen demand for this Railway Line to Railway Minister in 1998. But there is no action taken by Ministry of Railway for RADHANPUR-HARIJ-MEHSANA BROAD GAUGE Line project. HARIJ-SAMI-RADHANPUR-CHANASMA-MEHSANA area is main business centre and as well as agriculture products of North Gujarat State. There is huge growth in production for agriculture products due to implementation of never technologies by farmers, regular rains and wide networks of Narmada Canal of Narmada River.

Due to shortening of route our military camps on border of Pakistan can have benefit of easy, speedy and economical consignments of machinery equipments, food articles etc. As vehicle traffic day by day jumping higher and higher atmospheres is badly polluter, if train services available in this area, pollution may be controlled. Also ordinary people can have comfortable and peaceful traveling in place of present tiresome journey. Due to shortening of nation can have substantial economical advantage together without in outgoing foreign exchange for purchase of petroleum products due to lessening of transport charges, industrial bloom in this area and our country can stay with developing country in all round progress. The importance of providing railway facilities of this area was felt and before some decodes a survey was made by railway authorities to join HARIJ with RADHANPUR.

If proposed railway project is executed the distance between RADHANPUR TO MEHSANA VIA PALANPUR IS PRESENTLY around 200 Km. which will becomes only 100 Km. Being benefit of nearly 100 Km. If this railway map consider by Indian Govt. Please take the necessary action about it for our nation's importance railway project.

I request kindly note to the subject mentioned subsequently to the reference of the letter from the western railway to the Railway Board, New Delhi for the extension from MEHSANA TO RADHANPUR, VIA SAMI-HARIJ-CHANASMA.

Railway Board vide their letter No.2007/W-1/SY/WR/G, dated 08-06-2007 to the Western Railway, conveyed sanction to carryout traffic survey for new B/G line

between MEHSANA-HARIJ-RADHANPUR, VIA
 CHANASMA-HARIJ-SAMI.

The traffic survey for the above project has been completed. The traffic report has been submitted to the Railway Board vide his office letter No.WNC/400/3/69 (s) dated 09.07.2008 for further necessary action.

- | | |
|---------------------------|---|
| (1) Length | : 107.70 Km. |
| (2) Gross cost of Project | : Rs. 233.10 crore |
| (3) Status | : Under consideration at Railway Board's level. |

Further, exemption of route up to RADHANPUR-KUTCH while enhance the citizens of near by area to be more productive and will help them improve our standard of living by moving places for a better employments and the conveyance facility required, which we are been deprived of even after lapse of 61 years of our independence. By restarting the HARIJ-CHANASMA rail service and extension of the route up to RADHANPUR-KUTCH will reduce the distance by 100 km. This railway line will join between Kandla Port-Gujarat State directly to Mumbai Port Maharashtra State.

Further, Shankheshwar a very famous Pilgrims of Jains is situated very near by proposed project & Loteshwar is a very old, famous, ancient temple of Shiv-Shankar Bhagwan-Mahadevji, established from "PANDAV-BHIM-UDHISTHIR-ARJUN, SAHDEV AND NAKUL which has got many pilgrims visiting the temple across the year. The visitors mainly use Ahmedabad as their main destination and from there they got to travels, Taxi almost 200 kms. by road. By starting this rail service, this community will be also be equally and economically benefited. This project is very important for defense & our soldiers due to border area nearly Pakistan.

Due to awareness, powerful attitude in railway ministry department, I once again urge your good self personally look into the matter and kindly approve the project in the up-coming railway budget so as for the betterment of the public defence, factories pilgrims, industrial development goods transition passengers & from school & college boys near by areas.

[Translation]

*SHRIMATI SUMITRA MAHAJAN (Indore): Regarding the dreams of the Minister of Railways, for the all round

*Speech was laid on the Table.

development of railways, as envisioned in Vision-2020, I can only pray God that the targets should be realistic.

Positive thinking is good. It is all the better if such thinking is based on realistic approach. We cannot expect any thing else from the Minister of Railways.

Going by the budget presented by the hon. Minister of Railways, it is a precursor of vision 2020, then, it would be correct to say that Vision 2020 is not of Indian Railway, but of West Bengal.

From the budget speech of the hon. Railway Minister regarding laying of new railway lines, it is seen that in the past 62 years, on average, 180 km. tracks were laid annually. The target of the present budget is 1000 km. Roughly, each kilometer or railway line costs rupees three crores. This comes to around Rs. 3000 crores, or ten per cent of the present budget. It does not appear to be realistic. It is not mentioned how the Railways, which in the past 62 years could lay only 180 km of new tracks, annually would achieve a target which is six times more ambitious. Allocation for laying new tracks is Rs. 4411 crores, up from previous year's Rs. 2848 crores. These figures make it clear that previous years' the target in this regard could not be achieved. Hence, it does not appear possible that mere allocation would ensure that the target of laying 1000 km of rail line would be achieved. The availability of other resources in this direction is also an important aspect, not mentioned clearly in the budget.

I would like to point out that availability of sufficient funds and human resources appear impossible for such an ambitious target. I would like to make it clear through some examples. The laying of 200 km of track between Indore-Dahod, in my constituency is pending since several years. Even the allocated funds are not being used so much so that the land acquisition is also not complete. And, the appointed official is trying to make arbitrary changes in the plan and get it sanctioned. Unfair means are being used for changes in the sanctioned layout plans after survey. Keeping in view future expansion of Indore between Rajinder Nagar and Rau, a new railway terminal and station was proposed under the Indore-Dahod project. But, with the changes in officials the above proposal was rejected on flimsy grounds. Indore is the industrial capital of Madhya Pradesh and some distance away from this proposed site is the country's first greenfield SEZ and several vehicle industries are located there. Keeping in view the future needs location of this site would have been ideal

but due to the self-interest of the officials this proposal was shot down. In the proposed master plan of Indore site has been earmarked for a new railway station. Instead of the officials, it was the peoples' representatives and the media, which took the initiative to draw the attention of the Department. Madam Speaker, it is a matter of regret, the said proposal is still awaiting the nod of the Railway Ministry. If a profitable project, for which land is available, is not sanctioned- in time, it sends a negative signal to the people. Madam Speaker, through you, I would like to give a second example regarding the new rail line for Ramganj-Bhopal, lying incomplete since several years. Similar is the case of Chhota Udaipur-Dar new rail line.

Here, I would like to draw the attention of the Minister of Railways towards Madhya Pradesh in the context of her speech for increasing rail connectivity. In the past 62 years, several proposals for new rail lines in the State has been put in limbo. Keeping in view the size and population, Madhya Pradesh never got its due in the rail budget.

On one hand, the Minister of Railways has proposed to introduce trains with a speed of 250-300 km per hour, on the other, there are several such areas in Madhya Pradesh where the people are yet to see trains, even after 62 years.

The cost of introducing high-speed trains should be compared with that of introducing trains services in areas untouched by the railway, even after independence. Do we really need trains at a speed of 300 km per hour? For the fares for such trains one can travel by air. It would be justified to spend the amount needed for such high speed trains on providing rail connectivity to areas left untouched by the railways, which would result in the development of such areas. Also, human resource and the land in such areas can be used for development of industries and trade.

Madam Speaker, I feel if the railway gives priority to starting of projects and making use of the entire funds to complete the projects on time, it can look to a bright future.

Allocation of Rs. 40 crore against the scheme of Rs. 1000 crore is the significance of the pace of the scheme as well as the negative attitude of the department. If such a scheme is implemented with this pace, there will not only be the cost escalation but no benefits to the department in lieu of expenditure incurred

on the scheme also. Madam Speaker, through you, I would like to give one more example that if the amount of Rs. 40 crore is allocated against the estimated budget of about 1450 crores of rupees for carrying out gauge conversion in 450 Km from Ratlam to Akola. I wonder which generation of this country will see the completion of this work. Definitely one has to go to an astrologer to know the time by which the same is likely to be completed and that too, when it is the easiest and the least distant route for North-South in view of railways. On this route national level power projects and various other important schemes are going to be set up for which Ratlam Mhow section is required to be constructed by giving high priority to it for Indore-Manmad route in the proposed schemes with the financial participation of the state Governments in this budget. The Chief Minister of Madhya Pradesh had apprised the department of his consent for this scheme in February, 2009, but there was no reference to this in the speech which is one more example of negligence towards Madhya Pradesh Indore-Manmad railway line is useful not only for Madhya Pradesh and Maharashtra, But it will also reduce distance of more than 150 km between Delhi and Mumbai also. Madam Speaker, its importance is clear also from the fact that this project was proposed by the advisor of Holkar Maharaja Shri Patrick Geddes in 1908 that is 102 years ago since today. Madam Speaker, the hon'ble Minister of Railways had stated about financial sponsorship for necessary projects in view of development of tribal areas and social aspects as well as benefits from these for future development in the last budget speech. Indore-Manmad project is one of those projects. Even though the Minister of Railways is not paying attention towards it where as it is necessary. I would like to give one more example about the seriousness of railways in respect of its schemes and their implementations. Indore-Dewas-Ujjain railway section was earmarked for electrification in 79 km range about three years ago, but 74 km railway line have been electrified and the rest 5 km are yet to be done between laxmibainagar and Indore. This is not being done for the last one year due to which no benefit of expenditure incurred over this whole work is coming up either to the railways or the passengers. It is not that the attention of the officials might not have been drawn in this regard. They had been giving only assurances even after their attention was drawn by the public representatives and through the various means of communications time and again. This is just an example. There are so many projects like this which may have been lying pending in the country and crores of rupees might have been spent

thereon, but the benefit of these is reaching neither the railways in the shape of economic viability nor the passengers in the name of passenger amenities. Madam Speaker, Indore-Ujjain gauge conversion is also very essential. Through you, I would like to draw the attention of the Minister of Railways also to it.

It appears that there is lacunae on some part in respect of measures to be taken from safety point of view and training to be given to the concerned officials from time to time. I would like to know whether it will not be proper that the railways should give top priority to safety. There is need to provide adequate funds in the budget on the basis of giving top priority to anti collision devices and they should not be confined to any zone in particular, but these are required to be provided to all the Zonal railways. Not only the latest devices are sufficient in view safety but the operators handling these devices should also be trained accordingly. There is an urgent need to give training and update the officials on such a big network for which the number of such training institutes should be increased by giving priority to it.

The hon'ble Minister of Railways has fixed a target for deploying gate men at all 17000 unmanned railway crossing in the next five years, which is worth welcoming, but availability of funds for providing this facility in such a big number marks a question to this effect.

Catering and Tourism corporation was initiated on Indian railways. Its main work was to provide catering facility and promote tourism, but it seems that this corporation is getting entrapped into the trap of some big contractors of the country by deviating from the main track. Hundreds of vendors have been earning livelihood for their families by working therein. In their places it has spread a net of big contractors by inviting tenders for allocation of stalls and various other catering units to them. There are so many big vendors who have more than two stalls, dozens of panty cars and other catering units. They are eying atmaking their hold over the whole railway network. I would request the hon'ble Minister of railways to pay particular attention towards small and the old vendors having limited source of income while formulation of new policy for the same and ensure that there should not be hold of any individual or the organisation and any other groups constituted in other names over the catering arrangement. At the same time, Madam Speaker, I would like to say that as often as not sometimes cockroaches and sometimes mice are found in food, bed sheets are dirty, and at the same time, there is no cleaning of coaches. All these are

mentioned only in speeches, but in fact, there is nothing in reality. Madam Speaker, through you, I would like to say that it is a matter of great concern that common people have to purchase water for unavailability of safe drinking water. I do not know how many announcements were made like allotment of houses in ten years, facilities for new hospitals, Schools, colleges, five sports academies, eco parks and so on to the railway officials but nothing was made in this regard till date.

Madam Speaker, when the Minister of Railways showed us all the dreams at a time, then, it seems that there is need to be competent even to bear the burden of all these dreams of the Minister. This budget expresses sympathy to the railway employees, but does nothing in practical.

There is no clear cut mention of her achievement and management of proper expenditure of available funds amid her bulk announcements made in the entire rail budget; such as earlier in the past hon'ble Lalu Ji, too, had made announcement of various such schemes. Three years ago he made announcements for constructing 18 world-class railway stations followed by 25 and now Mamata Ji has announced construction of 50 world class railway stations. Madam Speaker, it is surprising that the result is zero in this regard till date. No work has been started so far anywhere. At the same time, 50 multi-level parkings were also announced to be constructed that time, and now Mamata Ji has announced 93 such parkings. These are also the announcements only and no work has been started so far in this regard. Lalu Ji announced setting up of coach factory in Raebareli and now Mamata Ji has announced setting up of 5 separate factories.

I am surprised and would like to tell you that this is only the announcement budget. Madam Speaker, we have been hearing of the issue of public private partnership for years, but the result is nothing. Madam Speaker, it seems to me that the Ministry of Railways has now become only the department of announcement. The budget does not appear transparent. It is not sufficient to have a good target alone necessary to have the ways and means and to achieve the same. In view of the future of the country it would not be proper to escape from our responsibility by thinking about the future implication. Both the positive and negative aspects can be put up in the phantasmagoria of figures, but today there is need of the experience and the strong will power conducive to thinking about the development of the entire country by going beyond the area in particular.

Hon'ble Minister has mentioned in this budget about the use of trolleys and battery operated cars for convenience of handicapped and old age passengers, which is worth welcoming, but the fact is that the railway officials do the work for handicapped and old-age persons in arbitrary manner. Indore is an A-I category station from where more than two-dozen passenger trains get originated. I have been demanding to construct ramps on foot over bridges over there for so many years, but the same are not being constructed showing the reason for possible changes in future and scuh an unwise decision has been taken by setting up lift in place of ramp, which is completely impractical because it will not be possible to use it during the movement of thousands of passengers and at the same time, and more over, its operation will also be disadvantageous from technical point of view. Under these circumstances, availability of ramp will be easy not only from economic point of view, but it will also avoid maintenance expenses.

My so many proper demands have been lost in the budget even after reaching a consensus about them at various stages. There were such demands, which were presented by the committees of the Ministry of Railways by considering them proper. There are some such demands like introduction of new passenger train from Indore to Bangalore, increase in frequency of Indore-Pune, Indore-Howrah trains. Announcement was made to get the trains originated from other places instead of these ones. It is worth welcoming to provide facilities to those areas, but it is not acceptable to ignore my constituency from any point of view. Not only my constituency alone but my state also is deprived of railways minister's benignness. There are so many schemes of my constituency like Ramganjmandi-Bhopal new rail line, completion of Guna-Etawah project, pendency of Lalitpur-Singroli project and so on which are on the verge of winding up on account of various future projects as well as regional pressure.

I pray to God that the hon'ble Minister may please pay attention towards my state and the urban areas in order to maintain balances over there. Instead of being Indore-Ajmer link, the direct rail service between Indore and Ajmer is necessary and it is also necessary to make gauge conversion of Ratlam-Khandwa rail line, doubling of Indore-Ujjain line, revival of Indore-Bangalore metre gauge operation as we have been disconnected from Kachiguda due to stopping of this operation in the past, it is necessary to revive again the operation of Indore-Bangalore train to provide railway connectivity to the

south again. I would like to say especially here that Indore is the most important city of the whole Madhya Pradesh generating 40 per cent tax revenues of the whole state and a big city from industrial point of view. It is not proper to neglect it. I would request the Government that the immediate attention may please be paid towards my aforesaid demands lying pending for years otherwise we will have no option but to following the path of agitation for the same.

[English]

*SHRI A. GANESHAMURTHI (Erode): The Railways must extend its service to the public having in mind the economic growth of the country and also its social responsibility. Long-term growth must be accorded top priority than aiming at short-term gains. Our Railway Minister's attitude to think in these lines is evident in this Budget. I would like to congratulate ~~her~~ for this ^{the} Ministry.

No increase in fair; no increase in freight charges; introducing official languages of the States in the Railway Recruitment Board examinations; providing quality drinking water at lesser rates and construction of dwelling units for railway men and several other social welfare measures are some of the salient features of this year's Budget, and I thank the Railway Minister-Kum:- Mamata-Banerjee for this.

I would like to thank Hon. Railway Minister for meeting good number of demands put forth by me during the earlier discussions and also through letters written to her. MEMUs have been introduced to run between Erode and Coimbatore. Construction of multi-purpose commercial complex at Erode Railway Junction, upgradation of railway hospital in Erode with an OPD and diagnostic referral unit, allocation of funds for conducting feasibility study to construct a new railway line between Erode and Sathiyamanglam and a new bridge to cross LC No.124 in Erode Shastrinagar are some of the measures meant for my constituency which have been included in this year's Budget. I would like to thank the Hon. Railway Minister for this. Our needs increase commensurate with the population increase, hence, I would like to draw your attention to the following demands from the public of my constituency.

- (i) Survey work for laying a new line 'Erode - Palani' via Chennimalai, Kangeyam, Dharapuram has been completed but no fund has been

*English translation of the Speech laid on the Table originally in Tamil.

allocated in this year's Budget for the completion of this project. As the aforesaid industrial towns would be linked to the age old holy shrine 'Palani', Hon. Minister of Railways may kindly apportion fund for the completion of this project.

- (ii) It has been stated in this year's Railway Budget that 50 new Kendriya Vidyalayas (KV) would be established in association with the Union HRD Ministry. Erode and Namakkal in my constituency have got 22 Engineering Colleges and a Medical College along with 15 Pharmaceutical Institutes, 33 Science and Arts Colleges and 18 Polytechnics. But adequate number of higher secondary schools are not there. Particularly, CBSE pattern schools are less in number. In order to benefit the wards of the Central and the State Government employees and people from the poorer sections of the society, one of the 50 new KV schools may be established in Erode.
- (iii) I welcome the 'Bharat Tirth' trains that will connect places of tourist importance. The newly announced Madurai – Erode – Pune – Ujjain – Nasik – Hyderabad – Chennai – Madurai 'Bharat Tirth' train may kindly be provided with a stoppage at Kodumudi Railway Station as the place has got a rare temple housing the Teen Murtis – Shiva, Vishnu and Brahma in the same campus.
- (iv) The newly announced MEMU service between Katpadi and Salem may kindly be extended upto Erode.
- (v) Similarly, Train No. 1063/1064 between Chennai and Salem may be extended upto Erode.
- (vi) Passenger Train 879/880, 883/884 between Tiruchirappalli and Karur may be extended upto Erode.
- (vii) The Amirtha Express Train (6344/6345) running between Thiruvananthapuram and Palghat may be extended upto Erode.
- (viii) LC No. 121 and 122 are situated in a congested area in Erode. In order to ease the traffic snarl-ups ROR may be considered.
- (ix) A level crossing near Kodumudi Railway Station was closed for extending the platform. So there is a need to construct a 'Foot Over Bridge' to

benefit the general public and the school goers and pilgrims along with the patients who are to go to hospital on the other side. The Panchayat Union office is also on the other side. So, I urge upon the Hon. Railway Minister to consider constructing a 'Foot Over Bridge'.

Hon. Railway Minister has announced that quality changes would be made in the catering service. Chennai Central Railway Station has got restaurants run by both the Railways and private operators. People prefer the restaurants run by the private operators. It is evident from the sales figures. It is also evident that delicious food with quality is available from the private-sector-run-restaurants. The same condition is available in the catering service extended in the running trains. I urge upon the Railways to look into this and ensure quality and if need be private operators can be provided with the pantry car facilities so that traveling public can have quality food.

Before the presentation of this year's Railway Budget, an idea was floated that States that come forward to share half of the expenses for the railway projects would get priority in getting schemes. States like Karnataka, Maharashtra and Andhra have agreed to share the expenses and hence, they have got more number of projects for their States. Whereas, the Government of Tamilnadu has failed to contribute anything to the Southern Railways though it has stated that Rs.3,000 crores would be required to complete all the ongoing projects in Tamilnadu. So, the Railways have allotted a mere 798 crores of rupees for the projects carried out in Tamilnadu. This is disappointing. Though I welcome this year's Railway Budget, I would like to express my disappointment that Tamilnadu could have got better still.

*SHRI S. R. JEYADURAI (Thoothukkudi): This is my maiden speech as a Member of 15th Lok Sabha. I would like to thank our leader and the Chief Minister of Tamil Nadu Dr. Kalaingar, hon. Deputy Chief Minister Dr. Thalpathy and also our valiant leader and the Union Minister of Chemicals and Fertilisers for having selected me as a candidate to represent DMK from Thoothukkudi Lok Sabha Constituency. I also thank the enlightened electorate of Thoothukkudi Constituency and the able cadre of our party for enabling me to win the elections with a vast majority.

*English translation of the speech laid on the Table originally in Tamil.

As there are many announcements about new schemes pertaining to Tamil Nadu, our leader and the Chief Minister of Tamil Nadu Dr. Kalaignar has welcomed this year's Railway Budget which has no fare-hike. Let me second what he has proposed as a welcome thanks to the Railway Minister.

It is rather pertinent that our leader the Chief Minister of Tamil Nadu has welcomed the new railway line linking Rameswaram and Dhanushkodi. I am also extending a warm welcome to this announcement.

At this juncture, I would like to reiterate what our leader has stated as regards to the need to allocate adequate funds to the pending railway projects to be completed in Tamil Nadu.

It is heartening that an effort is being made to construct houses for 14 lakh railwaymen right from the officers to gang men. This is to be taken up with the assistance of Union Urban Development Ministry and is to be completed in 10 years from now. I heartily welcome this move.

To establish a point that India is a country that has unity in diversity, an effort has been made by the Railways to link all the tourist spots by way of running special trains. I would like to record my appreciation.

It has been announced that Railway Recruitment Examinations can be written in all the official languages of the State. This will enable candidates from Tamil Nadu to write these competitive tests in Tamil. So I would welcome this move. At this point of time, I would like to emphasize a point that the people deployed to man railway reservation counters must have proficiency in the local language so that they can handle the consumers effectively talking their language.

Foodgrains, kerosene and few other essential commodities which are to be transported through the Railways will get a reduction in the freight charges to the tune of about Rs. 100 per wagon. This amplifies the concern the Railway Minister Kumari Mamata Banerjee and the UPA Government have for the poorer sections of the society.

In order to provide potable and pure drinking water to the rail passengers, six bottling plants are to be set up by the Railways to sell water at a cheaper rate. This shows the Railways' concern for the better health of its passengers.

Adequate funds must be provided to speedily complete new railway tracks, electrification and doubling to enable the country to have a still stronger economy and to emerge as a power.

While welcoming several measures meant for the travelling public and the people in general, I would like to put forth certain demands on behalf of Tamil Nadu and also on behalf of the people of my constituency calling for the attention of the hon. Railway Minister.

The Government of Tamil Nadu under the dynamic leadership of our leader Dr. Kalaignar is distributing essential commodities through Public Distribution System to all the family card holders at subsidised rates in an efficient way, creating record of sorts much better than the performance of any other State in India. The Government of Tamil Nadu has also been continuing successfully the Nutritious Noon Meal Scheme and distribution of rice at a cost of Re. 1 per kg. to all the poor. Hence, I urge upon the Railway Minister to consider further reduction in the freight charges for moving these essential commodities for public distribution in Tamil Nadu.

I am happy to note that an announcement has been made to go in for modernising the Chennai Integral Coach Factory commencing a second unit.

It is a welcome move to operate special trains for Commonwealth Games in Delhi. Similarly, in the month of June this year when World Classical Tamil Conference is to be held in Coimbatore, special trains may be run from all the major cities. Such special trains may also be run from cities like Mumbai, Delhi, Bengalure, Thiruvananthapuram, Hyderabad, Kolkata where Tamil population is considerably high. As a part of this gesture, Railways may also go in for carrying out extension work to enhance passenger amenities in Peelamedu, Pothanur and Coimbatore North stations in Coimbatore city.

I would request the hon. Railway Minister to expedite the completion of the following projects of laying new railway lines:

- Tindivanam-Gingee-Thiruvannamalai
- Tindivanam-Nagari
- Athipattu-Puthur
- Erode-Palani
- Chennai-Cuddalore via Mahabalipuram
- Karur-Salem and
- Bengaluru-Sathyamangalam

The following gauge conversion work may also be completed with an increased pace by allocating adequate funds:

- Villupuram-Katpadi
- Manamadurai-Virudhunagar
- Dindigul-Pollachi-Palakkad
- Pothanur-Coimbatore
- Mayiladuturai-Thiruvavarur-Karaikudi
- Thiruthuraiipoondi-Agasthiampalli
- Madurai-Bodinaickanur
- Tiruchirappalli-Nagore-Karaikal with extension of Nagappattinam-Velankanni-Thiruthuraiipoondi via Thirukuvalai
- Kollam-Tirunelveli and
- Tenkasi-Virudhunagar.

Doubling of the following lines may kindly be carried out at the earliest:

- Chennai Beach-Korukkupet (III Line)
- Chennai Beach-Athipattu (IV Line)
- Chengalput-Villupuram
- Villupuram-Dindigul
- Tiruvallur-Arakkonam (IV Line)
- Athipattu-Korukkupet (III Line).
- Madurai-Thoothukkudi
- Vanchi Maniachi-Kanyakumari and
- Chengalput-Dindigul.

Feasibility Survey may be taken up at the earliest to complete the following projects of laying new railway lines:

- Madurai-Kottayam
- Karaikudi-Ramanathapuram-Thoothukkudi-Kanyakumari via Tiruchendur and
- Madurai-Ernakulam.

I welcome the announcement pertaining to the passenger train to be run between Tiruchendur and

Tirunelveli that will greatly benefit the people of my Thoothukkudi Constituency. At this juncture, I would like to second the proposal of thanks by our leader and the Chief Minister of Tamil Nadu Dr. Kalaignar for the announcement to lay a new railway line between Madurai and Thoothukkudi. I urge upon the hon. Minister to take up this project and complete it immediately.

Coimbatore-Thoothukkudi Link Express which was announced in 2009 may kindly be operated. Suitable steps in this regard may be expedited.

The Bi-weekly Chendur Express between Tiruchendur and Chennai may be converted as a Daily Train and I urge upon the Railway Minister to do the needful in this regard. As the expectations are high among the people from the South, Kumari

Mamata Banerjee, who has presented a good Railway Budget, may consider running Chendur Express as a Daily Train.

Electrification of the railway track running between Madurai and Kanyakumari via Thoothukkudi and Maniachi may be expedited.

I welcome the announcement of the Railway Minister to upgrade Thiruvavarur Railway Station as a Model Station. You may also consider the same for our Thoothukkudi Railway Station.

The North-South Freight Corridor may be extended up to Thoothukkudi as it has got one of the biggest ports in our country.

On this occasion, I would also like to request the Railway Minister to run new trains from Thoothukkudi to cities like Chennai, Coimbatore, Salem, Tiruchirappalli and Puducherry.

The Railway Minister may also take steps to bring to our Thoothukkudi Constituency coordinating with other Union Ministries to establish Multi Purpose Complexes, Upgraded Health Facilitation Centres and also Kendriya Vidyalayas.

The announcement to increase the number of Computerised Railway Reservation Centres and the operation of Double-decker Trains are some of the welcome features in this year's Railway Budget to which I extend my hearty support on behalf of our party DMK. Reiterating the need to apportion adequate funds for the pending projects in Tamil Nadu, let me conclude my maiden speech.

*SHRI P. LINGAM (Tenkasi): Mr. Chairman, Sir, Indian Railways is an asset that belong to all Indians. Hence its service must be people-centric. There should not be any covert attempt to privatize the Railways and we should not pledge it to MNCs. We should not go in for FDI in Railways. The social responsibility with which the Railways were functioning must continue.

I feel that this year's Railway Budget gives importance to cities and bigger towns. Most of the small towns and rural areas have been ignored. Railway Stations in the remote areas are remaining in pathetic stage without infrastructure facilities. Railways must not function like profit-minded MNCs. It must extend its service to all the public wherever they are and even if they live in smaller towns and rural areas. This must be the avowed policy that the Railways must uphold to fulfill the basic needs of stations in backward areas. I would like to reiterate the need to go in for constructing houses for railwaymen without any further delay. Without any discrimination, hospitals and educational institutions must be set up extending their service to the wards of railwaymen. IZZAT Scheme must benefit the labour-class. Now it has been extended to students and I welcome it. At the same time the guidelines for the implementation of this scheme must be spelt out. If it is to be extended only to those who have family ration card, then, it will not be serving its purpose as people without family and women would be left out in the lurch.

Hence, I urge upon the Railways to go in for recruiting adequate number of staff for its various operations and must run more number of ordinary trains. It is heartening to note that Cancer patients will get travel concession. It may be extended to Heart patients also.

Madurai Division in the Southern Railway has been ignored. I wonder what the Manager there is doing. Podhigai, Muthunagar, Nellai and Kanyakumari Express Trains are always full. When the situation remains so, there must be sincere attempt on the part of the Railways to introduce more number of trains to run from the southern districts of Tamil Nadu. I am not sure whether proper review is made or not. I would like to know whether it is willful neglect. Adequate number of new trains have not been announced. Even the existing ones have been taken off. Erode-Sengottai Passenger Train was announced and it is yet to be operated. Within a month, Chennai-Shencottah Express Train was stopped.

*English translation of the speech laid on the Table originally in Tamil.

I feel the Southern districts of Tamil Nadu are totally neglected. Only when the Manager there know the local language, they can effectively serve the traveling public of that area. As far as Madurai Division is concerned, much needs to be done.

PACR Road level crossing No.449, at km. 591/900-592/0 is like a gateway to the Rajapalayam Town. In order to ease the congestion and the problems caused to the public, a road over bridge may be constructed there. I urge upon the Railway Minister to take it up on a war footing without delaying it in the name of survey, study and so on. Similarly, a road over bridge near Sankarankovil entry point must also be considered. A new railway line between Madurai and Shencottah via Vathirayiruppu, Sethur, Sivagiri, Vasudevanallur, Puliangudi may be considered along with a new railway track to Sabarimala from Rajapalayam.

The gauge conversion work between Punalur and Kollam must be expedited and a new train must be run between Tenkasi and Tirunelveli expediting and completing the works going on in that section.

A new train from Mumbai to Shencottah and Mysore to Shencottah must be introduced.

Mumbai-Nagercoil Express No. 6240 and 6369 must be made daily train.

While pointing out the laying of new railway lines, the average number of works taken up after Independence is being highlighted. This is not good. We cannot compare the project pace of yester years with these modern times. A seed germinates, it becomes a plant, then a tree and then it blossoms and yields fruits in stages. Fruit yielding stage and plant stage cannot be compared. Hence I urge upon the Railways to go in for meeting the demands and the needs of our modern times.

I urge upon the Railway Minister to accord priority to the areas that have not been covered by Railways and come forward to lay new railway lines linking places without communication facility. Before I conclude, I would like to draw the attention of the hon. Minister to the fall in standard of the food items served in the running trains. It must be looked into and the quality must be improved.

*SHRIMATI SUPRIYA SULE (Baramati): I congratulate the Minister of presenting a people friendly

*Speech was laid on the Table.

budget, without increasing any passenger and freight rates. The budget presented by the Railway Minister is a social budget, not just economic viability should be the yardstick.

The highlights of the Railway budget presented by the Minister are:-

- No increase in passenger fares
- Rs. 100 reduction in freight per wagon for fertilizers and kerosene
- Free travel for cancer patients in AC classes
- Cost-sharing in public-private-partnership (PPP) mode in some gauge-conversion projects
- Karmabhoomi trains to be introduced for migrant labour
- New Janmabhoomi train between Ahmedabad and Udhampur
- Special 'Bharat Teertha' train to be run around India to commemorate Rabindranath Tagore's 150th birth anniversary
- 10 automobile ancillary hubs to be created
- Twenty-two million energy saving CFLs for lighting distributed already
- Policy decision to employ one member of family whose land is requisitioned for railway projects
- North-South, East-West dedicated freight corridors to be created
- Construction of high-speed passenger rail corridors envisaged
- more multi-functional hospitals to be set up
- Educational facilities to be set up for children of 80,000 women families
- Special facilities to be established for gangmen
- Insurance facilities for licensed porters as part of railway's corporate social responsibility
- Centre for Railway Research to be established with Indian Institutes of Technology and Defence Research and Development Organisation
- Will involve unions in policy making
- Integral Coach Factory Chennai to be further modernized
- New wagon repair shop in Mumbai
- Design, development and testing centre for railway wheels at Bangalore
- Within five years, all unmanned level crossings to be manned
- Construction of more underpasses, besides road overbridges
- Greater coordination with state governments to protect railway property
- Security of women passengers to be improved
- Ex-servicemen to be employed in Railway Protection Force
- Five sports academies to be set up; Astro turf to be provided for development of hockey; employment opportunities for sports persons
- Railways to be lead partner for Commonwealth Games
- Special drive to increase passenger amenities
- Upgradation of 94 stations
- Six new drinking water bottling plants in PPP mode
- Modern toilets at railway stations
- More ticketing centres to help the public – at Zilla Parishads and Panchayat Samitis
- Acquisition of cutting edge safety technology
- 1000 route km to be created
- Special task force for clearing investment proposals in 100 days
- New business model to be created
- No privatization; railways will remain with government but with greater participation of business community
- 117 of 120 new trains for current fiscal to be flagged off

However, the budget is good for the country but not very beneficial for the city and Maharashtra. Mumbai accounts for half the Indian Railways' daily passenger load of 75 lakhs who belong to lower middle class and working community especially women. This railway budget

had also once again given a raw deal. Barring some symbolic gestures, it had done a little to boost the creaking suburban network that is the lifeline of the financial capital.

Post-terror attack, Mumbai needs to be given special concession in haulage charges. However, Railway Board is not looking into the merits and is insisting upon State Government/MTDC to sign the MoU about payment of haulage charges. You will appreciate that, unless there is at least 50% reduction in the haulage cost, it would not be possible to run the train in the State.

In view of the above, Chief Minister of Maharashtra suggested few points for your consideration as under:

- Grant of 50% reduction in haulage charges for the tours operated in 2008-09 season. The haulage recovered for this period may be refunded or adjusted for future tours in the State of Maharashtra;
- The 50% concession in haulage charges may be made applicable for regular tours in Maharashtra for 2009-10 season and continue the same for at least next 10 years; OR
- The initial formula of 50:50 revenue sharing be continued for another 10-15 years, till this Joint Venture of the Indian Railways and Government of Maharashtra becomes a profitable enterprise.

Murbad taluka in Thane district connecting Kalyan-Ahmednagar-Rahuri will help the adiwasi and backward areas. Survey has been done decades ago.

As per today's situation the number of passengers is increasing from Karjat/Khopoli/Kasara/Virar and the presently running trains are not able to carry the passenger load. Introduction of shuttle service from Thane-Kalyan to Kasara-Khopoli at peak hours can solve this problem.

Provide proper transit facility at Umbermal station

Provide stations at Savroli, Guravalo, Chikoli and Kedgaon (Daund).

Provide international facility at Kalyan, Thane, Daund, Kolhapur and Aurangabad stations. Kolhapur is known as one of the most historic centres, many pilgrims visits to pay their tribute to Mahalaxmi temple situated here. The progressive King Shau Maharaj, whose statue was

unveiled in the Parliament premises, hails from here. Aurangabad has great importance, owing to its proximity with world heritage sites of Ajanta and Ellora. These sites have Buddhist, Jain and Hindu temples. Many tourists from India and abroad attracted to these destinations. Therefore, the rail facilities should be world-class in these places to encourage tourism.

Construct over-bridge for pedestrians at Kalyan, Thane, Shahad, Asangaon, Kasara Karjat and speed up and complete the ongoing construction of over bridges at Khardi, Ambernath, karjat, Vangani and Badlapur station.

Shuttle service from Virar-Dahanu may be extended upto Bordi Road.

Virar-Dahanu local train announced earlier should be started.

Boisar train timing may be improved.

In western line Mira Road to Bordi Road trains should be stopped at Virar station.

Virar-Dahanu Road shuttle services be extended upto Vasai and Borivali.

All the trains running via Pandharpur should have a halt at this station.

Provide Railway ambulance service with adequate manpower for the treatment of injured persons at every station,

Basic facilities like good food & drinking water and clean toilet at stations and trains should be made available.

Introduction of Pune-Mumbai and Mumbai-Pune trains at every one hour would benefit thousands of commuters in this section and would also generate substantial revenue for the Railways. Also diversion of Pune-Mumbai-Pune trains from Karjat-Panvel section will facilitate relieving the pressure on existing Karjat-Kurla Section and introduction of additional train services on this route.

Apart from this there should be no change of last minute platforms. Such change results in in-convenience to the passengers carrying heavy luggage. If change of platform is unavoidable then it should be announced well in advance and sufficient time should be given to the passengers to change the platform and avoid stampede like situation.

The volume of passenger traffic to and from Gujarat and Rajasthan is very high and is growing faster than the capacity of existing services. Therefore, introduction of new trains connecting to these States would be much appreciated:

- a. Pune-Ahmedabad Super fast train
- b. Pune-Surat Inter-city Express
- c. Pune-Rajkot Super fast train
- d. Pune-Ahmedabad-Jodhpur Ahimsa Express to be made daily.
- e. Pune-Ratnagiri Super fast Train
- f. Pune-Madgaon (Goa) Super fast Train

Similarly, there are very few trains available from Pune to the Southern parts of India. Moreover, these trains initiate from Mumbai and hence the quota available for Pune is limited. In view of this, there is a greater need and urgency to start new trains from Pune and increase frequency of existing trains. The list is given below:

1. 1097/1098 Purna Express – Make this train daily (at present the train operates once a week) and extend the train upto Thiruvananthapuram or Nagarcoil.
2. Introduction of a new train – Pune-Chennai Super fast train
3. Pune-Hyderabad Inter-city train
4. Pune-Bangalore intercity train
5. Pune-Hubli Super fast train
6. Pune-Mangalore Super fast train
7. Pune-Rameshwaram and Pune-Kanyakumari Superfast trains via Coimbatore and Madurai twice a week
8. Pune-Delhi Durgam (2263) Express to be made daily
9. 2113 Pune-Nagpur Garib Rath train to be made daily.

New railway station to be set up at Thane (mental hospital land)

I think, all the above requirements are very genuine, I would request you to kindly consider it.

Creation of separate zone for Mumbai Suburban Section

A new zone for Mumbai Suburban region, comprising both Mumbai Central Division of Western Railway and Mumbai CSTM Division of the Central Railway be created for uniformity and efficiency of the working and proper and simultaneous co-ordination of both the Divisions.

Provision of a third corridor between Central and Western Corridors

Feasibility survey of opening a third corridor in between Central and Western Railway and linking all the corridors at the northern ends with each other should be carried out on priority basis to reduce the unidirectional overcrowding and reducing congestion to certain extent on the present system.

Bringing all Railway Organisations under one roof

All the organizations working for new Railway lines like Metro Rail project, Mono Rail project, Mumbai Rail Vikas Corporation, and Survey and Construction Departments of the Railways etc., should be brought under one roof and control to avoid different organizations for different works under different controls. Even at present each Zonal Headquarters is having a separate Department of Survey and Construction, in addition to the Engineering Department of respective Railways and above referred various agencies are working in different ways. By creating an independent zone of both Mumbai Central and Mumbai CSTM, co-ordination can be improved to a great extent. In that case, Railways can prevail upon the Maharashtra State Government to divert the funds sanctioned for different works by them.

Preparing long term planning

Presently, planning of works is generally noticed to be made for a short term basis of about 20 to 30 years, unlike present practice of planning for about 100 years and that too at different levels. After unification of all the developmental agencies under one roof and control, long term planning can be effectively prepared and executed.

Unified Security Force

Amending the rules, even by amendment of the Constitution suitably for bringing two security agencies *i.e.* Railway Protection Force and State Railway Police under one roof and control under the Railways to reduce the problems of commuters/other passengers.

All suburban stations should be ideal stations

Last year in the Railway Budget a policy decision appears to have been taken for making some stations as ideal stations on all India basis. Only two to three station on Mumbai Suburban sections are planned for ideal stations and there also no action appears to have been taken in that direction during the whole year. All the stations on Mumbai Suburban section should be declared as ideal stations, looking to the magnitude of commuters traffic, number of trains running on suburban sections, overcrowding of all the trains, resulting in fatal accidents to commuters, roughly between four and five thousands every year.

Delegation of powers to DRMs

Presently, proposals for increasing facilities on suburban stations are basically prepared by Divisions. These proposals are scrutinized by headquarters Office of both the Railways and after deleting a number of proposals, Headquarters Office send their own proposals to the Railway

Board for approval, who in turn approves a few of them without provision of any funds for some of them, during the ensuing budget. In this connection, it is felt that the Railway Board is not having first hand information about the urgency of those works over others. Instead of that system, possibility needs to be examined to allot a certain percentage of the earnings on particular suburban sections and specific funds for individual works and their priority should be left to be decided by the Divisions, in consultation with various NGOs working for the interest of commuters. That decision can be more effectively implemented for the benefit of the commuters.

Passenger amenities works

Provision of bigger and wider foot over bridges at stations

A plan on urgency basis is required to be drawn for providing bigger and wider bridges terminal and other major stations like, Kurla, Mulund, Thane, Kalyan, Shahad, Asangaon, Tansit, Umbermali, Badlapur, Vangani, etc. on Central Railway and Mumbai Central, Bandra, Andheri, Borivali stations on Western Railway to reduce overcrowding on present foot over bridges at these Railway stations. Also, Railway can offered escalators/lift (optional for bridge) for the senior citizens and handicapped commuters like Bangalore Railway Station.

Conversion of 9 coaches trains into 15 coaches trains

It is presumed that a proposal is afoot to convert all the 9 coaches' suburban trains into 12 coaches' trains. During certain periods even those 12 coaches trains are far more inadequate to cope with the increased commuters, that is about 70 lakhs commuter travel every day by suburban trains. This figure is about 50% of the total traffic on Indian Railways but the ratio between long distance passenger trains and suburban trains indicate that the suburban trains are much less then the long distance passenger trains. The numbers of commuter coaches is also far less than the main line passenger coaches running every day. There is, therefore, urgent need to start running of 15 coaches trains for suburban traffic. Also need to be increase the frequency of the train for long route like Kasara & Karjat as on today this frequency is around 1.5 hrs. This will be developing the rural area (Thane & Raigad district).

Provision of additional First class accommodation for ladies

Western Railway has started 15 coaches train on Dadar-Virar section. In that rake, 4 EM Units are provided. There is heavy overcrowding in ladies first class ladies coaches. There is, therefore, need for providing one bigger first class coach in one of the 4 units to ease out the overcrowding in first class ladies coaches.

Provision of 15 coaches platforms on Virar-Dahanu Road

Virar-Dahanu Road section has already been declared as Suburban section a few years back. However, no suburban trains have been extended beyond Virar. The traffic on that section is so heavy that extension of platforms are urgently required to be extended for accommodating 12/15 coaches EMU trains on priority basis to ease out the congestion in the long distance trains and a few DMU trains.

Declaration of some Suburban Sections as Suburban Sections

Likewise there is need for declaration of Diva Vasai Section as suburban section. The NGOs and commuters on representation are always advised that in spite of Central Railway approaching the Railways Board for declaring that section as Suburban Section, no approval is communicated by the Railway Board for years.

Similarly, other suburban sections of Diva Vasai and Karjat-Khopoli are urgently required to be declared as Suburban sections. In fact on Karjat-Khopoli section, suburban EMU trains are already running for years, without declaring that section as suburban section.

Declaration of new Suburban Section of Panvel-Pen section

The state Government is taking steps to ease out the population congestion in Mumbai Metropolitan region. In that direction the Panvel-Pen & Bhivandi-Vasai section can also be declared as Suburban section. The distance between Mumbai-Panvel-Pen section is only 104 KMs, much below the limit of 150 KMs, the maximum distance prescribed for declaration of any section as suburban section.

Direct suburban trains between Kasara/Karjat-Thane-Vashi-Panvel

At present, separate EMU trains are run, one on Thane-Vashi section and another on Mumbai-Kasara and Mumbai-Karjat sections. Major industrial belt has come up on Thane Vashi section and the major belt for workers is coming from Kasara and Karjat area. All those workers create traffic jam on the foot-over bridges at Thane as well as platforms at Thane. There is urgent need for introduction of direct EMU suburban section between Karjat/Kasara-Thane-Vashi sections to ease out the congestion at Thane. Central Railway has already accepted the need for direct trains between the above referred sections for years but no steps are being taken to introduce such direct trains for best reasons known to the Railways. There is top most need over all other needs to introduce direct EMU trains between Vashi-Karjat and Vashi-Kasara stations, instead of two different sets, so that a good relief can be given to commuters at Thane.

Opening of new stations on suburban sections

There is a constant demand for the last more than 25 years for opening of a new Railway station at Chikhholi. When Garlick Company was opened, they had offered to construct the new station at their own costs. Similarly when there naval Research Institute was opened about 20 years back, they had offered Rs. Five Crores for provision of that station. However, Railways are always refusing to provide that station for reasons best known to them. Railways should, therefore, urgently open that station to reduce overcrowding at Badlapur and Ambernath.

Similarly, there is need for opening of new station, by name Guravali between Titwala and Khadavali. Additional station may be developed in the Thane district to provide the manpower to Mumbai as well as this industrial developing area.

Railway Administration has already accepted the need in principle. It will also improve the track capacity on Kalyan-Kasara Stations.

Extension of platforms on Karjat-Khopoli section to accommodate 12 coaches trains

Presently, station platforms are meant for only 9 coaches' trains on Karjat-Khopoli section. With Railways decision to convert all the EMU rakes to 12 coaches and in the near future to 15 coaches trains, the platform on Karjat-Khopoli section should be extended to accommodate at least 12 coaches trains.

Starting shuttle trains between Kalyan and Karjat/Khopoli

With all the suburban trains running from CST stations, local commuters do not get accommodation any time between Kalyan and Karjat. There is, therefore, need to introduce shuttle trains over that section. The proposal should be examined and included in next plan.

The level crossing at Badlapur Railway station for use of citizens of Kulgaon-Badlapur has been closed without provision of alternate arrangement. The skywalk being provided shall not be useful for about 20 thousands or more citizens there. The road over bridge provided is at far away distance from that place and outside the main city. The demand for a subway there is an urgent need and Railway should examine the feasibility of providing a sub-way and entire city is divided in two portions by Railway Line.

On-the-spot payment of interim relief to Commuters killed/injured from over crowded Suburban trains.

On the Mumbai Suburban sections of both Central and Western Railways, on an average every year 3500 to 4000 commuters are killed. The figures for those who get injured every year is also more than 4000. The actual figures for three years 2005, 2006 and 2007 are as under.

| Year | No. of Commuters | | | Average per day | | |
|------|------------------|---------|-------|-----------------|---------|-------|
| | Killed | Injured | Total | Killed | Injured | Total |
| 2005 | 3,678 | 3,573 | 7,191 | 10-11 | 9-19 | 19-20 |
| 2006 | 3,930 | 4,133 | 8,063 | 10-11 | 11-12 | 22-23 |
| 2007 | 3,937 | 4,307 | 8,244 | 10-11 | 11-12 | 22-23 |

The figures for 2008 onwards are not presently available. But the same must have crossed the limit of 8,500 per year and 24 to 25 per day.

From the above details it is seen that on an average every day about 32 to 35 commuters are either killed or injured on Mumbai Suburban Section of both Central and Western Railways, which figures in any case cannot be considered as meagre. It is presumed even on all the Indian Railways as a whole, except Mumbai Suburban commuters, the figures must be very much less than those on Mumbai suburban Section.

Major reasons for such accidents is either by falling from overcrowded trains or trapping between the trains and platforms while entering or detraining the trains, as at most of the stations, the gaps between the platforms and the trains are much more than the minimum prescribed.

In almost all the cases immediately after the accident, Station Managers intimate the Government Railway Police about the accident or untoward incidents and the Government Railway Police take about 2 to 4 hours for removing the injured/dead bodies of commuters to Government Hospitals, against the policy decision of the Railway based on decisions of the Court orders, to remove such persons within one hour to the nearest hospitals, either Government or Private, at Railway costs.

On the subject, in one of the Public Interest Litigation No. 1092 of 1995, Bombay High Court has given certain directions on 6th October 2004 for immediate shifting of accident victims to nearest hospital (private or Government) within a period of one hour (Golden Hour) from the point of accident at Government Costs, Care is taken to stop the bleeding by the trained person of Railway/GRP, Removal of a Railway Accident victim to the hospital for medical assistance, the requirement of Panchanama shall not be a condition precedent and High Court Orders shall apply to all accident victims, irrespective of whether or not a ticket is or pass is found with them at the time of the accident.

However, in most of the cases, none of the directives of the High Court are followed, which can lead initiation of contempt proceedings against Railway Officers and staff. In fact Railways have gone to Appeal in the Supreme Court by way of Special Leave Petition with the prayer to cancel the directives issued by the Bombay High Court, as the Railways feel that though those directives have already been complied with, the directives should not be forced to be complied with because the same are beyond the resources of Railways. Another ground against the compliance of directives issued by the Bombay High Court is that the Court while exercising

the powers of judicial review could not enter into the realm of policy matters of the Railways. It is further said that amongst things, interference with the policy matter would amount transgress of the function of other organ of the State.

It is learnt that one NGO has already filed Contempt proceedings against the Railways/GRP on the subject.

In the past, while increasing the fares, a number of past Railway Ministers have advised the Members of Parliament on Lok Sabha and Rajya Sabha floors that while increasing the fare structure, an element of providing insurance cover is also kept in mind.

As regards prompt medical attention, Railways have stated that instructions already exist for removing the injured/killed persons without any delay and even without preparing a Panchanama. However, it is reiterated that actual position is quite opposite and injured persons are removed only to Government Hospitals and only after delays of 3 to 4 hours without even first aid and only after drawing Panchanama. During all these delays most of the accident victims die, only for want of medical treatment. On enquiries both the Station Authorities and Government Railway Police throw the blames on each other for the delay and wash their hands. In fact, as per Railway's own statement, instructions already exist for Station managers to remove such persons to the nearest private/Government, Hospitals, which are never followed within the limits prescribed.

The main reason for such accidents is overcrowding of suburban trains to the extent of double the carrying capacity. Under Section 57 of the Railways Act 1989, every Railway Administration shall, in every train carrying passengers, fix the maximum number of passengers, which may be carried in each Compartment of every description of carriage and shall exhibit the number so fixed in a conspicuous manner inside or outside each compartment in Hindi English and also in one or more of the regional languages commonly in use in the areas served by the Railway. No provision appears in the Railway Act for exempting the Suburban EMU trains from the above directive. It is observed that the Railways have stopped the practice of exhibiting the carrying capacity on each compartment of the suburban trains presumably to avoid their legal liabilities.

Under Sections 124 and 124-A, in major accidents and untoward incidents, ex-gratia payment is sanctioned and paid to the relatives of the killed passengers/

commuters on the spot, but no ex-gratia spot payment is incurred for the injured/killed commuters of suburban trains for rendering first aid treatment, shifting such injured/killed commuters to nearest hospitals, within the stipulated time, which is the liability of Railway Administration under the Railway Act 1989, it is worth mentioning here that on an average out of the total 1.20 crores of daily passengers traveling on Indian Railways about 70 lakhs of passengers i.e. more than 50% is the share of Mumbai Suburban Commuters only. The share of such accidents and untoward incidents on suburban trains is much more than the rest of all India figure. It is worth mentioning here that on through trains generally very few passengers are killed/injured on account of falling from overcrowded trains, unlike the suburban trains.

It will not be out of place to mention here that both the Central and State Government are very much concerned about the deaths of farmers and students, which figure is roughly less than 1/3rd of the people killed in Suburban trains accidents/untoward incidents but Railways is not giving any attention to the subject.

It is stated that in terms of Sections 124 and 124-A, Railways liability for payment of compensation is absolute, irrespective of whether or not there has been any wrongful act, neglect or default on the part of Railway Administration, notwithstanding anything contained in any other law. In the Act, no discrimination has been made between the main line passengers and suburban commuters. Further Sections 125 and 126 of the Railway Act, also provide for payment of compensation and interim relief.

In the circumstances, it is worth considering that spot relief in terms of expenses is paid to the injured/relatives of the killed commuters, at least to the extent of removing the killed/injured commuter to the nearest hospital, whether private or government and further treatment till their relatives come and take charge of the killed/injured. It is felt that at least on humanitarian grounds Railway Administration should consider their moral obligation to provide the requested relief.

Mumbai Rail Pravasi Sangh therefore, earnestly request you to please examine the matter and issue suitable orders for spot payment of interim relief to the commuters injured/killed after falling from suburban overcrowded trains.

Required Doctor with Nurse at all the crowded stations having ambulance and all the first aid facility to save the life of the injured person.

In 2008-2009, Railway have collected the Rs. 45.45 crore as safety charges and Railway don't have details of the money where it was used.

Compensation towards the accident person to be provided immediately.

The Railway has to follow the High Court instructions.

In the last budget, declared ideals stations work yet to be awaited:

New routes to be provided.

- A. Ahamadnagar-Beed-Parali
- B. Wardha-Naded Via Yavatmal
- C. Manmad-Indore Via Malegaon
- D. Wadsa, Desiganj-Amroli-Gadchiroli
- E. Surat-Nashik-Pune
- F. Kalyan-Ahamadnagar

Express to be halted to increase passengers.

Train frequency to be increased on Karjat/Kasara, Virar, Vashi-Thane route and for the same extra train to be required.

Frequency of Virar-Pune service to be increased (now it is once in a day)

Constituency

Madam, Ladies special trains should be introduced and the strength of the women police should be increased for the safety and security of ladies passengers and also introduce luggage bogies for the women vendors.

Self Help Groups and differently abled people should get stalls at all stations, so that they can lead a respectful life in the society and also support their family members.

The Deccan Odyssey luxury train project was announced in the Railway Budget of 2000-01. The project commenced in October 2004 was quite on the track till introduction of new haulage cost policy of the Railway Board with effect from October 2008. As per this policy, the haulage charges are ranging between Rs. 29 to 34

lacs per trip. This policy does take into account the actual income made from each trip. Because of this policy, the State/MTDC has incurred losses of around Rs. 2.02 crore in 2008-09 seasons. We have taken up this issue of haulage charges for Deccan Odyssey with the Railway Board and the then Hon'ble Minister.

There are some proposals, which are pending with the Central Railway Ministry for the approval:-

- Ahmednagar-Beed-Parli-Vaijnath-the work is pending and has to be completed at the earliest.
- Manmad-Indore via Malegaon, Dhule, Shirpur nardana, Sendhwa-Mhow – The proposal is under consideration of the Railway Board
- Pune-Nashik-the work was included in the 2009-10 Budget and is still under progress.
- Vadasa-Desaiganj-Aarmori-Gadchiroli. The Railway Ministry has requested the Maharashtra Government to bear the 50% of the project cost.
- Jalna-Khamgaon-Shegaon and Malkapur-Chikli. The proposal is still pending with the Railway Ministry.
- Kalyan-Malshej-Ahmednagar. The approval of the Railway Ministry is still pending for the proposal submitted.
- Kolhapur-Kankavali (Connecting to Konkan Railway): proposal is pending with the Railway Ministry.

Pune Viraj-Kolhapur (doubling) survey has been conducted and the report has been submitted to the Railway Ministry in January 2006.

There is a proposal for laying a new railway line between Baramati Lonand – Phaltan which will be going through Baramati. Baramati already has good connection with Daund and is now broad-gauge and now the new project Lonand-Phaltan-Baramati should be reconsidered as Baramati has farmers who are marginal farmers and will agitate if land acquisition is done. They have no source of income. This project should be shelved as it is fully irrigated and fertile land. The people of the area are opposing this project and requested that instead of this, a new line between Lonand-Phaltan-Pandharpur route should be considered, as lakhs of tourist visits Pandharpur from Andhra Pradesh, Karnataka and Maharashtra. It is a major pilgrim destination and will

help boost tourism. Madam, satellite townships can be connected with fast track trains which can solve congestion and housing problems for the middle class and poor families. For example, if you connect Pune, distance is about 40 km they can live in Saswad and work, whereas living cost in Saswad is half of Pune cost. Same is applicable to Daund-Pune Lonawala – Talegaon-Hadapsar belt too.

The electrification work of Pune-Daund section is pending for a long time. Completion of the electrification will facilitate introduction of local train service between the stations. Introduce, DMU service between Pune and Daund and increase the frequency of the shuttle service which will be a great help to the passengers traveling between the sections. Also, introduction of new shuttle service between Pune – Jejuri/Nira/Satara will facilitate easy movement of commuters and agricultural produce from these areas to Pune and Mumbai.

Pune Railway station is being operated at its fullest capacity as 31 trains originate and terminate here and 123 trains pass through this station. Therefore, setting up of two new terminals between Pune-Lonavala and Pune-Daund will necessarily help the proper functioning of the station.

I would also like to draw your kind attention that some retired railway employees have constructed hutments at the railway land in Daund, Pune District. They have been staying there for the last twenty years, and recently the Railway Authority issued notices to them to vacate the land. It will be very difficult for them to vacate the place at once. Therefore, I request you to kindly give some provision for their rehabilitation, as most of them are retired railway employees and in their old age. Stop eviction immediately. Families will suffer and children will be homeless.

Railway Recruitment Board

Indian Railway System is the biggest employer of people in the country. Crystal clear procedures must be developed which outline how and why staff are recruited, how individuals are promoted to the board. Transparency is a key to global good governance and with 1.4 million employees, I ask the Honourable Minister to enhance checks and balances and make the systems of recruitment rigorously transparent so that the Railway Ministry can be used as a best practice example of transparent government.

All examinations of the Railway Recruitment Board should be conducted country-wise on the same day. All applicants should enroll their names in their local employment exchange. This will help to conduct the exams properly without any law and order problem.

IRCTS – Catering travel helps NCDFI – milk co-operative to sell milk products They need proper place to display products made by farmers.

Finally, I pledge my support and congratulate the Hon'ble Minister on her clear commitment to development orientated railway growth and expansion. In line with this, I request that Hon'ble Union Minister, Ms Banerjee to consider committing funds, resources and support to areas of Maharashtra that need development urgently.

[Translation]

*SHRI MANIKRAO HODLYA GAVIT (Nandurbar): First of all I would extent my thanks to hon'ble Minister of Railways for presenting a fine rail budget. I have all belief that Indian Railways will make progress by leaps and bounds under the leadership of hon'ble Minister of Railways.

Through you, I would like to draw the attention of hon'ble Minister of Railway to some important issues:

Approval was accorded for doubling 306 k.m. long rail route in Ughna-Jalgaon rail section in Western Railways in the rail budget for the year 2008-09 and the amount of Rs. 715 crore was sanctioned to be spent for this. Provision of Rs. 70 crore was made for this project during the year 2008-09 but this amount was not spent. because of no attention having been towards this project by the rail administration. Madam, only 14 crores of rupees were released for this project during the year 2009-10 and this year the provision of only 30 crores of rupees has been made for the same in the budget.

With the doubling of this rail route there will be benefits to the residents of six parliamentary constituencies of Maharashtra and Gujarat among which mostly are tribals.

My request to the Government is that the railway administration may be instructed to complete this important project at the earliest by providing more funds for the same.

Apart from this the Government of Maharashtra has submitted a project proposal of 350 k.m. long rail route Manmad-Indore via Malegaon, Ghuke Shirpur Nardana to the Ministry of Railways. Total 823 crores of rupees are estimated to be spent on this project, out of which the Government of Maharashtra has decided to spend 412 crores of rupees. With this project both the states Maharashtra and Madhya Pradesh will be benefited. This line will pass also through the backward areas of both the states and it will be very helpful in development of these areas.

My request to the Government is that the immediate decision should be taken over this project proposal and assistance be provided to complete it expeditiously.

There was mention of Pune-Nasik 265 k.m. long rail route project in the rail budget for the year 2009-10. This project was an important project and there has been a demand for this rail route for several years. Nasik city is getting developed gradually. Providing connectivity to it with the Pune there will lead to rapid growth of this city. This rail route will be beneficial not only to the traders and the students of Nasik and Pune but to the railways also. This project may also please be started soon.

I would like to draw the attention of the Hon. Minister towards one more extremely important matter. There is facility of local trains available between Mumbai and Kasara. Igatpuri Station is situated at a distance of around 12 kms. from Kasara. This 12 km area is tribal dominated and is deprived of the local train facility till date. It has been a long standing and justified demand of the people of that area that the local trains should be extended upto Igatpuri Station so that the people living between Kasara and Igatpuri could also get benefit there from and this area too could be linked with Mumbai through the local trains to facilitate the students of this area alongwith others to carryout to and fro journey to Mumbai for studies.

In view of the justified demand of these people, I carried out correspondence in this regard with the General Manager of the Central Railways as well, but got a very disappointing reply from him. He informed me through his letter that Kasara- Igatpuri is a 'ghat' section with steep slope of one in thirty -seven and the local coaches are not technically suitable to function on the steep slope like the one in Kasara-Igatpuri section.

The Indian Railways has successfully run the Konkan Railways in such a difficult area as Konkan. It has provided strong Railway services to Jammu-Kashmir also.

When we can provide Railway services in such difficult routes, then there is no reason that in this era of technology, why we can not extend the local trains running between Mumbai to Kasara by just 12 kms. to take them to Igatpuri.

I request the Hon. Railway Minister that the coaches of the local trains should be made using the new technologies so that these local trains could be extended upto Igatpuri and this area belonging to the 100% backward tribes could also get benefit.

[English]

*SHRI IYARAJ SINGH (Kota): How many of us know that the Indian Railways is the world's largest Government railway? However, we all do know that the Railways occupies a place of pride when it comes to helping in the growth and development of our nation. It is the backbone of the Indian transport system, along with ports and highways.

I would like to congratulate the Railway Minister on presenting a very good budget – a budget which has brought some cheer into the lives of the users and the potential users of the Railways.

A very important aspect of the Railways philosophy is that of "social responsibility"-which has been mentioned in the previous budget and reiterated in the current one. No doubt, 'economic viability' is important. However, social responsibility is also critical as a good connection can spur development and drastically change the economy of a region.

The city of Kota is the railway gateway of the entire Hadoti region of Rajasthan and my region is a part of it. As such, all its residents are grateful for the declaration of intent to make Kota railway station a "world class station", and I thank the Rail Minister for this. I would also like to thank the Rail Minister for paving the way for a direct rail link between Kota and Ajmer, which will be extremely beneficial for the residents of the Hadoti region as Ajmer is an education centre as well as a centre of pilgrimage.

I would like to commend the Rail Minister on connecting Kota to Kolkata directly by the new Gandhidham-Howrah Express. With this, a long standing demand of the people of Kota has been met.

On the same lines, there is a need to provide another train service toward Kanpur, Lucknow, Gorakhpur as the current train service, the Awadh Express, is overcrowded and bursting at the seams.

I would like to bring to the attention of the Rail Minister the need for developing a secondary station in Kota, namely, Dakania Station. The city has a population of about 10 lacs and is developing fast in the southern direction, where Dakania Station is situated. This is also the area where hundreds of students come to Kota for coaching classes currently stay. Dakania Station is an ideal station for developing further and having more train stoppages.

There is also a need to improve physically other railway stations in my constituency like Bundi, Indragarh, Lakheri, Kapren, Keshoraipatan, Darrah, and Ramganjmandi. All these stations also have legitimate demands of train stoppages which need to be looked into seriously.

I must remark that the construction work on the Ramganjmandi-Bhopal railway line has been progressing at a snails pace for many years. I appeal to the Rail Minister-that whether nothing can be done to speed it up?

My constituency has large areas of very good agricultural lands, and the produce provides food grains to various parts of the State of Rajasthan and even other parts of the country. A very serious issue faced by the farmers of my region is the inadequate availability of fertilizer at the appropriate time. The main factor contributing to this is the non-availability of rakes in the required numbers. I personally contacted an official at IFFCO on one occasion who said that ample amount of fertilizer was available but there were no rakes to transport it to our region. In addition, there is also a grave shortage of covered rakes. Since fertilizers are water soluble, and we live in times of climate change with the possibility of unseasonal rains, this is another issue that needs to be addressed. The Rail Minister has taken cognizance of this shortage of rakes-however something needs to be done about it urgently.

The farmers will also be happy to note that the Railways realizes the need for better transportation of agricultural produce and there has been thought given to refrigerated containers in the Railways for spoilage free transport. There has also been a decrease in the freight rate for food grains which shows concern for the problems of farmers.

There is also a demand and need to establish an Elec. Loco Shed in Kota. With the electrification of the Kota-Bina line, and the proposed electrification of the Alwar-Mathura line, there will be a heavy workload on the Elec. Loco Shed in Tughlakabad. There is a need for another shed, and Kota would be a good place to have it, as all necessary resources are present here.

Railway lines often end up making people's access to their farmlands and other important destinations circuitous. There are many such instances in my constituency e.g. in Sangod, Ramganjmandi, Keshoraipatan. It is heartening to know that limited height subways will be emphasized, as these can be funded entirely by the railways. ROB's and RUB's need to be financed partially by the respective State Governments, and hence take longer to implement.

A very important factor in this budget is that there has been no increase in passenger fares, or in freight. This has been welcome by all. At the same time, this implies that the increase in revenue must come from Public Private Partnership and good commercial use of the assets of the railways. This is essential and vital for the success of the ambitious vision of expansion, upgradation, improvement in service and facilities, and the use of cutting edge technology.

The budget speech aptly mentions that speedy clearance of commercial proposals will be emphasized.

This would be necessary to offset some of the looming financial difficulties, if we look at the operating ratio-which indicates the amount spent to earn Rs. 100-it has worsened from 75.95 in 2007, 92.3 in 2010-11. Other financial indicators are also a cause for concern.

Studies have indicated that the Railways have utilized only 8% of the potential of its non-core business. On the other hand, Delhi Airport alone expects to earn Rs. 100 crore in a year from advertising. Therefore, the advertising revenue potential of the railways taking the entire country into account is huge.

A very positive development is that, in addition to the Dedicated Freight Corridor, the railways is also contemplating a Dedicated Passenger Corridor which will enable high speed train connections between cities. This will be transformational in nature as it will act as a development stimulus to satellite towns and reduce migrations to metropoliton cities.

The Railways also needs to pay attention to punctuality, courtesy in service, cleanliness, and prompt availability of correct information.

The Vision 2020 Document of the Railways states:-

The Indian economy and the citizens of the country deserve modern and efficient Railways which could impart a competitive edge to the country in the present era of an integrated economy.'

The stated goal is laudable, and the road ahead is long, but we have taken some firm steps.

Finally, I end by saying that I support the Railway Budget.

[Translation]

*SHRI K.D. DESHMUKH (Balaghat): My written speech on the Railway Budget is as follows. I have been elected from the Balaghat. Siwani Lok Sabha constituency of Madhya Pradesh. In my area, gauge conversion between Balaghat to Jabalpur and Balaghat to Gondia has been sanctioned. Gauge conversion from Gondia to Balaghat has been completed, but it is going a slow pace between Balaghat to Jabalpur. There is much resentment prevailing among the people as not much fund has been provided in the budget of this year. If adequate fund is provided for this work of gauge conversion, it will be completed expeditiously, otherwise it will take years together.

Balaghat district is a naxalite affected district. As such, it is requested that more fund be provided in the budget for Balaghat-Jabalpur gauge conversion.

Gauge conversion work between Balaghat-Katangi has been completed. The public wants a railway line from Katangi to Tirodi which is a 15 km. route. There is a broad gauge railway line between Tirodi and Tumsar. Only a 15 km. distance is devoid of a railway line. The public representatives have been demanding from time to time) budget provision for survey and laying of this railway line.

Through you, I would like to request the Hon. Railway Minister to kindly make provision of fund in the Railway Budget for undertaking survey in this regard.

*SHRI PAKAURI LAL (Robertsganj): I am a Member of Parliament from 80, Robertsganj (U.P.) which is a

*Speech was laid on the Table.

naxalite affected area. The population of Scheduled Castes, Scheduled Tribes and Backward classes is sizeable in that area. There are two districts, Chandauli and Sonbhadra, in my constituency. There is unemployment in the area. There are projects under the private and the public sector such as Hindalco Industry, Kanodia Chemicals, NTPC, Renu Sagar Power Plant, Bijapur Power Plant, Coal Mining Insurance, Kakari JP Cement Factory, Crusher, Sand Mining etc. People from several states of the country visit here. The unemployed go out to all the states of the country for earning their livelihood. This Parliamentary constituency touches the borders of four states namely Madhya Pradesh, Chhattisgarh, Jharkhand and Bihar. Proper development is not taking place as the number of available trains is only a few. Sister Mamta Ji is considered to be more serious towards the problems being faced. I believe that she would definitely consider my following demands:-

A new train be introduced from Gorakhpur to Shaktinagar via Varanasi.

The Prayagraj express be extended upto Shaktinagar.

Mughalsarai Gomo passenger be given stoppage at village Dhivahi of the development block of Dudhi.

In regard to setting up a railway factory.

Rake point! stock godown construction at the Robertsganj railway station of the district headquarters Sonbhadra.

*SHRIMATI ANNU TANDON (Unnao): She has presented this budget today keeping in view the requirement of the country. It is the need of the hour that we understand our social responsibilities. However, I would like to compliment her that she has kept in view the practical approach of the economic viability alongwith the social responsibility of the Indian Railways. Our Hon. Prime Minister and the Chairperson of the UPA, Smt. Sonia Gandhi have always paid special attention to the requirements of the common man. It is possible to pay attention towards these in the budget only if constructive and experimental approach is adopted in this entire process. Today, Mamta Didi has proved that we can take our country forward by having foresightedness in our thinking, magnanimity in our mind and firm resolve in our action. This railway budget has proved it.

Before saying anything further about this budget, through you, I would like to congratulate the Hon. Minister that she met the expenditure of Rs. 35,000 crore incurred during the two years on account of the sixth pay commission from the resources of the Railways itself and did not impose any additional burden on the national exchequer for this purpose. To fulfil the social responsibilities of her Ministry it was essential that other sources of income, besides the core business income of the Railways, should be utilized.

The 14 lakh employees of the Railways have brought the Indian Railways at such a position today which is commendable and that also without any special business model of the present day world. I am extremely pleased that in this era of globalization of the 21st Century, Hon. Minister has proposed to introduce a special model and has also taken steps in the direction of constituting a special task force so that the proposal for private capital investment in our railways could be processed and passed expeditiously within hundred days.

Whenever, there is talk of public private partnership, a sense of fear arises naturally among the people that the railways will be privatized. I would like to thank the Hon. Minister that she has completely removed this fear by clarifying that our railways will not be privatized. Alongwith the common Indians, 14 lakh employees have got a zeal to move ahead with a new hope, new investment, new business model, new thinking and new strength.

There is no need to have discussion in this regard as I am certain that when we will start moving ahead in this era, further new ideas will come up, be they in regard to the bottling plant, multi-level parking, cold storage or wagon manufacturing. Regarding the non-core business, the Minister mentioned in her speech that this year's target has been increased from Rs. 150 crore to Rs. 1000 crore. This marks an increase of over 650 per cent..

In her previous budget also the Minister had mentioned about the use of land bank, either for social cause or for additional revenues, through public-private partnership. I want to thank *Didi* for her announcement that the railways' need for land would be met from its land bank only. If land is required for freight corridor, no one would be forced to part with his land, rather, full compensation would be given, and a member of the family would also get employment in the Railways. This shows she understands the pain of the common man.

Feeling the pain of the common man and in view of the price rise, the hon. Minister has not hiked passenger fares or freight rates. Several of her schemes to make the journey of the common man comfortable and memorable, are commendable. The Lok Sabha thanks the Minister for her various schemes be it Mushkil or Aasan, Janata Meal, additional booking counters, renovation of stations or last year's Izzat Scheme.

I think the hon. Minister has not left any social sector field such as health, sports, education, culture etc. untouched, to make India proud, which we have dreamt of. In this budget, the Railways have contributed in all fields.

I specially want to mention two points, for which I commend and date the Minister of Railways personally along with my colleagues.

First, even before the passage of the Women Reservation Bill, she made a time gesture towards the women by announcing the constitution of Mahila Vahini. Earlier, only a single compartment was exclusively for women. Today we have ladies special trains, as well as Mahila Vahini for safety of women.

Second, the hon. Minister, in the present modern age, understanding the importance of speed, announced the Dedicated Passenger Corridor or the Golden Corridor.

After thanking the hon. Minister for toiling to present a fine Budget, I mall complaint as well as a suggestion, and, a minor demand.

Complaint is that, although several stations were mentioned, as well as various measures and schemes, but Unnao, the largest constituency in the country, which is also my birth place did not find a mention either in this or previous Budget. Although general benefits are being extended, but no special scheme has been provided yet. I hope the hon. Minister would certainly make some special announcement for Unnao.

After, my complaint, I have a suggestion. Eighty per cent of the people are in farming. It is their livelihood. Sometime back, while discussing price rise, a reference was made regarding Food Security. Rail tracks run along villagess. The vacant land on either side of the tracks are used by the people in the morning and evening to relieve themselves. It is my request that all such vacant lands be used to increase production. It has four advantages.

- It can be used for your Green Toilet Scheme, and also farming.
- Landless farmers would get a source of livelihood.
- The Railways also, can use modern technology to increase yield.
- These lands can be used to further the concept of Rural Business Hub.

The suggestion for the use of Land Bank for civilization needs to be developed further.

Through you, I would like to draw the attention of the Minster towards the Baiswara region, which has an important place in my heart. The people of Unnao are also emotionally attached. It is an historical place, as the freedom fighter and the revolutionary, Chandrasekhar Azad was born in Badarka village in this region. As did several eminent Hindi litterateurs such as Pt. Suryakant Tripathi Nirala, Dr. Shiv Mangal Singh Suman, Acharya Nand Dulare Vajpayee, Pt. Pratap Narain Mishra and Dr. Ram Vilas Sharma. Baiswara has no official recognition. All that it can boost is a small railway station. Before independence this station had several facilities. But now its very existence is threatened. It is necessary to develop this railway station so that the coming generation would remember Baiswara as a place which contributed immensely for the development of this region.

*SHRI RATAN SINGH (Bharatpur): We all express our gratitude and welcome the popular Railway Budget presented by the hon. Minister of Railways for the welfare of the people, benefiting the common man which is in consonance with judicious counseling and support of the U.P.A. party and the hon. Prime Minister. The hon. Minister has created an environment of social harmony by fulfilling the duty of uniting each state, citizen, rich and poor through her valuable insight. The Indian Railway is an important pivot of development of the country which plays a very crucial role in the socio-economic development. The hon. Minister of Railways has shown positive, optimistic, transparent, approach and firm resolve while presenting the budget which is commendable and in the interest of the country.

The Indian Railways would provide efficient, commendable, passenger centric, eco-friendly integrated transport solutions in accordance with the Budget. It would become a carrier of public prosperity by uniting

*Speech was laid on the Table.

the regions, communities, ports, industries, commerce, tourism and places of pilgrimage across the country. There would be constant growth and improvement in its services and access after utilizing the services of its unified group of committed, empowered and satisfied personnel and state of the art technology. The construction works have been classified into small, medium and long term categories which shows a great deal of insight.

The railway route stretched from 53,596 km to 64,015 km from 1960 till date. There has been an increase of 10,419 km of railway route in the last 58 years. The annual average is 180 km per year, which has now been targetted at 1000 km in the railway budget per annum. An increase of 25,000 km in the network has been targetted in the next 10 years upto the year 2020.

- A task force is proposed to be constituted to sanction the cases regarding investment within 100 days which would be in accordance with the easy policy guidelines and investment and set the pace of construction works.
- A record has been established by extending 121 new trains during the last 7 months out of which 118 trains would be flagged off by March, 2010. The recruitment policy of the Railway Recruitment Board was reviewed in accordance with which examination fee of the female candidates, minority and economically backward candidates was relaxed besides allaying the difficulties in the examination.
- Development works of model stations in 67 multi functional complexes could be started and a record estimated expenditure of Rs. 1302 crore for the development of passenger amenities has been fixed during the year 2010-11, which is also a record. Public meal was started and catering policy is also being amended very soon.
- A provision to upgrade 94 stations as model stations has been made in the new budget and 10 stations are being upgraded to world class stations, which is a huge target. Safe drinking water would be made available to passengers at proper rates. Installation of bottling plant through public private partnership for this purpose is a commendable job.

- The provision of accommodation to all in view of welfare and health of the staff, setting up of 10 residential schools, 522 hospitals and diagnostic centres, women hostels and 'Shishu Sadans' for development of children is an important step in the interest of the Indian Railways.

New railway routes:

114 new socially desirable railway routes have been identified, 55 new railway lines have been identified for survey which is an important step of the Ministry of Railways. Similarly, 14 new railway routes during the year 2009-10 are on the verge of completion and 31 new railway routes would be completed during the year 2010-11. The gauge conversion of 19 railway routes is being done during the year 2009-10 and gauge conversion of 115 railway routes is proposed during the year 2010-11, which is a major achievement. Besides the important work of unifying the country by doubling of 35 railway routes, electrification of 6 railway routes and construction of new railway corridors is being done. This important work of unification has further been boosted with the introduction of Sanskriti Express, Matribhumi, Karimbhumi, Janambhoomi and Bharat Tirath trains. Introduction of 25 new passenger trains, extension of 21 trains and increasing frequency of 12 trains is also very important. The interests of the state of Rajasthan have been borne in mind under the Railway budget. Rajasthan has been benefited by sanctioning of several new trains, railway routes and new railway lines, gauge conversion, new railway hospitals and other amenities. I am grateful to the hon'bel minister.

The residents of Bharatpur and I express our gratitude for sanctioning of survey proposals of new railway line Bharatpur-Dig-Kama-Kosi, setting up of three leveled multi-specialty hospital, out patient department and diagnostic centre, electrification of Alwar-Rewari-Hissar and sanctioning 4 new trains for my Lok Sabha constituency Bharatpur.

Hon'ble Sir, this sacred work willl augment tourism in and around Brij and the tourists will get direct blessings from Lord Sri Krishna Besides, the revenue of the Railways will also rise. With due respect, I request you to give directions to expeditiously complete the two railway over bridges under construction at L.C. No. 252 'B' and L.C. No. 244 'B' on the Mumbai-Delhi railway line so that traffic could be made smoother. This construction work is lying pending for the last several years.

Manufacturing of railway wagons in the Simco Birla Limited factory in Bharatpur had been going on as per the norms of the Indian Railway Board/RDSO which is lying closed since the year 2000. This factory can be called the lifeline of Bharatpur. About 5000 labourers work in this factory. Lakhs of Urban and rural residents of Bharatpur get employment directly or indirectly. For re-commissioning this factory, the local management has again upgraded the machines set up in the factory as per the RDSO guide lines. Tenders have been floated for orders from the railway board for wagon manufacturing. It has been reported that Simco Birla Limited is the lowest bidder. Hon'ble Railway Minister is requested to kindly re-commission this factory by placing orders for wagon manufacturing.

Rs. 65,000 crore has been earmarked for general operational expenditure for the year 2010-11 which is Rs. 500 crore less vis-a-vis the revised estimates for the year 2009-10. Appropriation from the depreciation reserve fund has risen to Rs. 7600 crore up from the revised estimates for the year 2009-10 estimated at Rs. 4500 crore. Appropriation from the pension fund has been kept at Rs. 14,500 crore. As such, the total operational expenditure will be to the tune of Rs. 87,100 crore and the net revenue will be Rs. 9,782 crore. After meeting the estimated dividend liability of Rs. 6,609 crore, a 'surplus' of Rs. 3,173 crore has been estimated including the 92.3 per cent of targeted operational ratio. There is a proposal to appropriate the surplus into the development fund (Rs. 2,800 crore) target and capital fund (Rs. 373 crore).

Along with making arrangement for able and efficient operations of the Indian Railways in view of public welfare an important task of undertaking new constructions activities and introducing new trains has been done in the national interest. I am grateful to the hon'ble Minister that she has not increased passenger fare and freight rates and has met her social responsibility by providing relief to the cancer patients, students and to the unemployed candidates going for recruitment tests. We all, again, felicitate the hon'ble Railway Minister for presenting a railway budget which is in the interest of the public and fulfils the national interest.

[English]

*SHRI B. MAHTAB (Cuttack): When the Railway Minister talked the Vision 2020 document in Parliament

in December, 2009 laying out the roadmap that the Indian Railways intends to follow for the next decade, it was expected that the Rail Budget 2010-11 would spell out in specific detail how the Vision will be actualized, because this is the first year of Vision 2020. In this respect, it has fallen short of expectations. Except for the announcement that 1000 route kilometers of new lines would be laid in 2010-11 and that this would be achieved through the PPP route, there are no specific details available on how this will be implemented, not even for the current year's target of 250 kms. The announcement that a special task force would be set up to ensure that the projects are cleared within 100 days is welcome but its effectiveness in actual practice remains to be seen. Privatisation has been emphatically ruled out but no details have been spelt out about the new business model that is to be adopted.

The Railway Minister has left freight rates untouched and has also tip-toed around passenger fares. She has bowed to the notion of "economic viability" but she also mentioned "social responsibility". This Budget, therefore, has all of these in good measures with the emphasis largely on the provision of better passenger services and facilities for railway staff, but there is little attempt towards the world class stations promised last year.

Similarly, there is the usual mention of private sector participation but little assessment of its progress so far; in the case of the Dedicated Freight Corridors all that the Minister tells us is that she is "concerned" at its progress. Nor do we know the fate of the expert committee that was to look at the decade-old plan for an optical fibre network along the railway lines. And that is the biggest drawback in the annual assessment of Indian Rail. So far, Indian Rail has done a remarkable job in increasing the productivity of existing assets to show profits. But upscaling every facet of the system requires not just the polish of world-class stations but the substance of speed, carrying capacity and is freight tariff structure that can bring back the traffic lost to the less energy-efficient road ways.

In last year's White Paper, the Minister had said that Indian Railways suffered a loss of Rs. 14,000 crore on passenger business during 2008-2009. The Budget speaks of passenger earnings decreasing by Rs. 252 crores to Rs. 24,057 crore and the gross total receipts from the Budget estimates of Rs. 84,419 crores to Rs. 88,356 crore. These figures show that the Railways is not really in the pink of health. Thankfully, revenue from freight loading will save the day for Railways as it

is expected to share up Rs. 191 crore more than the Budgetary estimate in the coming fiscal will be cut down to Rs. 1635 crores from Rs. 3156 crore of 2009-10 and for doubling to Rs. 1833.9 crore from Rs. 2015.67 crore.

Yet, I would say that the revised estimate of the originating freight loading target at 890 million tonnes is 8 mt. more than the target set in July, 2009. But considering that the earlier target of 882 mt. itself was an extension of the scaled down actual performance of 833 mt., which is a shortfall of almost 50 mt. was achieved in 2007-08, there is no room for complacency. With a target of 944 mt. for 2010-11, the remaining nine years of Vision 2020 will have to average about 100 mt. of incremental loading annually to achieve the target of 1850 mt. by 2020.

The drop in passenger revenues should be a cause for concern. The reasons need to be analysed and remedial action taken. With the announcement of a number of new trains and extension of existing trains, there is need to rationalize the services, depending on occupancy. It is surprising that the Rail Budget proposals make no mention of the plans for rationalizing the Railways' parcel business. How does the Railways plan to deal with the increasing volumes of parcel traffic that poses a serious problem of passengers by encroaching on precious circulating areas in major stations? This should have received some attention even if as a passenger amenity. The allotment of more than Rs. 1300 crore for passenger amenities is a welcome step. But the Railways should also ensure that the amenities so created are maintained properly. There is an urgent need to enhance the quality of services for the rail users.

A number of announcements regarding off-line activities have been made, such as setting up of six bottling plants for academy etc. One wonders whether the overall administration and control of such diverse activities, far removed from the Railways' core competence, will not prove distracting, apart from the aspect of productive use of scarce resources. The fact that the total financial burden of the Sixth Pay Commission is Rs. 55,000 crore should set the alarm bells ringing and warrants a strict check on staff-related expenditure. This is particularly relevant since another Pay Commission can be expected around 2016-17. The Annual Plan for 2010-11 envisages an investment of Rs. 41,426, the highest ever. But judged by the projections of Vision 2020, which envisions an annual average investment of Rs. 14 lakh crore, this is way too short. It is not clear how this gap is to be bridged in the future.

At a time when the economy is projected to grow at 8 per cent, the scaling down of incremental traffic is surprising. The Railway Minister does not explain why this should be so. Railways' incremental freight traffic of 54 million tonnes-as projected for 2010-11 will be lower, marginally though, than the 57 mt. projected for 2009-10. In 2008-09, the originating revenue-earning freight traffic was 83.3 million tonnes. In her Budget Speech for 2010-11, she has mentioned that it will be 890 mt. The target for 2010-11 has been set at 944 mt. Therefore, the question is why the Railways are scaling down the incremental traffic?

It is not difficult to guess why. The capacity to move additional revenue earning freight traffic has virtually reached saturation point. More so when so many new passenger trains are being introduced every year. While looking into the details one finds that out of a total of Rs. 94,765 crore Indian Railways expects to earn in 2010-11, expenses will end up eating an estimated 92.3% of that money. This leaves a paltry Rs. 3,173 crore as surplus. In marked contrast, the Ministry has an ambitious annual plan of Rs. 41,426 crore, roughly 13 times the amount of the surplus money. How will this mismatch be tapped? By borrowings and "internal resources", of course. It is another matter that these internal resources are not all that visible. Barely two months ago, the White Paper issued by Railway Ministry showed how expansion projects are on the verge of financial asphyxia. Less than a year ago, some 286 such projects, which are mostly addition of new lines, gauge conversion and doubling, required an astounding Rs. 79,462 crore for completion. Yet instead of doing something to complete these pending tasks, the Minister wants to chew more.

Railway assets are aging fast. The huge increase in the depreciation reserve fund in 2010-11 to Rs. 7,600 crore from Rs. 4,500 crore last year tells this story in stark terms. India badly needs railway capacity expansion. Our track addition has been stagnant for decades. This leads to infrastructural bottlenecks that have economic consequences. Changing this will require serious curbs on frivolous expenditure. Indian Railways which cover over 8,000 stations and ferry around 16 million passengers everyday reveals a sorry state of affairs as far as cleanliness and sanitation is concerned. Railways are yet to adopt any standards or performance indicators for any cleanliness related activity carried out in trains or in stations against which the actual performance could be judged. Waste management is totally lacking with the Railways. There is lack of co-ordination in budgetary provisions and absence of an

overall financial plan to tackle cleanliness related issues. Cleanliness and sanitation should be manifested as a top priority.

The experience of Delhi Metro in monitoring cleanliness and sanitation standards is worth emulating. Little attention is given towards cleanliness and sanitation in this Budget.

The announcement that a special task force would be set up to ensure that the projects are cleared within 100 days is welcome but its effectiveness in actual practice remains to be seen. It is not clear whether any procedural changes are contemplated as inter-ministerial consultations are involved. I am told, Prime Minister had exhorted Railway Minister to reduce excessive dependence on freight for garnering revenues. But it seems had little impact. Between 2003-04 and 2008-09, the Railways' average income from hauling every tonne of goods over a kilometer distance rose from 72 paise to 97 paise. In 2009-10, it is expected to cross Rs. 1 mark. In contrast, an average passenger over one km. Has gone up marginally from 24.5 paise in 2003-04 to just over 26 paise in 2008-09.

The Prime Minister in a pre-Budget note forwarded to Railway Minister had referred to the passenger fare to freight ratio, which stood at almost 0.34:1 in 2003-04. Now it is 0.26:1. A comparative statement was also sent stating that in China it is 13:1, Germany and U.K. is 15:1 and in Japan it is 19:1. This means in India passenger fares are a fourth of freight charges. In other countries, commuters pay nearly twice that of goods. I am told PM's note had also drawn attention to cross-subsidisation within the passenger segment, with AC commuters being overcharged relative to second class travelers, so much so as to drive away premium rail traffic to airlines. It is interesting to note that while the average revenue per passenger Km. For 2010-11 is budgeted at about Rs. 1, it ranges from as low as 14 paise for ordinary second class to 97 paise for AC-3 Tier and Rs. 2.34 for AC First Class. This should be corrected. It cannot be corrected very quickly, but a transition over five years is surely possible. But the Railway Minister has not acted on this sane advice of the Prime Minister. She has not increased the freight tariff. Should we take it as a consolation?

[*Translation*]

*SHRI R. K. SINGH PATEL (Banda): With regard to the prevailing situation of obsolete railway stations of the pre-independence era between Jhansi and Manikpur,

*Speech was laid on the Table.

Allahabad in Bundelkhand region even after 60 years of our independence and need for changing the lines, signals, and platforms in order to modernize them during the current financial year 2010-11 and including the same in the Railway Budget, the following points may be paid attention to:

Old single lines between Manikpur and Mahoba, Banda laid before prior to independence should be doubled.

Old railway track between Kanpur and Banda, Manikpur laid prior to independence should be doubled.

The signal systems operational since independence till date between Jhansi and Manikpur should be changed. Modern system should be installed to check accidents and save time.

Chitrakut station should be declared as a model station. Moreover Chitrakut railway station should be upgraded.

A rail coach factory should be constructed between Bargarh and Manikpur in the Chitrakut district of Bundelkhand.

A cement sleeper factory should be set up between Bargarh and Manikpur in the Chitrakut district of Bundelkhand as raw material pertaining to it, e.g. pebbles at Bharatkup under my parliamentary constituency and cement in Satna (M.P.) adjoining Chitrakut, is available in adequate quantity.

Computerized reservation facility should be made available at the Chitrakut Railway station.

It is requested that the aforesaid demands be included in the railway budget for the year 2010-11.

Bundelkhand is an extremely backward area in Uttar Pradesh. Chitrakut Dham under my parliamentary constituency is not only a major sacred pilgrim place of India, but a historical place as well with immense potential from tourism point of view. Lakhs of tourists from the country and abroad visit this place every month. There is a shortage of direct trains for the tourists visiting this place. Besides, the following demands be added in the railway budget for the financial year 2010-11 pertaining to the trains crossing through Chitrakut which run at present twice or thrice in a week:

2447/2448 U.P. Sampark Kranti between Manikpur and Hazrat Nizamuddin with runs thrice in a week, should be run daily.

2535/2536 Lucknow to Chitrakut via Manikpur to Raipur Garib Rath which runs twice in a week at present, should be run daily.

1069/1070 Tulsi Express which runs from Varansi to Mumbai twice in a week at present, should be run daily.

2427/2428 Rewanchal Express from Rewa to New Delhi via Manikpur,

Allahabad to Kanpur should be run via Manikpur, Chitrakut and via Banda, Kanpur.

A new direct train should be introduced from Manikpur junction to Jodhpur (Rajasthan).

A new direct train should be introduced from Chitrakput to Madras

Chambal Express should be run daily.

Rewa Shuttle should be extended to Chitrakut, Banda.

Betwa Express should be run daily.

It is requested that the said demands may kindly be covered in the Railway Budget for the financial year 2010-11.

* SHRI VIRENDER KASHYAP (Shimla): In the rail budget presented by the Hon. Railway Minister recently, the hilly states have been entirely neglected. Particularly, this year also like the last several years, the demands in respect to Himachal Pradesh have been ignored. Due to this, the people of Himachal Pradesh are feeling agitated. We were expecting quite a lot from the Hon. Railway Minister that she would definitely take care of Himachal Pradesh in the budget this year, as I had raised several demands of the state in the House and also met her personally. The Chief Minister of the state had discussed the problems related to several issues and the demands pending for the last several years with the Prime Minister and the Railway Minister. But it appears that the Government has not paid any heed to all this. Of course carrying out the survey of a few railway lines has definitely been talked about in the budget. Particularly, I would like to thank the Railway Minister for announcing the survey of a railway line connecting Dhanauli (Punjab) to Dehradun (Uttarakhand) via Nalagarh, Baddhi, Barotiwala, Kala-Amb and Ponta Sahib I hope that the Hon. Minister will soon get this survey done. Himachal Pradesh got a package

*Speech was laid on the Table.

during the tenure of NDA Government which resulted in lakhs of people getting the employment and billions of rupees getting invested in the industries. Thus, this railway line will provide a lot of convenience in bringing the raw material and carrying away the end products. Not only this, two of our religious places namely Ponta-Sahib and Hardwar will also be conveniently connected for up and down movements.

With this, I would like to urge the Railway Minister to carry out the beautification work of the Kalka Railway station and get its platform covered. A scheme should be formulated to convert the Kalka Shimla line into broadgauge. A halt should be provided at the Solan-Brewery and Jhabli stations. The work of park to be constructed in the name of Bhalku Baba in Shimla should be expedited.

I fully hope that the Railway Minister will not ignore the hilly states particularly the people of Himachal Pradesh in the coming times and consider their demands in this budget itself.

*SHRI GORAKH PRASAD JAISWAL (Deoria): The budget presented by the Hon. Railway Minister has ignored the demands of the people of the whole of India and the Railway connecting different languages, cultures and climates from one part of the country to another has post its purpose and it is not clear as to what this budget intends to reveal. This budget has revealed the anti-common man policy of the Union Government.

The ideology of the Hon. Railway Minister goes against privatization and the privatization is considered quite bad in the state from which she hails. But in her speech, she has agreed to the role of private sector in certain sectors. The private sector has been invited to provide its services in the railway stations complex and participate in the process of reservation in Gram Panchayats and it has been decided to dispose off the cases related to private sector investment within a period of 100 days. All this goes on to show that the privatization will be carried out in the Railways in a covert manner irrespective of whatever excuses the Hon. Railway Minister may bring forward in this regard.

The work related to providing Railway facilities and basic amenities is also not satisfactory. The Railway platforms are so filthy that even having tea there does not feel good. Even the catering in the railway is of poor

*Speech was laid on the Table.

quality and more money is charged against the rate fixed by the Government. The biscuits sold at the railway platforms have gone passed their expiry date. The arbitrary prices are charged from the railway passengers. I would like to ask the Railway Minister as to whether any action has been taken by the Government against any stall owner for the last one year or has anyone been punished? It is also seen that the Railway officers and Railway personnel help the railway passengers with a heavy heart as if it is something burdensome. There is a need to bring about an improvement in the behaviour of Railway Officers and Railway personnel. Bed rolls should be provided to railway passengers in the sleeper class on demand, on payment of charges because the passengers in the sleeper class are compelled to bring bed linen them. At railway stations, the trains arrive on platform only 15 minutes before scheduled time and reservation chart is also displayed on the board quite late due to which the passengers face a lot of problem.

Indian Railway is the largest railway network in the world but for last several years, some trains have been departing as well as arriving quite late which has resulted in the management of the Indian Railways being the poorest in the world. The world over several trains run at a faster speed and cover two hundred fifty kilometers in one hour but it is not possible in India because the existing infrastructure of Indian Railways does not support it. Thus, in a way, Indian Railways is lagging far behind in adopting the modern technology. For this, Indian Railways should make an effort to employ modern technology in railway operations and management. Please remember those days, when the reservation of tickets used to take place through registers in a manual way and a single reservation used to take ten minutes but after making use of computers in reservation process, the people as well as the Railways have felt a lot of convenience. And the railway reservation centres can also be opened up easily.

Today, 17000 trains covering 64015 Kilometre railway lines are carrying one core 80 lakh people to their destination in the country. However, I would like to request the Railway Minister to carry out the development work in the whole of India not limiting it to one or two states only, as there is an extreme potential for railway expansion in India. The more the connectivity railway has, the more it will be profitable for it and the more profit will earn more revenue for the development of railways. And this development will help it in reaping the potential. The Railways has done a tremendous job in times of natural disaster in the country. History has shown that only the

railway has risen to the occasion in times of flood and drought. The relief work is not possible without Railways.

In Vidhan Sabha deoria Kasya constituency falling in my Lok Sabha constituency Deoria Sadar, the construction work of a railway overbridge at Deoria Sadak is half-done and lying pending which has led to the people facing a lot of difficulties and there is an hours of traffic jam at this crossing and the two wheeler riders try to cross despite the gates being closed which can turn into a fatal accident any time. On completion of this overbridge the to and fro movement through this crossing will become convenient. Besides, there has been a demand for several decades with regard to 122 kilometre railway line from Deoria to Loria via Kushinagar, Piparaghat, Pakhani and Baitia which has not been met in any of the budget.

In my parliamentary constituency Deoria, there are not sufficient railway facilities. It is an important district of Poorvanchal where most of the people are doing jobs in other states and travel by trains every year. The raw material from here is transported by goods trains. The railway station in my parliamentary constituency has not been included in the category of model railway station so far and it does not have sufficient facilities as well. In this parliamentary constituency, there is a place called Barhaz Bazaar which is the focal point of business activities in Poorvanchal. In Barhaz Bazaar, a considerable portion of Railway land is lying unused where Railway yard can be constructed. The Railway-can save quite a lot by using it. There has been a demand for last several years for constructing a new railway line between Barhaz and Faizabad via Dohrighat which has not been met.

There is an urgent need to introduce new train service between Barhaz and Varanasi, Barhaz and Delhi and Barhza and Chhapra. Though railway tracks have been laid at these places but sufficient train services are not available.

For years ago, all trains passing through Deoria had stoppage at Deoria. But today fast through trains do not have stoppage at Deoria. People have been demanding since long that trains such as Bihar Sampark Kranti, Maurya Dwaj Express, Chhapra-Mathura train service, Garib Rath should be provided stoppage at Deoria railway station in Deoria as well as all these trains have stoppage at Siwan which is situated at a distance of few kilometres from Deoria. By not providing stoppage of these trains in a backward region like Deoria injustice is being done with Poorvanchal region. Hence my request is that these trains should be provided stoppage at Deoria Station.

Rajdhani train may be introduced from Delhi to Kolkatta or for other regions via Deoria and it should have stoppage at Deoria as well so that the demand of people from other states may be fulfilled.

I have received information through the hon'ble Minister of Railways that Computerised Reservation Centre has set up at Gauri Bazaar railway station which falls under my Parliamentary Constituency and that unreserved ticketing system has been introduced from 8th September, 2009 however I have been told by the people that computerized reservation facility remains operational only for an hour. The actual position in this regard may be found out as to why the orders issued by the Minister of Railways to keep the reservation centre open for the whole day are being violated by not opening the computerized reservation centre for the whole day.

In reply to my letter regarding providing stoppage of Lichchhavi Express at 'Laar' station, hon'ble Railway Minister has stated that - Lichchhavi Express train No. 4005 which runs between Sitamarhi and New Delhi has stoppage at 'Laar' station. However, regrettably when the same train No. 4006 goes to Sitamarhi from New Delhi does not stop at 'Laar' station and the reason which he has stated is that it is not economically viable to provide stoppage of this train at 'Laar' station. This is not true. The number of people going to 'Laar' station from Delhi is large enough, the railway officials have misguided you. Therefore my request is that in the interest of people the fact may be found out and stoppage of train No. 4006, running between New Delhi and Sitamarhi, may be provided at 'Laar' station immediately in the public interest. The tendency of misguiding the Members of Parliament by the Ministry of Railways is increasing which is detrimental to democracy.

In this budget, Uttar Pradesh which is the most populated state, has been grossly neglected by the Minister of Railways. Only in the constituency of some senior leaders development works have been undertaken which is not good for the people of Uttar Pradesh, Hence keeping in view the sentiments of the people, I oppose this Railway Budget.

[English]

*SHRIMATI BOTCHA JHANSI LAKSHMI (Vizianagaram): At the outset, I wish to thank the hon. Railway Minister for sanctioning survey of railway between Vizianagaram and Palasa via Rajam. The

*Speech was laid on the Table.

distance is around 35 kms. Rajam is a major industrial area. This will definitely improve the economic activity. I request the Railway Ministry to take necessary steps to conduct a survey at the earliest; and provide necessary budgetary grants in the next supplementary budget. This railway line is as per the Railway's vision 2020 wherein they propose to add 25,000 kms. Vizianagaram is the most backward district. It deserves full attention of the Railway Ministry.

I also thank the Railway Minister for saying that Vizianagaram-Raigad electrification project is "under active consideration". But I do not find any provision for this in the pink book. I hope the Ministry will provide some provision for this line.

I am also thankful to the Railway Minister for sanction third railway line between Vizianagaram-Kothavalasa which is about 35 kms.

I express my deep gratitude for sanctioning a few ROBs on cost sharing basis in my parliamentary constituency. This will definitely improve the safety and reduce inconvenience to road users. They are Bobbili-Donkinivalaswa, Ponduru-Sigadam, Nellimarla-Vizianagaram, Chipurupalli-Garividi and Bobbili-Seethanagaram. I also thank the Railway Minister for sanctioning extension of platform at Chipurupalli railway station.

So far as providing of a computerized passenger reservation counter at Chipurupalli is concerned, I request the hon. Railway Minister to sanction the same at the earliest as it is near to the major industrial town, Rajam. This will reduce inconvenience to the passengers.

I am also thankful to the Railway Minister for sanctioning Multi-functional Complex at Vizianagaram Jn. This will definitely provide employment opportunities.

Thanks to the Vision 2020 document which envisages Rs. 14 lakh crore in the next ten years towards development of rail infrastructure. Target of 1021 Km of new lines, increased connectivity to 21 ports in 7 States, establishment of additional rolling stock factories for improving manufacturing capacity, additional adarsh stations, world class stations and multi-functional complexes are all positive developments. I welcome these steps.

Railways have always been passenger-friendly. Keeping them in view, Railways are going to introduce

52 new train services, introduction of 101 new suburban services in Mumbai, Chennai and Kolkata, ticket centers at district headquarters and village panchayats, reduction in maximum limit of service charge on e-tickets to Rs.10 for sleeper class and Rs.20 for AC class room the current Rs.15 and Rs.40. These are all innovative steps; and I congratulate the Railway Minister for this.

Besides these, Railways are going to provide "Houses for all" scheme to provide residences to all railway employees in the next ten years. It is a very good scheme. In collaboration with Health Ministry and HRD Ministry they are going to set up hospitals and educational institutions on surplus railway land without giving the land to the private people. This is an innovative thing.

Once again, I thank the Railway Minister, her colleagues, officers and staff for the excellent performance in the previous year 2009-2010; and wish them all success in the coming year 2010-11. With these words, I support the Railway Budget for 2010-11.

[Translation]

*SHRIMATI SUSHILA SAROJ (Mohanlalganj): The hon'ble Minister of Railways has, in his second Railway Budget, doled out largesse to every section of society and region. Some new steps have been taken in this Railway Budget which have not been taken since independence. For instance in 1950 the total stretch of railway line was 53595 kms which has increased to 64015 kms which means that during the last 58 years only 10419 kms of railway line has been laid. This time 9 new railway projects have been announced which would result in laying of 1021 kms of additional railway line. I would like to say that if the Government decide to lay this much railway line every year then the target of Railways vision 2020 i.e. the target of laying 25000 kms of railway line could easily be achieved.

Similarly, the scheme of setting up of hospitals and opening schools on vacant land of the Railways is also a unique plan. Not only the railway employees and their kins but also the railway passengers would be benefited from this scheme particularly the running staff of the railways. This can be a new source of revenue for the Railways.

I would like to thank the hon'ble Minister of Railways as she has given special attention towards women in her

*Speech was laid on the Table.

budget speech. The Minister of Railways has made an announcement regarding constitution of 12 companies of Women Railways Security Personnel by the name of 'Mahilavahini' for the safety of women passengers. Particularly the women belonging to the minority, communities scheduled castes, scheduled tribes, other backward class and economically weaker sections would be given preference for recruitment in 'Mahilavahini'. Besides this, announcement has also been made regarding introduction of 21 special trains by the name of 'Maatrubhumi Special' for the women passengers. Announcement has also been made in regard to opening of 50 creches throughout the country for the children of women railway personnel.

This time Lucknow, the capital of Uttar Pradesh has escaped attention of the hon'ble Minister of Railways. In the previous budget, three new trains were introduced for Lucknow, however, in this budget, not a single train has been introduced for Lucknow while 8 new trains have been introduced for various states. This has resulted in disappointment among the people of Mumbai who were expecting that several trains including the Duranto Express would be introduced for their state. In the last budget the hon'ble Minister of Railways made an announcement regarding opening of medical college and nursing college in Lucknow, however, that scheme has not yet been launched. The Minister of Railways has only announced to set up OPDs and diagnostic centres at the railway stations as consolation.

It was not before the serious accident between a tractor trolley and a train which occurred at unmanned Gosaiganj crossing in November, 2009 in which four people were killed, that an announcement has been made to appoint security guard at that railway crossing which falls under my parliamentary constituency Mohanlalganj to check fatal accidents.

Through you, I would like to draw the attention of the hon'ble Minister of Railways towards the following problems of my parliamentary constituency. Bakshi Ka Talab is at a distance of around 15 kms from Lucknow. There is military airbase, tehsil block, Deendayal Rural Development Institute, Several degree colleges, inter college and more than a dozen of engineering colleges. But despite all these, there is no facility of railway reservation at this station.

Singhauli railway station is situated in Sitapur district. This railway station is at a centre point which is the meeting place of famous Namisharanya pilgrim place,

Chakratirth, Asia's famous oil therapy Centre and several places like Hardoi, Sitapurs, Lucknow, Mahmoodabad etc. In addition to this, tehsil headquarter, Police station, degree college, inter college educational institutions and sugar mills all are situated at this place. Despite all these, people are facing several problems at Singhauli railway station. Gate No. 49/c which is situated on the south of Singhauli railway station has been lying closed for the past several years due to which the farmers, students and people are facing a lot of difficulties in coming and going. Therefore, my request is that this gate may be opened at the earliest. Rest rooms with all modern facilities may be constructed at this railway station for the facility of outstation passengers visiting this place. Considering the crowd of passengers at Singhauli railway station the present small tinshed may be extended. Sulabh toilets may be constructed at Singhauli railway station.

[English]

*SHRI LALIT MOHAN SUKLABAIIDYA (Karimganj):
In fact it is an aam aadmi budget blended with socio-economic and cultural development of the country.

85% of the revenue is required to maintain the largest railway family of 1.4 million employees and the balance 15% has been proposed to be utilized in a very effective manner for the infrastructure and social development of the country.

It is anti-inflationary, as she did not hike the freight charges. The Budget authenticates the commercial and social outlook of the Railway Minister. On the one hand she has introduced Janmabhumi service and cultural train – on the other hand she proposes to set up and diagnostic centers, which shows her concern for the health, well-being of over 1 million in its payroll and passengers traveling daily by railway.

She also proposed to set up schools utilizing the vacant railway land instead of utilizing the whole land for commercial purpose. She has taken special care as usual for women. She also attempted to make railway journey more comfortable by making arrangements and providing assistance for senior citizens and ladies for boarding the trains.

By this Budget my State, Assam will also be benefited. We have got some Model stations in my constituency in Badarpur, complexes in Dibrugarh,

Diagnostic centre in some station including one in Silchar, Tertiary and multilevel hospital in Guwahati.

We got some new railway line proposals which are socially desirable from Lalabazar to Vairengty, Chaparmuka to Dibrugarh and Jogighopa to Silchar via Pancharatna. The new lines which will be surveyed are (1) Jogighopa to Guwahati via Barpeta, Sarthebari (2) North Lakhimpur to Silapathar.

Gauge conversion will be taken up for Fakiragram to Dhubri. We have one share of Karmabhumi Express from Guwahati to Mumbai via Howrah (weekly).

Rajdhani Express extended from Guwahati to Dibrugarh. Intercity services will be introduced (a) Alipur Duar to Lumding (b) Guwahati to Mariani.

Double Laning for Guwahati Dibrugarh will be surveyed. And most remarkable thing is that she has proposed to set up railway industry i.e., a wagon factory at Guwahati for which we have been trying for the five years.

One railway line was proposed to be extended from Dulavchera to Chiragi. Budget indicates survey will be completed by 2011. I am also very thankful to the Hon'ble Minister for this.

All these indicate that she is very much concerned for the people of Assam. I am thankful. But we have a special problem that too with a national project. That is conversion of Laming Badarpur meter gauge into Broad Gauge. The completion was targeted 2006, 2009 and not it is targeted to 2012. The project was started about 15 years back but still we are in confusion whether it can be completed by 2012 because tunnel no.10, of which only 600 meters have been completed. And I do not know whether in 2 years time they can complete this.

There is also another problem. The Railway is yet to obtain the tract of land for further clearance of Forest Department for a stress near Halflong for laying railway track.

I want to repeat which I mentioned in many times that Konkan railway could construct a new railway and complete the project within 10 years. But ours is conversion work and we are doubtful about its completion even after 15 years. We are now subjected to ridicule as we have lost people's trust. All the development of Barak Valley and Tripura and Mizoram depends on this project only.

Once our Paper Mill, biggest in Asia but now suffering for raw materials which are to be carried from NC Hills by railways. Similarly, Tripura and Mizoram are suffering for non-completion of this project.

Transportation by road is risky, time consuming and expensive. Yet our people go through these sufferings under compulsion.

Often it is alleged that due to insurgency the work is hampered regularly. But we have information that no work was carried out by NF railways although there are no untoward incidents in terror-prone hilly areas since October 2009 – during the last four months, when whether is also favourable.

I thank Hon'ble Minister that she has granted many projects in my constituency but though Badarpur the more important railway stations was declared to be Model railway station in this Budget but our demand mainly for a Divisional HQ is not fulfilled.

Similarly, our demand for declaring renaming Silchar railway station as Bhasha Shadid Railway Station is also still pending. I shall be thankful to the Railway Minister if she very kindly fulfil our long pending demands.

Madam, in my last Railway Debate I requested to look into dacoity in trains in Barak Valley. There are several instances of Railway dacoity in Lumding Badarpur section and Karimganj - Silchar sections. Kindly take proper action for the safety of the railway passengers.

I welcome that Department has taken action for railway link to Bangladesh through Akaura (Agartala). We have demand for old link from Karimganj in India and Latu in Bangladesh, which may kindly be considered. Lastly, our demand for renaming Silchar railway station as "Bhasa Sadid Station" is still not fulfilled.

[Translation]

*SHRI RAKESH SACHAN (Fatehpur): Madam, I would like to draw your attention towards the following prominent issues. I have to say with regret that despite raising these issues twice in Lok Sabha coupled with your personal assurance no satisfactory action has been taken in this regard so far. Fed up with the malaise of non-resolution of problems, the people are in an agitation mode and their anger is smouldering. Through this written speech, I would once again like to urge upon you to condescend to take immediate action on the points mentioned below and provide necessary solution so that the people of Fatehpur are not forced to launch an agitation.

1. An MMU train may be run between Kanpur and Allahabad.

2. Mahabodhi Express, Rewa Express, Lichavi Purushottam Express may be provided a stoppage at Fatehpur station.
3. Keeping in view the large number of daily passengers, travelling between Fatehpur and Kanpur any two trains out of Train No. 2501 Poorvotar Sampark Kranti Express, 2561 Swatendra Senani Express and 2947. Azimabad express may be provided a stoppage at around 8 am in the morning.
4. Chaura-chauri Express, Sangam Express and Jharkhand express may be provided stoppage at Bindki road station.
5. Jharkhand Express may be provided a stoppage at Khagga station.
6. In view of the annual income being generated by railwas from Fatehpur, this station should be declared as a model station.
7. Platform no. 4 at Fatehpur station may be upgraded.
8. Overbridges may be constructed at Khagga, Thariav and Kunwarpur Bindki road stations.
9. An enquiry counter maybe opened at Fatehpur station and local enquiry facility may be provided on Telephone.
10. The inconvenience caused at ticket reservation counter and corruption at Fatehpur station maybe checked.
11. Number of booking counters may be increased and a separate counter must be set up for MST.
12. A train should be made available between Fatehpur and Allahabad keeping in view the difficulties being faced by daily passengers.

[English]

*SHRI RUDRAMADHAB RAY (Kandhamal): Indian Railway is one of the pillars of India's infrastructure and has a symbiotic relationship with the country's industry, Fertilizers, Cement, Steel products and food grain and the movement to and from major Ports as well as the transportation of people. Transport being a derived demand, any growth in the economy fuels the demand

*Speech was laid on the Table.

for transport. The railways share in growth of Country's GDP.

Despite recession of global economic downturn, the state of Orissa continues to be the most sought after investment destination with unabated interest by steel, aluminium, power, oil and cement companies, Govt. of Orissa has already prepared a comprehensive plan for orderly, systematic economic growth by focusing up on infrastructure development and creating industrial corridors. In this context the Railways serve not only as important industrial infrastructure but also as critical linkage to Spur Socio-economic growth in the under development hinter land.

Orissa is progressively emerging as the mining, metals and manufacturing hubs of the country with substantive addition of energy generation capacity. TATA steel, POSCO, Arcelor Mittal Jindal Stainless Jindal Steel and power, Bhusan Steel, ESSAR, Indian Oil, Vedanta, Hindalco, Grasim, CESC, GMR Energy, NTPC, Lanco power and Mahangenco are among blue chip companies investing in Orissa. More than 30 iron and steel projects have gone into Commercial production with Rs.30,000 crores investment and indirect employment opportunity to around 40,000 persons Recent addition to the industrial horizon are shipping projects, oil rig manufacturing and repair units and auto part manufacturing facilities. In the next five years it is expected that additional rail borne traffic generation will be in excess of staggering 250 MTPA.

The present rail infrastructure in the state is completely inadequate to handle the future growth of traffic. It is pertinent to mention that the state contributes in excess of 6,000 crores to the revenues of Indian railways. The railway route length spread across Orissa is a mere 2,500 kms with an average of 15.03 kms per 1000 sq. kms as against national average of 19.00 kms and much less than the average in the contiguous States.

The Planning Commission in its report comparing the development Status of economic infrastructure of Orissa, especially the KBK. Region Vis-à-vis the country says "However, it is most unfortunate that in a poor and backward state like Orissa, development of rail networks has received much less attention of the central Government in the post independence period".

In the Railway budget for 2003-04 the ministry of Railways for the first time laid down major criteria for allotment of funds towards projects in various States

that include. (a) Area of the State (b) Population (c) Throw forward existing projects of the state. But Madam I am to submit before the House that Honorable Minister may expand these criteria in the interest of correcting regional imbalances i.e.

- (1) Existing route length in the states per thousands square Kilometer
- (2) Contribution of revenues from the state to the exchequer of Railways
- (3) Special requirement of heavy metal base industries, Power plants and Ports.

Since I told before that the Orissa State is continuously being deprived of its legitimate share from the Indian railways I put forth my demands in the interest of my State

(a) REORGANISATION OF EAST COAST RAILWAYS

The East Coast Railways (ECOR) was made functional on April 2003 with 3 divisions namely Khurda road, Sambalpur and Waltair, has a low operating cost amongst the Zonal Railways for which I urge upon the Ministry of Railways to either extend the jurisdiction of Sambalpur division to include Jharsuguda Barsuan-Kiriburu (b) Rourkela -Nuagaon (c) Jharsuguda-Himagiri or to create a new division with headquarters at Rourkela/Jharsuguda. The jurisdiction of ECOR may be extended to include Bansepani-Padampahar, rupsa-Bangiriposi and Bhadrak-Laxman nath road sections and a New Railway Division should be set up with headquarters at Jajpur-Keonjhar road.

I am thankful to the Hon'ble Railway Minister that she has this time given emphasis on socially desired projects instead of commercially viable projects.

A large part of Orissa covering the backward region of undivided Kalahandi-Bolangir-Koraput (KBK) districts have remained untouched by the projects of railways. Similarly Kandhamal district which is my Constituency is deprived of railway facilities. But I must thank the Hon'ble Minister that she has made provision to survey a new line from Berhampur to Phulbani so that the people of Kandhamal district who had no hope to see a train have now got a ray of hope to see trains. I expect that this project is materialized with sincere effort. Similarly, allocation of Rs. 120 crores for construction of Khurda road-Bolangir train line give immense pleasure to the people of Bolangir, Sonapur, Boudh, Nayagarh and

Khurda districts because since 1994-95 and a sum of Rs. 102 crores have been spent in this line only.

So this amount of Rs. 120 crores will definitely help in progress of this line. It is the most important aspect to see that this fund is utilized in time so that Khurda-Bolangir rail line is made a substantive progress.

Similarly, sanction of projects like Jaypur-Malkangiri, Nuagaon-Jaypur, Junagr- Langigarh, Naupada-Gunupur-Thiruvelli has definitely a welcome step for which people southern Orissa will be very much grateful.

A train line from Sambalpur to Berhampur is under survey. If this train line is sanctioned there will be direct connection from west to south of Orissa. Hence I urge upon the Hon'ble Minister that this train line project may please be sanctioned with the priority since it will connect Gopalpur port to Rourkela steel plant which will emerge to be most commercially viable Railway project.

PORT CONNECTIVITY

The State Government of Orissa is taking initiative for development of ports at various locations along the States coastline to give a boost to commerce and industries. These ports will also be important maritime trade gateways for land located states like Jharkhand, Chhattisgarh and Bihar etc. Hence the following train lines are needed to be sanctioned with priority.

- (1) Extension of Naupada-Gunupur BG. Rail Link to Theruvelli.
- (2) Ludhiana-Dankuni Eastern Dedicated Freight Corridor is extended from Dankuni to Haridaspur.
- (3) Paradeep port to be connected to Dhamara port by Rail line.

INDUSTRIAL RAIL CORRIDOR

The Government of Orissa proposes to have an industrial rail corridor. In the Meremandeli-Angul-Talcher-Chhendipada belt linking the Coal Mines, Power Plants and Steel Plants. RITES had submitted a draft feasibility study report in this regard which may please be examined and put into action.

RAILWAY OVER BRIDGE

There was a long standing demand to have a Railway over bridge at Jatni (Khurda Road). For non functioning of this project there are a lot of dissatisfaction

among the public and many items there are public agitations. The proposal is pending with the Railway Board since 2003-04. I urge upon the Government to kindly undertake thus ROB.

NEW DOUBLING

I thank the Hon'ble Minister of Railway in the Budget that she has sanctioned doubling of Talcher-Sambalpur B.G. Rail line and Delong-Puri Rail line but the most important Daitari-Bansapani (155km) has not been sanctioned. The present scenario has undergone a sea change by establishment of a large number of steel plants of Keonjhar and the other plants near by Keonjhar and Jajpur Districts. Therefore, the Ministry of Railways is requested to sanction doubling of Ditar-Bansapani Rail link.

MISSING LINKS

In the last Budget, survey was sanctioned for connecting Burhamara-Chakulia and Bansapani-Baribil with broad gauge rail link. The mission link should be sanctioned with priority.

In the last year's Budget announcement it was proposed to develop two world class railway stations at Puri and Bhubaneswar, seven "Adarsh" stations, the Medical College attached to Railway hospital at Bhubaneswar, Ambulance service for passengers and a Duronto Express from Bhubaneswar to Delhi. It is a matter of great regret that these projects have yet to be given effect to.

Similarly, it was announced in last year's budget speech that 800 new Indian Railway Passengers Reservation System (PRS) will be covered in 800 cities and towns across the country as per the choice of Hon'ble Members of both the Houses but the announcement has not yet been materialized. This announcement should be materialized.

Since most of the demands submitted by Hon'ble CM of Orissa has not been given due weightage in the Budget 2010-11, I am not in position to support the demand.

*SHRI D.V. SADANANDA GOWDA (Udupi-Chikmagalur): In fact, I don't want to travel through the whole budget, but I must say that this budget is a non-workable and un implementable budget as the whole

budget speech is not to the expectation of the people of the country. Targets are more but the provisions made are very meagre. The ongoing works will not be completed and it will not reach to the people in the expected time period. More favour is made to the people of West Bengal only keeping in view of the forthcoming election in the state. However, this is an attempt and not up to the expectations of the people of the country.

I will restrict my budget speech to the requirement of the people of state of the Karnataka only. Of course the State of Karnataka has seen six ministers in the ministerial berth of Railway. Right from Kengal Hanumanthayya up to Shri K.H. Muniyappa the present Minister for State for Railways except the regime of George Fernandes nobody has given the expected railway benefit to the State. During the regime of George Fernandes the coastal Karnataka got a Konkan Railway Connectivity. Rest for the last sixty years, feeble requirements are given to the state. The neighbouring states like Kerala, Tamil Nadu and Andhra Pradesh every time got the lion-share in the Railway budget. If we compare this to the earlier budgets this budget has given a small marginal benefit in the budget share to the State. To that extent Hon'ble Muniyappa has to be congratulated.

The Karnataka State ought to have given more share in the budget for the simple reason that Karnataka is the first state to take up Railways projects in the state on 50:50 cost sharing basis. With this, the burden of the Centre will be reduced and more Railway projects could be taken up in years. We should appreciate the Hon'ble Chief Minister of Karnataka that he has made an allocation of Rs.600 crores in the budget for this purpose. Considering this, the Railways should provide more funds so that the other states also follow the footsteps of Karnataka and there will be a fast growth in the Railways and its development works.

I would like to bring to the kind notice of the Railway Minister that in the earlier years also the budgetary allotments are not spent well in time and works are hampered thereby. The release of funds to the divisions are delayed. Hence, I urge upon the minister to take up a meeting with the DRMS along with MP's with regard to the implementation of budgetary works within 15 days and go ahead with the works.

Of course in this budget 1000 crore is allotted to the new Railway lines. But as far as Karnataka is

concerned no new lines are given to the state except for survey of new lines. Even it is learnt that it is only a proposal without the clearance of the Railway board or the planning commission really this eye working declaration of new proposed lines for survey is an attempt to cheat the people of Karnataka. Hence, I urge upon the Railway Minister at least the new lines proposed for survey in Karnataka may be taken up on priority basis as there are no new lines given in the budget.

I regret to state the fact that the whole coastal Karnataka is neglected in this budget. Hon'ble Minister Sri Muniyappa knows very well that port connectivity roads are in such a condition that it is not motorable. Shiradi Ghat, Sampaje Ghat, Charnad Ghat roads are in such a horrible condition that there is no connectivity between the coastal districts with the capital of the state Bangalore. In fact, the Bangalore-Mangalore Rail connectivity is the only one mode available. By diverting the Bangalore-Mangalore night train to Kanpur has caused great injustice to the people of coastal Karnataka. The day train runs only tri-weekly. Hence, I urge upon the Minister to run the day train regularly and extend the same up to Karwar immediately and give justice to the people of coastal Karnataka.

It is my earnest request that the trains running between Mumbai-Karwar must be extended up to Mangalore. Because most of the people of Mangalore, Udipi, Kundapur, Bhatkal are in Mumbai to earn their livelihood. Really, the extension of Mumbai-Karwar train up to Mangalore is the need of the day.

Hubli-Ankola is another important Railway line which needs to be accelerated and clearance from the Department of Forest must be obtained at the earliest. Iron ores from the eastern parts of the state can be easily transported to the port by expediting this line.

Totally the budget speech as traveled all over Karnataka for the first time without proper backing and funding. If the Railway Minister steps up with the state by appreciating the 50:50 cost sharing of State certainly the coming years the whole service of Railway network will take up a new direction. Hence, I request the Hon'ble Minister Sri KH Muniyappa to have a close watch to his home state in clearing all the projects of the state of Karnataka in the Railway Budget.

[*Translation*]

*SHRIMATI USHA VERMA (Hardoi): There are some problems related to the railways in my constituency, Hardoi and I would like to put them before you.

The people of Hardoi had pinned great hopes in the rail budget for the year 2010-2011 but not even a mention of Hardoi in the budget has disheartened them. It has been too long since Hardoi was awarded the status of a model station but no special package was given to Hardoi. In the previous Rail Budget Hardoi was announced as a modern station but the encroachment on the station, long queues for tickets, sight of people sitting on the floor due to shortage of benches and half covered tin shed platforms stand a witness to the fact as to how modern this station is.

People were hopeful of getting long pending MMU train service but no mention of it in the budget has disappointed them. Despite repeated announcements, MMU train could not be run. The President and General Secretary of Daily Passengers Association have made a demand for providing a stoppage to train nos. 4115 and 4116 at Hardoi.

Garib Nawaz Express (5715, 5716) halts at Shahjahanpur but not at Hardoi. It is very important for the local passengers to have a stoppage of this train at Hardoi station also.

During the last Session also I had written letters to Hon. Minister of Railways a number of times for providing stoppage of train nos. 4650-4649 and 4673-4674 namely Shaheed express and Kathgodam express at Hardoi station but did not receive any satisfactory reply from her side.

There are certain trains which are not Super Fast Express trains but they also do not have a stoppage at Hardoi station. Shramjivi Express 2391-2392 which passes from Hardoi may also be provided a stoppage at Hardoi.

The people of Hardoi have to pay the fare of Banaras to Bareilly 4235 and Barrily to Banaras 4236 Down passenger train, which has stoppage at almost every small station equivalent to that of an express train. Therefore, its fare should be reduced.

Besides this, there are 2 counters each of reservation and UTS but only one is functioning and there is frequent

link failure on them. Tin-shed installed on platform no. 2, 4 and 5 is incomplete and this should be completed soon.

Two years back, hon. Minister of Railways, Shri Lalu Yadav Ji, had announced to run an MMU train between Lucknow to Ranja which has still to see the light of the day. This MMU train service may be started at the earliest.

[*English*]

*SHRI ARJUN CHARAN SETHI (Bhadrak): Indian Railways is the harbinger of all economic development of an economically backward area, providing all weather connectivity for growth and development. Over the years, it is seen whenever in the country the Railway network is good and the particular area got the rail link first, all economic developments taken place and area is prosperous people living in the area are rich and live happily. I, therefore quite appreciate the statement of Hon'ble Minister of Railways when she shays "Railways being the life line of the Indian economy has to provide connectivity to most part of the country". Should commercial viability be the only criteria to judge this need of the connectivity or should social responsibility be an important consideration? We cannot and should not have a myopic view of viability. What is not viable today, if connected will be viable tomorrow. This statement of Hon'ble Minister is prophetic and requires attention of the august House.

In this context, I must like the case of Odisha State. The State was backward no doubt in respect of economic developments parameters. But Odisha is progressively emerging as the mining, metals and manufacturing hub of the country with substantial addition of energy generation capacity. The State is in the steps of adding in excess of 77 Million Tons per annum capacity in steel making, 12 MTPA in alumina refining, 15 MTPA capacity in Petro chemical refining 27000 MWs in power generation and 15 MTPA in cement manufacture, with a direct employment forecast of 200,000 manpower under the leadership of Hon. Chief Minister, Shri Naveen Patnaik, many blue-chip companies such as TATA steel, POSCO, Arcelor Mittal, Jindal stainless, Jindal steel and power, Bhusan Steel, ESSAR, Indian Oil etc. are investing in Odisha. Of the MOUs signed, more than 30 iron and steel projects have gone into production with more than Rs. 30,000 crore investments.

*Speech was laid on the Table.

*Speech was laid on the Table.

In this backdrop of economic development scenario in the state in the next five years, it is expected that additional rail borne traffic generation will be in excess of a staggering 250 MTPA. Therefore, the growing importance of rail infrastructure to sustain and power emergent trend of growth cannot be over emphasized. The present rail infrastructure in the State of Odisha is completely inadequate to handle the future growth of traffic. While the State of Odisha contributes in excess of Rs.6000 crore to the revenues of Indian Railways, the Railways route length spread across Odisha is mere 2500 kilometres, with an average 15.03 kilometres per 1000 square kilometres as against the national average of 19.00 Kms. and much less than the average in the contiguous State. A big part of profit of East Coast Railways comes from transporting coal and other minerals from various mines in the tribal areas of Odisha. The Planning Commission in the report comparing the development States of economic infrastructure of Odisha, especially the KBK region vis-à-vis the country says "However, it is most unfortunate that in a poor and backward State like Odisha, the development of rail network has received much less attention of the Centre Government in the post-independence period".

Since independence, only three B.G. rail-links namely, Talcher-Sambalpur-(174 kms) Koraput-Rayagads-164 kms and Daitari-Banspani(155 Kms), B.G. rail links in Odisha has been commissioned. Projects like Laxigarh Road-Junagarh (sanction) in the year 1993-94) and Khurda Road-Bolangir (sanctioned in the year 1994-95) have not been commissioned due to inadequate allotment of funds. The lack of rail infrastructure has been one of the main reasons for improved socio-economic growth of Odisha and put unexpected pressures on its road infrastructure. Hence the recent accelerated growth scenario in the State would require substantial investment from Ministry of Railways for completion of ongoing projects within next five years as future of Indian Railways and progression of Odisha Growth story are inextricably interwoven.

East Coast Railway Zone that was made functional from 1st April, 2003 with 3 divisions namely Khurda Road, Sambalpur and Waltiar has a low operation cost amongst the Zonal Railways.

However, expansion of jurisdiction of East Coast Railway has now become a necessity in light of recent industrial projects coming up in Odisha for ensuring better co-ordination and facilitating of bulk customers. I therefore, urge upon the Hon'ble Minister to either extend

the jurisdiction of Sambalpur Division to include a) Jharsugnda-Barsan-Kiribura b) Rourkela-Nuagaon, c) Jhavsugnda-Himgiri or to create a new division with headquarter at Jharsunda at Rourkela with jurisdiction as mentioned above under ECOR. Similarly, the jurisdiction of ECOR may be extend to include Banspari-Padapahar, Rups-Bangiriposi and Bhadrk Lakhannath road sections and a new Railway Division should be set up with headquarters at Bhadoak.

There is a large part of Odisha covering the backward region of undivided Bolangir-Kalahandi-Korapt(widely known as KBK) districts that have remained untouched by the projects of Railways. The Indian Railway should partner the vision of the State of Odisha Government and make a concerted effort towards connecting these regions to the national network. As has been proposed by the State Government a new railway line from Bhadrachalam(AP) Malkangiri-Jepone-Junagarh, Laxjigarh-Road-Talcher-Bimalagarth assumes top most priority. Besides, the work of the already sanctioned line from Khurdu Road to Bolangir needs to be accelerated and completed within a definite time schedule. Both these railway lines will go a long way in reducing regional disparities and ensure inclusive growth by operating as east-west and north-south logistic backbones for the entire state.

Immediate commencement of work on sections like Jeypone- Malkangiri-i and Baragarh/Bolangir-Nuapada viz- Padampur whose surveys have been completed will create new alternative corridors for movement of thermal coal and other minerals. The Lanjigarh-Junagrah line through Blawaripatna also be expedited. In the last budget a survey has been sanctioned for a new railway line Sambalpur to Brehanpur. The construction work of this project should start expeditiously.

The State Government of Odisha has requested the Railway Ministry to establish a rail coach factory in the State that would take advantage of the steel and aluminium capacity build up in Odisha. It should be established in one of the backward districts.

State Government of Odisha is taking initiative for development of ports at various locations along the State Coastline to give a boost to commerce and industries. These ports will also be important maritime trade gateways for land-locked States like Chhatishgarh, Jhakhrand, Bihar etc. The extension of Nuapda-Gurupur B.G.Rail link to Theruvali shall enable connectivity of the alumina producing region to the upcoming Gopalpur

Port and the proposed ports at Palur and Baluda Muha. Survey work for providing rail connectivity to the upcoming ports at Kirtania, Astaranga, Inchadi and Chudamoni from the main line i.e. Kolkata-Chennai trunk route may be taken up.

In this context, it is very important that the Ludhiana-Dankruni Eastern Dedicated Freight Corridor is extended from Dankuni to Haridawar so that upcoming ports at Kirtania, Dhamava and the major port of Paradeep are linked to the vast northern and central hinterlands of India.

In the last year budget announcement, it was proposed to develop world class Railway Stations at Puri and Bhubaneswar serves Adarsh Stations at Banspani, Bolangir, Jajpur-Keonjhar-Road, Khurda Road, Koraput-Junction, Rayageda and Tittagarh Junction and two Multifunctional complex at Banspari and Cuttack and Medical college attached to Railway Hospital at Bhubaneswar, Ambulance service for passengers at Bhubaneswar and weekly Bhubaneswar-Delhi Duronto Train. It is a matter of concern that most of these Projects and initiatives have failed to make any headway so far. I also request the Hon. Minister to declare Bhadrak Railway Station as one of the model stations as it had been developed by her predecessor. Hon. Mr. Nitish Kumar long back. Even the Puri-Rame-Swarum Express (Weekly) which has been announced in the Railway Budget 2008-09 is yet to be introduced.

At the last and not the least, the State Government of Odisha has presented a detailed memorandum to the Ministry of Railways of Rs.1805.00 crore towards ongoing railway projects, sanction of new-lines, surveys, improvement of passengers amenities with introduction of new trains extensions and increase in the frequency etc.

I request these may kindly be considered on priority to give justice to the State of Odisha, denied long to repeat the words of the Planning Commission of India.

[Translation]

*YOGI ADITYANATH (Gorakhpur): Madam Speaker, discussion is being held in the Parliament on the budget of the Indian Railways for the year 2010-11. Indian Railways is the world's biggest network operating under a single management in which more than 14 lakh officers, employees, gangmen etc. are contributing the pace of its

*Speech was laid on the Table.

development. Looking at the challenges and problems being faced by the Indian Railways which links the whole country in a thread of social and national integrity from North to South and East to West, this railway budget seems nothing but a political gimmick distant from reality. These kinds of political announcements motivated by political narrowness and prejudices cannot be supported. If we go through the announcements, the Hon'ble Minister of Railways has made, it becomes clear that she has already decided that she is not going to continue in the Rail Bhavan till the next railway budget, but she will shift to the Kolkata's Writers' building. So, she made all the announcements once for the next 10 years with a political of view irrespective of whether there was point any approbation from the planning commission for them or not. However, due to political considerations and cheap popularity two aspects emerged clearly from the situation in which the Indian Railways is finding itself today.

Constantly deteriorating condition of the railways choked its development affecting the completion of the ongoing projects and modernization of railways.

Due to the frequent rail accidents caused by overlooking the important aspects of safety and security there is a decline in both the number railways passengers and the amount accrued through the freight during the last one year.

It is a fact that the Indian Railways is not just a commercial establishment. It has social commitments also, but no resolution of social commitment can be fulfilled without bringing improvement in the economic condition. There is no clear mention in the railway budget about the way funds are likely to be mobilized for the ongoing projects as well as new projects announced in the Budget and to face the important challenges of safety and security of railways. For the first time announcement has been made by the Minister of Railways in the Railway Budget that there will be no privatization of the Indian Railways, but the measure to make the railways financially strong through "public private partnership" as announced by the Hon'ble Minister of Railways is not a conspiracy to push the Indian Railways slowly towards privatization? Frequent rail accidents and the incidents of robbery with the passengers have posed a serious threats to the safe journey in the Indian Railways and also to the security of the passengers. Frequent railway accidents and loss of precious life and property could have been checked if the rail budget had focused on modernization of railway tracks, repair of dilapidated bridges, modernization of signal system and equipping the railway level crossings

with the inter locking system, instead of using the same for political announcements. It is the illeffect of the political announcements made in the railway budget that the various projects important from revenue as well as strategical point of view are lying pending. No resolve to get them completed appears in the budget as there has been not even a mention about them in the budget. The announcements out of those made by the Hon'ble Minister of Railways in the railway budget on 3rd July 2009 comprise many such announcements which have not been implemented till date. There are still 17000 unmanned railway crossings. Similarly, I would like to know from the Minister of Railways that how far announcement in respect of deploying doctors in long distance trains has been fulfilled. The dream to set up 400 hospitals and diagnostic centers, 50 Kendriya Vidyalayas, 10 residential Navodaya Vidyalayas, model degree colleges of national importance as well as technical and technology institutes on the surplus lands of the railways is, of course, good, but no mention has been made by the Hon'ble Minister of Railways in the budget about the way funds are likely to be arranged for their setting up and for their infrastructure development and if there is arrangement of funds for all these, then, why the ongoing projects of railways have been left pending? That is why, this railway budget is miles away from reality. In the previous rail budget it was announced that the surplus land of the railways will be commercially utilized. It was a good proposal. Had this been implemented honestly, the surplus lands of the railways, which are lying useless and are mostly occupied by the land mafias, could have been used commercially leading to creation of resources for increasing the revenues of the railways and, at the same time, it would have become a medium to generate employment opportunities for lakhs of unemployed youths. I had submitted a proposal to the railways recommending setting up of a commercial complex on the surplus lands of the railways with the co-operation of Municipal Corporation, Gorakhpur which is lying useless outside Gorakhpur Junction, but it is a matter of sorrow that the proposal is lying pending till date. We may have been making announcements to upgrade Indian Railways to the world level, but the fact is that there is no timely arrival of most of the trains to their destinations. No proper information is given at the railway enquiry. I would demand the Hon'ble Minister of Railways that there should be a proper arrangement for regular cleaning of railway platforms and railway tracks and the timely operation of all the express and passenger trains should be ensured. Is there any scheme to enhance the work efficiency of the railway personnel through whom the Indian Railways

has to be upgraded to the world level. There is no mention this in the budget. Like various other challenges, there is also an important challenge of corruption before the Indian Railways. Corruption has made this biggest network of the world hollow. There is the example of the work of gange conversion carried out between Gorakhpur-Nautneve railway line and the Nautanva station which got damaged prior to its commissioning reflecting the extent to which there has been a nexus between the railways officials and the *mafias* in respect of various projects of the railways. Prior to it also, I had mentioned corruption in respect of city station constructed is Demingarh of Gorakhpur during the previous railway budget. Demingarh station got damaged prior to its commissioning and its most parts are still in the same condition. The worst side of the picture is that the work of doubling Gorakhpur-Gonda-Lucknow railway line was awarded to the same tainted firm which was allotted this work and as such the set norms are openly flouted.

I represent Gorakhpur Parliamentary constituency of Uttar Pradesh. Gorakhpur is an Important centre of education, medical care, trade and employment for a population of around 5 crore which is a major part of Eastern U.P. West North Bihar and Nepal alongwith the headquarters of the East North Railways. Even last time the East North Railways was neglected by the Ministry of Railways and this time, too, no new project was approved for this and no fund allocated for on going project. Criteria for development should be based on population in the perspective of the whole country. At the same time, no fund was allocated for the projects which are important from national security and strategic point of view. Criteria for development should be based on population in the perspective of the whole country, But it is very painful to overlook the projects which are important from national security and strategic point of view as well as those ones which are profit-making and also ongoing projects from revenue point of view.

I would extend my thanks to the hon. Minister or Railways for admitting my demand for making Gorakhpur junction a world class station in the previous budget. I would request your for taking necessary action in respect of some important and new projects related to East North Railways Gorakhpur. These important projects are as follows:

Duronto Express should be introduced from Gorakhpur to New Delhi:- Gorakhpur-New Delhi non-stop superfast Duronto Express should be introduced keeping overcrowd in view in the trains running in between Gorakhpur-New Delhi.

Gorakhpur-Kolkata Duronto Express should be Introduced:- Gorakhpur is the headquarters of East-North Railways. Lakhs of people from East Uttar Pradesh reside in Kolkata, East-North India as well as in the countries of South East Asia or go there for earning livelihood. In the absence of any superfast train between Gorakhpur-Kolkata, they have to face a lot of problems: so, keeping in view the demand of the people, Duronto Express should be introduced on this route.

Intercity train should be introduced between Gorakhpur-Ayodhya-Allahabad :- There being no direct rail connectivity from Gorakhpur to Allahabad, it takes 8 to 10 hours to reach Allahabad from Gorakhpur via Varanasi. This distance can be covered only in 4 to 5 hours if there is a direct train service between Gorakhpur-Ayodhya-Allahabad,

Electrification of Gorakhpur-Lucknow rail line:- This important project is already sanctioned and in ongoing position, but the pace of work being extremely slow, possibility of its timely completions is thin. At present, it takes 5 to 6 hours to reach Lucknow from Gorakhpur. This distance will be covered in 3 to 4 hours after electrification of this railway line and at the same time, there will be a saving of 17 to 18 percent in revenues.

Doubling of Gorakhpur-Lucknow railway line:- This project is also in ongoing position at present. The work of doubling Lucknow-Gonda railway line has been completed, but the pace of work between Gonda-Gorakhpur is slow and at the same time, it is not being carried out as per desired standard. It should be completed keeping in view the development of Eastern Uttar Pradesh and Bihar as well as the revenues.

Gauge conversion of Gorakhpur-Nautanva-Anandnagar-Balrampur-Gonda rail section:- This project is also in ongoing position at present. The work between Gorakhpur-Nautanva has been completed, but the pace of work between Anand and Balrampur is extremely slow and at the same time, it is not being carried out as per desired standard. This rail line passing along Indo-Nepal border area is important from strategic point of view, It may please be completed with quality in view.

Gorakhpur is also famous as a major centre of Hindu and Buddha religions alongwith also being the headquarters of East-North Railways. Lakhs of domestic and foreign tourists visit here each year. In view of heavy traffic, rail over bridges are required to be constructed over the following locations:

Nandanauar-Kurauhat on N.H. 28.
Nakha railway crossing.
Harhawa Fatak railway crossing
Pipraich railway crossing
Pipiganj railway crossing
Maniram railway crossing
Kaimpiyarganj railway crossing
Sahjanvan railway crossing

Footpath way should be constructed for pedestrians alongwith the railway bridge being constructed in Domingarh and Gahasau between Gorakhpur-Sahjanvan in Gorakhpur-Lucknow rail route.

Upgradation of Nakha and Cant, Pipiganj-Kaimpiyarganj, Maniram. Sahjanvan and Pipraich railway stations should be made and stoppages of passenger and express trains be provided at these stations in Gorakhpur district. Gorakhpur-Bansgaon-Dohrighat should be provided rail connectivity.

Railway line should be laid between Anand Nagar-Maharajganj-Ghughli.

Rapti-Ganga Express running between Gorakhpur-Haridwar-Dehradun should be run daily.

Facility of pantry car should be provided in Gorakhdham Express running between Gorakhpur-New Delhi-Hisar. There should be revision in time table of the Saptakranti superfast express train running between Delhi-Gorakhpur- Muzaffarpur. The departure time from Delhi to Gorakhpur should be 5.00 hours in the evening and the arrival time from Gorakhpur to Delhi be 6.00 hours in the evening.

Kumbh Special train should be introduced from Gorakhpur to Haridwar during Kumbh Mela.

All these demands are in public interest. All the aforesaid projects are important in view of making Indian Railways the world class railways and fulfilling social commitment of Indian Railways. Necessary action may please be taken in this regard.

[English]

*SHRIMATI POONAM VELJIBHAI JAT (Kutch): I want to laid my suggestion Railway Budget 2010-11.

I would like to congratulate Kumari Mamata Banerjee for presenting the Railway Budget but ours is a big country with different states and so the Railway which

*Speech was laid on the Table.

is like our nervous system a important mode of transport for every middle class and poor Indian. there are many expectations by the Members of Parliament when a budget is declared. But sorry to say that the Railway budget is not according to the people's expecations and only one side of the Country is benefited by it. Gujrat being a developed state has not been a proper representation and more trains and passenger facilities should be given to Gujrat. As the number of passengers traveling with a ticket in Gujrat is the largest than any other state. My constituency Kutch is also a developing district with a lot of Industries, salt Industries and cement Industries. With many people all over India residing. So I feel we should have got atleast one more train for Punjab and Jammu. A train declared in the last budget for Kolkotta is still not started. There is a flourishing business of salt. But because of less salt wagons given by Railways. Traders have to suffer a lot. So, I request the honourable Minister to be more considerate towards the problems of Kutch and Gujrat. Even Bhuj a very important city of my constituency should be taken for up gradation.

[Translation]

*DR. KIRIT PREMJBHAI SOLANKI (Ahmedabad West): Our Ministry of Railways has, in fact presented a lollipop budget in a bid to present a populist one. Definitely there is no hike in train fare, but implementation of so many announcement is miles away from reality.

The Minister of Railways has presented a complete imbalanced budget keeping in view elections in West Bengal. In this budget she has entirely neglected interests of various parts of the country, particularly those of Gujarat. The Minister of Railway, Who so ever they may be, is meant for the whole country and not for their own state alone.

This rail budget has lack of progressive approach for development of the railways with the Government will power for infrastructural development and qualitative changes therein for the coming years.

There was 24% transportation of goods by the railways during N.D.A rule in the year 2001-02 which has now come down to 20.89. It clearly shows that there is more reliability or road transport in stead of railways under the system for transportation of goods in the country. There is an adverse effect on railways due to over

charges. Then the freight enquiry committee should be constituted for rail infrastructural network for bringing qualitative reforms and celebrating National railway year.

Gujarat has the maximum network of Western Railways and it has major contribution to income generation through the passenger fare as well as other commercial activities even though the long standing demand of shifting the headquarter of Western Railways to Ahmedabad has been denied. Madam Speaker, through you, my request is that the headquarter of Western Railways should be set up in Ahmedabad.

Gujarat has the largest seacoast in the country and the Government of Gujarat has started work for development and construction of seaports like Dholera, Hazira, Sutrapada, Mundra along that seacoast so that Delhi- Mumbai Golden freight corridor could be made more viable and the sea trades of the entire North and Western parts be made through the ports of Gujarat. But the announcement has been made for providing rail connectivity to those seaports by laying railway lines on P.P.P. model in this through the public private partnership. Gujarat has 40% contribution to through the public private partnership. Gujarat has 40% contribution to Delhi-Mumbai freight corridor. The demand of Gujarat for setting up 10 auto hubs on this corridor has been overlooked in this railway budget.

Northern and Saurashtra regions of Gujarat are backward areas where railway facility is inadequate and year old. The years-old demands of new broadguage railway lines long distance trains and intercity trains to these areas have been denied.

Ahmedabad city has developed expeditiously and it has got status of a mega city. At present, there is congested rail traffic at Kolapur railway station. My demand is that Sabarmati and Maninagar railway stations of Ahmedabad should be upgraded as terminal station by making their desired development and introducing long distance trains from there.

There should be a complete doubling of railway track and electrification in Ahmedabad-Delhi railway line. A non-stop Duroto train should also be introduced between Ahmedabad and Delhi.

The feasibility report was prepared and the action taken in respect of introducing "bullet train" between Ahmedabad and Mumbai. With the completion of this project the credit of operating the first bullet train in the country should go to Ahmedabad-Mumbai railway line.

*Speech was laid on the Table.

The Northern part of Gujarat is very backward area and the constant injustice has been made by the railway administration to this region. My request is that the railway coach factory should be set up in Northern Gujarat area so that the economic and infrastructural development could be made over there.

[*English*]

*SHRI P. KARUNAKARAN (Kasargod) Our Railway Minister has presented the Budget for the year 2010-11. Indian Railway is the biggest undertaking with effective network throughout the country. The success of Indian Railway depends upon the massive support from all sections of people irrespective of political ideas Indian Railway is really a symbol of national integration. This is due to its public character that has been protecting for a long time. When Railway implements new scheme and projects, this public structure should not be weakened. The privatization process in the Railway should not affect its social obligation and national interest. Due to the shortage of time, I confined only to some issues of my State Kerala.

I appreciate the declaration of coach factory in Palakad but no fund is allotted. Govt. of Kerala has already handed over the required land to the Railway. So in this budget itself sufficient fund should be allotted.

Adequate fund should be given for doubling an electrification for various lines. The fund allotted for the electrification of Shurnur-Mangalore line is insufficient.

Railway has announced some trains in the State. I welcome this but the important demand of the State is to introduce a day train to Bangalore from Kannur and Cochin because thousands of people from the State are residing and employed in Bangalore.

Railway Minister in her inaugural budget speech made it clear that not only economic viability but social viability is also my goal when new schemes are introduced. Number of surveys are completed in the State of Kerala. In one survey i.e. Kanhangad-Panathur survey report is submitted to the Railway Board. It is stated that the estimated cost come about 332 crore rupees and the route length is 41 Kms. The return is 2.02. It shows the feasibility of this Railway line. It is sad to state that this line is not included for the further study of Planning Commission. This line passes through the

tribal and agricultural area which also connect to Karnataka in the next phase of the line. So I request the Hon'ble Minister to consider this new railway line for further study.

The northern part of the State is really lagging sufficient train services. Govt. have already submitted to introduce an intercity Express from Calicut to Goa and also passenger train from Calicut to Mangalore. The new train introduced Calicut-Kannur can be extended to Mangalore.

Kerala being a tourist destination, Govt. of Kerala has requested to have a tourist train from Kanyakumari to Goa which touches four States. There should be time bound programme to complete the work of ROBs. I admit that there are problems of land acquisition but Govt. has decided to take it as an urgent matter and Railway also give sufficient funds and implement these projects.

The most important issue as far as passengers are concerned is the lack of sufficient coaches especially in the long distant trains as well as the passenger trains. Kerala face very acute shortage of adequate coaches. Railway should take it an urgent need of the State.

The long pending demand of the State for a new zone is not materialized till now. Govt. of Kerala and M.Ps of the State have been requesting for this urgent demand.

Govt. has already given a representation dealing with various issues of the State in connection with the Railway. The frequency of Rajdhani and Sampark Kranti Express from Delhi to Kerala should be increased and there should be stoppages for Rajdhani Express atleast in the District Headquarters like Kasargod, Thrissur and Aleppy and Kerala being a tourist destination State, we have been demanding a tourist train from Kanyakumari to Goa.

[*Translation*]

*SHRIMATI RAMA DEVI (Sheohar): The Minister of Railways has asked in para no. 5 of her speech that the need of taking decision in respect to connectivity should be based on economic viability or discharge of social obligation. The Minister of Railways herself admitted this fact giving importance to sortance to social obligation; so I welcome this approach.

Economic disparity has become a grave problem in the country today as a result of which serious evils like naxalism, diseases, increase in unemployment in unorganized sector, reckless price-rise of food commodities, disproportion in equal opportunity have got created in society here. However, the Government speaks of the need of integrated development from time. But, it is due to policies of the Government that the individual development in place of integrated development is getting promoted and railway are also following the same attitude on account of which the aspect of discharging social obligation is getting weekend day-by-day in railways today.

The Government has mentioned in the budget a vision for the year 2010 under which commitment of advanced public traffic system has been stated to be developed by fixing a target of laying railway lines in 25000 Km in the country for providing inter connectivity to various areas, seaports, industrial hubs, tourist and Pilgrim places here, but the reality is that there is increase of only 10,419 Km recorded in railway lines since 1950 till date that is, 180 km each year. To achieve this target under the vision there is need to lay more than 1000 km railway lines each year and, that too, in those areas which are backward and non profitable in view of economic viability in the country. It is beyond common understanding as to what is the way by which the funds are likely to be realized on the one hand and the work efficiency be generated on the other hand.

The Minister of Railways, in para 16 of her speech, has given focus on the need of developing commercial culture. On the one hand commercial approach is being given importance, while on the other talks are being held over discharge of social obligations. It seems that the Government is day dreaming. I would like to know whether it is possible to fulfill the requirement of enhancing railway facility from commercial point of view and at the same time, developing society by providing railway connectivity to the tribal as well as the backward areas today in the country.

That system can not be economically viable and under these circumstances, how can the target be achieved by evolving a commercial culture?

The hon. Minister has mentioned in para No. 18 that a separate structure will be set up in the railways for implementing the commercial model. It clearly means that the Government intends to set up a parallel private sector railway system along with the present one. It is needless to mention the ill effects thereof. In fact, the common citizen of the country is suffering from the outcome of such type of policy.

The hon. Minister has emphasized on the need to remain careful and vigilant for the safety and security in the railways. At the same time, the importance of safety and security has been tried to be downplayed by citing the huge network of the railways in the country in this context. I would like to remind that when we witnessed a number of railway accidents during the past months in the country, what the hon. Minister of State for Railways commented on those incidents can not be called as appropriate.

In fact, out of the total railway accidents that take place in the country, a majority of them, rather more than 60 per cent one caused due to the human error. These human errors can be rectified not by incurring any expenses but by cultivating a sense of dutifulness and for that it is necessary that the Railway-administration, the higher officials of the railway lead by example.

The unmanned railway crossings play a major role in railway accidents. There are 17 thousand unmanned railway crossings in the country. Approval had been granted for manning 3 thousand railway crossings during the year 2009-10 and there is a proposal to man another 1000 railway crossings during the next year. I would like to know that whether 3 thousand crossings have been manned by the railways during the year 2009-10. If 3 thousand crossings have been manned during the year 2009-10, then why the number of such appointments have declined during 2010-11? This reduced target is an indication of the neglect towards the safety and security of the Railways.

The gross traffic receipts of the railways for the year 2009-10 have been estimated to be Rs. 88 thousand, 4 hundred, 9 crore as per the budget. However, this has been estimated to have declined to Rs. 88 thousand, 3 hundred 56 crore, while the general operational expenditure which had been estimated to be to the tune of Rs. 62 thousand, 9 hundred crore, has been estimated to rise to Rs. 65 thousand, 5 hundred crore. The estimated decline in income and rise in expenditure cannot be called a good sign for the strengthening of the organization. The amount of market borrowing is also growing with the railways. Gross traffic receipts during the coming year 2010-11 have been estimated to be to the tune of Rs. 94 thousand 7 hundred 65 crore and on the other hand, Rs. 65 thousand crore has been allocated for general operational expenditure. This is Rs. 5 hundred crores less than the revised estimate of the previous year, but nowhere is there any mention of any planning as to how this less expenditure of Rs. 5 hundred crore

will be met. It has been proposed that during the year 2009-10, the planned expenditure will be of Rs. 40 thousand, 2 hundred, 26 crore. It is a matter beyond common understanding that when the hon. Minister has mentioned to implement a larger number of schemes during 2010-11 in comparison to the year 2009-10, the rise in the funding to get these projects completed has been only to the tune of Rs. 1142 crore. How come the projects could be completed with such a meagre amount?

*SHRI RADHA MOHAN SINGH (East Champaran): The Budget is a planning for income and expenditure. It is such a plan which ensures that the income would grow and would be more than expenditure and the surplus will be invested for the future.

However, this time, in the railway budget for the year 2010-11, without showing any concerns for revenue and necessary resources, a large number of new projects have been announced. But proper arrangement of funds has not been made to get them completed.

In the budget, the estimated revenue is to the tune of Rs. 94764.95 crore. Out of this, Rs. 62489 crore is estimated to accrue from freight.

In the last year's budget, this was Rs. 88419 crore, though, actually it stood at Rs. 88355 crore which was Rs. 63 crore less than the budget estimate.

During this year, a target of 10 per cent rise in the passenger fare and the freight charges has been fixed

It is estimated that Rs. 26126 crore will accrue from passenger fare and Rs. 62489 crore from freight charges.

In regard to income from other sources, Rs. 2750 crore was estimated to accrue during the previous year's budget which has risen nominally this year to Rs. 2778 crore. It is estimated that under the head of other miscellaneous income Rs. 3170 crore will accrue.

In a sense, not a major growth in income has been envisaged in the target. There has been around 10 per cent growth per year in the Railways' overall business. This year, there has been no hike in passenger fares or freight charges. On the other hand, expenditure has been rising constantly. The maximum expenditure of the railways is on account of the salary of the employees while the fuel cost occupies the second place. Both these costs are rising regularly and there is no sign of any decline

in these. In this scenario, special curtailment in capital expenditure and working expenditure is certain.

In the budget, under the working expenses Rs. 65000 crore is estimated to be spent which is Rs. 500 crore lesser in comparison to the actual estimate of Rs. 65500 crore in the year 2009-10. This year, there is a provision of appropriation of Rs. 7600 crore in the depreciation reserve fund whereas it was Rs. 900 crore in the last budget. With this fund the old rolling stock and tracks as well as equipments are replaced. This year, there is a provision of appropriation of Rs. 2700 crore in the development fund also, which was Rs. 3315 crore in the last budget. Similarly, there is a provision of Rs. 3340 crore in the capital fund

In the last budget the Ministry of Railways got a budgetary support of Rs. 16741 crore from the Government which has been reduced to Rs. 15875 crore this year. Obviously, it will have an impact on the railway projects. Apart from this, there is no scope of any considerable increase in respect to earning. Freight is the biggest source of earning for Railways. It accounts for 65 percent in the total earnings. In the current financial year, Rs. 58715 crore is estimated to be earned under the freight head. This is even lesser than 10 percent increase. Not only this, a less of 10 percent has been shown under the passenger revenue head also.

So far as the expenditure under the working expenses is concerned, the maximum 53 percent share is spent on the employees' salaries. Approximately 26 percent of money gets spent on the fuel, whereas the material cost comes to even less than 10 percent. In this way more expenditure will be incurred on the employees because crores of rupees will be spent on heads like hospitals, schools and sports academies. There is not much mentioned under the head fuel as the possibility of the increase in this regard is quite visible.

Capital expenditure should have been increased more for new railway lines, rolling stock and other basic infrastructure but it has been limited to Rs. 553 crore. A year back, it was Rs. 1791 crore whereas in the year 2008-09, it had been Rs. 5709 crore. It is not that there is any dearth of new projects this time. This time also, there has been an announcement for new lines, gauge conversion etc. on a large scale. Apart from this, the projects amounting to more than Rs. 10 lakh crores have been pending for the years. By when these are likely to be completed. There is not even a single mention of the same in the budget. The Minister has talked of setting

up new manufacturing units in the budget but it not clear as to from where the funds for the same are likely to be managed?

The biggest question pertains to special Railway Safety Fund. There is nothing specific visible in this regard. Several years back, the special Railway Safety Fund was constituted for railway safety, which had a provision of Rs. 17000 crore. Construction of new railway bridges in place of the old ones and replacing the old railway lines were meant to be executed under it. Apart from this works related to installation of new signal system, carrying out track circuiting and employing anti-collision device were started. What is the state of progress in that field today?

In the budget, there is an emphasis on the need of doubling and augmenting the capacity of lines instead of laying new lines. With the announcement of new trains and increase in the number of rounds of several other trains, the problem of lack of capacity of the lines will become worse. The lack of capacity of railway lines is not only dangerous from the safety point of view, but it is also a big reason for the trains not running on time.

The proposal regarding Eastern and Western dedicated freight corridor has already been approved by the Planning Commission five years back but the progress in this regard has been quite dismal. Hon. Railway Minister has promised to bring speedy development of these projects. Only the times will tell as to how far she able to fulfill her promise.

Delhi is the capital of the country. A common man from any state or religion or any person residing in any part of the country feels connected with Delhi not only from political but cultural, and historical point of view as well.

Delhi is going to host the common wealth games this year. People from all over the country will come to Delhi to watch the variety of athletes from all over the world and their sports. A number of facilities including metro service are being provided in this regard but perhaps the Hon. Railway Minister caught in the political wrangling of Bengal could not pay attention in this direction. In the whole budget only one long distance train namely Sarai Rohilla-Ganganagar three days a week Express has come in Delhi kitty. Apart from this, only tow trains out of 52 long distance trains will run via Delhi

Out of six proposed short distance new 'matrabhumi' services, Delhi will get only one train *i.e.* Delhi-Panipat

service. Delhi has not been given any train even from the Karmabhoomi services. Out of 16 new Bharat teerth services, five trains will start from Howrah but none will commence from Delhi, Out of these only two trains will pass through Delhi. Out of the ten Duranto services scheduled to run this year, Howrah has got three trains whereas Delhi has got only one.

If we look at other aspects apart from the new train services, the Railway has not been generous in even the fourth stage of development of New Delhi Railway Station. Only Rs. 4 crore and 85 lakh were needed now to complete the developmental work of New Delhi Railway station but only Rs. 3 crore and 45 lakh have been given for this year. Here also 1 crore and forty lakh rupees remained short.

Through you, I would like to remind the Hon. Railway Minister that the capital of the country might have been there in Bengal till 1911, but since then, Delhi has been the capital of independent India as of now. She has connected Kolkata to the various parts of the country very well through this budget and it is quite well also; however, Delhi should not be ignored in this regard. I want to make a submission today on this occasion.

This railway budget of 2010-11 has proved that Bengal has been taken care of adequately but not the country.

Projects worth thousands of crore have been announced in the budget, such as an axle factory for trains in New Jalpaigudi, repairing factory of passenger coaches at Anara near Aadra, goods coach factory in Bardhaman and Haldia, heavy hall wagon repairing factory in Dankuni, goods, coach repairing factory in Khadagpur, coach factory in Singur, DMU factory at Sankarail near Kolkata and modernization of railway engine factory in Chitaranjan all in Bengal.

Not only this, West Bengal has got the overwhelming number of proposals, be it introduction of new trains, setting up of schools, colleges and hospitals or construction of stadium or hockey turf. There is already a research and development center for the railways in Lucknow. Instead of strengthening the center, an advance training center has been proposed to be opened at the IIT in Khadagpur of West Bengal. She proposes to set up a sports academy in Kolkata for promoting sports in the railways and also at Howrah and Bolpur in the name of Guru Deve Ravindra Nath Tagore. West Bengal has also cornered the maximum number of proposals for setting up multifunctional premises.

Looking at the budget, it appears clear that a political express train has been run in Bengal overloaded with gifts at one hand and on the other, the railways have been tried to be used as a instrument to facilitate the Congress in Uttar Pradesh where it is trailing in politics. Perhaps, that is the reason that instead of taking care of the UPA, UP has been paid more attention only next to Bengal. The Hon. Minister of Railways has taken full care of Raibareilly and has given gifts to Amethi as well. The Hon. Minister has stated in her budget speech that the setting up of passenger coach factory in Raibareilly will not only be expedite but it will be made operational as well. For provision of drinking water to the railway passengers, six bottling plants will be set up in the country out of which one will be in Amethi. Not only this, the survey for a new railway line from Amethi to Shahganj via Sultanpur will be updated and the clearance of the Planning Commission will be got for the same. Introduction of 18 "Bharat Teerth" trains has been announced out of which half a dozen are related to Uttar Pradesh.

These are good things for politics from political view point, I am not opposing them.

However, through you, I would definitely like to request the Hon. Minister to introduce her favorite Durgam train in Bihar. Bihar should not be kept deprived of the Durgam train facility. A new train is required to be introduced between Rajgir and Raxaul. Sir, a Rajdhani Train should be plied between Muzaffarpur and New Delhi via Gorakhpur-Betiah-Motihari. More trains should be plied for Delhi in this line. Rs. 70 crore has been provided in this budget for the next financial year for the Patna-Hajipur rail cum road bridge. Besides, Rs. 254.73 crore more will be required. Similarly, Rs. 65 crore is being provided for a bridge on the river Ganga in Munger. Budgetary allocation is needed to be raised for these two. Hon. Railway Minister has, of course, targeted to get the bridge on Kosi completed by March 2011; however, the provisions made there for are inadequate. It is the estimate of the Ministry of Railways that an additional amount of Rs. 219 crore will be required to be spent to get the remaining work completed with regard to the bridge on the Kosi river, while only a provision of Rs. 40 crore has been made. Nothing has been stated in the budget about how the Ministry of Railways would arrange for the remaining amount of fund in this condition. The project regarding laying of new railway tracks with regard to Ara-Bhabhua, Araria-Supaul, Gaya-Daltenganj, Muzaffarpur-Darbhanga, Motihari-Sitamadhi and Sitamadhi-Jainagar Nirmali have been

grossly ignored and only a nominal fund has been allocated for them. I request that allocation of fund may be raised for the Motihari-Sitamadhi railway track as it is concerned with the most important place of the bordering area.

Champanan has been the 'Karma Bhumi' of Gandhi Ji. To lead the struggle against the British he had deboarded at the Motihari railway station while undertaking his journey by train. Every nook and corner of Champanan is linked with the memories of Gandhi Ji. After the Gandhi Dham railway station, this station of Motihari has been named as Bapu Dham Motihari station. Needless to say that this station is an important one. It is my request that this station may be developed as a station fully equipped with international level facilities. This station may also be included in the list of developed stations having multi-purpose premises. Motihari is a city with a large population. There are two railway crossings in the city near the railway station. There is no overbridge at present. As such, it should be constructed.

Chakia station has the status of 'B' grade; however, there is neither the facility of power nor of water. There is shortage of booking clerks. Several trains do not have stoppage over there. Trains should be given stoppage at this station. The entire traffic system remains stalled as there is no over bridge across the railway crossing. An over-bridge may please be constructed across the railway crossing in Chakia.

At last, I would like to make a humble submission about Vaishali which has been the cradle of democracy. Vaishali is not only a part of the country, but is famous world wide due to cultural and historical reasons. Vaishali and Kesaria are the centres of glory for Buddhism. Tourists from the country and abroad visit here. Agreement of Sugauli has been a major chapter of history. The demand to have railway connectivity which was being raised from the pre independence days, was fulfilled during the regime of the NDA Government when the same was sanctioned. The Hajipur, Vaishali, Kesaria, Sugauli railway line was sanctioned and the work was started thereon. Incidentally, the Government changed, respected Lalu Ji became the Railway Minister and no one knows why he felt so aloof from the root of democracy. This land which is the mother of democracy could not witness and speedy construction of the railway line.

The Hon'ble Minister has been bountiful for Bengal and for Raibareilly and Amethi as well. She is requested to kindly raise the allocation for the Hajipur-Vaishali-Sugauli railway line.

*SHRI RAJENDERA AGRAWAL (Meerut): I am grateful to you for giving me an opportunity to participate in the discussion being held on the railway budget.

Under the Meerut-Hapur parliamentary constituency, area of western Uttar Pradesh, Meerut is a very important city having a historical and glorious background. Mayrashtra city constructed by Demon King Maya, the father of Ravan's queen Mandodri became Meerut in course of time. The capital city Hastinapur belonging to the Mahabharata age of the Kuru dynasty is just 40 kms from here. Many glorious memories of the erstwhile history are strewn in Meerut and around it. The first war of independence against the British in 1857 had started from the Augharnath temple of Meerut itself. At present, Meerut is a major industrial city of western Uttar Pradesh. The scissor, brass-band and handloom industries of the city are quite old. This is the only centre where sports goods of international standard are manufactured. Manufacturing of golden jewelry has taken a form of cottage industry here.

Nurpur Madhaiya near Hapur, the birth place of former Prime Minister Choudhary Charan Singh, who fought for the farmers throughout his life, falls under this Lok Sabha constituency itself. Even today, the pricing of various agricultural products are fixed from the markets of Hapur.

However, this is quite an irony that the Ministry of Railways have ignored this important area for quite a long time. The British rulers meted out a step motherly treatment to Meerut as it was the birth place of the freedom struggle of 1857. It appears that the same attitude is prevailing even now. A bit of attention has been paid towards Meerut in the budget of this year and for that I am grateful to the hon. Railway Minister on behalf of the public of my area, but, sir, this important area which has been ignored for quite a long time, requires special attention from the hon. Railway Minister.

I want to bring to your notice the neglect that has been shown to this area. Sir, doubling and electrification of railway line is required for operation of a large number of trains as well as to maintain their speed. The route from Delhi Roorkee-Haridwar-Rishikesh etc. is via Meerut itself. Besides, Delhi to Jammu via Saharanpur-Ambala route also goes through Meerut. On this route, doubling of just 40 kilometres section of the railway track between Ghaziabad to Meerut has been completed in several

years. However, doubling of about 100 kilometers of railway section between Meerut to Saharanpur has still not been completed. If doubling of this entire railway line is carried out, the public of Muzaffarnagar, Saharanpur, Haridwar etc. besides Meerut would immensely benefit.

Similarly, the work on doubling the stretch of the railway track from Hapur to Gajraula which falls on the Delhi-Moradabad route has also been going on in a very slow pace. Doubling of Meerut to Khurja railway section has to be carried out also. It is my request that doubling and electrification of these small railway sections may be expeditiously carried out so that the Railways could properly play its role in the development of this entire area of the Western Uttar Pradesh. I believe that these works would enhance the revenue of the railways as well.

The hon'ble Railway Minister has approved the railway line between Meerut to Hastinapur, I express my gratitude to her for that. This would promote tourism in this historical area of the Mahabharta age. I hope that the laying of this railway line would soon begin. Two other proposals for railway lines between Panipat to Meerut and Daraula to Bijnor via Hastinapur which have been sent to the Planning Commission are also quite useful. I fully believe that the officers of the Ministry would definitely succeed in getting these proposals approved due to their utility.

A large number of passengers go to the capital of the State-Lucknow from Meerut and adjoining areas due to various works every day. There is only a single train except Nochandi express for this from Meerut. This train was basically introduced to ply between Meerut and Lucknow. Later on, it was extended from Meerut to Saharanpur and Lucknow to Allahabad as a result of which this train does not run in time and during winters, it has to be often cancelled. I request that this train should be plied between Saharanpur and Lucknow only. During day time, there is no train from Meerut to Lucknow. In view of the number of passengers, running of a Shatabadi/Jan Shatabadi from Meerut to Lucknow via Hapur-Moradabad-Bareilly will be quite useful and required. If this train starts from Meerut at around 6 a.m. and returns to Meerut at night, this would fulfil a big requirement of the area. I believe that introduction of this train would enhance the income of the railways. Through you, it is my request that this train be introduced urgently.

The plan of the NCR planning board had envisaged the operation of a Rapid Rail Transit System (RRTS)

*Speech was laid on the Table.

between Delhi to Meerut and Delhi to Hapur for rapid operation of trains. Nothing like this has taken off so far. It is my submission that Metro train or any rapid rail service like that may be introduced between Delhi to Meerut and Delhi to Hapur.

The erstwhile Railway Minister Shri Nitish Kumar ji had inaugurated the double line railway bridge at Brajghat across the river Ganga on the Delhi - Moradabad section. At that time, Shri Nitish Kumarji had announced the introduction of a new shuttle train from Delhi to Brajghat Tirthnagari. Sir, the public of the area is still awaiting the introduction of a shuttle train as per the said announcement. This may be introduced urgently. The said bridge which was due to be completed by January 2007, it was still not ready till March 2010. It should be got completed urgently so that doubling work on this railway section could be completed.

The 16 proposed routes under the Bharat Tirth announced by the hon. Railway Minister is a welcome announcement. Meerut should also be covered under these proposed routes in view of its historical and religious importance. The proposed route numbers from this viewpoint are:-

- (1) Howrah-Gaya-Agra-Mathura- Vrindavan-New-Delhi-Haridwar-Varanasi-Howrah
- (2) Howrah-Varanasi-Jammu Tawi-Amritsar-Haridwar-Mathura- Vrindavan-Allahabad-Howrah and
- (3) I request that Meerut and hapur be covered at a suitable place in the route covering Pune-Jaipur-Nathdwara-Tanakpur-Jaipur-Mathura-Agra-Haridwar-Amritsar-Jammu Tawi-Pune.

I fully believe that the hon. Railway Minister would definitely pay attention to my request made through you and she would give the due share to the Meerut-Hapur area so as to ensure proper development of that area.

*SHRI MAHENDRASINH P. CHAUHAN (Sabarkantha): Indian Railways have been a major pillar of our economy. The railway network connects the entire country. It links every state, language, culture with one another and from wherever the railway network goes through, development takes place over there. Railways are not only a medium of tourism but have become synonymous to development. As such, when the Railway budget is introduced, the whole country hopes to get some better facilities.

The Budget presented by the hon. Railway Minister this time has meted out injustice to Gujarat, particularly, the North Gujarat. State-specific parochialism has been reflected in the budget, which has been introduced. We talk of nationalism but when it comes to giving out something, we tend to adopt state-specific parochialism. I would like to ask this House whether we do not belong to this country? We have also come over to this House with a hope and anticipation to find out the method to develop our constituency. Then, why this discrimination with us? Do we not deserve development?

Development should be all pervasive. Every state of the country should be developed. There should not be any partiality or discrimination in this regard.

My constituency Sabarkantha is a backward and neglected one with a population of tribals, dalits and OBCs who have not been developed in any way. Due to the lack of railway facility in my area, no major industry has been set up. People eke out a living on agriculture and animal husbandry. Had the facility of railway services been provided, we would not have remained backward today. The Union Government has covered my area under the B.R.G.F. grant which is provided to the backward districts. This shows that my Sabarkantha constituency is a backward one.

Even today, we do not have any direct train to go to the capital of the country, Delhi or Mumbai. We have to travel to Ahmedabad, Mahesana or Abu Road (Rajasthan) by private means of transportation which are 200-250 kilometre away from my area. Thereafter, we get the facility of train services. That's why, we had pinned our hope, but we did not get anything except disappointment. We feel very sorry.

Therefore, Mr. Chairman, Sir, through you, I demand the hon. Minister and request her that:—

- Gauge conversion of the railway line from Ahmedabad to Udaipur via Himmatnagar has been sanctioned, but adequate budgetary support has not been provided. Therefore, provision for the same may be made and work on it be commenced at the earliest.
- Ahmedabad-Khadgabrahma via Himmatnagar is a very old railway line. This railway line should be connected with Abu Road via Ambaji as Ambaji is the 'Shaktipith', the centre of faith in our country where lakhs of people visit every

year for 'darashan'. This will lead to the development of the tribal area and my area will get the facility to have direct route to Delhi. Survey has been done in this regard. As such, it is my demand that gauge conversion of this railway line may be carried out and it should be connected with Abu Road via Ambaji and the speed of the train plying on this route should also be increased.

- Modasa-Kapadganj-Nadiad railway line should be connected with Samalaji station via Modasa which is at a distance of just 15 or 20 kilometres. It will give connectivity to Ahmedabad-Udaipur railway line and a new track will be available for going to Udaipur, Modasa, Surat and Mumbai which will be a shorter track between Delhi and Mumbai.
- A DMU train runs between Modasa-Nadiad in which there is no facility of toilet causing inconvenience to the passengers. Stoppages at a number of major business stations such as Demai have been discontinued which should be restored.
- A number of unmanned railway crossings should be manned.

[English]

*SHRI S.S. RAMASUBBU (Tirunelveli): Indian Railways is the second largest network in the world and it daily transports 14 million people. In its second innings, our UPA Government has continued to present the growth oriented and passenger fares and freight rates. In fact, the passengers fares were reduced time and again in the last few years.

Our Hon'ble Railway Minister, Mamtaji has given adequate attention to passenger amenities, safety, introduction of new trains and extension of existing trains, facilities to railway employees, etc. Reduction of Service Charge on e-tickets is a welcome step. Due to higher service charges, many of the passengers are reluctant to opt for e-tickets. The proposal to reduce the service charge on e-ticket will ease the rush on the railway counters and the extension of E-tickets Vans to hospitals, courts, universities and IT hubs will help the railway users greatly. Besides, 100% concession to cancer patients is in the right direction.

There are large numbers of village Panchayats which are not having railway ticket centres. Railway's proposal to open ticket centres at district headquarters and village Panchayats is welcomed by all sections of the society. In this connection, I would like to point out that in the last Budget Hon'ble Minister has announced that MPs can identify a location in their constituencies of their choice for opening up of a PRS Centre. However, I think that there is no progress in the proposal. I have identified Alangulam in my Tirunelveli Lok Sabha Constituency, Tamil Nadu for opening of a PRS centre and wrote a letter in this regard long back. I urge upon the Hon'ble Minister to take immediate steps for opening of a PRS Centre at Alangulam at the earliest.

The deployment of women RPF in trains and railway stations are not sufficient and in many of the trains women passengers feel a sense of insecurity. The proposal to raise *Mahila-Vahini* for the security of women passengers will restore faith and confidence among the travelling women public.

Another important aspect which is causing concern is increasing accidents in unmanned level crossings. Over the years the cases are increasing particularly during foggy winter months. Sensitive unmanned level crossings can be identified and they can be manned. Railways are paying huge compensation for accident victims of unmanned level crossings. That amount can be utilized and precious lives can be saved by utilizing the services of retired personnel or unemployed youths on contractual basis.

The amount allocated for safety is not adequate. Large stretches of the tracks and signaling are to be replaced. Modern security apparatuses and anti-collision devices are to be put in use greatly to minimize the accidents and adequate funds needs to be allocated for the same.

The railway employees are facing lot of difficulties for their accommodation. I congratulate Mamataji for announcing '*House for all*' scheme to facilitate and mitigate the problems of housing to railway employees.

Due to insufficient coaches and wagons, large number of trains which were announced earlier and proposed are not introduced. I urge upon the Railway Minister to expedite steps for production of more coaches and wagons so as to facilitate introduction of new trains and operation of freight corridors can be speeded up.

There are many places in the country which are abundance in the production of fruits, vegetables and flowers, for example, in southern Tamil Nadu – Madurai, Krishnagiri, Dindigul, etc. Those places are not having adequate refrigeration facilities. The proposed implementation of '*Kisan Vision Project*' will relieve the farmers from distress sale of their produce.

The innovative steps taken by Mamataji for introduction of Matribhoomi Express for ladies, Karmabhoomi Trains, unreserved trains for common people, Janmabhoomi Trains for uniformed persons and above all Bharat Tirth Trains for tourists connecting popular sites in different parts of the country is welcomed by all sections of the society. India is a place having large number of pilgrims places. People from within the country and abroad visits pilgrim/tirth places all over the country throughout the year. The introduction of Bharat Tirth Trains will help them make their pilgrimage easier.

I heartily congratulate Mamataji for the long pending demand of reviewing policy of recruitments. Availability of questions papers of railway examinations in local State languages besides Hindi, Urdu and English is welcomed by the candidates appearing for examinations particularly those from southern India.

The introduction of Duroto Trains has becoming popular among the passengers. It provides comfortable journey besides saving time and energy and also cheaper. The introduction of Duroto Train from Chennai and Coimbatore is a welcomable step. During last budget, Hon'ble Madam has announced by-weekly Duroto from Chennai to H. Nizamuddin (Delhi) but it is running only once in a week. I demand from the Minister that necessary steps are to be taken to introduce the train bi-weekly.

The traveling passengers are not getting good quality of drinking water at an affordable price. In many of the railway premises Rail Neer is not available and the passengers who prefers Rail Neer are forced to purchase other branded drinking water. To meet the shortage of drinking water for railway passengers, the setting up of bottling plants thereby providing cheap drinking water by Railways itself is in the positive direction. Foods available at trains and railway premises often are not of a good quality. Though Mamataji has taken stern action to improve the quality of foods in trains it is not upto the mark and much more to be done. Frequent and surprise checking are to be made for testing the quality and hygiene of the foods.

At Chennai suburban railway stations during the peak hours, the passengers are facing lot of difficulties in purchasing their tickets. There is a huge rush at the ticket counters and more particularly women and old aged people are the sufferers. There is no separate counter for them and one has to miss several trains to getting their tickets and to board. I shall, therefore, urge upon the Hon'ble Minister to set up more ticket counters/ticket vending machines at the stations or mobile ticket counters at prominent locations in the city.

On behalf of the people of Tamil Nadu I thank the Railway Minister for setting up of a Sports Academy at Chennai, further modernization of Integral Coach Factory, Chennai and setting up of a new unit of ICF and introduction of more suburban trains for Chennai.

However certain long pending demands of the people of Tamil Nadu is not yet met with. I shall, therefore, urge upon Hon'ble Mamataji to kindly consider the below mentioned proposals and implement the same at the earliest.

Doubling of Madurai-Tirunelveli-Kanyakumari Railway Line

Upgradation of Tirunelveli Railway Station as world-class station.

Construction of a Road-over-Bridges in those two locations Viz., i) Balabhagya Nagar (Thatchanallur) and Kulavamanickapuram (Palayamkottai) near Central Jail

To expedite the Gauge conversion of Tirunelveli – Tenkasi Railway Line.

Increase in the number of Coaches in i) Nellai ii) Kanyakumari and iii) Anandhapuri Express Trains and introduction of Special Trains during Seasons, Summer Vacation and Festival times.

Chennai-Kanyakumari bound trains Viz., Anandapuri and Kanyakumari Express trains may be provided stoppage at Nanguneri Railway station.

Re-opening of Railway Station at KAVALKINARU.

New Railway Station at Maharajanagar – on Tirunelveli, Tiruchendur Railway Line

Stoppage of all trains passing through the newly renovated Panagudi Railway Station at Radhapuram Taluk, Tirunelveli District, Tamil Nadu

Extension of Howrah–Tiruchirappalli Express Train upto Tirunelveli

New Train Service from Tirunelveli–Kholapur

Laying of a New Railway Gate at the unmanned level crossing at L.C. No. 68 K.M. 76/3/4 between Alwarkurichi – Ravanasamudram Railway Station at Tirunelveli–Tenkasi Section

Make it permanent the Train No. 735/736–Tirunelveli–Tiruchendur Passenger

To increase the frequency of trains running between Mumbai CST–Nagercoil Via Tirunelveli (Train No. 6339/6340) for all the seven days and to increase the number of coaches from 18 to 21.

Introduction of Day Time Train Service between Tuticorin and Chennai Via. Tirunelveli

Introduction of Duranto Express from Tirunelveli to Mumbai Via Chennai

Introduction of passenger train between Tuticorin–Tirunelveli

Extension of 1041 CST–Chennai Express upto Tirunelveli

Extension of 1043 LTT–Madurai upto Rameshwaram Via Tirunelveli

Introduction of Summer Holiday Special from CST to Nagercoil Via Tirunelveli

1. Remove the distance restriction in the unreserved Ticketing System (UTS) by restoring the status quo.

With these words, I support and conclude my speech on the Railway Budget.

[Translation]

*SHRI KAMLESH PASWAN (Bansgaon): This is a matter of pride that the Indian Railways have made an indelible mark across the world. Every year, new trains are being introduced and new railway lines are being laid, but it is a matter of surprise that at a time when we are touching ever new heights, my constituency, Bansgaon has remained untouched from these achievements.

I would like to draw your attention towards the major problem of rail transportation in my Lok Sabha constituency, Bansgaon of Uttar Pradesh which is adjoining the Northeastern headquarters of the railways.

If this Bansgaon area situated at the eastern borders of Uttar Pradesh and neglected from the railway services is connected with it, adjoining state Bihar will also be connected through the Railways.

Hopes had arisen among the people of this area, neglected for the last so many years, some years back when survey had been undertaken to lay a new railway line from Sahjanawan to Doharighat via Bansgaon. However, I regret to say that while laying of the new railway line should have been initiated after this survey, no attention was paid thereon by the Ministry of Railways and the hopes of the people appear to remain unfulfilled.

I would like to know that when survey has been completed for this railway line from Sahjanawan to Doharighat via Bansgaon, why work has not been commenced on the same?

If this project is started, lakhs of people of this area could have access to the historical and religious places, such as, Varanasi, Sarnath, Buddhist pilgrimage centre Kusinagar and the neighbouring country Nepal. This will open avenues for the railways to earn heavy profits as important trade and tourist centres would be connected through it and the common man will also have convenience.

As such, I would like to submit to the Hon'ble Speaker to get the work of the laying of this new railway line from Sahjanwa to Doharighat via Bansgaon route commenced at the earliest, survey for which has already been undertaken.

Besides, I would like to draw the attention towards the extension of the railway line from Barahaj Bazar to Faizabad via Doharighat belonging to the Northeastern Railways which falls under my parliamentary constituency of Bansgaon. Barahaj Bazar has been an important trade and educational centre; of Poorvanchal and the British Government had initiated railway transportation in Barahaj Bazar in 1882 in view of its importance. However, railway services at Barahaj Bazar continue to be in an obsolete and pathetic condition even after 128 years.

The then Minister of Railways had announced the survey for doubling and extension of 194 km Barhaj

Bazaar - Faizabad via Dohrighat rail line in 2005-06 Rail Budget, bowing to decades old demand. But, the extension of this rail line has been put in cold storage.

Therefore, I would request the Hon'ble Speaker to lay at the earliest the Barhaj Bazaar-Faizabad rail line via Dohrighat. It is worth noting that the condition of this train, which began its run from Barhaj Bazaar via Salempur to Bhatni junction (30 km) in 1882, and was famous as 'Barhajia train' remains the same even today. This train should run twice a day from Bhatni to Barhaj and from Barhaj to Salempur.

I demand the extension of Barhaj train to Chhapra, Gorakhpur and Varanasi.

Also, the Barhaj Bazaar railway godown demolished after remaining closed for several years, needs to be reconstructed and opened, so that booking from all over the country for Barhaj Bazaar and from Barhaj Bazaar to else where in the country can be resumed.

I demand the construction of rake point along with godown at Barhaj Bazaar railway station.

The Hon'ble Minister of Railways, presenting the previous railway budget had announced the setting up of a computerized railway reservation centre, in each parliamentary constituency, on the recommendations of the Member of Parliament. A letter was given to the Hon'ble Minister of Railways in this regard for computerized reservation centre in my parliamentary constituency, Barhaj Bazaar railway station. It is yet to be done. Kindly, do this at the earliest. I not only hope but have full faith that these problems regarding railway traffic in my Bansgaon Parliamentary Constituency would be solved speedily.

[English]

*SHRI K. SHIVKUMAR ALIAS J.K. RITHEESH (Ramanathapuram): Iyan Thiruvalluvar clearly say's about the characteristics of the Minister; Before doing anything he has to discern. What is to be done? When it is to be done? How it is to be done? What is to be implemented? And what would be the result thereof? Likewise our Hon'ble Minister has also worked hard and presented the budget for the welfare of our nation. Amidst of the various factors and Economic Situation, contrary to the expectations of all, by not loading more burden upon the shoulders of the passengers and the business community,

*Speech was laid on the Table.

the Railway budget is very carefully prepared with social responsibility and presented in this August house by our Hon'ble Railway Minister. I would like to convey my heartfelt thanks to Hon'ble Railway Minister on behalf of my leader Tamil Nadu Chief Minister Dr. Kalignar, on behalf of Tamil Nadu people and myself.

Through this budget, Tamil Nadu is also benefited. Our Minister has given importance to the poor and needy people of India. Indian Railways provide Excellent, Affordable, Customer-focused transportation solution by connecting regions, communities, tourism and pilgrimage across the country. One can able to see the Cutting Edge Technology being provided by the committed team of talented employees, if carefully watched.

I am bound to express my sincere thanks on behalf of Tamil Nadu for the following announcements,

- a. The first foremost to Tamil Nadu is the Modernization and expansion of ICF Chennai by installing the second unit.
- b. Thiruvarur is added in the list of Adarsh stations.
- c. Erode Junction, Nagercoil Junction, Salem, Tiruchi Fort and Tiruttani station have been added to the list of Multi Complexes.
- d. Proposed to set up Sports Academics at Chennai
- e. Setting up of secondary level General speciality Hospital at Tiruchurapalli Junction.
- f. Dedicated Corridor-at Chennai.
- g. Tamil Nadu people and my self extend our thanks to the Railway Minister for introducing New Trains, for approving New Lines, Gauge Conversions, etc.
- h. I personally thank the Minister for accepting my request to include "Sathankulam" of my Constituency to be one among the approved list of 3,000 Unmanned Level Crossings.

While Praising the Salient Features of the Railway Budget, I have to express and reflect the thoughts and expectations of Tamil Nadu people. Already I wrote letters to our Minister about new Railway line from Karaikudi to Thiruchendur via Ramanathapuram which was sanctioned in the year 2008. the survey also was completed. I hope our Minister will allot the fund in this budget as it is one of the very important Railway lines in Tamil Nadu and it

connects lot of pilgrimage centers. If the passengers want to travel via Madurai route round about 100 kms extra. If new Railway line is laid from Karaikudi to Tiruchendur via Ramanathapuram the distance and the time will be reduced. Not only that, as this line is parallel to East Coast Road lot of fishermen would be benefited by transporting the sea foods to Tuticorin port. I would like to tell about the important Railway line. Villupuram-Trichy Line which connects 75% of the important cities of Tamil Nadu.

1. Villupuram-Trichy railway line Doubling Survey was completed and was approved by the planning commission. I would like to know why it is delayed? It's a great disappointment to the people of Tamil Nadu.
2. In my constituency after the Gauge Conversion was made, 5 stations namely Thangachi madam, Pamban, Uchhipuli, Pondy Kanmoy and Kamathakudi were closed. While the Government is opening New stations all over India, the people of that villages especially the labourers who were enjoying the benefits are suffering more and are vexed. Therefore may I request the Minister to operate New Passenger Train at least to satisfy the expectations of the affected people.
3. The Famous and ancient Train namely BOAT MAIL was operated from Chennai-Danuskoti and from danuskoti upto Talai Mannar by Streamer since British Period. During that period Tickets were sold at Chennai Railway Station upto Talaimanar (including the Streamer Ticket). Due to "SEA EROSION" gradually Danuskoti was fully covered by sea and was ruined. So the train service was also stopped. Identifying the importance of the Historical and Tourist place, new steps have been taken up by the Minister to revamp the "Rameshwaram-Danuskoti" Line. May I request the minister to allot New Train CHENNAI-DANUSHKODI in the same route, same name as BOAT MAIL as before. It will be remarkable and surely add one more Feather in the cap of Indian Railways.

Our Hon'ble Minister said "This is just the beginning".
"A long and pleasant journey lies ahead"
"Yea! No doubt it's the sign of Good Beginning!"

We hope that the desire of the Minister will be fulfilled.

Surely this budget will give hand for the Socio-Economic growth of India.

[Translation]

*SHRI DARA SINGH CHAUHAN (Ghosi): In the past decade the laying of Amethi — Shahganj railway line via Saultanpur was announced five times in the railway budget. Twice, by Kumari Mamata Benerjee, during NDA regime and twice by her under the UPA Government and once by Shri Lalu Prasad Ji. But neither funds were given nor survey done. The Minister of Railways should clarify when this project would see the light of the day. A small, but, a very important scheme—the construction of about five kilometer by pass rail line to link Jaunpur junction to Jaunpur city, would facilitate the direct linking with Shahganj—Sultanpur, as well as enable direct link to Lucknow from Chhapra—Mau—Shahganj and Chhapra—Aurihar—Jaunpur, via Sultanpur. This would also do away with the need for shunting of engines, thereby, saving diesel as well as time.

Large number of passengers travel from Mau and Azamgarh to Mumbai, Delhi, Kolkata, Jammu and Guwahati. But no new trains were announced for these passengers in this budget and the previous one (July, 2009). There are a lot of trains from Gorakhpur and Varanasi to Mumbai, Delhi, Amritsar and Jammu. But, the Ballia - Mau - Azamgarh - Shahganj rail section has been neglected continuously. What is required is that the weekly, Darbhanga - Mumbai, New Jalpaiguri - Amritsar, weekly Karmbhumi Express, proposed in the budget be run through Mau - Azamgarh. The 14005/14006 Lichchhvi Express, running between Delhi—Sitamarhi, via Mau, which earlier terminated at Muzaffarpur, was punctual. But, after it was extended upto Sitamarhi it is late by 10–15 hours. The chief reason being that after travelling from Delhi to Sitamarhi a distance of 1300 km, the same engine and rake after only one. and-a-half hour leaves for New Delhi from Sitamarhi. On reaching Sitamarhi from New Delhi, the Lichchhvi Express is late by 8-10 hours. On the return journey it is further delayed. When this train was till Muzaffarpur the rake was used after 12 hours. Due to which, it was punctual. An additional rake and an engine should be made available at Sitamarhi, to maintain its punctuality. Else, it be terminated at Muzaffarpur, as done earlier. If this is not feasible, a new train be introduced from Mau to New Delhi via Azamgarh daily or tri-weekly.

When Mau was on a narrow gauge, the terminal station and the loco shed was rather big. After the

*Speech was laid on the Table.

conversion into broad gauge, this was no longer the case. To cater to the needs of increasing number of passengers it's very essential to make Mau junction again a terminal station. There is a dire need for either an under pass or an overbridge at zero B gate, Mau junction, as 80 per cent of the city population is on the western side of the crossing on the eastern side of the level crossing district hospital, roadways stations, district and tehsil headquarters, district courts are located. The level crossing, usually remains closed, leading to a lot of inconvenience to the people. Jams add to the problem. Hence, the bridge is sorely needed.

When narrow gauge existed, the 35 km Indara-Dohri Ghat line was the major source of revenue. Cities such as Bhatni, Ballia, Mau, Varanasi, Azamgarh and Shahganj connected directly to this line have been provided broad gauge, and this rail section now remains neglected. A survey has been conducted to provide direct connection to Azamgarh, via Sahjanwa with Indara - Dohri Ghat rail section. The concerned file is gathering dust in the Ministry of Railways. The Indara-Dohri Ghat line should be converted into broad gauge urgently and the construction related work for new line should be taken up as per the survey.

Two minute experimental stoppages be provided for 5715/16 Kishanganj - Ajmer and 9053/54 Surat Express at the tehsil level stations, Muhammadabad and Rasra. The 573/74/75/76 Passenger between Ballia - Shahganj can easily be extended to district headquarters, Jaunpur Junction, a distance of only 33 km. Both these passenger trains remain unnecessarily for 5-8 hours at Shahganj. By extending it upto Jaunpur, the Railways will add to their revenues and the passengers too will benefit it.

The booking for the A/C sleeper berth of 2225/26 Azamgarh-Delhi Kaifiyat Express is being done for Delhi from Lucknow. This should be reverted.

The Varanasi junction, under northern railway should be placed under the jurisdiction of DRM, north - east railway, Varanasi. There is no justification of controlling the operations of Varanasi from Lucknow when DRM already exists at Varanasi. The railway Board has prepared the outline of the entire procedure, only the announcement remains to be made. It should materialize.

There used to be an intercity from Ballia to Varanasi via Mau-Aurihar. It was a lucrative route for the railways. But, with the laying of broad gauge line, this service was terminated. The people of the area have continuously

been demanding the restoration of the intercity. It should be accepted.

There is an urgent need for a noon passenger train from Ballia to Shahganj.

In view of the heavy rush of passengers in Mumbai and Delhi, another set of Godan Express from Gorakhpur and that of Kaifiyat Express via Mau and Azamgarh be introduced.

An intercity be introduced from Ballia to Allahabad via Mau-Azamgarh-Jaunpur-Janghai for the convenience of passengers visiting Allahabad High Court, CA, Public Service Commission, Railway Recruitment Board, Army Headquarters, UP Education Board and bank of Sangarm.

2225, Azamgarh-Delhi Kaifiyat Express should reach Delhi at 4 am and the time for 2226 from Delhi should be 16.30 hrs.

Construction of about a five kilometer rail line from Jaunpur junction to Jaunpur city, would facilitate direct link to Lucknow via Sultanpur for Mau-Shahganj and Aurihar-Jaunpur trains.

There is a need for urgent survey for Amethi-Sultanpur-Shahganj new rail link.

*SHRIMATI DARSHANA JARDOSH (Surat): The Government failed to come up to the expectations of the people regarding this year's both the budgets. Several aspects of the railway budget have belied Several aspects of the railway budget have belied the expectations of the people.

There are several places in the country which need to be provided rail connectivity and where rail service needs to be extended. Today the most important issue before us is that of national security. If we look at our security scenario, anti-India forces are active in Nepal and Pakistan itself is spreading terror in our country. Expansionist China is eyeing our land, and Bangladesh, although small, remains a headache. Crores of Bangladesh is infiltrated posing economic, social and security related problems. All these are inter-related and the terrorists travel by trains to all parts of the country. The train bear the brunt of major terrorist strikes. Security for trains and stations should be enhanced which is lacking. The hon. Minister of Railways has gone completely gaga over Bangladesh. Despite so many

*Speech was laid on the Table.

security issues, you want to provide rail link with Bangladesh, which could be a threat to our security as this facility would increase bribery and add to our national security woes.

In the present railway budget, the hon. Minister of Railways has overlooked his responsibility and is focusing more on non-core areas. The focus of the railway budget is on non-priority areas. Although, I also thank her for giving some projects to Gujarat and south Gujarat. You have included Surat among the stations to be developed as world class stations. I hope by the next budget Surat would be a world class stations.

The daily revenue of Surat railway station exceeds Rs. 50 Lakh. Surat has over 200 textile markets in which thousands of traders come from all over the country. There are also thousand of small diamond factories, visited by businessmen from India and abroad. Its population is above 50 lakh. After Mumbai, Surat in Mumbai Division is the largest revenue earner. Tapti line also passes through Surat. DRM office is 225 km away in Mumbai. For small matters one has to go to Mumbai. Rajkot although smaller than Surat has a DRM office. Why not Surat?

- * VIP quota needs to be increased. Several trains have no VIP quota.
- * After the morning 9109 Deccan Queen, there is no train for Ahmedabad. 2929 Valsad–Vadodara Intercity which departs at 7.00 am and reaches Vadodara at 10.40 and remains there till 5.30 pm, should be extended to Ahmedabad.
- * The pass holders, all over the country are getting extension, during journey. But, it is only in Mumbai Division that during the past year extension of tickets and season tickets have been done away with between Mumbai and Surat. There is a railway station every 2-3 km in Surat. Extension is given from Uttaran, from where Vadodara Division begins. Extension has been put on hold only between Surat and Mumbai. I request through you to the Hon. Minister of Railways to restore it.
- * Ladies trains run in Mumbai and other parts of the country. The following trains in Gujarat have only one ladies coach, which is inadequate:
 1. 2929-2930 Valsad-Vadodara Intercity.
 2. 9115-9116 Sayajinagri.

3. 9031-9032 Gandhidham Express.
4. 9023-9024 Ferozepur Janta Express.

* Surat Sampark Kranti Express has no stoppage. Through you, I request the Hon. Minister of Railways to provide the same. I hope the hon. Minister of Railways would pay attention to the demands put forth by me regarding a city like Surat and give some more facilities.

*SHRI PREMCHAND GUDDU (Ujjain): The hon. Minister of Railways has presented a pro-people budget and keeping in mind the common man fares have not been hiked for any class. I agree with the hon. Minister's view that aim of the Railways is not revenue earning, rather serving the people. I would like to inform the hon. Minister that when we write to the railway officials about any scheme/work, the reply mentions that it would not be profitable for the Railways, therefore, we are not in a position to provide stoppages or set up a reservation centre.

The new superfast trains introduced have limited stoppages and the small stations do not get the benefit. In 2016, Singhasth Mahakumbh would be held in Ujjain. About two crore pilgrims are likely to come in this fair from country and abroad. Ujjain railway station be declared a model station. The following needs to be done for Ujjain:—

- VIP reservation quota be provided at Ujjain station for train no. 2970, 8474, 2976, 9309 and 9310.
- Stoppage for Indore-Jodhpur at alot.
- Fatehabad–Ujjain metre guage be converted into broad gauge.
- Ahmedabad–Gorakhpur train no. 0939 Holiday be given stoppage at Nagda.
- The Freeganj side booking at Madhavnagar station should function 24 hours a day because the new city has spread hapazardly and the population too has increased.
- Monthly season ticket holders should be allowed in all trains between Indore–Ujjain.
- All stations should have water purifiers.

- AC II and AC III coaches be attached in Dehradun-Mumbai (9020, 9019) train.
- Stoppage for Indore–Jadhpur (2465,2466) at alot.
- Yuva Express should run through Ujjain.
- Indore–Howrah (9305, 9306) be run daily.
- Overnight Express, Jabalpur - Bhopal mentioned in the time table, yet to be introduced, should be extended to Indore.
- 9310, 9309 Shanti Express with six sleeper coaches should have ten sleeper coaches.
- Ahmedabad–Gorakhpur, 0939 Holiday should have a stoppage at Nagda.
- Okha–Gorakhpur Express should run thrice a week.
- Ratlam–Bhopal Intercity stoppage at Tarana Road be for two minutes.
- The level crossing No. 204, near Runija railway station should be opened for about eight hours in the day to facilitate the movement of rural population.
- The Ujjain–Fatehabad metre gauge train no. 445 and 446, should depart for Ratlam at 10.45 am from Ujjain and from Ratlam to Ujjain at 2.15.
- Two counters be opened at Khacrod railway station.
- Sanction of Ujjain–Ramganjmandi new line is necessary for regional development.
- Ujjain has not been included in the Ratlam–Khandwa–Akola broad gauge project. In view of Singhasth Mahakumbh Ujjain be included in this project.
- Dhar–Khandwa rail line be sanctioned for the Malwa–Nimar region, without rail connectivity.
- Indore–Ajmer daily night train be introduced.
- Indore–Pune Express be made a daily.
- Rewa–Bhopal, Rewanchal Express be extended to Indore via Ujjain.
- New Duronto train be introduced for Kolkata and Delhi from Ujjain–Indore:

The following trains are needed in public interest:

- Indore to Bangalore Express via Ujjain.
- Indore to Ajmer Express via Ujjain.
- Indore to Jagannath puri Express via Raipur.
- Indore to Bandra Express via Ujjain.
- UJJAIN TO VARANASI Via Bhopal, Bina, Katani (Express)
- Nasik to Dehradun (Kumbh Express) Via Itarasi, Bhopal, Ujjain, Maxi, Bina, Katani, Allahabad, Sitapur, Saharanpur, Haridwar

Routes of the following trains be changed to via Ujjain instead of Devas, Maxi so that common people and railways, both are benefitted:–

- Indore Amritsar
- Indore Nagpur
- Indore Chhindwara (Penchveli Express)

Doubling and electrification of following routes

- Electrification of Indore to Ujjain section.
- The capacity of engines in local trains is 24 coaches but there are only 8-10 coaches in the Trains. The number of coaches in trains should be increased.
- The Jodhpur Nagda express should be extended upto Ujjain
- Overnight express Jabalpur-Bhopal has been announced to be started. But it has yet not been started
- The run of Jaipur-Nagda train No. 1279 should be extended upto Ujjain

Some of the following Rail Budget announcements of last year which are yet to be materialized.

- Electrification work of Indore Ujjain and Dewas Maxi, both the lines were to be completed in 2009 but so far nominal work has been done.
- Hon'ble Minister himself had proposed in the last rail budget to establish multifunctional complex at Indore and Ujjain stations but the work on this project has not been started so far.

- At the end I request Hon'ble Minister that the above demands may kindly be fulfilled without delay so that the dream of development of rail ways be fulfilled.

*SHRI ANURAG SINGH THAKUR (Hamirpur): Ex-Railway Minister, Shri Lalu Prasad Yadav had compared Indian Railways with such Jersey cow which does not give milk. Later on he claimed that this milch cow is such which has been over exploited. It seems that complete view point of UPA Government has changed as a result of a change of a partner in alliance Government. Lalu Prasad Yadav delivered a lecture on railway management in Harvard University and turned the theories of Railways topsy turvy. Present Minister could be a good author, though she has not taught at Harvard Management School.

Basic task of railways is freight of goods, Transportation of passengers to and fro, and to connect the various comers of country by laying a network of rails in the country and Railways has to do this keeping in mind-security, safety and convenience of passengers and that too at reasonable prices. Hon'ble Minister of Railways has talked about bifurcation of railways which are economic viability and social responsibility. Social responsibility can only be fulfilled when railways are strong economically; economically weak railway can not fulfill their social responsibilities because they are interlinked.

While forgetting the basic responsibility of social responsibility and economic viability, he wants to direct railways to non-core areas to construct and tun multifunctional complexes, malls and restaurants by turning into realtor just to gain politically. To make Railways a hotelier by constructing and running budget hotels. Similarly she wants to construct indoor stadiums, 7 nursing colleges, 17 medical collages in various parts of the country including Indo-Bangladesh border to lay optical cable fibers in the country, to set up printing presses in Mumbai, Delhi, Kolkatta and Chennai and improve the existing printing presses, to takeover the public undertaking Basumati Sahitya mandir West Bengal, to set up 1000 megawatt power plants in scheduled tribe dominated areas of the country and training institutes for young artisans and supervisor.

The efficiency of any management lies in strengthening its fundamental principles, which needs focus on core area and not the unnecessary non core areas, because services of non core areas, if needed,

*Speech was laid on the Table.

can be obtained even by outsourcing. Railways are entering into such areas which have not been allocated to Railways under its business rules.

This step of the Railway Minister will not be in the interest of the Railways, rather it will prove to be regressive for the Railways and its efficiency.

The people of this country expect from the Railway Minister that while presenting the budget, the figures should be accurate and not misleading. While presenting the Railway Budgets, it is often seen that there is a Jugglery of figures in Railway accounts and those figures are misleading for the people. I am surprised to know that only rupees 3400 crores have been provided to carry out different works of the Railways through Public Private Partnership mode (PPP) which does not seem possible. On scrutinizing the railway budgets, it is found that the Railways fix such targets which are far away from the reality and which cannot be achieved and these need to be revised afterwards. During her Budget speech, the Railway Minister has assured the House that she will present a white paper on the operational, organizational and Financial functioning of the Railways for the last five years.

It has also come to our notice that the Railway Minister has changed her budget speech in the last moment because according to mint newspaper report, her first speech which was released on the website was immediately withdrawn after that and was released on website again after some amendments. What is the mystery behind it, she knows better.

The people have always been misled by the Jugglery of figures in maintaining Railway Accounts. One example is that the Rolling assets which the Railways had taken on lease and for which the lease charges were paid to Indian Financial Corporation, there have been divided into revenue and Capital component and it has been shown that charges are on account of revenue and capital component whereas in reality the payment for hiring rolling stock should be mentioned in working expenses and not in the capital expenses. The CAG made a very bitter and adverse comment in this regard.

Effort has been made to continuously show through the railway budgets from the year 2004 to 2009 that the railway fares are not being increased but the reality is that the Railway fares have been increased through backdoor channels and not in a direct way. It is evident from the fact that 374 general trains having a speed of

55 kilometre per hour were converted into super fast trains without increasing their speed which has resulted in an increase of Rs 8 to 15 per ticket for the common people. Apart from this, on purchasing the ticket of one station from another one, a minimum of Rs 15 per ticket is taken extra as reservation surcharge. Simultaneously, the Tatkal scheme being introduced by the Railways, has in a way become the monopoly of the Railway to exploit the common people. Through this scheme, the Railways itself is creating an artificial shortage of tickets to be made available to the common people because compared to the earlier, the present quota of tickets under the tatkal scheme has been increased by 30% which should have been given to the passengers purchasing the normal tickets. Thus, the availability of seats under general reservation has been decreased by 30%. Which in a way is like impinging on the pockets of the common people. The Surcharge on sleeper class tickets under tatkal quota indeed has been reduced from Rs 150 to Rs 100 but it is Rs. 300 per ticket for Air-conditioned class. This is like breaching the trust of the people and it is against all the universally accepted principles and the monopolistic services. The comptroller and Auditor General (CAG) has made an extremely sharp remark in this regard also that the Railways has several other components like reservation charges, superfast charges, cancellation charges and clerkage charges in addition to basic fares, which have been increased from time to time. The railways has created another separate source by making a tatkal category apart from other charges to loot the common people.

This time again, the Railway Minister has made an announcement of laying an optical fibre network and creating a world class railway station. I would like to draw your kind attention to the last few railway budgets in this regard. In the year 2000–01, the present Railway Minister, Kumari Mamata Banerjee had presented her first Railway Budget in which she made mention of bringing revolution in Telecommunication Technology through the optical fibre. In the year 2001–02, she sanctioned rupees 750 crores for the optical fibre network. In the year 2004–05, the then Railway Minister, Shri Lalu Prasad had promised to modernize 1100 stations. In the year 2005–06, the same promises were repeated in the railway budget. In the year 2006–07, again it was promised to provide modern facilities in 300 stations within two years period and the modernization work of 225 railway stations was to be completed by March, 2007. The Railway Minister knows better, how much work has been completed. This year also, she has announced to lay optical fibre network and make 50 world class stations

as well as 375 model stations. The reality is that not even a single railway station in the country has been modernized till now. The modernization of Railway stations through public-Private-Partnership mode was indeed talked of. This process was to be started with New Delhi Railway Station for which 253 acres of Prime Land was to be acquired near Connaught Place. The tender in this regard was issued but not a single party has come forward to carry out the work till now.

Now, I don't know how the Hon'ble Minister will modernize the stations through Public-Private-Partnership (PPP) system?

Broadly, if you have a look at the Indian Railways, the length of Indian rails in British era was 55,596 (Fifty five thousand five hundred ninety six) Kms. After 62 years of Independence of the country this length has increased to 63,940 (sixty three thousand nine hundred and forty Kms. only. During the last 10 years only 250 Kms. Of Rail lines have been paid. Similarly, during the British era there were 8209 (eight thousand two hundred nine) locomotives and now we have 8,330 (Eight thousand three hundred thirty) locomotives. Some locomotives definitely are more powerful than the earlier ones. There were 13,109 (Thirteen thousand one hundred nine) passenger coaches in British era and now there are 140,734 (Forty thousand seven hundred and thirty four). The number of goods wagons in British era was 2,05,596 (two lakhs five thousand five hundred ninety six) which has now decreased to 2,04,034 (Two Lakh four thousand thirty four). It shows that Indian Railways is not focussing on building expanding its infrastructure but is trying to mislead the people with its manipulated statistics.

Railway Safety Programme was launched during the NDA regime. The Prime Minister of the NDA Government, Shri Atal Bihari Vajpayee, the then Railway Minister, Shri Nitish Kumar allocated rupees 17 thousand crore to the special railway safety fund for upgradation of railway assets. Due to this, the whole infrastructure of railways was strengthened and the number of accidents reduced. Actually when the NDA government was in power, the operating ratio was 91 percent which has now been projected as 92.5 per cent. Only time will tell. How much it will be increased actually how.

The increase registered in the transportation of goods since 2004 to 2009 was possible because of the proper utilization of money provided under the special Railway Safety Fund for strengthening of rail lines and modernization of railway signals during the NDA regime

The Hon'ble Prime Minister has claimed that traveling by railways will be a pleasing experiences. I would like to know from the Hon'ble Prime Minister and the Hon'ble Railway Minister whether the environment at railway stations and in train compartments is better than before at present? I would like to tell that as compared to earlier times, the stations are more crowded now and the catering service is of sub-standard quality. The standard of hygiene and cleanliness is also not upto the mark. The condition of waiting rooms is very poor. Their condition needs to be improved at the earliest.

The toilets are so dirty that they can't be used. The architectural design of railway stations is also not appropriate because the passengers enter at the first or last platform of the railway stations only and after that they have to use staircase for going from one platform to other which is very painful for old people, women and children. The design of railway stations that exists in India is found nowhere in the world at present. Worldwide, railway stations are designed in a way that the passenger directly enters that platform from which he has to catch the train and he can avoid climbing up and down the stairs whereas in India not a singly station of such kind has been constructed. Climbing up and down the stairs is the most difficult task for the coolies laden with luggage. Quality of food to be supplied inside the trains, arrangements for cleaning the compartments, toilets and seats etc. are also inadequate. If the railway stations and the passenger compartments are in such a bad condition, how can the train journey be a pleasing experience? Time has come to lay emphasis on the essential components required for smooth operation of railways. The activities of the railways should be left to it and the work related to hospitality should be outsourced. A pilot project in this regard has already been launched. The results thereof should be analysed and a healthy discussion in this direction should be conducted in the country.

The basic principle of the economy of railways should be that the passenger fares be subsidized with the freight earnings. Moreover, care should also be taken to ensure that railway freight is not more than normal road freight. Railway freight should be market driven and competitive.

The operational cost of the train should depend on its operation and not on the size thereof. If there are 14 bogies to be connected in a train or instead of 14, twenty eight bogies are connected, the operational cost should be the same approximately as that of 14 bogies because staff expenditure, locomotive expenditure and track

expenditure cost does not change frequently. They remain fixed as compared to the earlier one and almost remain constant. The basic principle of railways should be that the resources available at present are utilized properly. Operation of rails should be fast, their length should be commercially viable and transportation of goods should be maximum because faster, longer and heavier trains are the key to success. It will be possible only when more funds like safety fund worth rupees 17 thousand crores of as provided by the NDA government be sanctioned and provided to the railways.

If you look at the International scenano, railway tracks, stations, signalling and safety etc. have been used to promote Public Private Partnership. Intercity trains and specific route trains are also included in the private sector. When there will be competition between private and public sector only then the quality will improve and consumer will be benefitted. Now, the time has come that these things are considered in India also and we move forward in this direction.

*SHRI ASHOK KUMAR RAWAT (Misrikh): I am happy that Hon'ble Minister of Railway; has in this Rail budget proposed to connect holy place of the country with railways. He deserves praise for this. But, I would like to say that Nemisharanya holy place which comes under my Parliamentary Constituency has not been included in this.

Through this house I would like to tell Hon 'ble Minister that Nemisharanya is a very popular religious place in Misrikh Parliamentary Constituency of Uttar Pradesh. In this area there are many world famous holy places like Chakra Teerath Dadhich Kund, Pandva Qila, Hanumangarhi, Sudarshan Chakra, Ma Lalita Devi temple (Shaktipeeth) etc. A visit to Char Dham is not complete till one takes dip in the holy Chakra Teerth. Alongwith this pilgrims also take Parikrama of the 84 kos. This completes, on the day of Holika Dahan and after this Holi is played. Lakhs of pilgrims take part in this parikrama. A large number of pilgrims visit this place from not just our country but form other countries of the world also. These holy place are described in Puranas as well. Therefore, Namisharnya hold place must be connected with rail.

In my Parliamentary Constituency falls the wordly famous Madarshah Mazaar, which is located in Makanpur, Kanpurcity, district Sitaput (Uttar Pradesh). Here also,

*Speech was laid on the Table.

people from our country as well as from abroad visit this place in large number. This is a world famous Mazaar and is nearly 596 years old. Everyday thousands of people visit this place for darshans. In the Month of May Urs is celebrated here in which lakhs of people take part and another Mela is organized for one month in the month of January-February. This world famous holy place may also be connected with Railways.

Through you, I would like to inform that Hardoi, Sitapur, Neemsar, Sandela railway station and Balamau, junction in Uttar Pradesh fall under the extremely backward areas. There is a need for upgradation of these Railway stations. Necessary action must be taken with regard to passenger facilities, beautification of surrounding etc.

I would like to draw the attention of the House towards the Railway accident which took place on 9.03.2010 at Udvanewada railway crossing in Shivrajpur block of Bilhaur Assembly area under Misrikh Parliamentary Constituency, 8 People had lost their lives and 15 got injured and 15 were admitted to Primary Health Centre Shivrajpur for treatment. Out of these 10 people were referred to Kanpur for treatment. 5 Persons are still admit in the Shivrajpur Primary health care Centre for treatment.

I would like to request that families of deceased persons must be given compensation without any delay and complete treatment of injured persons must be done alongwith providing them compensation money also. In Hardoi and Sitapur (Uttar Pradesh) districts under Misrikh Parliamentary Constituency there are a large number of Unmanned Railway Crossing and accidents keep taking place at these crossings, I would request that at all unmanned Railway crossings guards must be appointed on priority basis.

In my Parliamentary Constituency there is surplus Railway land available and there is no Kendriya Vidyalaya and besides this there is a huge shortage of health facilities also. Hospital and Kendriya Vidyalaya may be established on the surplus Railway land available at Sandela and Balamau Junction, district Hardoi.

A latest developed Loco Piolet training centre, Rail track training centre or multi departmental training Centre may be opened in Hardoi or Sitapur district of my Parliamentary Constituency.

A passenger coach factory, a loco factory or a diesel multiple unit may please be set up in the Misrikh Parliamentary Constituency. A Cooling/chilling container industry may be opened under Kisan Vision Project in Misrikh Parliamentary Constituency for an assured future of farmers.

In my knowledge TLC had been sanctioned for Lucknow, Hardoi but so far this has not been started as a result of which people of the area have to face a lot of difficulties. Hardoi falls under my Constituency. The people of my area have been continuously requesting to run the aforesaid TLC. Therefore keeping in mind this demand of the public of my area Lucknow Hardoi. TLC may kindly be introduced immediately.

Sitapur-Lucknow broadgauge Railway line was surveyed in 2005 but the same is pending till date. Sitapur is the district headquarter of my Parliamentary Constituency. The people of this area have to face a lot of difficulty due to non construction of this Railway line. Work on laying this railway line must be started immediately.

Abida Express Train use to run from Kanpur-Balamau-Neemsar via Shahjanpur. This trains has been discontinued now as a result of which people of that area are facing a lot of difficulties. The people over there are continuously demanding that the aforesaid train may be run but so far that demand has not been met. This train must be re-introduced.

I would also like to say that in a function organized by North Central Railway, Allahabad on 7/02/2010 at Railway station (Near Old Kanpur railway station), Kanpur (Uttar Pradesh) flag off on 19 new trains was announced but neither my name was published on that advertisement nor was I invited to that function. Whereas the names of many such public representatives were give in the advertisement which do not have anything to do with Kanpur city. I am a Member of Parliament from Misrikh and my Parliamentary Constituency cover Bilhaur Assembly area to Kanpur city. Not inviting me for the Central function held by North Central Railways becomes a matter of breach of privilege. Accountability must be fixed against the Railway officers of North Central Railway for not inviting me to the function and departmental action must also be taken against them.

I am hopeful that necessary action shall be taken on the issue raised by me. I would like to thank you for giving me an opportunity to speak on the Rail Budget.

[English]

*SHRIMATI RANEE NARAH (Lakhimpur): I would like to congratulate Hon'ble Union Railway Minister, Smt. Mamata Banerjee and Govt. of India for presenting a positive, bold and ambitious Railway Budget for the year 2010-2011 in Parliament. At the very outset, I take this opportunity to offer my gratitude to the Union Railway minister for her innovative proposals offered to Assam and North East Region in the Budget.

The budget outlined a plan for overall development of railways in the North-East by proposing a master plan for development of Railway Infrastructure in the region. Under your guidance, this proposed master plan for the North-East region, I am sure, will go a long way in helping the govt. of India's Look East Policy with Guwahati as the major hub for railway connectivity with some of the South-Asian countries. The provision of a trans-Asian Railway Network, a Railway line between India and Bangladesh and proposal to start a State of the Art wagon factory at Guwahati will definitely improve the economy of the North-East in the near future.

I also hail the proposal mooted by the Railway Minister for taking up the socially desirable rail connectivity for Lekhapani-Kharsang, Barpeta Road-Tihu, Murkong Selek=Passighat, Nagnimora-Amguri, Rongpong-Ganktot, Raupal-Chingkem, Salna-Khumtai, Sarthebari-Sansari and Jogiogopha to Silchazr via Pancharatna.

I also extend my thanks for the proposal to establish Out Patient Department and Diagnostic center at Lakhimpur, Lumding, Bongelgaon, Rangia and Silchar Railway Station on Health Front.

The proposed new Karambhoomi train to be introduced between Guwahati-Mumbai (Weekly), special priority for expeditious completion of Lumding-Silchar Gauge Conversion Project, the proposed inclusion of work of Byrnihat-Shillong project will improve the connectivity of the North-East region.

The proposal for taking up survey between Jogiogopha and Guwahati via Barpeta, Sarthebari, North Lakhimpur-Silapathar-Along and double track survey for Guwahati

Lumding Tinsukia Dibrugarh Road the proposal to take up construction of Multi Functional Complex at Dibrugarh, Dimapur and Agartala etc. would boost the economy of the North-East region to a great extent by improving connectivity.

*Speech was laid on the Table.

Though I would like to congratulate the Hon'ble Minister for introducing the concept of Long-Distance Non-stop train in the country like Duronto but I am very sad the North-East has once again been kept out of fast track Railways. I would like to request the Hon'ble Minister to provide at least two Duronto trains between Guwahati-Delhi and Guwahati-Kolkata and include Guwahati as one of the destinations in the proposed new Trains for increasing tourism in the country as the North-East has the biggest potential for developing tourism.

It appears that only 4% of the Indian Railway Network is located in the North-East. Notwithstanding the proposal in the budget, the historical gap that needs to be made up is so large that a much accelerated programme of Rail connectivity is required to provide the basic infrastructure capacity for the North-East to realize its economic potential.

In fine, I would also like to suggest to the Hon'ble Railway Minister that she should urgently take up the Broad gauge Conversion of Rangia-Murkong Selek Railway line and also set a target for the early Bogibel Road cum Railway Bridge. Thank you.

[Translation]

*SHRI RAKESH SINGH (Jabalpur): Mamataji has presented the railway budget for the second time consecutively. We had a lot of expectations from this railway budget. I regret to say that we have been disappointed after listening the same.

The impending elections in one state outweighed the railway budget of the whole country. The whole budget came to be centred round the schemes and projects of merely one state.

This budget could have been a good one, had it been prepared taking into account the backward and neglected areas in the whole country but it could not happen. Mamataji could not set aside her affection for her state, however, we have no objection in this regard and she can dole out something more for the state.

Mamataji, herself, stated in her budget speech that while considering the proposals, she had two things in her mind but another aspect she had to give importance to while taking the decision was that of social responsibility. Mamataji has herself stated this but she has forgotten the social responsibility.

*Speech was laid on the Table.

What is the social responsibility. So far as, I understand, it means viewing all with equality, one should strive to bring the relatively backward and weaker sections or areas on an equal pedestal. This is the social responsibility you carry being a part of the Government.

On the contrary you have doled out many good things to only one state. You can continue to do so, I have no objection to it.

But you should see that travelling by train in India carries a huge risk to life compared to train journey in developed countries. And we thank the God after the safe journey. Any slight mistake can snatch away the lives of thousands of people. The accident can happen any time. Madam, when NDA was ruling, a scheme of installing anti-collision devices (ACD) to check the accidents was formulated. One special safety fund was also created. Why the lives of passengers are now being considered so cheap as to be lost every now and then. This is the continuous second term of UPA Government and you are happily announcing that this job has been completed in the North East frontier railway and it will be installed in three other Zones. The whole country want to know the time by which a valid Railway ticket is likely to start providing guarantee of an accident free and safe railway travel. Because, Madam just one North East frontier railway could be covered within a span of six years whereas 26 Railway zones exist in the whole country. Perhaps at this pace work is not likely to be completed in another 20 years.

If Mamataji had seen the whole country from the point of view of the Railway Minister, she would have observed that 90% Railway stations in the country are in rural areas and towns.

Talking big regarding the development of railway, she forgot to notice that these stations in towns and rural areas have no electricity for 16 and 18 hours. You are not even able to provide some alternative emergency provision there.

Panels worth Crores of rupees are being installed in the stations and hundreds of small buttons are fixed in there panels next to each other. Pressing one wrong button can result in a disastrous accident. But these buttons are being operated in the stations in the rural areas with the help of torch light. You are not even able to provide a 40 watt emergency light there and you are saying that you have discharged your social responsibility.

The Mahakaushal region, which I hail from has been neglected and remained backward since independence. The NDA Government established West Central Railway Zone in Jabalpur there. The people thought that it would remove the backwardness of the region, This railway Zone has turned out to be beneficial for the Railways also. Madam, out of the seven Railway zones established in the country after wards, this zone comes at number one and it is the second among all the other 26 Railway Zones.

After a long struggle, Luluji introduced a Jabalpur-Mumbai Garib rath train on our demand. This train is running only two days a week and the percentage of its occupancy is far better than many other Garib rath trains running in the country. We do not mind even when you have not given us anything in this railway budget, but you decided to run this garib rath train from Allahabad.

Nobody demanded for the same from Allahabad but in any case, we have no objection if you want to introduce a train there. You can introduce some other train from Allahabad and we have no objection but at least don't do injustice to us. At least do not snatch away this train from us.

Through you, I would humbly like to draw the attention of the Minister to the percentage of occupancy in garib rath trains running in the country.

The occupancy in the garib rath train running from Patna to Kolkata is merely 8 per cent in case of chair car and 22 per cent in case of A C-3 class. This garib rath train is having the lowest occupancy in the country.

The Occupancy in the garib rath running between Bangalore and Pondicherry is 27 percent. The Garib rath, running from Raipur to Lucknow is having 32 percent occupancy. The Garib Rath running between Chennai and Emmore has 46 per cent occupancy. And the occupancy in the Jabalpur-Mumbai garib rath for which I am urging is 52 percent.

Honourable Madam, there are a number of such Gareeb Rathes that are running below their occupancy, then why is the step-motherly treatment being meted out to Jabalpur. I would like to know what type of justice is this and what type of social responsibility have you discharged. You are impeding the development of such area that is contributing to the development of Railways. Hence my request is that this train may be run between Jabalpur and Mumbai as before.

The gauge conversion is also to be undertaken at various places in the country and it is also a big challenge before Railways. You talk about economic crisis. But we will have to determine the priority somewhere or the other and such projects have to be identified that are both necessary for the regional development and beneficial to the Railways.

Such an important project is Jabalpur-Gondiya Gauge conversion the foundation of which was laid during the NDA regime and an amount of Rs. 110 crore was also given for the same. This is such a project that on its completion the distance that the trains running from north and east to south have to cover will be less by 273 km. It means crores of rupees will be added to the exchequer of Railways and at the same time a parallel route will also be available to the Railways which is urgently required today.

Today, such projects are also being ignored. The cost of this project, which was Rs. 511 crore has overrun to Rs. 850 crore due to delay. This project will bring about a boom in the development of the entire eastern Madhya Pradesh including Mahakaushal. But only Rs. 70 crore has been allocated to such an important project. The erstwhile hon'ble Minister of Railways, Shri Lalu Prasad had announced in 2008 that the project would be completed within two years. But, with this pace, this is not likely to be completed in the next 10 years. Hence I would like to urge that adequate funds should be provided to this project and efforts be made to complete it within 2 years.

I would like to bring into the notice of the Minister of Railways that a large number of Bangia speaking people are there in Jabalpur and they want a direct train be run from Jabalpur to Kolkata via Bilaspur.

A train is urgently required between Jabalpur and Banglore. Subsequent to my demand this proposal has been sent to the Railway Board continuously for three years. Hence the same may please be approved.

A direct train from Jabalpur to Amritsar is required as lacs of Sikhas are there in the entire Mahakaushal region including Jabalpur, alternatively the Mahakaushal Express train may be extended from Delhi to Amritsar also.

Lakhs of people from surrounding areas including Jabalpur visit the shrine of Mata Vaishno Devei, yet Jabalpur-Jammu train is running only once in a week

that too without a pantry car. So, it may please be directed to run this four times in a week with pantry car.

In a city like Jabalpur having a population of around 20 lakh a local train is needed to be run from world famous tourist place Bheragaht to Khamariya for which railway track is already in place.

A large number of people residing in Jabalpur are from Bihar and Uttar Pradesh, therefore, it is necessary to run a new train for these people from Jabalpur to Siwa via Allahabad and Chhapra.

As Millions of Muslims living in Jabalpur for a long time visit Ajmer, the place of their faith. Ajmer and a large number of the Hindu brethren visit Pushkar. Therefore, Jabalpur-Jaipur train is required to be extended to Ajmer.

There is a need to run direct trains from Jabalpur to Haridwar and Jabalpur to Puri.

I would like to tell you that the Malyalis living in Jabalpur have to reach at Itarasi or Nagpur station to make arrangements for their journey to Thiruvananthapuram due to non-availability of direct train for Thiruvananthapuram, which is highly inconvenient. Therefore, there is a need for train from Jabalpur to Thiruvananthapuram.

At several places Sampark Kranti trains are running on daily basis but Sampark Kranti from Jabalpur to Delhi is still running three days a week. It should be converted into a daily train.

I would like to convey to Mamtaji that I have been demanding for the last 5 years to develop Madan Mahal station situated at Jabalpur on the lines of Habibganj station and Kachhpura station as a station equipped with all the facilities.

There are some stations around Jabalpur where approving stoppage to some passenger trains will be beneficial for the large population of the area wherein Delhi to Jabalpur bound train Gondwana Express along with Amarkantak and Mahanagri Express be given stoppage at Siroha.

I would like to tell you that the area where new industrial area is being developed and SEZ is also announced, is an important area of the Jabalpur district. Therefore, in view of the increasing pressure of the traffic and over bridge or under bridge be constructed at Khitouli Railway crossing.

There are negligible facilities for passengers at Panaagar station, a suburban area of Jabalpur. Stoppage should be provided to Mahakaushal, Rewanchal, Shaktipunj, Amrkantak Janta Express and Jabalpur Reevea link city at this station.

I would like to tell you that around 124 acres of land adjacent to Siroha station belongs to railway which should be utilized for setting up of a factory for maintenance of trains starting from Jabalpur and for repairing of bogies and also for setting up of a factory for commercial purposes and printing of stationery etc. related to other department.

There is another important station Shahpura (Bhitauni) in Jabalpur district itself where stoppage for Reedham Express and Jabalpur-Itarasi Express is required.

There is a large population of people from Kutch (Gujarat) in Jabalpur and keeping in view this fact, to run a direct train from Jabalpur to Kutch (Gujarat) will be practically important not only for Jabalpur but for the whole region also.

I believe that hon'ble Minister for Railways Ms. Mamtaji with all her talks of associating the Railway with the development of the backward and neglected regions, will definitely have a look on my these demands of while putting those uttermost of hers to action.

*SHRI MITHILESH KUMAR (Shahjahanpur): I would like to draw the kind attention of the Hon'ble Minister of Railways towards Rail Budget. I feel that the Hon'ble Minister of Railways has not provided the quantum of facilities to Uttar Pradesh in the Rail Budget, which was expected from there for the state. I would like to draw attention of the hon'ble Minister towards my parliamentary constituency Shahjahanpur, Uttar Pradesh specially towards the following works:

- As envisaged in Vision 2020 of Railways a rail line may be laid from Mailani to Farrokhabad via Khutar Shaharamhua.
- Train no 4315/4316 may be extended from Bareilly to Shahjahanpur and it should be rescheduled at 4 A.M.
- Jammu Tawi (Himigiri Express) may be given halt between Howrah and Jammu Tawi.
- The electrification work may be completed by expediting the work.

*Speech was laid on the Table.

- Train No. 2011/2012 Garib Rath Express may be given stoppage at Shahjanpur.

Shahjahanpur (Uttar Pradesh) Railway Station may be included in the list of world class railway stations.

Out-Patient Department and Diagnostics Center may be set up at Shahjahanpur.

Adarsh Degree Collage, technical institute and management institute may be set up. Sufficient land is available in Roja.

Tatanagar-Amritsar Express Train No. 8103 may be given stoppage at Shahjahanpur.

Train No. 2557/2558 running between New Delhi to Muzaffarpur may be given stoppage at Shahjahanpur.

*SHRIMATI JAISHREEBEN PATEL (Mahesana): Hon'ble Madam Speaker, I am grateful to you for the second opportunity you have given me to speak on the second Rail Budget of 15th Lok Sabha. This is the second budget presented by the Mamata Ji as the Minister of Railways. I am also a woman. Madam Speaker, you are also a woman and the Minister of Railways is also a woman. Leader of opposition too is a woman. Women Empowerment is getting its meaning. The proposals of the Minister of Railways to improve the security of lady passengers by setting up twelve companies of Mahila Vahini consisting of women Railway Protection Force Personnels and to exempt woman, backward and marginalized classes from paying fees by changing PRBS Recruitment Policy are praiseworthy. Special trains for woman-Matribhoomi Vishesha Rail Yojana introduction of Kisan Vision Project, cent percent exemption to cancer patients from paying train fare of A.C. III and sleeper class are also remarkable and commendable. Assurance to give job to one of the family members of each farmer whose land will be acquired for a rail-project is also important.

Rail is the largest industry of India and it is the lifeline for the unity of India and second largest network in the entire world.

Hon. Mamata ji had mentioned Maa - Mati and Manusha while presenting Rail Budget 2009-10. Though this concept may not prove appropriate commercially and economically but she had advocated saying that it is quite appropriate with social point of view. We too felt pleasure to hear but all these things remained a hollow

*Speech was laid on the Table.

ideal. I would like to draw the attention of Mamataji towards 4th and 5th para of this budget.

Yet another aspect to which I have to lay stress upon while taking decision is social responsibility. Being the lifeline of Indian Economy Railways have to provide connectivity to the most of the parts in the country. Whether commercial benefit should be the only ground to decide the need of connectivity? Whether social responsibility should not be an important aspect? I would prefer the later one. Our target is inclusive growth. In the absence of connectivity, growth for all will not be possible. If we do not include all in the process of development, development will only take places in statistics. We do not need this kind of development.

I would like to draw the kind attention of the Minister of Railways Mamta ji on the second page of Rail Budget in which.....“our motto is our target. Our mission is the development of the country.” Our deed is constructive and novel. Our ideas are constructive. Our target is to unite people and beget the feeling of oneness in the country. This Budget reflects the persons and states on which and the extent to which the Minister of Railways Mamta ji has showered her affection.

The Budget of Mamta ji is not a Rail Budget, it is also not a real budget. It is a political budget, it is a budget of a politician. While she was presenting the budget, it seemed that the chief minister—finance minister of Bengal is presenting the budget of Bengal. I was astonished whether I was sitting in Lok Sabha or in Kolkata. Bengal gets reflected at each and every page of this budget. This railway budget does not seem to belong to the the Ministry of Railways, rather it is budget in the form a train running parallel on the two rails of Congress and TMC.

The Minister of Railways, Mamta ji has mentioned vision 2020. But this budget seems vision 2010-11 *i.e.* the vision seems to belong to the time when the general elections to the assembly took place in Bengal. The thinking of which emently gets reflected in the budget is of running the train of their politics on the two tracks that, as she must be aware go parallel and never meet each other. Madam Speaker, I would like to say that distributing the gift to enveryone, playing development politics, all inclusive all encom passing development that caters to all has not been kept in the mind. The gift of 28 trains and projects has been given to Bengal in this budget and the gift of only 8 trains has been provided to Gujarat. Mamta Ji! in comparison to other states Gujarat

and particularly North Gujarat which is eager to take strides in development have not been provided any remarkable facilities.

Gujarat has become a growth engine on its own. The Government of Gujarat is progressing speedily day by day by running the train of its development on the two tracks of common man and admistration, by fulfilling the expectations of the people and thus accuring the status of No. 1 state of India. All the citizens of India know this fact.

If we look at this Railway Budget from the angle of social justice, it does not stand scrutiny. The expectations of the people do not seem to get fulfilled. The attitude of the Union Government towards Gujarat is not Just. This reflects in this budget. North Gujarat which is reeling inder backwardness having a large population of Seheduled tribes and deprived of railway development has been ignored in this budget. It seems that this budget is incapable of guenching the thirst of the people for development.

A number of matters of Gujarat relating to railways are lying pending. No concrete measures appear to have been taken in this budget.

Despite the major chunk of the Western Railway Network lying in Gujarat, the status of Headquarters of the Western Railways has not been accorded to Ahmedabad so far. In this matter politics seems to have taken precedence over administration. Ahmedabad-Gujarat is a major revenue earner for the Ministry of Railways and moreover, Ahmedabad can provide a good administration to the Western Railways as it is located in the mid of Western Railways. If Ahmedabad is made the Headquarters of Western Railways, it will provide hassle-free administration.

The development of Sabarmati Station has been our constant demand for the last few years to reduce the burden of Ahmedabad Rail administration, but no concrete step has been taken in this regard so far.

The Duranto Express train out of a number of trains announced in the last budget has been run between Ahmedabad and Mumbai. Apart from this, no project in Gujarat has been completed.

It would have been a justice to Gujarat, if Ahmedabad Station had been included in the List of Multifunctional stations, but the Hon'ble Minister of Railways did not meet the expectation on this front also.

The budget presented by Mamta Ji is directionless and unrealistic in view of the progress and development of India. This budget goes against the expectations of the people of Gujarat as it has impeded the development of Gujarat.

According to the Chief Minister of Gujarat, Hon'ble Narendra Bhai Modi, this budget is reflective of the lack of will power as far as its ability to bring about result-oriented changes in the development of nation-wide infrastructure. Its share in the transportation of heavy goods during the year 2001-02 was 24 per cent. But the same reduced to 20 percent in 2008-09. It stands to mean that the reliability in the railway transportation of goods has substantially gone down and the reliability in the road transport has increased. Over freight charges of the railway also stands to be a reason for the decline in reliability. So, it has become inevitable to constitute. "Qualitative Reforms and National Rail Care and Fare Enquiry Committee" to plug the loopholes.

The announcement made by the Hon'ble Minister of Railways, Mamta Ji in the budget to connect all the important ports such as, Daahej, Sutrapada, Dholera, Hajeera to rail lines on the P.P.P model, is against the financial interests of Gujarat. We strongly oppose it as the Ministry of Railways laid rail lines on its own cost in others States of India and when the turn of Gujarat comes, where does the PPP model come from. It is quite unfair, discriminatory and it shows an attitude with double standard.

The share of Gujarat in Delhi-Mumbai Freight corridor is 40 percent. Despite this fact, it is not good to neglect Gujarat in 10 auto-hubs likely to be constructed.

No focus has been given on rail in the present rail-budget. Only the Politics of Bengal has been focused. It is a populist style. Individualistic Politics Leads to the negligence of the equal and uniform development of the country and reflects the lack of social will power. It has been overshadowed by the elections. Making the projects state-oriented, the attitude of the Ministry of Railways, the UP A Government are as threatening as the terrorism. Hence, Mamta Ji, don't play politics in development and make the development equitable and inclusive. Please no more politics for development.

I and several other members from Gujarat raised the matters lying pending with the Ministry of Railways through speech and in writing. But all these efforts went in vein. Nothing has been given to North Gujarat in both the budgets of Mamta Ji.

The people of North Gujarat are looking towards the Union Government to get all the problems related to railways redressed. The Parliamentary Constituency which I belong to has such questions galore.

Jai Bharat Sir, I would like to submit for your kind information that Mahesana is a big industrial city of Gujarat known for its Milk, and Oil Industries. Unjha city in Mahesana district is the largest spice city of Asia and, moreover, Umia Mata Ka Shaktisthal, holy place for the Muslims. Meerandatar, historical City Wadnagar, kotansitpkadis, Bahueharaji, yatradam and other cities connected to Mahesana city. Mahesana is considered to be the capital of entire northern Gujarat. The following are the railway related problems of northern Gujarat for the redressal of which I have repeatedly been writing to the Ministry of Railways:—

At night most of the buses run towards Surat from Visnagar, Unjha, Wadnager, Mahesana, hence a night train is required to be started from Palanpur to Surat.

Second broadgauge line is required between Mahesana and Ahmedabad. More trains are already available on the Ahmedabad-Delhi rail route, but the people of Unjha, Siddhapur, Chhapi and Kalol are not getting any benefit from it.

The people of Northern Gujarat will also be benefited if the trains coming via Mumbai and South Gujarat and having their stoppage at Ahmedabad are run upto Palanpur.

The Rail-bus running between Mahesana and Taranga has three coaches but according to the demand of the people five to seven coaches are required to be added to it. The Survey of Mahesana-Taranga broadgauge has been completed the survey of Ambaji, Khedbrahma and Abu railway route is required to be done. This will be beneficial to the Scheduled Tribes of hilly areas.

Intercity trains are required to be run between Mahesana, Ahmedabad and Patan-Ahmedabad.

Broadgauge line upto Kadi-Kalol-Bechraji Ranuj-gauge conversion is required. New rail tracks are required to be laid between Mahesana Bechraji Wiramgam. This will directly connect Mahesana to Saurashtra.

Stoppage of the new trains may be given by the Ministry of Railways the stations-Palanpur, Unjha, Mahesana and Kalol of northern Gujarat under new rail projects such as Ahmedabad- Udampur, Ahmedabad-Agra, Jaipur-Bandra.

Gandhinagar, the administrative Headquarters of Gujarat is also bereft of the facilities of a number of trains. This may also be taken into account.

The trains run late regularly as there is single rail track between Ahmedabad and Abu and heavy traffic of goods trains also make the trains run late. The Ministry of Railways does not pay as much attention to time-schedule to the trains as it pays catering services. The Ministry of Railways has not succeeded to maintain its image of the Ministry committed to welfare. Reaching their destinations in time may be more valuable gift than that of cheaper and substandard food of trains.

Hon'ble Speaker, Madam, I would like to convey my pangs of the Journey to Hon'ble Minister of Railways, Mamta Ji, through you and I hope the same will be taken care of. Thank you.

[English]

*SHRI SHIVARAMA GOUDA (Koppal): I welcome to budget but railway Minister said I look after every state, district concerning and kept them to happy but story was different madam railway sis life line of connecting people to rural and urban areas, common & poor people wanted to small requirement but railway Ministry neglecting the what those want.

Koppal is my parliamentary constituency and Maheboobnagar and Ginegire working is very slow and not given importance, from so long time.

Last time railway Minister said every parliamentarian get one upgrade or one adresh railway station but still I am not getting it. Railway yard- there is no lights no accommodation for loading and unloading. Major problem for demiurges charges at Koppal station.

I requesting for introduction of day train between Guntakal-Hubli intercity train it is not proposed in the budget. Madam there is no trains after passing hampi express up to 3 pm. Train lines are remain idle without passenger train.

I am asking for stoppage of vasco-Howrah at Koppal and Hampi express at Banapura from the beginning I recommended to stop this trains at station still not at. This Hamp express running between the Bangalore to Hubli this train running connect with the four constituency Koppal, Ballery, Raichur, Gadag and train running connect

with the four constituency Koppal, Ballery, Raichur, Gadag and all V.I.Ps like state Ministers, MPs, MLAs , MLCs traveling, but with only half 1st A.C. coach. Some times all VIPs are traveling of 2nd class. Required full 1st A/ C coach.

This train lines useful only nine merchants, traders, and high profile business people, not for rural people and common people, Madam all bogies are so many year old this bogies filled with rats and mosquitoes. Not maintaining properly.

1. This budget has not given any new line, doubling, new trains, passenger train, gauge conversion, extension of trains, new lines serves, for my constituency.

There is no second platform for children, women, senior citizens. At the time of crossing train it is very horrible situation to see. Without great difficulty to get the train and coming out the train is also very difficult to the passenger cross the line.

*SHRI GANESHRAO NAGORAO DUDHGAONKAR (Parbhani): I would like to place some important demands of the people made during my tour of the constituency by giving representations of the problem faced by the people. Following demands may be considered by including in railway budget-2010-11so that people of my constituency find some relief:—

To make the budgetary provision for time bound completion of Akola-Khandwa Gauge Conversion (MG to BG) at Warpath. I would like to place my region to complete gauge conversion from Akola-Khandwa within a stipulated time so that it covers most of the undeveloped and backward region.

To make provision of double railway track i.e. Mudkhed-Parbhani to save the time in crossing railways as it is heavily loaded track.

Integral coach factory at Purna should be established as the ample land is already available there.

As all the officers are shifted to Nanded Division making ample land available, you are requested to demand diesel loco shed at Purna (Jn.) as the infrastructure required for it is already there in addition this following demands should be considered:—

(a) To make the provision of rail factory of spare parts of the rail at Purna.

(b) Railway Staff Training Centre should be started.

Adilabad-Parli double track should be laid down for transportation of coal. As this line is commercial.

100 coaches be allotted to Nanded Division of SCR.

A "Truck on Wheel" project from Mumbai to Hyderabad be provided to save diesel, time and truck traffic along the roads and avoid accidents.

The 'Bye-pass' should be made at Mudkhed (Jn.), Purna (Jn.), Parbhani (Jn.) and Parli (Jn.) to save Passengers valuable time.

Passenger amenities like water closet, drinking water and rest room etc. be provided on Platform No. 2&3, Parbhani (Jn.)

At Parbhani railway station new restaurant and two canteen on the platform should be opened.

Following new express trains should be introduced:-

- a. Nanded-Mumbai Superfast Train (Shatabdi Express) should be started.
- b. Nagpur-Solapur Express should be made on regular.
- c. Nanded-Pune Express should be made regular.
- d. Nanded to Secunderabad (Train No. 564) should be extended to Parbhani.
- e. Nanded to Pune Express should be stopped at Manwat Road station.
- f. To make the provision of Passenger Reservation System at Jintur as early as possible.

Modified Diesel Home Locoshed at Purna (Jn.):- I would like to emphasis the fact that injustice is done in my region to Purna (Jn.) where steam loco-shed was located as it was a Central Place to then MG Rail line. I come to know that such steam loco-shed were also present at Kazipet, Lalaguda, Guntkal, Gutty but they were subsequently converted in Diesel and Electric loco-shed. I also came to know that these lines are electrified and these diesel locoshed far away from Nanded Division (about 350 KM).

Management institution/technical institution. It is learnt that ample land is available at Purna (Jn.) and there is no reputed management or technical institution on the lines of IIT/IIM in entire Marathwada region. I hope if such an institution is granted it will definitely remove the

educational and economically backwardness of entire region.

Model Degree College/Kendriya Vidyalayas- I also urge upon your authority to sanction a model degree college/Kendriya Vidyalaya at Purna (Jn.) to avoid the inconvenience of thousands of migratory railway employees.

I request to Hon'ble Railway Minister to consider these proposals for the development of Marathwada region.

*SHRI PRALHAD JOSHI (Dharwad): Indian Railways is not just the Bogies and Wagons on the Wheels nor crisscrossing of Railway Tracks and Railway stations. It is a personified symbol of National Integrity and a vehicle for bringing Socio-economic transformation. This golden view should be kept in mind by Railway Ministers while presenting Railway Budget to the Nation some of the new trains have been given big names like Matrubhoomi and Karmabhomi. But it seems during Lalu's time only, Bihar was treated as Matrabhoomi, while during the present Rail Minister only Bengal is treated. Matrubhoomi, if one look at the huge budgetary allocation and other bountry made to Bengal. That is why now new slogan is it is all for Bengal and baaki sab Kangal" In the zeal of entering writers building next year the Rail Ministers eyes could see only Bengal look at these proposals for Bengal.

- Metro facilities to be extended with five new Metro Stations with an eye on civic election later this year.
- A proposed sports academy in Kolkata.
- A Rabindra Museaum in Howrah and A Gitanjali Museum in Bolpur to commemorate the 150th birth anniversary of Rabindranath Tagore.
- Shambhu Mitra Culture Complex of performing arts and a music academy in Howrah.
- A State-of-the art advanced loco pilot training center in Kharagpur, in advanced railway track training center in Belegghats and four multi disciplinary training centres.
- A center for railway research to be set up at IIT-Kharagapur.
- A Diesel Multiple Unit factory to be set up in Sankrail.

*Speech was laid on the Table.

- A refrigerated container factory on P.P.P. mode in Budge Budge.
- Special tourist trains called Bharatt Tirth to start on 16 routes.
- Ten Express trains, including two Duronto trains.
- Kharagpur to be made a world-class station.

I wish her every success but Matrabhumi India should not be let down in appeasing Bengal people. Rightly or Wrongly, I had expected and same from Muniyappa ji to Karnataka but to our utter disappointment, as Karnataka is not as lucky as Bengal. I think he must have been happy for the reason that all through the Budget the places of Karnataka appear quite frequently may be it is for survey or new lines or some other projects look at these features.

Out of 114 new routes surveys announced Karnataka places are features in 13 routes. By any yardsticks this appears a bumper bounty to the State. But the very fun lies here.

They are only surveys though no expenditure funds earmarked for survey. After all they are only surveys and made subject to approval of planning commission. I would like to ask Rail Minister what was the necessity for announcing these surveys without approval of planning commission. This all remembers me a phrase as eyewash.

Here one contradiction or a discrepancy that appears is for Karnataka new route Tumkur – Davanageri is shown in the socially desirable category on page NO. 26 for survey and at the same time finds place in new lines construction under cost sharing and P.P.P. category on Page No. 34. Which is the ultimate one I ask Rail Minister for clarification. All these new lines are for survey but all subject to planning commission approval and under what category these lines will be constructed and is not clear. There is one more lot of new lines survey under category of requests made by the concerned state Govts., which are 65 in total and Karnataka's 13 routes are included. But again these are survey only.

In the new lines category under 1021 km., length classification Karnataka's only relief is Bagalakot – Kudachi which has been included in Budget and free from any conditionality like approval of planning commission.

Why I have mentioned this list is just enlighten the people how these all projects are like the things looked

in the mirror, as they are not capable of certainly being implemented, and how this budgetary promises may remain as promises and hopes only. The budget contains such large list of survey lines but nowhere in the budget the earmarking of money for these surveys shown.

Four types survey and new lines are mentioned. Under the socially desirable connectivity 114 updating of surveys about 55 surveys are mentioned under requests made from various sources. But as I have said for these survey there is no earmarking of funds mentioned.

In page No. 34 of doubling of lines and 19 constructions of new lines have been mentioned on cost sharing and P.P.P. basis. But what is the cost of the State Government, and the Railways and which are the projects that are taken in P.P.P. basis it is not elaborated. It is full of uncertainty where from the funds come it is not known. In my opinion these projects are shown just for the eyewash of the people or to give some false impression to the people of Karnataka to show many projects have been taken-up which are mainly depending upon incidence of private partnership.

I would like to draw the attention of Rail Minister to her reply to the Starred Question 102 on 4th March where in it is explained that there are total 306 ongoing projects are cost of which is a whopping 81000 Crores required. It is admitted in the reply that due to paucity of funds the progress of most of these projects is slow and railway is trying to bring funds through some of the non-budgetary sources. When this is the plight of earlier projects what happens to the 41000 Crores projects announced for 2010-11 only Rail Minister knows.

In addition to this there is Railway vision-2020 document unveiled in December 2009 by which the Minister wants to take Indian Railway to 21st Century, even if a decade late. The key to achieve this document and more Rs. 14 lac crores said to be invested over the next ten years. Which means requiring an investment of Rs. 1.4 lac Crores huge amount and where from this amount is generated only Rail Minister has to explain. Otherwise this will be a project on paper only. It is important to note just now ambitious an investment goal this was at a time when Rail Minister seriously questioned the famous profits claimed by Laluji during his time.

Now again coming to my State Karnataka just to show how less budgetary allocation is made to South Western Railway which covers most the State, as comparison to previous years budgetary allocation for

various ongoing and new projects as well as Railway Operating activities.

| Sl.No. | Year | Amount (Amount in Crores) |
|--------|---------|--|
| 1. | 2007-08 | 780=00 |
| 2. | 2008-09 | |
| 3. | 2009-10 | 857.18 |
| 4. | 2010-11 | 725.12% Less 15% compare to last year. |

The above table indicates how compared to last year lesser amount is allocated and again Railway Minister to explain it.

I will give one more detail which indicates, that among 6 frontline Rail Zones, Eastern Railway that covers West Bengal grabs the major share in the allocated for the year 2010-11.

| Amount (in crores) | | |
|--------------------|-----------------|-----------------------------|
| 1. | S.W.R., | Total allocation Rs. 725.12 |
| 2. | S.E.R., | „ Rs. 1096.93 |
| 3. | Central Railway | „ Rs. 1142.97 |
| 4. | S.C.R. | „ Rs. 1656.28 |
| 5. | S.R. | „ Rs. 1539.49 |
| 6. | E.R. (Bengal) | „ Rs. 1994.50 |

This Table indicates how S.W.R., gets meager allocation and E.R. get a huge Rs. 1994.50 crores. What is this called in Railway language Hon'ble State Railway Minister Mr. Muniyappa only has to explain, who belongs to Karnataka. If this is the kind of discrimination when all the projects that are ongoing to complete and the new projects to take off.

Now coming to the introduction of new trains. I had expected due to good offices of our Muniyappa ji, at least his time we would get all the new trains we had sought for, I for my constituency which is the second biggest in the State I had demanded one night Express Train each to Mumbai and Pune and one to Hubli-Bangalore and another direct train to Hyderabad. This was the long standing demand of the people since a decade. But the demands to Bangalore-Mumbai Trains is not heard once again but a By-Weekly train to Hyderabad is given. But unfortunately this is done by de-linking Train No. 7416/7430 i.e., Haripriya and Rayalseems by linking which we had earlier a direct daily train to

Hyderabad. The result is we are now deprived of a daily Hyderabad train to get only a By-Weekly Hyderabad Train. This means what is given by one hand is snatched by another. Therefore, I request the new train i.e., by weekly train to be made daily or if it is not possible earlier linkage system to be restored. This is the people's demand.

I also take this opportunity to request Hon'ble Rail Minister to do this and also to fulfill the long standing demand of new Hubli to Mumbai and Hubli-Pune and Hubli-Bangalore direct trains.

Railway Minister has made it clear repeatedly that rail will not be privatized. But I would like to ask her that what does her offer for P.P.P. for the new lines mean.

Lastly few words of academics. If Rail Minister, Mamata ji wanted to lend her "Vision 2002" credibility this Budget should have been used to move Indian Railways away from unrealistic and non-core activities like running Hospitals, Bottling Water and towards acquiring the necessary savings and financial strength. As a Spin-off, it may have also helped her gain credibility as one who could be able to bring genuine economic change to Indian Railways for better operational purpose of Railways the passenger would get the improved amenities and Rail travel.

The massive expansion of its non-core activities in recent years has been making or will make in the long run wheels of Railways move off the track. The most telling Statistics on this front however does not come from the Railway Budget but from the planning commission. In the period of Tenth Plan, Indian Railways investment in PSUs was only 4% of its total plan expenditure. In the 11th plan this spending had shot up to comprise 17% of the Railway expenditure. Compare this with the proportion of expenditure on rolling stock which come down from 32% to 26 of total expenditure or the proportion spent on new lines down from 11% to 7% or the proportion spent on Track renewals down from 18% to 10%. It means going opposite direction of Vision 2020. One indication of Railway Minister going away from her visions is clear by her intention to set up Six clean drinking water plants. This previous money for Railway operation very well could have been diverted towards the railway operational aspects and made railways efficient functioning.

Following is comparative detailed list of allocation of funds for S.W.R., Zone which covers major portion of

Karnataka for the year 2009-10 and also the lists of the ongoing Railways Projects in Karnataka which are not completed as per the target date of commissioning and inordinate delay is caused in completing.

South Western Railway

Budget Grant 2009-10 Vs Budget Grant 2010-11 – Demand No. 16

Fig in Thousands of Rs.

| Plan Head | BG 2009-10 | BG 2010-11 | % of Change |
|-------------------------------------|---------------|---------------|----------------|
| 11 New Lines | 1185800 | 1201000 | 1% |
| 14 Gauge Conversion | 980611 | 860000 | -12% |
| 15 Doubling | 1332400 | 760000 | -43% |
| 16 Traffic facilities | 603209 | 493414 | -18% |
| 17 Computerisation | 40100 | 114801 | 186% |
| 21 Rolling Stock | 155181 | 180303 | 16% |
| 29 Road Safety works—LCs | 250000 | 324728 | 30% |
| 30 Road Safety works—ROB/RUB | 447520 | 257050 | -43% |
| 31 Track renewals | 2000000 | 1500000 | -25% |
| 32 Bridge works | 161805 | 128625 | -21% |
| 33 Signal & Telecommunication works | 243566 | 401 862 | 65% |
| 36 Other Electrical Works | 50535 | 55000 | 9% |
| 41 Machinery & Plants | 108587 | 89634 | -17% |
| 42 Workshops & Production units | 286364 | 251796 | -12% |
| 51 Staff quarters | 144650 | 107000 | -26% |
| 52 Amenities for staff | 147404 | 112949 | -23% |
| 53 Passenger amenities | 304866 | 242640 | -20% |
| 64 Other Specified works | 135587 | 170437 | -26% |
| Total | 8573185 | 7251239 | -15% |

I will example how most of the Railway project in Karnataka are not completed as per the target fixed by Railway itself.

Shimoga—Talaguppa Gauge Conversion: This project was started long back which is on the cost-bearing base. This 97 km., length project was to be completed before 31.03.2009 as per the target date of commissioning.

Dharawad-Kuumbarganavi Doubling: This is only 26 km., of doubling falling in my constituency. It target date was 28.02.2009. But still it is not completed.

Hubli—Hebsur Doubling: This is also a small stretch of 20 kms., doubling work it target date of commissioning is 28.02.2009 but still not completed.

Arsileeri—Birur doubling: 44kms, length doubling work is to be commissioned before 31.03.2010. But the existing position is said to be impossible that is finished on this date.

Ramanagar—Mysore doubling: 9.05 km length of doubling is started long back and T.D.C. is 31-03-2010. But condition is that there is not work done to complete it on this date. This is on cost bearing of 67.33 and State Government, has paid fully its share of money.

Kollur—Harihar: This is also a very old project of 65km., new line and bared on cost sharing and our Government, has paid its full money. It's T.D.C., was 31.12.2008, but still the work is not completed.

Bangalore—Sathyamanagala: This 260 km., length new line which is via Kanakpur and Killegal was to be completed before 23-02-2009, but most unfortunate thing is that this work is said to be never taken off. There may be some problems with Sattyamangal Forest but what has prevented railway to start work is non-forest area.

Rayaduurga—Tumakur New Line: This project of 212 kms., length is sanctioned 2007-08. The State Government, is to acquire land but most unfortunate is that the Railways has not written a single letter during the course of two years asking for land acquisition.

Munirabad—Raichur New Line: This project of 165 Kms., length is also sanctioned in 2007-08. The State Government, has already acquired land and acquisition has to be made in Koppal District. The State has already asked Railways to take position of acquired land in Raichut District, but there is no response from Railways it is said.

In addition to this there is a case of about 85 ROB/RUB in replacement of Level Crossing in Karnataka, on cost bearing. Karnataka is ready to pay its share of 30 Crores but Railways has taken Rs. 4.8 Crores only, and most unfortunate thing is that not a single ROB/RUB is still ready.

If this is the casual way of Railway style. I don't know how Hon'ble Railways Minister push forward her "Vision – 2020" and how she is keeping her word of this Budget to complete 1021 Kms., New Lines.

*SHRI HARIBHAU JAWALE (Raver): As stated in General Budget that the budget 2010-2011 is for the AAM ADAMI, I want to congratulate Hon'ble Railway Minister for Vision 2020 and for not increasing the train fare for the Aam Adami with even not hiked the goods fare prices which are ultimately leads to increase in the daily needs. On the other hand in this Railway Budget for Agricultural Products and Farmers no provision has been considered, hence farmers are not happy with this Railway Budget. I appreciate the consideration of Railway Budget presented by Hon'ble Madam while formulating the proposals based on two consideration i.e. Economic Viability and Social Responsibility.

The progress of the infrastructure is the main heart of the development of the country and Railway is playing very vital roll in this development. I had forwarded many letters in respect of various kind of demands to be sorted out from the Ministry and very much thankful to Hon'ble Railway Minister for honouring right justice to some of them.

Once again I put forwards my demands and request Hon'ble Railway Minister through Hon'ble house to look personally and envisage the matter. The following are some important issues to be taken care off in due course of time and I am sure Hon'ble Madam will certainly help to resolve this issues.

To attach one-3 AC, two-Sleeper and two-General class coaches from Bhusawal to Amravati Mumbai Express (2111-2112) to provide stoppage at Nandura and Thane.

To provide first class AC coach each for Karnataka Express (2627/2628) and Goa Express (2779/2780).

Bhusawal-Mumbai Passenger (353/354) which was earlier running and closed the operation by the authority should be immediately put in to operation.

Please provide stoppage at stations for respective trains as specified below, Malkapur for Nagpur-Pune Super Fast Express and Gitanjali Express, Raver for Kamayani Express & Patna-Pune and Jalgaon for Goa Express, Sachkhand Express, Mangala Express and Gitajali Express.

To provide new Jan-Sadharan starting from Bhusawal during day time (starting at about 8.00 AM) for traveling of ladies alone to Mumbai with family, the long standing demands of the common man from Jalgaon District.

*Speech was laid on the Table.

To issue new license & registered coolie on the crowded stations as the number of coolie has reduced because some senior collie has promoted in Railway Service on Gang man post in the last Budget 2008-09. Also to consider the Helper-Vendor working for railway since long for Railway service under Group IV Category on the same basis as considered for Registered Coolie.

To provide VPU racks from BHUSAWAL vision for transportation of Banana to save and to really honour the efforts of the farmers with the confessional rates as applicable for the BCN racks or grant the permission for 32 BCN instead of 42 BCN of Banana Transportation.

To provide the Air Conditioned Cargo station at Savda and Raver for faster transportation of quality Pre Cooled Banana.

To improve Railway connectivity and infrastructure development, based on the two consideration as stated in the face of the budget, the conversion of Pachora-Jammer Narrow Gauge to Broad Gauge with extension upto Malkapur via Bodwas – Nadgaon (the home town of our Honourable President of India Smt. Pratibhatai Patil).

To speed up the survey for the New Railway Line connectivity from Solapur to Jalgaon via Ajantah Caves, to promote the tourist activity and save long running distance.

As the local trains frequency increased for Mumbai, Pune to Lonavalal Suburban local trains frequency should be increased as these trains are passing through all the Industrial belt, lot of daily travels for working purpose specially for Mahila.

As the number of Air Conditioned wagon are going to be increased, as declared in the recent Railway Budget for transportation of Fruits & Vegetables, the activity of building the new Wagons should be placed near area of Bhusawal Divisional office in the State of Maharashtra. As ample of Governments land with Railway's own land is available in the vicinity of Bhusawal.

Please do the needful in the above matter and oblige

*SHRI J.M. AARON RASHID (Theni): First of all I would like to congratulate the Hon'ble Minister for Railways for formulating proposals looking into the economic viability of the projects as well as social responsibility. The

*Speech was laid on the Table.

objective of our UPA Government is to achieve economic growth with social responsibility. No growth of a country is complete if benefits of the growth are not provided to the poor and vulnerable sections of the society. The proposal to update the survey of the socially desirable projects connecting backward areas is laudable. Reduction of Rs. 100 per wagon in freight charges for food grains for domestic use and kerosene, retaining the several concessions under Izzat Scheme and no increase in the passenger fares of any class or category of trains and freight tariffs are right steps in the interest of common people, which reflects the commitment of UPA Government towards the common man.

Railways are not only carrying human beings as passengers, but they are primary carriage form of all the materials that are used for building nation. The efficient of Railways are crucial for achieving the economic growth. It gives me pleasure to note that performance of Railways is impressive. There is no doubt that the railways is one of the key sectors that were hit by the economic downturn. It is heartening to note that Railways has achieved freight loading target of 890 million tonne surpassing the fixed target of 882 million tonnes. To meet the requirement of the farmers refrigerated.

By contemplating setting up of medical colleges, nursing colleges, diagnostic centers, Kendriya and Navodaya Vidyalas Railways is helping the nation in its expansion programmes for education and health sectors. Today, we all are living in a Globalization era. The role of Public Private Partnership is crucial for economic growth of the nation in every sector and for this promise made by the Hon'ble Railways Minister to come up with a business model for the railways, to set up a task force for clearing private investment in Public Private Partnership projects within 100 days and to find innovative funding methods to operationalise the ambitious "vision 2020" reflects the intention of our Government to speed up the implementation of the infrastructure projects. The proposal to add 1,000 route-kilometres of railway track during the ensuing year is an ambitious endeavour and I extend my good wishes to Hon'ble Minister for Railways for achieving this goal successfully.

Hon'ble Railways Minister deserves for special applauds for her announcement that candidates appearing in the Railway Recruitment Board examinations can write their papers in regional languages including Urdu as it would give lakhs of youths hailing from various regions of our country, particularly from the down trodden strata of the society to get employment in Railways through the

concerned Railways Recruitment Boards. Her announcement to connect remote hilly areas with rail, where it is reported that people will be seeing the rail gaddi for the first time in their life, must be appreciated.

For 2010-11, projected freight loading of 944 million tonne. For the first time the railway Minister has proposed a state of the art kind of project, namely the Rail Production & Warning system, which will reduce accidents significantly. She has dealt with this situation of privatization versus public private model in a very balanced way. A few I.T. centric announcements on SMSes and nuggets to do with RFID (Radio Frequency Identification Device), anti collusion system and GPS (Global Positioning System) based optimized driver guidance systems included in the budget might appear low –fi on the face of it. But, in practical terms, these devices are genuine savings for both Railways and its users- industry as well as passengers. The proposed SMS updates on the punctuality of trains is slated to go a long way in helping passengers, who make last minute adjustments to their traveling schedules. Such updates on reservation up gradation are also helpful to save passengers from running counters checks on whether their coach number changed at the last minutes. SMS updates on wagons movement is expected to enhance logistics management, coal users, power and Steel Plants. Interestingly investments in the passengers SMS facilities will not require much add. Investment by the IRCTC (Indian Railway Catering and Tourism Corporation) since basic infrastructure for the facility already exists. Only some adjustments in the software and linking of the passenger train movement system with the SMS facility will do the work. A monitoring system that keep track of all wagons and rakes in any zone will obviously help in better movement and planning at a time when tracks are invariably congested. This will help save fuel costs as well as reduce turnaround time. At present since the planners and users are in the dark in terms of the exact location of rakes, the scheduling of loading and unloading remains unknown. This can be ironed out gradually with RFID technology

RFID technology is rampant among the Shipping and road transporters. If Indian Railway starts implementing such technology on rakes/wagons it will bring down the turnabout time between the loading and unloading, resulting in increased availability of wagons.

Anti Collision Device (ACD) which have already been installed on N.F. Rlys., is now proposed to be extended in three more zonal Rlys. Four projects covering 828 route kms. for proving safety and preventing collision

accidents will be implemented this year. The Government and consumers, enterprises of the country are realizing the need to accurate GPS solution that can save time and money all the while heightening convenience for consumers. GPS based optimized driver guidance system will be a welcome decision for Indian Railways which will abjure the performance, arrival predictability and ensure safe destination arrival for passengers.

Proposal to set up Railway Research Centre in I.I.T., Kharagpur for research in railway technology and other premier institutes like IITs, & DRDO is welcome step. Proposal regarding updating survey of connecting backward areas with the railways under socially desirable railway connectivity proposals is a commendable endeavor. Survey of few lines in the state of Tamil Nadu have been promised. One of the proposed project is S.NO.28 Dindigul – Kumli which is long pending demand for connecting Kumli to Dindigul. This may kindly be expedited as major part of the proposed route of Dindigul-Kumali falls under my constituency and my request is that this line should be extended up to 1 Sabari Malai for the benefit of thousands of devotees of Lord Aiyappa. Also permit me to say a few words regarding Bodi to Madurai 90 kms. long meter gauge railway line laid during pre independence. So far it has not been converted into broad gauge. This conversion will benefit all the traders of cardamom, pepper, cashew, silk cotton, coconut and paddy from Bodi and Theni because their goods have to be reloaded twice which leads to damage and theft of products. (Of course the work was commenced but stopped due to shortage of funds) Another point I would like to state that railway parcel booking counters in Theni, Bodi and Usilampatti may kindly be opened immediately as it will immensely help the Cardamom, Spices, Coffee, Paddy and Coconut cultivators/traders and there are 5 trains which start from Chennai to different – destinations in south halting at Madurai. People from Usilampatti and Chozhavandan have to travel 40 kms, for necessary reservation to Chennai. Hence the opening of a booking railway reservation counter for passengers will definitely help the people, cultivators and traders from my constituency. There is a Railway line in between Chozhavandan and Vadipatti. This railway gate is closed during peak hours and as an when the train comes and goes and hence there is huge stagnation of public at large including the school children college going people including the staff as well as the office goers. An over bridge in between this railway line will definitely help them as well as the traders/business men of this area.

Secondly at present there is only one passenger train is running between Madurai to Dindigul with stoppage in Chozhavandan, in my constituency. This train starts from Dindigul, arrives Chozhavandan at 8-15 AM to Madurai and from Madurai at 6-25 PM reaches Chozhavandan at 7.00 PM and then proceeds towards Dindigul. It is requested that Hon'ble Minister may kindly consider to introduce one more passenger train in this route.

Thirdly, reservation is done only for 12 persons from Chozhavandan to Cehnnai in Nellai Express. Previsously two more trains *i.e.* Pandian Express and Gurudaiyut Express used to halt at Chozavandan. So my humble request would be to increase the quota of reservation from 12 to 25 and to halt the other two trains *i.e.* Pandiyan Express and Guruvayur Express in Chozhavandan station as done earlier.

Kindly consider the request for introducing electric trains from Madurai to Dindigul and Trichy to Madurai with a halt at Chozhavandan.

On the whole the railway budget presented by Hon'ble railway Minister is public oriented especially for the poor (BPL) and down trodden. The industries will also be benefited as various measures including quick availability of wagons/racks for the use of various industries, has also been announced in the Budget.

[Translation]

*SHRI VIRENDRA KUMAR (Tikamgarh): First of all, I would like to thank hon'ble Minister of Railways that announcement to conduct survey of a new railway line from Bhopal to Sagar, Chhaterpur, Khajuraho has been made in the rail budget for the people of Bundelkhand area of Madhya Pradesh which was deprived of rail facilities sc far. This rail line will certainly start a new chapter of development there. By accepting the suggestion of Leader of Opposition, Sushma Swaraj ji, he has shown his broad-mindedness I hope that no dearth of funds will be felt in implementation after the completion of survey of the said rail-line.

Now, I would like to draw the attention towards Lalitpur Singrauli railway line announced earlier for this area. The foundation stone of this line was laid by hon'ble Atal Bihari Vajpayee in 1998, at that time it was the project of about Rs. 985 crore but due to non-completion of work within the prescribed time limit its cost is

increasing continuously which is at present at about Rs. 2000 crore. Soil work is being carried out at this line at present. Construction of bridges and culverts are about to be completed up to Khajuraho. The construction of station building at my parliamentary constituency Tikamgarh has been completed. A provision of Rs. 58 crore was made for this project in the budget of last year which was not enough. During this year the amount is increased but Lalitpur Singrauli rail line should be started by completing it in the current financial year on priority basis by providing a special package for it as it is crucial for the economic social-industrial development of Bundelkhand. In para 109 of rail Budget Lalitpur-Singrauli rail line is also mentioned at No. 13 in the section proposed to be completed covering 1021 k.m. rail line in the year 2010-11. I hope that hon'ble Minister of railway herself flag-off this rail line and the people of Tikamgarh Chhaterpur will welcome her happily.

Orachha is a famous religious and tourist centre of our parliamentary constituency and religious people and foreign tourist visit this place in large number daily. Therefore, the stoppage of Uttar Pradesh Sampark Kranti Express be provided here for the facility of passengers.

Railway Reservation facility should also be provided here.

The stoppage of Bundelkhand Express at Orchha should be restored. Through this train religious people will come into contact of Allahabad and Varansasi directly.

The frequency of Uttar Pradesh Sampark Kranti has been increased from 3 to 5 days. It should be run seven days in a week.

Taj Express train should be extended up to world famous tourist place Khajuraho so that foreign tourist/can directly reach Khajuraho from Delhi by train.

Stoppage of Uttar Pradesh Sampark Kranti should be provided at Niwadi station.

There is a need of Railway overbridge at Niwadi-Tikamgarh line, it should be constructed at the earliest.

Goods get spoiled from rains and sunlight due to absence of shade at rake point at Niwadi station. Therefore, a shade should be constructed there and laying down of third line for the rake is a long pending demand. That line should be laid down at the earliest.

Stoppage of Tulsī Express be provided at Niwadi station.

Anti-social elements pose a threat for rail passengers at Niwadi station, as there is no light at that station. There should be proper light arrangement there.

PRS system should be started at the earliest for the rail passengers at Niwadi station. We find frequent traffic jam due to closed railway gate at Mirzapur Highway No. 76 going towards Harpalpur Mandi. Therefore, a railway overbridge be constructed at the earliest at the gate of this N.H.

Railway passengers are facing many hardships due to absence of platform No.2 at Harpalpur station. Hence, a platform including a shade be constructed at the earliest there.

Harpalpur is located just 52 k.m. away from Chhaterpur. A new railway line should be laid from Chhaterpur to Harpalpur after conducting a survey so that passengers have not to go to Jhansi.

A 157 k.m. line should be laid from Chhaterpur to Rath via Urai after conducting survey.

Foreign tourists have to face difficulty for the closure of gate at railway line at Orchha Jhansi road near Orchha station. Therefore, a railway overbridge should be constructed there.

Facility of continental breakfast and food should be increased for foreign tourist in Shatabdi Express.

Distance to Nagpur will get reduced by 200 km. as a result of laying down of Jhansi Chhaterpur Sagarpur Karali, new line. This will result in saving of time and money. The announcement for survey of Bhopal, Sagarpur Chhaterpur has already been announced. That survey should also be conducted along with this.

*SHRI NARANBHAI KACHHADIA (Amreli): I oppose. this populist budget. The budget for the year 2010-11 has proved a populist budget in the real sense of the term on the lines of the budget of all the previous years. Through you, I would like to know from the hon'ble Minister of Railways as to why Amreli, Gujarat-my constituency-does not figure in the map of the Indian Railways even after so many years of the country's Independence. There is not even a mention in regard to Amreli and I wonder whether the hon. Minister has any knowledge that the Amreli district is also an integral part of the country. It is unfortunate that my constituency of

*Speech was laid on the Table.

Amreli is still deprived of railway services even after 60 years of independence. On account of the lack of railway services, my constituency is still proving to be the most backward area. The metre gauge line of the pre-independence age is still operating. Out of the total population of Amreli, more than 60 per cent reside in Surat, Ahmedabad, Baroda, Mumbai to eke out a living for themselves. However, Amreli is still deprived of any railway connectivity with Surat, Mumbai and other cities of the country and most of the people have to depend on Ahmedabad for availing railway services.

A number of times, survey has been conducted for laying railway line and for gauge conversion between Dhasa to Lathi Khijadia, Amreli, Dhari, Jetalsar and Junagarh falling under my constituency, however, not outcome has been visible till date.

Secondly, a number of times, I have submitted proposals in the House for running a train between Ahmedabad and Mahua daily and requested the Ministry to get a direct railway line laid between Ahmedabad-Mahua-Surat, however, no action has been taken till date in this regard, nor any reply has been received. Similarly, the State Government has submitted a proposal for the development of railway line between Dhasa to Gariyadhar, However, no action has been taken thereon as well. The Government of Gujarat submitted proposals time and again for gauge conversion between Khijadiya, Amreli, Jetalsar, Junagarh and for laying of a new railway line, but the Ministry of Railways has ignored the same in each railway budget.

The Railway Administration has put forth a sample of its incompetence at the Savarkundala station coming under the Bhavnagar division of the Western Railways where the railway platform is at a lower level and the railway line is above that level. Perhaps, such a condition has not been assessed by any senior officer. Why such a cruel joke with the public of that area?

In my area, there is lack of computerized reservation centers, while the Pipava port trust is functioning over there and import-export to the tune of crores of rupees are carried out from there. Along with it, there are factories like Ambuja cement, Altra teck, Sidhi cement and the railway administration gets a revenue earning of crores of rupees from the cotton market, salt production, fisheries and mineral resources etc. The condition of the Amreli station in the district headquarters is pathetic. At the same time, survey has been conducted a number of time for laying a new railway line via Bhavnagar, Adhelai, Dholera,

Wataman Tarapur Petlat and the State Government submitted representations several times for gauge conversion covering Dhasa and doubling of the railway line between Surendra Nagar, Botad, Dhasa, Rajul and Pipava, but no satisfactory outcome has been received till date. Every year, proposals are submitted for financial allocation related to the state in the railway budget, however, Gujarat remains deprived to get railway services every time. Madam Speaker, hon'ble Minister has made some good schemes in her railway budget and I welcome them. I would like to convey to the hon. Railway Minister in regard to her announcement in her railway budget speech about introduction of the Janmbhumi trains that we are proud of our Defence personnel of the country who defend the borders of our country in a very harsh and unimaginable condition. There had been no direct railway connectivity for the last 63 years of independence among the various cities of the Western area. A new connectivity has come up as a result of the infrastructure developed by the railways through gauge conversion and laying of new railway lines. The hon. Minister has announced the introduction of a new weekly Express train service Janmbhumi between Ahmedabad and Udampur which would connect Jodhpur, Falaudi, Lalgargh, Viradhawa, Dhilibanga, Mahajan, Suratgarh, Hanumangarh, Basinda, Faridkot, Ferozpur, Jalandhar, Chakki Bank, Saban Badi Badyap, Jammu Tawi and Udampur.

I would like to know from the hon. Minister whether Janmbhumi has been introduced only for the servicemen of the Defence forces. If so, I would like to give an information and clarification to hon. Minister that the service men are deployed in the Western area not only in Ahmedabad, but, in fact, the military training in the Western area is in Jamnagar and on the borders of the Kuchh. Our borders are linked with Jamnagar and Kuchh. Ahmedabad is miles away from the borders. The Defence personnel belonging to the Army, Navy and Air force are, in fact, deployed in Jamnagar along with whom hundreds of jawans of the border security force and the coastguard are also posted over there and not in Ahmedabad. As such, the proposed Janmbhumi train should be introduced from Jamnagar to Udampur via Rajkot, Surendra Nagar, Ahmedabad, Viramgam, Mahesana to its pre-announced destination.

*DR. NIRMAL KHATRI (Faizabad): I believe that under the able guidance of UP A Chairperson Smt Sonia Gandhi, under the leadership of Prime Minister Dr. Manmohan Singhji and in the hands a revolutionary lady like Sushri

*Speech was laid on the Table.

Mamata Benerjee, the Minister of Railway; will certainly make good progress.

As Hon'ble Minister of Railways, Mamata Benerjee had herself said while presenting the budget, if we look at the figures of expansion of railway tracks (lines) then we will find that in the post independence period till last few years, only 180 Kms. of average railway line was being laid every year and today due to good policies, the said average target has now been kept at 1000 kms per year and for this she deserves congratulations. She is doing all this work without increasing the rail fares.

I believe that a discussion upon the Rail Budget is incomplete without talking about the public facilities provided to rail passengers both at the platform and while traveling in train. There is certainly a lot required to be done in the field of passenger facilities. A lot is required to be done to check and ensure cleanliness of toilets, quality of food, cleaning of stations and waiting halls, better management at ticket counters and efficient service at the railway enquiry counters for passengers travelling by train. Today the safety of passenger luggage during train journey is also a matter of huge challenge before us. For this co-ordination between GRP and RPF is required.

Now I will come to the problems in my Parliamentary Constituency Faizabad (Uttar Pradesh). Both me and my parliamentary Constituency are deprived of Mamata ji's favour. Famous holy city Ayodhya falls in my Parliamentary Constituency only but it is very sad that under the Railway Ministry's scheme of trains being run for holy destinations, city of Ayodhya did not get even a single train. At the time of passing the previous Rail Budget and in Mamata ji's reply it was announced that Ayodhya would be made a multinational station but no work has begun so far.

The headquarter of my constituency, Faizabad, has remained the capital of Awadh region in the past but many Superfast trains, which I will mention later on pass through Faizabad without any halt there and on top of that if sometimes these trains halt for routing operations like filling water etc., we the people of Ayodhya do not have the facility to board such trains from that place. There are two Universities at this place which also happens to be a divisional headquarter also.

A railway bridge was constructed on the Saryu river in Ayodhya by the railways costing worth crores of rupees but at present only one Passenger and one Express train are running over that bridge, were crores of rupees spent

just for this purpose? This bridge was constructed to connect Gorakhpur with Ayodhya-Faizabad but we gained nothing out of this bridge. It is required that we should be given some more trains on this route to connect Gorakhpur with Rameshwaram, Mumbai and Ajmer. Hon'ble Minister has proposed doubling of a number of railway lines in this budget which is to be appreciated. I would request that the proposal for doubling of Barabanki-Faizabad-Ayodhya-Jafrabad-Jaunpur rail route may also be included among the aforesaid proposals. This is a constraint in expansion of trains in our area. The trains also get late here due to availability of a single line only.

In point 10 of page 2 of the speech, hon'ble Minister has rightly said that she would like to help all with her limited resources. In point 11, hon'ble Minister had stated that if due to operational, infrastructural or financial reasons the proposal of any Member could not be accommodated then she was very sorry for that. This is greatness of the Minister. We also understand her limits.

But here I would like to put forth one such point which you could have announced but due to carelessness of senior railway officers of the Railway Department you were unable to do so. We had demanded and requested that Express train no. 4205/4206 A which runs 4 days in a week from Faizabad to Delhi shall be run daily. In this regard train was 4205 A and 4206 A have been introduced as special trains on 3 days in a week and the same are running for the last five months. These trains have proved to be successful from commercial point of view.

Therefore, you could have announced this train as a daily train in your Budget speech because all operational, infrastructural and financial reasons are positive there. Coaches, passengers and availability of time on track, all are there. The same is extended for 3-3 months. From 1st April no tickets are being generated on computer due to waiting for extension.

This should be made permanent and 4205/4206 Faizabad-Delhi may be announced as a daily train and its departure time which was changed by railway in the last few days (from 6 pm in the evening to 9.30 pm in the night) may kindly be changed as previous.

Now I would like to put forth my points in serial wise manner. Out of these there are many such works which will put no extra burden on the railways.

- Faizabad-Mumbai Saket Express (1067/1068) which runs twice in a week may be run on 4 days in a week.

- Train number 5635 Up 5636 Down Okha Guwahati Express, 9053 Up 9054 Down Surat-Muzaffarpur Express, 5667 Up 5668 Down Gandhi Dham Kamakhya Express, all these trains are long distance trains.

These trains stop at Faizabad from operational point of view but they do not have commercial stoppage over there.

Kindly provide commercial stoppage to these trains at Faizabad station. This would not entail any additional time in the running of these trains.

1. FBL 2. MBL 3. FB 4. FBL local and 1. LB, 2. LB passenger trains be provided at least four additional coaches, keeping in view the heavy rush of passengers.

Restoration of stoppages of all trains done away with during the past five years, at the following railway stations, under the Northern Railway, in my Lok Sabha Parliamentary Constituency: Bilawharighat, Acharya Narendra Dev Nagar, Sohawal, Rudauli, Patranga and Diryabad

To increase the frequency of train No. 9321/9322, Indore-Patan Express from weekly to tri-weekly

New Rail Lines

There is an urgent need for laying a new rail line: Faizabad-Rai Bareilly-Lalganj. Kindly commence this work at the earliest after completing the ongong survey.

Over bridge

Construction of overbridges at the Lal Bagh railway crossing and Reedganj railway crossing, Faizabad city and at the railway crossing on the Bhelsar-Rudauli route under the Rudauli Corporation zone.

Track and Signal

Trains on the Faizabad-Allahabad track do not run at their full speed. Kindly make arrangements for the overhaul of tracks and signals.

Upgradation of station and construction of Model Stations

Kindly upgrade the following stations, in my constituency under the Northern Railway and provide necessary facilities: 1. Dariyabad, 2. Rudauli, 3.

Suchitaganj, 4. Acharya Narendra Dev Nagar 5. Bara Gaon Patranga.

Stoppages:

1. Restoration of stoppage of Jammu-Tawi-Sealdah train (3151/3152) at Patranga station.
2. Restoration of stoppage of Janata Express (4235/4236), Sabarmati Express and Sealdah-Jammu Tawi Down (3151/3152) at Sohawal station.
3. Restoration of stoppages of all trains, which were done away with at Acharya Narendra Dev Station.
4. Stoppage of Janata Express (4235/4236) at Bilawharighat station.
5. It is absolutely necessary to provide stoppages to the following trains at Ayodhya station in my constituency, in view of the huge rush and religious activities in the renowned religious city.
 1. Tata-Amritsar Express (Jallianwala Bagh) 8103/8104. 2. Kishanganj-Ajmer Express (Garib Nawaz) 5715/5716. 3. Dibrugarh-Amritsar 5933/5934. 4. Kamakhiya-Gandhidham 5667/5668. 5. Muzaffarpur-Surat 9053/9054. 6. Patna-Indore 9321-9322.
6. Stoppage of Garib Nawaz Train (5716 and 5715) at Rudauli and Dariyabad stations.

Level Crossings

There is an urgent need to provide level crossings in my constituency Faizabad.

1. Near Mrui Sahai Singh Gram, Pillar No. 23/10-11, between Baratkund-Khajurhut stations on the Faizabad-Allahabad route, Northern Railway. It is on the Sherpura Para-Mrui Sahai Singh, Bachrampur route and it is a long pending public demand.
2. Absence of level crossing at gram Sanethu from Sarairasi at Km 950/4 on the Faizabad-Varanasi route, results in immense problems to the people. Kindly issue orders for the construction of this level crossing also, to the concerned official.
3. Unmanned level crossing on the Naepura link road near the Bharatkund station on the

Faizabad-Allahabad route. Finally, I thank you for the announcement in the budget to open CPD and Diagnostic centre at Ayodhya and Faizabad stations.

[English]

*DR. PRABHA KISHOR TAVIAD (Dahod): I congratulate you to present good railway budget **with social responsibility and growth by giving connectivity all parts of India in Railway Budget** with guidance of Hon. Prime Minister Dr. Manmohan Singh Blessing of Madam Soniaji, U.P.A. Chairperson, and financial support of Shri Pranab Mukherjee, Hon'ble Finance Minister.

I also thank you to sanction my most of demands made by me during previous year's budget.

I request you to do the needful to include my following pending demands in railway budget 2010-2011.

Garibrath and Rajdhani Express's stoppages at Dahod station.

Madam, we the MPs from Dahod, Banswara, Jhambua and Dhar request you to sanction stoppages of Griib Rath and Rajdhani Express at Dahod, so poor people will be benefited. Both the trains have stoppages at Vadodara and Ratlam. Vadodara and Tatlam station are situated respectively 150 km. and 115 km. far from Dahod. If Dahod station will get the stoppages of above trains, so people do not have to rush to Vadodara or Tatlam at midnight. We can board the train from Dahod only.

To establish an English Medium Central School from 1st Class to 12 Class at Dahod (Guj.)

There are 4000 railway staff members are working at Railway workshop, Western Railway Dahod in different department from all the state of country. Railway administration has provided one primary English medium school only from 1st standard to 4th standard at present. It is brought to my notice that in the year 1997 Chief Workshop Manager, Western Railway Dahod has demanded to establish an English Medium Kendriya Vidhyalay from 1st class to 12th class which was processed by General Manager, Western Railway and Railway Board to HRD Ministry as well as 30 to 40 acre land has also been earmarked to construct School building, staff quarters and play ground etc., but till date

*Speech was laid on the Table.

this demand has not been materialized. **So, parents and students have to face many difficulties for study in English medium and they have to go in private schools which have no facility of Central syllabus.** If the HRD Ministry has done MOU with railways for education, therefore, I request you to do the needful to sanction a Central School at Dahod (Gujarat) from 1st class to 12th class to facilitate students of Railway Staff and other students oblige.

Budgetary provision for New Railway Line in the Railway Budget 2010-11 from Dahod to Zhalod-Fatepura-Santrampur-Malvan-Movasa-Kalibel-Lunawada-Modasa-Shamalaji (Gujarat) Udaipur-Nathdwara (Rajasthan).

I would like to draw your kind attention towards the subject cited above and **bring to your notice** that there is no railway track **passing through West-North tribal area of Districts Dahod-Panchmahals-Sabarkantha (Gujarat) and Udaipur-Nathdwara (Rajasthan).** The proposed new Railway track from Dahod via Zhalod-Fatepura-Santrampur-Malvan-Movasa-Kalibel-Lunawada-Modasa-Shamalaji to Udaipur which connects religious places consist of more than 90% population of poor tribal people **who believe in Lord Krishan.** These tribal people of both states are visiting many religious places in both states. But in the absence of Railway track, people of above villages and pilgrims from other places are facing great difficulty while traveling. If above New Railway track is sanctioned, it will facilitate tribal people and other pilgrims. Also that if a new railway track is laid to cover this backward tribal area, it will help to a greater extent all round development and give immense job opportunities to the poor tribal people of both the states.

Recruitment of staff of all categories in railway workshop and preference should be given to locals.

In Ratlam division, Western Railway, widest loco wagon shed and workshop is situated at Dahod, but there are so many vacant posts for various staffs so I request you to recruit staff of all categories on vacant post and preference should be given to local candidates.

Upgradation and modernization of loco carriage workshop and wagon shade.

Dahod loco carriage workshop and wagon shade needs to be modernizing and upgrade so that work will be done with good efficiency.

New direct MEMU train from Dahod via Godhra-Anand-Amdava-Gandhinagar at afternoon time. (Between 12.00 hrs. to 14.00 hrs.)

From Dahod no any direct train to Ahmedabad-Ghandhinagar which is the capital of Gujarat state, if the said train will be included this year it will be very beneficiary for people of my constituency.

Regarding to establish new Medical and Nurshing College at Dahod railway colony, Gujarat.

In Dahod railway colony, 4000 staff members are living with families. All these employees are from various states of India. I request you to sanction Medical and Nurshing college in Dahod Railway colony so the people of Gujarat, Rajasthan and Madhya Pradesh will get benefit.

Regarding to introduce one additional ticket window at Dahod station

During the morning and evening time there is very much rush at ticket window at Dahod station so it is very necessary to sanction additional ticket window at Dahod station.

Regarding to provide additional platform No. 4 and No. 5 at Godi road side at Dahod station.

I have submitted my proposal for additional platform No. 4 and 5 at Godi roadside at Dahod station there is unutilized space to construct additional platforms. I request you to sanction additional platform at Dahod station.

Regarding to connect both the foot over bridge at Dahod station.

Dahod railway station have two FOB one is connect Platform No. 1 and Platform No. 2 & 3 and other one is going from entrance side of Station to Godi road side which connects the other parts of the city. If both FOBS will be connected to each other the people of both the sides of railway tracks can go easily from stations to any area of city.

Regarding to provide additional staff against increased workload and to stop outsourcing of work at Dahod Workshop.

Currently in Dahod workshop outsourcing of work is going on as the workload is very high at workshop so I request you to stop outsourcing of work and utilize additional railway staff and local people at workshop.

Regarding to sanction one Assistant General Manager Post at Dahod station in Ratlam division, Western Railway.

I request you to sanction one Assistant General Manager Post at Dahod station to make management more efficient at Dahod.

Regarding to establish a new Rail Coach Factory at Dahod Railway workshop, in Ratlam division, Western Railway.

In the past time, there was a proposal for establishment of Rail Coach Factory at Dahod Railway workshop as it has thousands acres of unutilized land but due to some reasons it could not be done so I request you to establish New Rail Coach Factory at Dahod so that tribal people of my constituency will be benefited with employment and they do not need to migrate for their livelihood.

Kindly look into the matter and do the needful to include above demands in Railway Budget 2010-11.

[Translation]

*SHRI ARJUN RAM MEGHWAL (Bikaner): Through you, I would like to draw the attention of the Minister of Railways regarding the 2010-11 Rail Budget to include my proposals regarding the country, state and my parliamentary constituency, Bikaner, Rajasthan.

From security point of view all unmanned level crossings should be manned immediately to reduce the number of accidents and also to prevent the loss to public and government property.

Para 102, of the Rail Budget mentions the proposal regarding rail connectivity, from social point of view. In this regard my long pending demand for Anupgarh-Bikaner (via Ghadsana and Khajuwala) and Anupgarh to Bikaner (via Srikolayat) line should be included within the socially needed rail connectivity proposals. This is also the public demand. Also in view of its strategic importance the Army and the BSF too have been demanding this for years.

Pursuant to the announcement in the previous rail budget, a weekly train, Bikaner-Kolkata 2495/2496 was introduced. However, keeping in view the rush of passengers it should run daily or at least thrice a week, so that the people would benefit and the railways would earn revenue.

*Speech was laid on the Table.

Modernisation of railway workshop has been dealt with in part second B and para 13.2.16. But the proposal for the modernisation of Bikaner workshop has been left out. I want to mention that Bikaner workshop has, so far, performed very well and enhanced the railway's prestige through its products. This year Bikaner would have a broad gauge link, via Ratangarh. Therefore Bikaner Railway workshop should be included in the list of modernization.

Prior to Independence, three trains connected Bikaner with Delhi; due to gauge conversion work there has been no convenient train in this past 7-8 years between Delhi and Bikaner. Therefore, my demand for a overnight convenient train from Delhi Bikaner via Marita Mode be included in the rail budget so that not only the people of Bikaner but the native inhabitants of Bikaner living in Kolkata, Chennai, Guwahati, Puri etc. may be benefitted.

There are certain Railway Stations in the Bikaner Division on modernization of which Railways has spent money but not even a single train has stoppage over there whereas earlier trains were having stoppage over there. Such stations are 10-15 in number but here, I will mention about Sinthal and Gajner railway stations which are important from tourist point of view also. Passenger Trains passing through these stations must be provided stoppage here.

In Bikaner Division Nokha and Lunkaransar are tehsil headquarters and for years there has been demand of over bridge at these places. Nokha Municipality has already deposited its share of money. Therefore, proposal for constructing a railway overbridge at railway crossings at Nokha and Lunkaransar district headquarter should be included in the Railway Budget.

Gauge conversion work is going on in Bikaner Division. For years there has been a railway crossing and the people of the village have been using that railway crossing to go to the their fields from the village but due to gauge conversion work either all these routes have been closed on the railway track has been elevated so much that now it is not possible to cross the railway track. In this regard I would like to suggest that Railways should survey those places where railway crossings are required and construct gates at its own expenditure so that the rural people do not have to face any problem while commuting from that place.

Bikaner is a historic city and the people of Bikaner have their business spread all over the country. Therefore,

I would like to demand that Jaipur-Chennai train 2967/2968, Jadhpur-Puri Train 8474/8473, Jodhpur-Bangalore Train 6508/6507, Jodhpur Yashwantpur Train 6533/6534, Jodhpur-Pune Train 1089/1090, all may be extended upto Bikaner in the next rail budget so that people of Bikaner alongwith those who originally belong to Bikaner but live around the country can have the facility to travel to Bikaner and the railways can also get an opportunity to increase their income.

[English]

*SHRI P.T. THOMAS (Idukki): I would like to congratulate the Honourable Railway Minister for the visionary budget which was introduced in this August House. The Indian Railway is really a national integrating mechanism i.e. it is connecting the entire nation in South to North as well as East to West. Madam, it is really a beautiful integration of our different culture and different way of life.

After our independence our nation achieved a lot in each and every walk of life. The growth of Indian Railway is tremendous. Madam, now almost all parts of our country, even the remote nook and corner of the village, is connected by the Railways.

I am coming from a place where there is no railway connectivity at all. My parliamentary constituency Idukki is isolated from railway development.

In the Interim Budget there was a welcome declaration that a new survey for a line suggested, that is Kochin-Madurai; if this line is developed, this will connect Kochin to Madurai in Tamil Nadu via Idukki district which is one of the most beautiful places in our country. Madam I am requesting to complete the survey work on a war-footing.

Angamali-Sabari Railway line which was declared long back is a year old hope for the entire people of Ernakulam, Idukki, Kottayam and Pathanamthitta district inhabitations. Madam we are very happy to say that in this year's budget, this line is extended to Trivandrum. It is very much appreciable.

The land acquiring process, which is very slow, is in progress in the case of Angamali-Sabari. I am requesting to give strong directions to speed up the work.

In this year's budget another welcome declaration was the Madurai-Kottayam. This is being submitted for the immediate consideration of the Planning Commission.

*Speech was laid on the Table.

This will also stimulate the long cherished wishes of the Railway of this particular area.

Today almost all people of Idukki are depending on Aluva Railway Station and Kottayam Railway Station for journey. I am requesting the Hon. Minister to declare the Aluva Station to be an “Adarsh Station” and consider it as the gate way of Idukki district as well as the northern parts of Ernakulam districts.

I am requesting the following demands for favourable consideration of the Hon. Minister.

1. Some kind of quota may be allotted to Idukki passengers where no railway connectivity is existing.
2. The survey works and land acquisition works of Angamali-Sabari-Trivandrum may be taken up on fast track.
3. The Aluva and Kottayam Stations may be declared as the gate way stations of Idukki districts.
4. Kochin–Madurai, Madurai-Kottayam, and Dindigul-Kumily lines may be speeded up for the survey works.
5. One full time railway reservation center may be started in Idukki civil station. Madam, with these words I once again welcome this Budget.

*SHRI SAMEER BHUJBAL (Nashik): May I take this opportunity to congratulate our Railway Minister, Kumari Mamata Banerjee and her efficient colleagues for making Indian Railways a truly people-friendly, socially committed and economically viable organization. I also appreciate Mamata Didi for keeping her Ministry profitable without raising the fare etc. in spite of high inflation prevailing in the country. For this achievement, people from Kanyakumari to Kashmir are thankful to her and satisfied with the performance of her Ministry.

Due to the visionary leadership of the Railway Minister, today, Indian Railways continues to be a dynamically evolving public sector organization which is widely acclaimed as one of the largest employers- rather a model employer in the country, as a vibrant engine of the country’s all-round and balanced development, as a symbol of national integration and above all a life line for the country’s millions of people. The common man is

happy with the performance of the UPA Government because fares and freights have not been increased and at the same time, so many amenities are made available to the passengers. I would like to believe that given the enormous importance of the Indian Railways in the lives of the common people, the objectives of proving a safe, secured, affordable and comfortable rail services are always challenging. I am happy that despite several constraints, the Indian Railways has done a remarkable job. However, there is vast scope for improvement. We must endeavour to do our best, so that Indian Railways enjoys a pride of place in the socio-economic life of the nation.

With several on going projects and schemes to modernize the Indian Railways and with steps augmenting number of train services, streamlining and gearing up freight movement and increasing the connectivity of the Railways to the far flung corners, Hon’ble Minister of Railways is doing a commendable job but at the same time, I would like to bring some grievances/points for your kind consideration. I am sure, the Railway minister, being sensitive to the needs of the common people, would certainly meet them.

The frequencies of two trains have been increased- the Ahmedabad-Mumbai Central Express from six days to daily and the Bandra Terminus-Delhi Sarai Rohilla from three days to four days. However, some of the demands which require sympathetic consideration are: -

- Presently there are 60 trains plying via Nashik to Mumbai with 48 regular, 12 weekly trains. In these trains reservations can be made for stations beyond Bhusawal. If unconditional reservation is provided for such trains from Mumbai to Bhusawal it will be very convenient for passengers and also increase the revenue for Railways.
- A new train between Mumbai and Jammu Tavi “Rajdhani Express” should be introduced on the Central Railway.
- The people of Nashik Lok Sabha Constituency are thankful to you having extended the route of Secunderabad Kachiguda Express till Kurla Terminus. However, it will be even more convenient for Nashikites of the route of the said train is extended to Chhatrapati Shivaji Terminus (VT), Mumbai.

- I commend Indian Railways for maintaining and preserving some of the important 'Railway Stations' in our country under the 'Heritage Status' but it is very ironical that 'Thane' Stations is excluded till date from this list and I would therefore, recommend that 'Thane Station' should be included as a 'Heritage Station'.
- **I humbly, humbly, humbly, request you to allow at least one duranto Train for the daily passengers from Nashik to Mumbai (to & fro) which will enable them to reach their offices and back home conveniently.**

I also welcome the proposal the setting up of the wagon repair unit proposed at Bandera in Vidarbha-region for undertaking periodic overhaul of coaches at Badnera in Amravati district in east Maharashtra's backward Vidarbha region, which would handle the maintenance of the large fleet of wagons that will be acquired in the future. I strongly believe that it would help locals get jobs.

People of Maharashtra in general would like to thank Railway Minister Kumari Mamata Banerjee for providing/clearing some of the pending rail and related infrastructure projects for Maharashtra which include three new line surveys which will be commissioned to examine the feasibility of providing rail connections between: Chhatrapati Shivaji Terminus-Churchgate in Mumbai; Sawantwadi (Konkan Maharashtra) to Belgaum (Karnataka border); and **Nashik Road-Dahanu Road**. The assurance that a new railway line is under construction connecting the section of Lonad-Phalton on the Baramati-Lonad route in western Maharashtra and the ongoing work to convert the metre-gauge Pandharpur-Miraj section of the Miraj-Latur route is nearing completion is very satisfying for the people of this region.

- **However mere assurances that Electrification will be taken up this year (2010-11) on the Gondia-Ballarshah route via Nagbhir in the Vidarbha region of eastern Maharashtra; and the route connecting Manmad with Daund in northern Maharashtra, is not satisfying unless adequate budgetary support is allocated and time bound monitoring mechanism is put in place for completion of the projects are devised the proposals become a mere figment of imagination.**

The Governments of Maharashtra, Karnataka and Andhra Pradesh will take up three new rail projects on a cost-sharing public-private partnership on these routes:

Wadsa-Desaiganj-Gadchiroli, Gadchandur-Adilabad and Manmad-Indore.

- Six railway stations in the state of Maharashtra have been earmarked for upgradation as 'Adarsh Stations' (Ideal Stations)—Miraj, Nashik Road, Parbhani, Purna, Sangli and Solapur. These stations, out of 94 all over India, will focus on enhanced facilities, infrastructure, ambience and aesthetics. Today, Nashik is one of the most important pilgrimage centres of India and the third largest city of western Maharashtra requires overall upgradation. In spite of upgradation of the Nashik Road Railway

Terminus, the present three platforms should be increased to six and additional provision for 12/12 coach rake and workshops for cleaning and washing be constructed at Nashik Station.

- People of Nashik parliamentary constituency are thankful to Railway Minister for granting Nashik as one of the six towns around the country where a new bottling plant for supplying cheap, lean drinking water on trains will be coming up. However, Madam Speaker, through you, I would like to point out that Nashik is a big industrial as well as an agricultural hub. Perishable items like Onions, Grapes, Pomegranates as well as vegetables are shipped to the far flung areas of the country. Therefore, it would be practicable to have a new 'Goods Shed/Terminal' at Nashik Odha railway station where large Railway lands are easily available. I would therefore, request the Railways to consider this on Priority.
- Though Hon'ble Railway Minister has identified Nashik—the heart of the state's wine country among the six locations all over India, identified for initiating the Kisan Vision Project. The other places include; New Jalpaiguri, New Azadpur, Dankuni, Mehheda and Singur.

Some of the problems that I have highlighted are reasonable demands emerging from the people of Nashik region which impinge upon their every day life. I shall be grateful to the Railway Minister if she could fulfil these small yet significant demands of my constituency. Hence, I would request the hon. Minister to bestow her attention to implement these demands as early as possible.

[*Translation*]

*SHRI K.C. SINGH 'BABA' (Nainital-Udhamsingh Nagar): I would like to congratulate hon'ble Minister of Railways for presenting populist Rail Budget of the year 2010-11. Under the able guidance of hon'ble Sonia Gandhiji and with hon'ble Prime Minister's endless efforts the financial position of Indian Railways has gone through historic changes and its is setting up new records every year. Hon'ble Minister has given something to every category of people in the society and this shows the human face of the UPA Government. As a result of the overall changes in Indian railways today our country is leading towards providing world class railway facilities. I would like to welcome and support the historic Rail Budget of 2010-2011. Hon'ble

Minister has presented a very progressive budget by providing concession in fares to passengers of all categories and classe. I believe that very soon Indian Railways shall be considered amongst the best railway service providers around the world.

First of all, I would like to thank hon'ble Minister of Railways for announcing laying of Railway track from Ramnagar to Chakuthiya, Tanakpur to Bageshwar and Haridwar to Kotdwar and Ramnagar in Uttarakhand.

I would like to draw the attention of the House towards some important points of Railway Budget. A number of steps have been taken in the Railway Budget to provide modern and upgraded facilities to passengers of all categories. Rail fares and freight charges have not been increased in any manner, service charges on E-tickets have been reduced by Rs. 5 to 20, it has been announced to raise 12 female Battalion in RPF alongwith recruiting ex-servicemen, to open 522 hospitals, 50 Central Schools, 10 Residential Schools, Model Degree Colleges and Management Institutes. Passengers will be able to go to various holy places by one single train. There shall be a Health Insurance Scheme for posters, vendors and hawkers. E-ticket counters shall be opened in school-colleges, Panchayats, collectorate and courts. Proper attention is being paid towards providing security and facilities to the common passengers during their rail journey so that their journey can be made more pleasant. To provide the facility of clean trains and stations alongwith providing medical facilities and doctors for passenger in case of emergency. Announcement to make certain railway stations as world class and model stations is a commendable work.

*Speech was laid on the Table.

For years I have been requesting for expansion of rail services in Uttarakhand. Some important proposals concerning general public of Uttarakhand could not be included in the Rail Budget. In view of Uttarakhand being a tourist state there is a need to make adequate arrangements for rail service because a tourist state acts as a mirror before the other countries of the world. Sir, I would like to request you for further expansion of rail services in Uttarakhand state.

There is a need to run the Ramnagar-Moradabad train which departs at 4 a.m. in the morning directly upto Delhi and the same train should begin its return journey for Ramnagar at 6 p.m. on the same day. There is a need to add two more AC Chair Car Coaches in the Sampark Kranti Express Train No. 5036A running between Ramnagar to Moradabad.

Local train No. 466 running between Ramnagar to Mumbai may be extended upto Delhi or the same be attached with Bareilly Intercity Express at Moradabad.

There is a need to add AC first and second coaches in the direct train running between Delhi to Ramnagar and Ramnagar to Delhi on the lines of train No. 5013A and 5014A running between Delhi to Kathgodam. The world famous Jim Corbett National Park and other beautiful tourist places are situated in Ramnagar and thousands of foreign and local tourists visit this place.

There is an urgent need to construct an Overbridge at the railway crossing on Kashipur National Highway. This will help save the valuable time, petrol, diesel of the general public alongwith checking the number of road accidents.

There is a need to lay a new railway line between Kashipur to Jaspur so that one end of Uttarakhand can be connected with other end through a direct railway line.

There is a need to convert the Bareilly-Tanakpur and Pilibhit to Bareilly meter-gauge rail line into broad-gauge so that the same can be directly connected with other rail routes of the country.

There is a need to construct Tanakpur-Poornagiri-Bageshwar, Rishikesh-Karanprayag, Tanakpur-Jauljivi rail lines in Uttarakhand so that it can facilitate the pilgrims of the country in reaching the holy place in and around Uttarakhand.

The passengers and local people have to face a lot of problems due to water logging near Kashipur railway line and Bajpur railway road to sugar factory railway crossing road.

There is a need to introduce a new train between Ramnagar to Jammu Tawi so that the local as well as Punjabi community people from Ramnagar, Kashipur, Jaspur etc. can visit both Mata Vaisno Devi Shrine and Amamath easily.

There is also a need to introduce a direct train from Delhi to Rishikesh or the train running from Delhi to Haridwar may be extended upto Rishikesh.

There is a need to attach AC-III coaches in the train running from Ramnagar to Lucknow. Kathgodam, Ramnagar etc. railway stations of Uttarakhand must be made model stations.

There is a need to run a superfast train from Kathgodam to Mumbai.

Through you, I would once again like to request hon'ble Madam Minister that a large number of tourists, pilgrims, nature lover, Himalaya lovers, wild life lovers, film makers visit Uttarakhand throughout the year from within and outside the country therefore, In the interest of general public my proposals relating to railway expansion work may kindly be included in the Railway Budget of 2010-2011. While supporting the Railway Budget, I would once again like to thank the hon'ble Madam Minister.

[English]

MR. CHAIRMAN: Madam, if you like to lay your speech on the Table of the House, you may lay it. 7

...(Interruptions)

*THE MINISTER OF RAILWAYS (KUMARI MAMATA BANERJEE): Sir, I would like to express my heartfelt gratitude to the hon. Members who have laid their speeches on the Table of the House. Sir, this discussion is only regarding the Supplementary Demands for Grants, Demands for Excess Grants and Vote on Account. I would like to lay it on the Table of the House with all the details. *...(Interruptions)*

At the outset, I would like to express my heartfelt gratitude to the Hon'ble Members who have participated

*Speech was laid on the Table.

in the discussion on the Rail Budget 2010-11, 'On Account' Demands for Grants 2010-11, Supplementary Demands for Grants 2009-10 and Demands for Excess Grants 2007-08.

I would like to assure the House that I will take appropriate action after due deliberation on the suggestions given by Hon'ble Members. The Supplementary Demands for Grants of Rs 5,311 crore for the current year is being obtained mainly for higher requirement of salary and other staff costs arisen due to implementation of the 6th Pay Commission, higher pension liabilities and for the additional amount received for the ongoing national projects. The Demands for Excess Grants have been presented for regularizing the excess expenditure relating to the financial year 2007-08 as per the recommendation of the Public Accounts Committee.

In addition to the announcements of new trains in my budget speech, I would like to announce the following new services:

- (i) Durg-Jammu Tawi Express (Weekly)
- (ii) Raipur-Dalli Rajhara Express (Tri-weekly)
- (iii) Anand Vihar-Kathgodam Express (Tri-weekly)
- (iv) Delhi Sarai Rohilla-Bikaner Express via Sadulpur (Biweekly)
- (v) Shalimar-Gorakhpur Express via Mau (Weekly)
- (vi) Howrah-Sri Satya Sai Prashanthi Nilayam Express (Weekly)
- (vii) Increase in frequency of 4205/4206 Faizabad-Delhi from 4 days to Daily,
- (viii) Extension of 2353/2354 Hazrat Nizamuddin-Rajendra Nagar Tri-weekly Express to Bhagalpur.

Railways' financial position will come under greater strain with the post-budgetary increase in the rate of HSD oil and other petroleum products, as Railways is the largest consumer of HSD oil. There will be an increase in the expenditure by Rs. 600 crore on this account. Increase in rates of Excise Duty will result in an additional outgo of about Rs. 300 crore. Another significant post-budgetary development is the levy of Service Tax on Railway freight. This may make railway freight less competitive compared to road. I will request Hon'ble Finance Minister to withdraw service tax on Railways.

The Demands for Grants 2010-11 will be taken up by the Standing Committee for detailed examination during the parliamentary recess. The House will get further opportunity for discussing the Demands for Grants 2010-11 and the report of the Standing Committee thereon after the resumption of the session of the House. I will give a detailed reply then on the discussion on the Railway Budget and Demands for Grants. For the present I request the House to please approve the 'On Account' Demands for Grants 2010-11, Supplementary Demands for Grants 2009-10 and Demands for Excess Grants 2007-08 and the Appropriation Bills.

MR. CHAIRMAN: I shall now put the Demands for

Grants on Account (Railways) for 2010-2011 to the vote of the House.

The question is:

"That the respective sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President of India, out of the Consolidated Fund of India, on account, for or towards defraying the charges during the year ending the 31st day of March, 2011, in respect of the heads of Demands entered in the second column thereof against Demand Nos. 1 to 16."

*Demands for Grants on Account (Railways) for 2010-11
submitted to the Vote of Lok Sabha*

| No. of Demand | Name of Demand | Amount of Demand for Grants on Account submitted to the vote of the House (Rs.) |
|---------------|--|---|
| 1. | Railway Board | 28,33,33,000 |
| 2. | Miscellaneous Expenditure (General) | 100,00,00,000 |
| 3. | General Superintendence and Services on Railways | 700,61,43,000 |
| 4. | Repairs and Maintenance of Permanent Way and Works | 1192,75,17,000 |
| 5. | Repairs and Maintenance of Motive Power | 558,08,92,00 |
| 6. | Repairs and Maintenance of Carriages and Wagons | 1254,20,27,000 |
| 7. | Repairs and Maintenance of Plant and Equipment | 677,17,42,000 |
| 8. | Operating Expenses—Rolling Stock and Equipment | 934,08,42,000 |
| 9. | Operating Expenses—Traffic | 3178,79,46,000 |
| 10. | Operating Expenses—Fuel | 2629,68,69,000 |
| 11. | Staff Welfare and Amenities | 552,59,15,000 |
| 12. | Miscellaneous Working Expenses | 515,54,09,000 |
| 13. | Providend Fund, Pension and Other Retirement Benefits | 2402,91,60,000 |
| 14. | Appropriation to Funds | ----- |
| 15. | Dividend to General Revenues, Repayment of loans taken from General Revenues and Amortization of Over-Capitalisation | 4,28,83,000 |
| 16. | Asses—Acquisition, Construction and Replacement Revenue | 9,96,67,000 |
| | Other Expenditure | |
| | Capital | 7689,49,65,000 |
| | Railways Funds | 3506,53,00,000 |
| | Railway Safety Fund | 283,06,67,000 |
| | Total | 30431,97,60,000 |

The motion was adopted.

MR. CHAIRMAN: I shall now put the Supplementary Demands for Grants (Railways) for 2009-2010 to the vote of the House.

The question is:

“That the respective supplementary sums not exceeding the amounts shown in the third column of

the Order Paper be granted to the President of India, out of the Consolidated Fund of India, to defray the charges that will come in course of payment during the year ending the 31st day of March, 2010, in respect of the heads of Demands entered in the second column thereof against Demand Nos. 3 to 9, 11, 13, 15 and 16.”

Supplementary Demands for Grants (Railways) for 2009-10
submitted to the Vote of Lok Sabha

| No. of Demand | Name of Demand | Amount of Supplementary Demand for Grants submitted to the vote of the House (Rs.) |
|---------------|---|--|
| 4. | General Suprintendence and Services on Railways | 195,84,87,000 |
| 4. | Repairs and Maintenance of Permanent Way and Works | 531,80,14,000 |
| 5. | Repairs and Maintenance of Motive Power | 81,65,78,000 |
| 6. | Repairs and Maintenance of Carriages and Wagons | 267,03,28,000 |
| 7. | Repairs and Maintenance of Plant and Equipment | 312,16,44,000 |
| 8. | Operating Expenses—Rolling Stock and Equipment | 684,69,19,000 |
| 9. | Operating Expenses—Traffic | 638,24,89,000 |
| 11. | Staff welfare and Amenities | 195,64,33,000 |
| 13. | Providend Fund, Pension and Other Retirement Benefits | 1133,52,32,000 |
| 15. | Dvidend to General Revenues, Repayment of loans taken from General Revenues and Amortization of Over-Capitalisation | 59,61,00,000 |
| 16. | Assets—Acquisition, Construction and Replcement Capital | 1167,70,00,000 |
| Total | | 5267,92,24,000 |

The motion was adopted.

...(Interruptions)

MR. CHAIRMAN: I shall now put the Demands for Excess Grants (Railways) for 2007-2008 to the vote of the House.

The question is:

“That the respective excess sums not exceeding

the amounts shown in the third column of the Order Paper be granted to the President of India, out of the Consolidated Fund of India, to make good the excess on the respective grants during the year ended on the 31st day of March, 2008, in respect of the heads of Demands entered in the second column thereof against Demand Nos. 12 and 15.”

*Demands for Excess Grants (Railways) for 2007-08
submitted to the Vote of Lok Sabha*

| No. of Demand | Name of Demand | Amount of Demand for Excess Grants submitted to the vote of the House (Rs.) |
|---------------|--|---|
| 12. | Miscellaneous Working Expenses | 22,32,94,567 |
| 15. | Dividend to General Revenues, Repayment of loans taken from General Revenues and Amortisation of Over-Capitalisation | 20,80,86,212 |
| Total | | 43,13,80,799 |

The motion was adopted.

16.06 hrs.

**APPROPRIATION (RAILWAYS) VOTE ON
ACCOUNT BILL, 2010***

THE MINISTER OF RAILWAYS (Kumari Mamata Banerjee): I beg to move for leave to introduce a Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the services of a part of the financial year 2010-11 for the purposes of Railways.

MR. CHAIRMAN: The question is:

"That leave be granted to introduce a Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the services of a part of the financial year 2010-11 for the purposes of Railways."

The motion was adopted.

KUMARI MAMATA BANERJEE: I introduce** the Bill.

MR. CHAIRMAN: The Minister may now move the Bill for consideration.

KUMARI MAMATA BANERJEE: I beg to move:

"That the Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India

* Published in the Gazette of India extraordinary, Part-II, Section-2 dated 9.3.10.

** Introduced with the Recommendation of the President.

for the services of a part of the financial year 2010-11 for the purposes of Railways, be taken into consideration."

MR. CHAIRMAN: The question is:

"That the Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the services of a part of the financial year 2010-11 for the purposes of Railways, be taken into consideration. "

The motion was adopted.

MR. CHAIRMAN: The House will now take up clause-by-clause consideration of the Bill.

The question is:

"That clauses 2 and 3 stand part of the Bill."

*The motion was adopted.**Clauses 2 and 3 were added to the Bill.**The Schedule was added to the Bill.*

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

KUMARI MAMATA BANERJEE: I beg to move:

"That the Bill be passed."

MR. CHAIRMAN: The question is:

"That the Bill be passed."

The motion was adopted.

16.10 hrs.

APPROPRIATION (RAILWAYS)
No. 2 BILL, 2010*

THE MINISTER OF RAILWAYS (Kumari Mamata Banerjee): Sir, I beg to move for leave to introduce a Bill to authorize payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 2009-10 for the purposes of Railways.

MR. CHAIRMAN: The question is:

"That leave be granted to introduce a Bill to authorize payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 2009-10 for the purposes of Railways."

The motion was adopted.

KUMARI MAMATA BANERJEE: Sir, I introduce** the Bill.

KUMARI MAMATA BANERJEE: Sir, I beg to move**:

"That the Bill to authorize payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 2009-10 for the purposes of Railways, be taken into consideration."

MR. CHAIRMAN: the question is:

"That the Bill to authorize payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 2009-10 for the purposes of Railways, be taken into consideration."

The motion was adopted.

* Published in the Gazette of India Extraordinary, Part-II, Section-2 dated 9.3.10.

** Introduced and moved with the Recommendation of the President.

MR. CHAIRMAN: The House will now take up clause-by-clause consideration of the Bill.

The question is:

"That clauses 2 and 3 stand part of the Bill."

The motion was adopted.

Clauses 2 and 3 were added to the Bill.

The Schedule was added to the Bill.

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

KUMARI MAMATA BANERJEE: Sir, I beg to move:

"That the Bill be passed."

MR. CHAIRMAN: The question is:

"That the Bill be passed."

The motion was adopted.

16.12 hrs.

APPROPRIATION (RAILWAYS) BILL, 2010*

THE MINISTER OF RAILWAYS (Kumari Mamata Banerjee): Sir, I beg to move for leave to introduce a Bill to provide for the authorisation of appropriation of moneys of the Consolidated Fund of India to meet the amounts spent on certain services for the purposes of Railways during the financial year ended on the 31st day of March, 2008 in excess of the amounts granted for those services and for that year.

MR. CHAIRMAN: The question is:

"That leave be granted to introduce a Bill to provide for the authorization of appropriation of moneys of the Consolidated Fund of India to meet the amounts spent on certain services for the purposes of Railways during the financial year ended on the 31st day of March, 2008 in excess of the amounts granted for those services and for that year."

The motion was adopted.

* Published in the Gazette of India Extraordinary, Part-II, Section-2 dated 9.3.10.

KUMARI MAMATA BANERJEE: I introduce* the Bill.

KUMARI MAMATA BANERJEE: Sir, I beg to move*:

"That the Bill to provide for the authorization of appropriation of moneys of the Consolidated Fund of India to meet the amounts spent on certain services for the purposes of Railways during the financial year ended on the 31st day of March, 2008 in excess of the amounts granted for those services and for that year, be taken into consideration."

MR. CHAIRMAN: The question is:

"That the Bill to provide for the authorization of appropriation of moneys of the Consolidated Fund of India to meet the amounts spent on certain services for the purposes of Railways during the financial year ended on the 31st day of March, 2008 in excess of the amounts granted for those services and for that year, be taken into consideration."

The motion was adopted.

16.18 hrs.

At this stage, Shri Mulayam Singh Yadav came and stood on the floor near the Table

MR. CHAIRMAN: The House will now take up clause by clause consideration of the Bill.

MR. CHAIRMAN: The question is:

"That clauses 2 and 3 stand part of the Bill."

The motion was adopted.

Clauses 2 and 3 were added to the Bill.

The Schedule was added to the Bill.

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

KUMARI MAMATA BANERJEE: I beg to move:

"That the Bill be passed."

MR. CHAIRMAN: The question is:

"That the Bill be passed."

The motion was adopted.

MR. CHAIRMAN: The House stands adjourned to meet tomorrow, the 10th March, 2010 at 11 a.m

16.20 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Wednesday, March 10, 2010/Phalguna 19, 1931 (Saka).

*Introduced and moved with the Recommendation of the President.

ANNEXURE I

Member-wise Index to Starred Questions

| Sl.No. | Member's Name | Question Number |
|--------|-----------------------------------|-----------------|
| 1. | Shri Ananth Kumar | 180 |
| 2. | Shri Anantkumar, Hegde | 170 |
| 3. | Shri Anuragi, Ghanshyam | 170 |
| 4. | Shri C., Sivasami | 167 |
| 5. | Shri Chavan, Harishchandra | 165 |
| 6. | Smt. Choudhry Shruti | 169 |
| 7. | Shri Dhanapalan K.P. | 161 |
| 8. | Shri Gandhi, Varun | 162 |
| 9. | Shri Gowda Chandre D.B. | 161 |
| 10. | Shri Hussain Syed Shahnawaz | 171 |
| 11. | Dr. Jagannath Manda | 162 |
| 12. | Shri Joshi, Pralhad | 173 |
| 13. | Shri Kashyap Virender | 172 |
| 14. | Shri Madam Vikrambhai Arjanbhai | 164 |
| 15. | Shri Mahato, B.N. Prasad | 172 |
| 16. | Shri Majumdar, Prasanta Kumar | 167 |
| 17. | Shri Munda Arjun | 168 |
| 18. | Shri Pal, Jagdambika | 179 |
| 19. | Shri Patil A.T. Nana | 175 |
| 20. | Shri Patil Bhavana Gawali | 171 |
| 21. | Shri Pradhan Amarnath | 174 |
| 22. | Shri Pradhan Nityananda | 166 |
| 23. | Shri Ram Purnamasi | 178 |
| 24. | Dr. Ram Shankar | 175 |
| 25. | Shri Rawat, Ashok Kumar | 178 |
| 26. | Shri Reddy M. Raja Mohan | 180 |
| 27. | Shri Siddeshwara, G.M. | 163 |
| 28. | Shri Singh Ganesh | 173 |
| 29. | Shri Singh, Brijbhushan Sharan | 179 |
| 30. | Shri Sinha Yashwant | 177 |
| 31. | Smt. Sule, Supriya | 174 |
| 32. | Shri Thamaraiselvan R. | 163 |
| 33. | Shri Wakchaure, Bhausahab Rajaram | 176 |

Member-wise Index to Unstarred Questions

| Sl.No. | Member's Name | Question Number |
|--------|---|------------------------------------|
| 1 | 2 | 3 |
| 1. | Shri Abdul Rahman | 1827, 2034 |
| 2. | Shri Acharia, Basu Deb | 1847, 1852, 1874, 1890, 2009 |
| 3. | Shri Adsul Anand Rao | 1852, 1858, 1860, 1938, 1970 |
| 4. | Shri Agarwal Jai Prakash | 1865, 1903, 1915 |
| 5. | Shri Agrawal, Rajendra | 1821, 1879, 1954 |
| 6. | Shri Ahir Hansraj G. | 1813, 1949 |
| 7. | Shri Ajmal Badruddin | 1889, 1927 |
| 8. | Shri Anandan M. | 1847, 1848 |
| 9. | Shri Ananth Kumar | 1994 |
| 10. | Shri Anantkumar, Hegde | 1981 |
| 11. | Shri Angadi, Suresh | 2034 |
| 12. | Shri Anuragi Ghanshyam | 1974 |
| 13. | Shri Awale Jaywantrao | 1853, 1874 |
| 14. | Shri Babar Gajanan D. | 1852, 1860, 1970, 2033 |
| 15. | Smt. Badal Harsimrat Kaur | 1887, 1994, 2008 |
| 16. | Shri Bairwa Khiladi Lal | 1872, 1925, 2029 |
| 17. | Dr. Baliram | 1931, 2032, |
| 18. | Shri Bavaliya Kunvarjibhai Mohanbhai | 1870, 1991 |
| 19. | Shri Bhagat Sudarshan | 1932 |
| 20. | Shri Bhujbal Sameer | 1874, 1993 |
| 21. | Shri Biju P.K. | 1833 |
| 22. | Smt. Botcha, Jhanshi Lakshmi | 1847, 1848, 1852 |
| 23. | Shri C., Sivasami | 1852, 1957 |

| 1 | 2 | 3 |
|-----|--|---------------------------|
| 24. | Shri Chaudhary Harish | 1874 |
| 25. | Dr. Chauhan Mahendrasinh P. | 1843 |
| 26. | Smt. Chauhan Rajkumari | 1872 |
| 27. | Shri Chavan, Harishchandra | 1972 |
| 28. | Shri Chitthan N.S.V. | 1923, 1992, 2027 |
| 29. | Smt. Chaoudhry Shruti | 1965 |
| 30. | Shri Chowdhury, Adhir | 1944 |
| 31. | Shri Dasgupta, Gurudas | 1850 |
| 32. | Smt. Dasmunsi, Deepa | 1849, 2013 |
| 33. | Shri Deka Ramen | 1873 |
| 34. | Shri Dhanapalan K.P. | 1872, 1970 |
| 35. | Shri Dhotre Sanjay | 1859 |
| 36. | Shri R. Dhruva Narayana | 1839, 1958, 1964 |
| 37. | Shri Dubey Nishikant | 1852, 1895, 2014 |
| 38. | Adv. Ganeshrao Nagorao Dhudhgaonkar | 1942 |
| 39. | Shri Gaddigoudar, P.C. | 1852, 1874, 1900, 2016 |
| 40. | Shri Gadhvi Mukesh Bhairavdanji | 1941, 2034 |
| 41. | Shri Gaikwad Eknath Mahadeo | 1917, 1943 |
| 42. | Smt. Gandhi Maneka | 2038 |
| 43. | Shri Gandhi, Varun | 1912, 1948, 2006 |
| 44. | Shri Gandhi, Dilipkumar Mansukhlal | 1867 |
| 45. | Shri Ghatowar Paban Singh | 1832, 1992 |
| 46. | Shri Gouda, Shivarama | 1849 |
| 47. | Shri Gowda, D.V. Sadananda | 1918, 2024 |
| 48. | Shri Gowda Chandre D.B. | 1963 |
| 49. | Smt. Gulshan, Paramjit Kaur | 1847, 1912 |
| 50. | Shri Haque, Sk. Saidul | 1874 |

| 1 | 2 | 3 |
|-----|---------------------------------|---------------------------|
| 51. | Shri Hazai Maheshwar | 1872, 1919 |
| 52. | Shri Hussain Syed Shahnawaz | 1982 |
| 53. | Dr. Jagannath Manda | 1971 |
| 54. | Shri Jaiswal, Gorakh Prasad | 1865, 1868, 1984 |
| 55. | Smt. Jaya Prada | 1984 |
| 56. | Shri Jindal Naveen | 1933 |
| 57. | Dr. Joshi, Mahesh | 1872, 1874, 1883, 2001 |
| 58. | Dr. Joshi, Murlī Manohar | 1981, 2037 |
| 59. | Shri Joshi, Pralhad | 1892, 1977 |
| 60. | Shri K.C. Singh 'Baba' | 1820 |
| 61. | Shri Karunakaran, P. | 1916 |
| 62. | Shri Kashyap Virender | 1872, 1952, 1976 |
| 63. | Shri Kataria Lal Chand | 1862 |
| 64. | Shri Kaushalendra Kumar | 1874 |
| 65. | Dr. Kirodi Lal Meena | 1816, 1879, 1995, 1997 |
| 66. | Shri Kishor, Kamal "Commando" | 1937 |
| 67. | Shri Kumar, Vishwa Mohan | 1898, 2012, 2015 |
| 68. | Shri Kumar, P. | 1891 |
| 69. | Shri Kumar, Shailendra | 1920 |
| 70. | Shri Laguri Yashbant | 1872, 1878, 1899 |
| 71. | Shri Lal, Pakuri | 1878 |
| 72. | Shri Madam Vikrambhai Arjanbhai | 1951, 1978 |
| 73. | Smt. Mahajan, Sumitra | 1852, 1872, 1914 |
| 74. | Shri Mahato, B.N. Prasad | 1874, 1885 |
| 75. | Shri Mahato, Narahari | 1852, 1997 |
| 76. | Shri Mahtab B. | 1911, 1967 |
| 77. | Shri Majhi Pradeep | 1856, 2006, 2012 |

| 1 | 2 | 3 |
|------|-----------------------------------|------------------------------------|
| 78. | Shri Majumdar, Prasanta Kumar | 1986 |
| 79. | Shri Mandai Mangai Lal | 1846 |
| 80. | Shri Mani Jose K. | 1824, 1955 |
| 81. | Shri Manjhi Hari | 1852 |
| 82. | Shri Meghe, Datta | 1855, 2023 |
| 83. | Shri Meghwal, Arjun | 1857, 1872 |
| 84. | Dr. Meinya, Thokchom | 1945 |
| 85. | Shri Mishra, Prasad Govind | 1877, 1892, 1973, 1977, 2010 |
| 86. | Shri Mitra Somen | 1924 |
| 87. | Shri Munda Arjun | 1974, 2037 |
| 88. | Shri Muttemwar Vilas | 1831, 2034 |
| 89. | Shri Nagpal, Devendra | 1872 |
| 90. | Shri P. Balram | 1811, 1830, 1945, 1947, 1962 |
| 91. | Dr. Naik, Sanjeev Ganesh | 1908, 1947, 1978 |
| 92. | Smt. Narah Rane | 1889 |
| 93. | Shri Naranbhai, Kachhadia | 1936 |
| 94. | Shri Narayanrao Sonawane Pratap | 1910, 2022, 2036 |
| 95. | Nishad (Capt.) Jai Naraina Prasad | 1934 |
| 96. | Shri Owaisi Asaduddin | 1836, 1849, 1852, 1914, 2012 |
| 97. | Shri P.R. Natarajan | 1872, 1992 |
| 98. | Shri Pal, Jagdambika | 1872 |
| 99. | Shri Panda Baijayant | 1851,1973 |
| 100. | Shri Panda, Prabodh | 1876, 1996 |
| 101. | Shri Pandey Ravindra Kumar | 1906, 2012, 2015, 2020 |
| 102. | Shri Pandey, Gorakhnath | 1894 |

| 1 | 2 | 3 |
|------|--|------------------------------------|
| 103. | Dr. Pandey, Vinay Kumar | 1945 |
| 104. | Shri Pangi Jayaram | 1826, 1872, 1874, 1900 |
| 105. | Shri Paranjpe Anand Prakash | 1896 |
| 106. | Shri Patil Devji M. | 1874, 1930, 1978, 2031 |
| 107. | Shri Patel R.K. Singh | 1863 |
| 108. | Smt. Patel, Jayshreeben | 1875 |
| 109. | Shri Patel, Bal Kumar | 1908 |
| 110. | Shri Patel, Kishanbhai V. | 1872 |
| 111. | Shri Pathak Harin | 1880, 1998 |
| 112. | Shri Patil, Sanjay Dina | 1874, 1993 |
| 113. | Shri Patel, A.T. Nana | 1960 |
| 114. | Smt. Patil Bhavana Gawali | 1975 |
| 115. | Shri Patil Rao Saheb Danve | 1996 |
| 116. | Shri Bhaskarrao Bapurao Patil Khatgaonkar | 1917, 1943 |
| 117. | Shri Prabhakar, Ponnam | 1830, 1893, 1945, 1947, 1962 |
| 118. | Shri Pradhan Nityananda | 1851, 1973 |
| 119. | Shri Punia, P.L. | 1877 |
| 120. | Shri Radadiya Vitthalbhari Hansrajibhai | 1816, 1872 |
| 121. | Shri Raghavan M.K. | 1849, 1874, 1907, 2021 |
| 122. | Shri Rajendran, C. | 1886, 2007 |
| 123. | Shri Rajesh, M.B. | 1822, 1847, 1973, 1999 |
| 124. | Shri Ram Purnamasi | 1872, 1983 |
| 125. | Dr. Ram Shankar | 1980 |
| 126. | Dr. Rane, Nilesh Narayan | 1841, 1987 |
| 127. | Shri Rao, Rayapati Sambasiva | 1872, 1882, 2000 |
| 128. | Shri Rashid, J.M. Aaron | 1946 |

| 1 | 2 | 3 |
|------|---------------------------------|------------------------------------|
| 129. | Shri Rathod, Ramesh | 1838, 1947 |
| 130. | Shri Rathwa Ramsinh | 1879, 1998 |
| 131. | Shri Rawat, Ashok Kumar | 1988, 1990 |
| 132. | Shri Ray, Bishnu Pada | 1928, 1992 |
| 133. | Shri Ray, Rudra Madhab | 2012 |
| 134. | Shri Reddy, Gutha Sukhender | 1929 |
| 135. | Shri Reddy, M. Raja Mohan | 1985 |
| 136. | Shri Reddy, M. Sreenivasulu | 1922, 2026 |
| 137. | Shri Reddy, Ananta Venkata Rami | 1818, 1872, 1950 |
| 138. | Shri Reddy, K.J.S.P. | 1830, 1959, 1973, 1978 |
| 139. | Shri Reddy, M. Venugopala | 1814 |
| 140. | Shri Roy, Nripendra Nath | 1825, 1852, 1866, 1986, 1997 |
| 141. | Shri Roya, Mahendra Kumar | 1874 |
| 142. | Shri S. Alagiri | 1868, 1872 |
| 143. | Shri S., Pakkirappa | 1871, 1967 |
| 144. | Shri S.R. Jeyadurai | 1845, 2028 |
| 145. | Shri S.S. Ramasubbu | 1810, 1878, 1924 |
| 146. | Shri Sachan, Rakesh | 2002 |
| 147. | Shri Sahu, Chandu Lal | 1849 |
| 148. | Shri A. Sampath | 1834, 1835 |
| 149. | Shri Satyanarayana, Sarvey | 1842, 1945, 1966 |
| 150. | Smt. Scindia, Yashodhara Rajee | 1870 |
| 151. | Shri Shanavas M.I. | 1935 |
| 152. | Smt. Shantha, J. | 1814, 1872, 1874, 1956, 1984 |
| 153. | Shri Shariq Shariefuddin | 1872, 1877, 1997 |

| 1 | 2 | 3 |
|------|--|------------------------------------|
| 154. | Dr. Sharma, Arvind Kumar | 1879 |
| 155. | Shri Sharma, Jagdish | 1861, 1874, 1885, 1981, 2003 |
| 156. | Shri Sharma, Madan Lal | 1859 |
| 157. | Shri Shekhar, Neeraj | 1909 |
| 158. | Shri Shetkar, Suresh Kumar | 1823, 1893, 1945, 1947, 1978 |
| 159. | Shri Shetti Raju | 1913 |
| 160. | Shri Anto Antony | 1884, 2005 |
| 161. | Shri Shukla Balkrishna K. | 1939, 1970 |
| 162. | Shri Siddeshwara, G.M. | 1958 |
| 163. | Dr. Singh, Bhola | 1875, 1908 |
| 164. | Shri Singh, Bhoopendra | 1837, 2004 |
| 165. | Shri Singh, Dushyant | 1872, 1926 |
| 166. | Shri Singh, Ganesh | 1872, 1977 |
| 167. | Shri Singh, Ijyaraj | 1864, 1874, 1899 |
| 168. | Shri Singh, Jagadanand | 1905, 2019 |
| 169. | Smt. Singh, Meena | 1848, 1968 |
| 170. | Shri Singh, Radha Mohan | 1848, 1858, 1908, 2002 |
| 171. | Dr. Singh, Raghuvansh Prasad | 1847, 1872, 1969 |
| 172. | Shri Singh, Ratan | 1940 |
| 173. | Shri Singh, Sushil Kumar | 1897 |
| 174. | Shri Singh, Brijbushan Sharan | 1854 |
| 175. | Shri Singh, Rajiv Ranjan <i>Alias</i> Lalan Singh | 1861, 2003 |
| 176. | Rajkumari Ratna, Singh | 1817 |
| 177. | Dr. Sinh, Sanjay | 1864, 1872, 1984 |

| 1 | 2 | 3 |
|------|--------------------------|------------------------------------|
| 178. | Shri Sinha Yashwant | 1971 |
| 179. | Shri Siricilla Rajaiah | 1828, 1872, 1917 |
| 180. | Shri Sudhakaran K. | 1881, 1992 |
| 181. | Shri Sugavanam. E.G. | 1809, 2033 |
| 182. | Smt. Sule, Supriya | 1908, 1978 |
| 183. | Shri Suresh Kodikkunnil | 1815, 1920, 1953, 2034 |
| 184. | Shri Swamy N. Cheluvarya | 1812, 1872, 1974, 1989, 1997 |
| 185. | Shri Tandon, Lalji | 1902 |
| 186. | Shri Tewari Manish | 1921, 2025 |
| 187. | Shri Thakor Jagdisn | 1991 |
| 188. | Shri Thakur Anurag Singh | 1819, 1872, 1952, 1976 |
| 189. | Shri Thamaraiselvan R. | 1978 |
| 190. | Shri Thomas P.T. | 1840 |
| 191. | Shri Tirkey, Manohar | 1825, 1852, 2011 |

| 1 | 2 | 3 |
|------|--------------------------------------|---------------------------|
| 192. | Shri Tomar Narendra Singh | 1835, 1961 |
| 193. | Shri Tudu Laxman | 1872 |
| 194. | Shri Vardhan, Harsh | 1901, 2017 |
| 195. | Shri Vasava, Manshukh Bhai D. | 1816, 1865, 2002, 2030 |
| 196. | Shri Venugopal K.C. | 1829, 1872, 1884, 1979 |
| 197. | Shri Verma Sajjan | 1903, 2035 |
| 198. | Shri Vishwanath, Adagooru | 1844 |
| 199. | Dr. G. Vivekanand | 1852 |
| 200. | Shri Wakchaure, Bhausahab Rajaram | 1913, 1967 |
| 201. | Shri Yadav Anjan Kumar M. | 1817, 1874, 2002 |
| 202. | Prof. Yadav Ranjan Prasad | 1869, 1990 |
| 203. | Shri Yadav, Sharad | 1888, 1978 |
| 204. | Shri Yadav, Hukumdev Narayan | 1904, 2018 |
| 205. | Shri Yaskhi Madhu Goud | 1917, 1943 |

ANNEXURE II

Ministry-wise Index to Starred Questions

| | | |
|---|---|-------------------------|
| <i>Agriculture</i> | : | 164, 172 |
| <i>Consumer Affairs, Food and Public Distribution</i> | : | 163, 171, 178, 179 |
| <i>Development of North Eastern Region</i> | : | |
| <i>Home Affairs</i> | : | 162, 165, 173, 175, 180 |
| <i>Information and Broadcasting</i> | : | 166, 170, 176 |
| <i>Micro, Small and Medium Enterprises</i> | : | |
| <i>Mines</i> | : | 169, 174, 177 |
| <i>Road Transport and Highways</i> | : | 161, 168 |
| <i>Youth Affairs and Sports</i> | : | 167. |

Ministry-wise Index to Unstarred Questions

| | | |
|---|---|--|
| <i>Agriculture</i> | : | 1811, 1812, 1818, 1819, 1820, 1822, 1829, 1833, 1839, 1840, 1841, 1850, 1851, 1854, 1855, 1858, 1864, 1867, 1870, 1879, 1883, 1885, 1886, 1892, 1898, 1905, 1906, 1909, 1910, 1914, 1915, 1917, 1918, 1919, 1920, 1923, 1927, 1940, 1942, 1944, 1949, 1953, 1956, 1957, 1961, 1964, 1965, 1974, 1975, 1976, 1977, 1987, 2013, 2014, 2015, 2017, 2020, 2021, 2023, 2026, 2027, 2035 |
| <i>Consumer Affairs, Food and Public Distribution</i> | : | 1809, 1813, 1817, 1823, 1830, 1844, 1856, 1861, 1871, 1878, 1881, 1887, 1899, 1902, 1929, 1932, 1934, 1951, 1952, 1958, 1966, 1969, 1972, 1984, 1988, 1991, 2003, 2030, 2034, 2037, 2038 |
| <i>Development of North Eastern Region</i> | : | 1889, 2011 |
| <i>Home Affairs</i> | : | 1810, 1824, 1836, 1838, 1842, 1845, 1847, 1852, 1853, 1869, 1875, 1877, 1880, 1888, 1890, 1891, 1901, 1908, 1912, 1921, 1924, 1928, 1931, 1933, 1935, 1936, 1941, 1943, 1946, 1947, 1948, 1960, 1967, 1968, 1970, 1971, 1979, 1983, 1990, 1992, 1994, 1995, 1997, 2000, 2001, 2002, 2005, 2007, 2009, 2010, 2012, 2022, 2031, 2032, 2036 |
| <i>Information and Broadcasting</i> | : | 1814, 1816, 1831, 1832, 1860, 1863, 1882, 1893, 1897, 1900, 1903, 1911, 1913, 1930, 1978, 2006, 2016 |
| <i>Micro, Small and Medium Enterprises</i> | : | 1815, 1828, 1834, 1843, 1857, 1859, 1868, 1896, 1926, 1981 |
| <i>Mines</i> | : | 1825, 1826, 1837, 1862, 1895, 1962, 1963, 2004 |
| <i>Road Transport and Highways</i> | : | 1821, 1827, 1846, 1848, 1849, 1872, 1873, 1874, 1876, 1894, 1904, 1916, 1925, 1937, 1938, 1939, 1950, 1954, 1955, 1973, 1980, 1985, 1989, 1993, 1996, 1998, 2018, 2024, 2028, 2029, 2033 |
| <i>Youth Affairs and Sports</i> | : | 1835, 1865, 1866, 1884, 1907, 1922, 1945, 1959, 1982, 1986, 1999, 2008, 2019, 2025. |

INTERNET

The Original version of Lok Sabha proceedings is available on Parliament of India Website at the following address:

<http://www.parliamentofindia.nic.in>

LIVE TELECAST OF PROCEEDINGS OF LOK SABHA

Lok Sabha proceedings are being telecast live on Lok Sabha T.V. Channel. Live telecast begins at 11 A.M. everyday the Lok Sabha sits, till the adjournment of the House.

LOK SABHA DEBATES ON SALE

Printed copies of Lok Sabha Debates of Original version, English version, Hindi version and indices thereto, DRSCs reports and other Parliamentary Publications and Souvenir items with logo of Parliament are available for sale at the Sales Counter, Reception, Parliament House, (Tel. Nos. 23034726, 23034495, 23034496) New Delhi-110001. The information about all these publications and items is also available on the website mentioned above.

© 2010 BY LOK SABHA SECRETARIAT

Published under Rules 379 and 382 of the Rules of Procedure and Conduct of Business in Lok Sabha
(Thirteenth Edition) and printed by M/s. Dhanraj Associates Pvt. Ltd., New Delhi.
