

LOK SABHA DEBATES

(English Version)

Fifth Session
(Fifteenth Lok Sabha)



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LOK SABHA DEBATES

LOK SABHA

Thursday, August 19, 2010/Sravana 28, 1932 (Saka)

The Lok Sabha met at Eleven of the Clock.

[MADAM SPEAKER in the Chair]

REFERENCE BY THE SPEAKER

[English]

Death of 18 children of a primary school in a landslide triggered by a cloud burst in Bageshwar, Uttarakhand on 18 August, 2010

MADAM SPEAKER: Hon. Members, in a tragic incident in Bageshwar, Uttarakhand at least 18 children, all about ten years old died on 18th August, 2010 after a landslide triggered by a cloud burst struck a primary school building. Thirty students and two teachers were reportedly in the school building at the time of the incident. The House expresses its profound sorrow on the loss of lives and property due to this tragedy.

The House may now stand in silence in the memory of those who lost their lives in this tragic incident.

11.01 hrs.

The Members then stood in silence for a short while.

[English]

MADAM SPEAKER: Now, we will take up Question Hour.

Question No. 361—Shri M. Krishnasswamy.

...(Interruptions)

[Translation]

SHRI GANESH SINGH (Satna): Madam Speaker, Madhya Pradesh is being discriminated by the Central Govt. ...(Interruptions)

MADAM SPEAKER: Whatever the matter, raise it in zero hour. Let the question hour run.

...(Interruptions)

MADAM SPEAKER: I shall allow you to speak in zero hour. Let the Question Hour run now.

...(Interruptions)

MADAM SPEAKER: The Question Hour has not been running for a number of days. Therefore, for now, let the Question Hour run.

...(Interruptions)

[English]

11.02 hrs.

At this stage Shri Jitendra Singh Bundela and some other hon. Members came and stood on the floor near the Table.

[Translation]

...(Interruptions)

MADAM SPEAKER: You sit down

...(Interruptions)

SHRI MULAYAM SINGH YADAV (Mainpuri): Madam Speaker, the concession which was being given earlier to the Gandhi Ashram...(Interruptions) is now withdrawn. ...(Interruptions)

MADAM SPEAKER: You raise this matter after Question Hour is Zero Hour.

...(Interruptions)

MADAM SPEAKER: You people take your seats. I am allowing you to speak.

...(Interruptions)

SHRI MULAYAM SINGH YADAV: Madam Speaker, the poor women earn their livelihood by working there. ...(Interruptions)

MADAM SPEAKER: You keep silence please.

...(Interruptions)

MADAM SPEAKER: The Speaker is on her legs. Show some Parliamentary decorum. I shall allow you to speak for a minute. After that, let me Question Hour begin.

...(Interruptions)

[English]

11.04 hrs.

At this stage Shri Jitendra Singh Bundela and some other hon. Members went back to their seats.

[Translation]

SHRI MULAYAM SINGH YADAV: Madam Speaker, the concession, which was earlier allowed to the Gandhi Ashram, has now been withdrawn. ...(Interruptions)

MADAM SPEAKER: Mulayam Singh ji, You sit down. Keep patience.

...(Interruptions)

MADAM SPEAKER: Will you not let the Question hour begin? All of you are senior leaders. The Question Hour runs because of you.

...(Interruptions)

[English]

SHRI BASU DEB ACHARIA (Bankura): Madam, I have given a minute. Please allow me also to speak. ...(Interruptions)

MADAM SPEAKER: The Question Hour runs because of the Senior Leaders, not just because of the Speaker. Please sit down. Shri Basu Deb Acharia, you are such a senior Leader. Please sit down.

...(Interruptions)

SHRI BASU DEB ACHARIA: Madam, I have given a notice. Please allow me to speak. ...(Interruptions)

MADAM SPEAKER: There is no notice.

...(Interruptions)

[Translation]

MADAM SPEAKER: Shri Basu Deb ji, you sit down, please.

...(Interruptions)

MADAM SPEAKER: Shri Mulayam Singh ji, you are a senior leader. You sit down and let him speak for a moment.

...(Interruptions)

SHRI MULAYAM SINGH YADAV: Madam Speaker 20 percent concession used to be given there. That concession has now been withdrawn. ...(Interruptions)

MADAM SPEAKER: Shri Mulayam Singh ji, you sit down. I am telling you something.

...(Interruptions)

MADAM SPEAKER: Mulayam Singh Ji, first you sit down please.

...(Interruptions)

[English]

MADAM SPEAKER: Nothing will go in record.

(Interruptions)...*

[Translation]

MADAM SPEAKER: Mulayam Singh Ji, nothing is going in record. You please sit down.

(Interruptions)...*

[English]

11.05½

4-8

SUBMISSIONS BY MEMBERS

- (i) **Re: Alleged injustice and discrimination against Madhya Pradesh affecting a large number of people in the State**

[Translation]

MADAM SPEAKER: Ganesh Singh Ji, you speak.

...(Interruptions)

SHRI GANESH SINGH (Satna): Madam Speaker, on my behalf, Shri Narendra Singh Ji will speak. ...(Interruptions)

*Not recorded.

MADAM SPEAKER: Then, why are you standing?
You sit down.

...(Interruptions)

SHRI NARENDRA SINGH TOMAR (Morena): Madam, Madhya Pradesh is inhabited by 6.5 crore population and 21 percent population comprises of scheduled tribes. The people of Madhya Pradesh have been regularly complaining to the Centre about their problems. The state has been facing the shortage of power to the tune of 680 MW. ...(Interruptions) The state is not being given sufficient power from the Central pool. The state quota of coal fixed for generation of power is 170 lakh metric tonne. But, against it, given just 136 lakh Metric tonne coal. This has a negative impact on power generation.

As regards foodgrains, there are 67 lakh families in Madhya Pradesh, but the foodgrains is being available to just 41 lakh families. ...(Interruptions)

MADAM SPEAKER: Your time is over. You are giving a long speech. Now you sit down.

SHRI NARENDRA SINGH TOMAR: The foodgrain is rotting in country, but when the people of Madhya Pradesh demand it, they are denied foodgrains. ...(Interruptions)

MADAM SPEAKER: Now you sit down. Don't give such a long speech.

SHRI NARENDRA SINGH TOMAR: Madam Speaker, the Members of Legislative Assembly are sitting on Dharna and, we, the Members of Parliament, support them. ...(Interruptions)

THE MINISTER OF PARLIAMENTARY AFFAIRS AND THE MINIISTER OF WATER RESOURCES (SHRI PAWAN KUMAR BANSAL): Madam, we tell them to change the time of Question Hour, they do not agree. ...(Interruptions) It has become a regular feature. ...(Interruptions)

MADAM SPEAKER: You sit down please. The Leader of Opposition wants to speak.

SHRI SUSHMA SWARAJ (Vidisha): Shri Narandra Singh Tomar has been raising the issue of distrimination being done by the Central Govt. against Madhya Pradesh. ...(Interruptions)

I wish to say that instead of speaking here, all the Members of Parliament representing Madhya Pradesh

may walk out and join the sit-in to protest the discrimination. ...(Interruptions)

[English]

SHRI PAWAN KUMAR BANSAL: Madam Speaker, with utmost respect I want to submit that there is no question of discrimination. I repudiate that with all humility. The Government of India does not discriminate against any State Government. ...(Interruptions)

MADAM SPEAKER: Nothing is going on record except what Shri Pawan Kumar Bansal is saying.

(Interruptions)...*

[Translation]

MADAM SPEAKER: Lalu Prasad Ji, you sit down.

...(Interruptions)

[English]

MADAM SPEAKER: Nothing is going on record.

(Interruptions)...*

MADAM SPEAKER: Nothing is going on record except what Shri Pawan Kumar Bansal is saying.

(Interruptions)...*

[Translation]

MADAM SPEAKER: You please sit down.

...(Interruptions)

[English]

SHRI PAWAN KUMAR BANSAL: I want to submit with utmost respect and humility and repudiate what has been alleged by the hon. Leader of the Opposition and other hon. Members of this House. The Government of India does not discriminate against any State Government in any form whatsoever. Very recently, the meeting of the National Development Council was held and there all the State Chief Ministers had a chance to put across their view points and that is the forum. ...(Interruptions)

*Not recorded.

MADAM SPEAKER: Nothing will go on record except what Shri Pawan Kumar Bansal is saying.

*(Interruptions)...**

SHRI PAWAN KUMAR BANSAL: Madam, when you had initiated a move to shift the Question Hour, the leaders of the BJP, in particular, had represented to you that we must have Question Hour at 11.00 a.m. only. So my only request is that we must have Question Hour now. ...*(Interruptions)*

[Translation]

SHRI LALU PRASAD (Saran): Madam, how did you give clean chit to Shri Narendra Modi. ...*(Interruptions)*

MADAM SPEAKER: You sit down. Let the Question Hour run.

[English]

MADAM SPEAKER: Nothing is going on record. *[Translation]* hon. Minister, you speak.

*(Interruptions)...**

SHRI PAWAN KUMAR BANSAL: Madam, in the context of the question raised by Lalu Ji, I would like to say that the CBI has been investigating the matter. The Govt. has never interfered in this matter. The CBI has been taking up the matter on the insistence of the Supreme Court. ...*(Interruptions)*

SHRI RAJNATH SINGH (Ghaziabad): Madam, nothing, what Shri Lalu Ji has spoken, has gone in record. Then, why, the hon. Minister has been responding to that? ...*(Interruptions)*

Madam Speaker: You sit down.

...(Interruptions)

[English]

MADAM SPEAKER: Nothing is going on record.

*(Interruptions)...**

SHRI PAWAN KUMER BANSAL: Madam, today there is a denial even by the CBI which has come in newspapers. They raised this issue only on the basis of some news item yesterday. ...*(Interruptions)*

*Not recorded.

MADAM SPEAKER: Nothing will go on record except what the Minister is saying.

*(Interruptions)...**

[Translation]

SHRI PAWAN KUMAR BANSAL: What Sh. Mulayam Ji and Shri Lalu Ji had told yesterday and have been telling today, is on the basis of media reports. The CBI has issued a denial in that respect. It, therefore, need not pursue. ...*(Interruptions)* *[English]* Madam, none other than the Apex Court of the country...*(Interruptions)*

MADAM SPEAKER: Nothing will go in record except what the hon. Minister is saying.

*(Interruptions)...**

SHRI PAWAN KUMAR BANSAL: Madam, no authority other than the Apex Court, that is, the Supreme Court of India is monitoring that matter...*(Interruptions)* *[Translation]* I have spoken up my mind. ...*(Interruptions)* The Govt. has neither interfered nor it will do so. ...*(Interruptions)* You must rest assured. ...*(Interruptions)*

[English]

MADAM SPEAKER: No, there is no point of order.

...(Interruptions)

[Translation]

MADAM SPEAKER: Shailedra Ji, you sit down and let the Question Hour run.

...(Interruptions)

MADAM SPEAKER: Mulayam Ji, what are you doing?

...(Interruptions)

11.12 hrs.

ORAL ANSWERS TO QUESTIONS

MADAM SPEAKER: Question No. 361, Shri M. Krishnasswamy.

*Not recorded.

9-16

Commercial Activities at Airports

*361. SHRI M. KRISHNASSWAMY:
SHRI S. SEMMALAI:

Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether the space available at airports has potential to garner high yields, if put to commercial use;
- (b) if so, the details thereof;
- (c) the revenue generated from commercial activities at various airports during the last two years;
- (d) whether the Government proposes to enlarge the scope of commercial activities to maximise revenues; and
- (e) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (e) A Statement is laid on the Table of the House.

Statement

(a) and (b) Section 12 of the Airports Authority of India (AAI) Act, 1994 defines the functions of AAI which includes establishing commercial activities at the airports and the Civil Enclaves in the best commercial interest of the Authority.

Commercial potential of the space available at the airport depends upon the location, size, traffic and nature of passengers travelling from and to each airport.

In the terminal building space, is generally first considered for allotment to mandatory services like regulatory agencies and essential services like Customs immigration, police, plant quarantine, health etc. Thereafter, space is allotted to all operating airlines, regular air-taxi operators and non-scheduled operators. The passengers facilities like tourist information counters, postal and telegraph, telecommunications, nationalized banks, railway reservation and any other similar facilities is given next priority. Thereafter, passengers utility with commercial consideration like installation of vending machine, TR stalls, Duty Free Shops, shops (other than duty free shops), transport facility, left luggage, car park, weighing machine, payphones, hotel reservation counter, money exchange counters, insurance counters, etc. is considered within available space.

(c) The revenue generated from commercial activities at their respective airports for last two years i.e., 2008-09 and 2009-10 in Rupees crores respectively by Airports Authority of India (AAI) [787.67, 837.03], Bengaluru International Airport Limited (BIAL) [22.6, 28.4], Mumbai International Airport Limited (MIAL)[144, 138], Hyderabad International Airport Limited (HIAL)[60 per annum], Delhi International Airport Limited (DIAL) [371.96, 509.44 (Non-aeronautical)] and Cochin International Airport Limited (CIAL) [83.83, 99.51].

(d) and (e) The matter is under examination.

[English]

SHRI M. KRISHNASSWAMY: Respected Madam Speaker, ...(Interruptions)

[Translation]

MADAM SPEAKER: You sit down and let the Question hour run.

...(Interruptions)

[English]

SHRI M. KRISHNASSWAMY: Madam, in the last few years, the Government has taken bold initiative. ...(Interruptions)

[Translation]

MADAM SPEAKER: Hon. Member, you ask your supplementary question.

...(Interruptions)

[English]

SHRI M. KRISHNASSWAMY: Madam, the Government has taken bold initiative for the development of airports in India...(Interruptions) Our Government has been in the forefront for development of airports. ...(Interruptions)

[Translation]

MADAM SPEAKER: Question hour is running. Don't interrupt it. Mulaya Ji, I shall allow you after Question Hour.

...(Interruptions)

[English]

SHRI M. KRISHNASSWAMY: Recently, we have seen development of airports at Hyderabad and Bangluru...(Interruptions) To be self-sufficient and for further expansion, the Ministry needs to augment income from commercial places...(Interruptions)

[Translation]

MADAM SPEAKER: I shall allow you after Question hour.

...(Interruptions)

[English]

SHRI M. KRISHNASSWAMY: Madam, there are two categories; one is revenue generation from...(Interruptions) aeronautical services...(Interruptions) and another from non-aeronautical services...(Interruptions)

[Translation]

MADAM SPEAKER: Let the Question hour run Hon. Member you ask your supplementary question briefly.

...(Interruptions)

[English]

SHRI M. KRISHNASSWAMY: Madam, across the world 60 per cent to 70 per cent of the total revenue of the airport operators' is being generated from the non-aeronautical services at major airports. In India, there are some airports where the restrictions are there, like land usage for non-aeronautical services. For example, in the case of Delhi and Mumbai airports the commercial use of land for non-aeronautical services is restricted to five to ten per cent, whereas in foreign countries it is 65 per cent.

Madam, I would like to know from the hon. Minister what are the reasons for restricting the commercial use of land for non-aeronautical services.

SHRI PRAFUL PATEL: Hon. Speaker, airports across the world function on two revenue streams, one is aeronautical and the other is non-aeronautical, as the hon. Member has rightly stated. I would only like to assure him that we do try to comply with the general permissible standards; after all it cannot be only driven by commercial

considerations. Otherwise, airports will completely turn into a non-core activity in terms of aviation. So, it has to be a balance between the two and that is what is being sought to be achieved.

Classically, the airports' non-aeronautical revenues are largely driven from activities which are passenger related. So, in a way all airports which have other activity for retail shops and all are basically driven by the concept that passenger amenities are availed, like shops, food stalls and other kinds of activities which would be in the interest of the traveling public.

So, yes, while we do understand that non-aeronautical revenues are important, it is also important from the point of view because in the long run if you have to bring the cost down and if the charges to the passengers are to be minimized, non-aeronautical revenues must be enhanced to the maximum possible.

SHRI M. KRISHNASSWAMY: Madam, for commercial activities, there must be some master plan. What is the revenue generation from commercial activities in Chennai Airport after its expansion?

SHRI PRAFUL PATEL: Madam, at the moment Chennai Airport's expansion is yet going on, so at this stage to completely forecast what would be the quantum of revenues expected would be difficult to state. But broadly speaking about 35 per cent to 40 per cent of non-aeronautical revenue out of the gross total would be a fair amount to assess at this stage.

SHRI S. SEMMALAI: Madam, the main concern is that while acquiring land for the purpose of setting up airport or for the purpose of expansion, the authorities acquire more extent of land than what is required. In fact, only one-third of land is used for the purpose and remaining two-third of land is leased out for commercial purposes to the big business houses and this is nothing but exploitation of farmers. This affects the agricultural production. This practice paves way for commercial establishment to corner huge profit at the cost of farmers.

In this context, may I know from the hon. Minister whether the Government will exclude agricultural land, in particular fertile land, from acquisition and whether the Government will give up the practice of compulsory acquisition of agricultural land against the wishes of farmers for the purpose of airport projects as my Leader Purutchi Thalaivi Amma J. Jayalalitha is insisting all along?

SHRI PRAFUL PATEL: Madam Speaker, I think, to generalize an answer would be difficult because land is required for airport and airport expansion. As needs of cities have grown in most cities of our country, we are finding that the current availability of land for expansion is not there. Therefore, we have to go in for some kind of acquisition.

Usually, airports are not situated right in the middle of the cities, so if any expansion does take place, agricultural lands, to some extent, would be required for the further expansions. Acquisition procedures are not done by the Airports Authority of India directly. They are always done by the local or the respective State Governments and I am sure they have done in accordance with all the local land acquisition processes.

Also, as far as allowing land to be then given to big business houses is concerned, I do not think that is anywhere the objective. There is Airports Authority of India Act and we are governed by that Act which very clearly specifies the kinds of uses of the land which can be made. Therefore, as I said earlier, the Act very specifically provides that if at all any commercial activity will take place it has to be passenger related.

[Translation]

¹³⁻¹⁴
SHRI NISHIKANT DUBEY: Madam Speaker, the annual report of 2009-10 presented by the hon. Minister reveals that the Airport Authority gained profit worth Rs. 687 crore in 2008-09 and Rs. 624 crore in 2009-10. The second report is submitted by the CAG in 2009-10 states that

[English]

Loss of revenue is due to delay in finalization of advertisement contracts.

[Translation]

Further, the Ministry tries to save the Authority by giving the instances of the Supreme Court and the High Court and says that it is the ruling of the Supreme Court. The CAG again contends that the Supreme Court has not ruled anything like that and the Ministry is wrongly trying to cover up the error of the Airport Authority. The CAG shows the loss in Custom Duty concession also which has caused loss to the Airport Authority. Thus, the report of the year 2009-10 submitted by the Ministry and

the report of the CAG both converge on the same point. Hon. Minister, the third report is prepared by the Standing Committee which says that the criteria prescribed for ground handling, in which 25% weightage has been given to the foreign companies, has caused the loss of revenue to the Authority. I ask, whether after these 3 or 4 instances, someone in the Ministry of Civil Aviation has tried to frame charges against any person responsible for this loss to the Airport Authority or there is utter lack of transparency?

[English]

SHRI PRAFUL PATEL: I think, Madam Speaker, the question relates to certain contracts, and it would be very difficult for me to specifically give an answer at moment until I go into the details—as to why—of a specific contract. As he rightly stated that there was some Supreme Court ruling on the basis of which a matter could only have been pursued by a particular process. If there is any violation of process, certainly we as the Ministry would be very keen to look into the matter and take whatever action necessary.

But in terms of the other issues which he has mentioned about ground handling, the ground handling policy is in no way going to affect the revenues of the Airport Authority. In fact, it can only enhance the revenues of the Airport Authority. So, I personally feel that we have to look at it in the judicious manner. We have to look at the overall policy in the framework of, even in the light of security concerns. These policies have been prescribed precisely so that there are not too many agencies dealing with sensitive ground handling subjects.

[Translation]

¹⁴⁻¹⁶
SHRI TUFANI SAROJ: Madam, the Lal Behادر Shastri Airport in district. Varanasi of Uttar Pradesh has been rebuilt and is going to be inaugurated in the coming month of October. New commercial complexes have also been added to the Airport. At the time of expansion of the Airport, a lot of land of the farmer had been acquired. The farmers had protested against this and one farmer had even lost his life during the agitation. Shri Mulayam Singh, the leader of the Samajawadi Party, along with other leaders of our Party and Shri Rajnath Singh had visited the area.

I would like to know from the Hon. Minister whether the Govt. propose to invite tenders to distribute the newly

built commercial complex or it will be given to the old shopkeepers who run their business in the old building? If new tender are invited, whether the farmers, whose land had been acquired, will be given any priority?

SHRI PRAFUL PATEL: The hon. Member has asked two different questions. The land has been acquired and, I said earlier, the land is acquired through the State Government. If there is any question with regard to that, that can be resolved through the State Govt. ...*(Interruptions)* Any commercial activity or any airport is undertaken through tender. As you are well aware, so long as a Public Undertaking do not complete its process, no one can be favoured with any discretion.

SHRI NAGESHWAR RAO: Madam, the hon. Minister, in his reply, has pegged the revenue generated from Delhi airport of the Airport authority of India at Rs. 371 crore. I would like to know from the hon. Minister whether the charges on lease agreement of Delhi Airport amounts to just Rs. 100.

At the time of inception of this project, it was valued as Rs. 2900 crore and put up as Rs. 3000 crore in reality. Later on, the project value was shown as Rs. 12000 crore. Because of this why are you increasing the user charges, based on the project cost. Secondly, its revenue is shown as Rs. 371 crore. Out of this, 21 to 26 percent belongs to the Airport.

[English]

Is it the total revenue?

[Translation]

The 26 percent share of Rs. 371 crore belongs to the Airport Authority but what about the increased value of the project?

SHRI PRAFUL PATEL: As far as I have understood, the question posed by the hon. Member, has got two parts. First, what is the income of the Airport Authority from Delhi Airport. As per terms and conditions, 45.6 percent of the gross revenue goes to Airport Authority. Later on, after adjusting the expenses, 26 percent of the remaining profit again goes to the Airport Authority. The figures which you are watching

[English]

These are not figures of the revenue to the Airport

Authority. These are the value of the commercial earnings to the Delhi Airport. That is a difference between what you have understood and what has been given in the Answer because the Question relates to commercial revenues of the Delhi Airport.

Anyway, the other part

[Translation]

As regards the method for charging user development fee, I would like to tell you, we have set up Airport Economic Regulatory Authority which is an autonomous body.

[English]

It is by an Act of Parliament. The Airport Economic Regulatory Authority fixes tariff, fixes user charges, and fixes all other revenue schemes. Therefore, the Government has no role in that. It is purely an autonomous authority, which is determining all tariffs. While fixing such tariffs, I can also assure you and I am sure that they do go in for rigorous audit—external and internal—before they determine what would be the project cost.

Ultimately, as you have rightly stated that if the project cost would be inflated, naturally it would affect the tariff or the user development fee which would be charged to the passenger. Therefore, I am sure that the Airport Economic Regulatory Authority would be doing a thorough due diligence and audit before determining and accepting what would be the project cost.

16-21 Investment
Redressal of Investors' Grievances

*362. [RAJKUMARI RATNA SINGH:
SHRI S. ALAGIRI:

Will the Minister of CORPORATE AFFAIRS be pleased to state:

(a) whether the mechanism to redress investors' grievances has yielded the desired results;

(b) if so, the details thereof and if not, reaction of the Government thereto;

(c) the details of action initiated against the companies on the grounds of non-redressal of investors' grievances during the last three years, year-wise;

(d) whether a number of companies are in default of payment of dues to the small investors and still actively trading in the stock exchanges;

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

(f) whether the approved rehabilitation package of repayment of small investors is still pending; and

(g) if so, the details thereof and the reasons therefor and the corrective follow-up action taken in the matter?

THE MINISTER OF STATE OF THE MINISTRY OF CORPORATE AFFAIRS AND MINISTER OF STATE OF THE MINISTRY OF MINORITY AFFAIRS (SHRI SALMAN KHURSHID): (a) to (g) A statement is laid on the Table of the House.

Statement

(a) Yes, Madam.

(b) The details of the mechanism for redressal of investors' grievances are given at Annexure.

(c) The Ministry has initiated legal action under various provisions of the Companies Act, 1956 against companies for non-redressal of investors' grievances during the last three years as under:

Year	Total Number of companies
2007-2008	63
2008-2009	78
2009-2010	58

(d) and (e) As informed by NSE and BSE, there are no major complaints pending against listed companies regarding default in payment of dues to small investors. As on March 31, 2010, there were about 12 companies at NSE and 18 companies at BSE which are actively trading and have pending complaints of non-payment of dues. These complaints relate to issues like non-receipt of dividend, non-receipt of refund and interest on debentures.

(f) There is no provision for a Rehabilitation package of repayment of small investors. However, the Company Law Board (CLB), under section 58A(9) of the Companies

Act, 1956 has powers to issue suitable directions for the repayment to the small depositors.

(g) In view of (f) above, Question does not arise.

Annexure

The mechanism for redressal of investor grievances

The Ministry has an Investor Grievances Management Cell (IGMC) at the Headquarters and nodal officers at all field offices of Regional Directors (RD) and Registrars of Companies (ROC). The investors may take up their grievances with the concerned nodal officers.

With the implementation of MCA21 e-Governance program, the investors can also lodge their complaints on-line. The system acknowledges the receipt of complaint online by generating a complaint number which can be used for future follow up of the complaint. All complaints received in the Ministry in physical form are also logged into the MCA21 system.

A website namely www.investorhelpline.in has been sponsored and launched in September, 2006 to provide a mechanism for redressal of grievances of investors free of cost. It provides a facility to the investors to lodge their grievance on the website and acts as an intermediary between investors and companies, stock exchanges, and other authorities.

RAJKUMARI RATNA SINGH: Madam, in the Answer, the hon. Minister has stated that in the year 2007-08 there had been 63 companies against which the investors' grievances had come in; in 2008-09, there had been 78 companies and in 2009-10 there had been 58 companies. What action has been taken against them?

As far as I am led to believe, nearly 4,476 matters are lying with the Company Law Board. Many of them are family-related disputes, and we have these for years and years to come. How is the Ministry going about in finishing these matters expeditiously?

SHRI SALMAN KHURSHEED: Madam Speaker, as far as the matters pending before the Company Law Board are concerned, that is an autonomous adjudicatory body. We have no function there. Of course, once the new Bill comes and is passed by Parliament, there will be a more efficient way in which the National

Company Law Tribunal with much better staffing and much better back-up provided to them will be able to hopefully dispose of these matters vigorously and expeditiously.

Madam, as far as the complaints that are referred to the Ministry of Corporate Affairs are concerned, we have encouraged the associated Investor Helpline. In that, every year we have the percentage of redressal. As far as MCA is concerned, in 2009-10 it was 59.7 per cent; in 2008-09 it was 86.5 per cent; and in 2007-08 it was 79 per cent.

We started the Investor Helpline in 2007 with barely 38 per cent redressal percentage, which went up to 71 per cent in 2008-09 and it has gone up to 80 per cent in the present year. Obviously, where redressal is not possible, we proceed with other appropriate action including prosecution.

RAJKUMARI RATNA SINGH: Madam, when the small investors apply for right issues and first issues, they send in their money to the companies. Especially when a new issue comes out, the money does not get back to them. The company holds the money much longer than it should, and the small investor does not get back his money for a long time. Does the Ministry take any action against such companies?

SHRI SALMAN KHURSHEED: Madam Speaker, the investors who invest in different schemes of companies are in two categories. One is where they invest in equity of companies listed with various Stock Exchanges, and the others are those who invest in the Fixed Deposit schemes of the companies concerned.

While the SEBI Act and the Companies Act contain provisions to address both these problems, essentially the SEBI Act governs the first category which is of equity investments, and the Companies Act which is directly under the MCA actually addresses the second category of investments which are deposits.

I might share with the House that recently SEBI had set up a Committee under the Chairmanship of Justice D.P. Wadhwa, former Judge of the Supreme Court for disgorgement of subscription moneys that have been unlawfully or irregularly received, and the disgorgement process is done transparently in a very objective manner so that the quantification of unjust enrichment by such defaulting companies can take place. The persons are

identified and then to the extent that the money of the deprived applicants can be given back to them. That is done expeditiously.

SHRI S. ALAGIRI: Madam Speaker, whenever a fraud occurs in the stock market, the small investors are badly affected. This House understands that the Government has already taken action to protect the interests of the small investors through programmes of awareness creation and education. For this purpose, the Government had allotted a sum of Rs. 15 lakhs from 2006 to 2009 but only 50 per cent of this amount was spent and the efforts of the Government failed. SEBI and other organizations have not taken much interest to educate the small investors. So, I would like to know whether the Ministry would take further action in this matter.

SHRI SALMAN KHURSHEED: Madam Speaker, the learned hon. Member would be delighted to know that we have the cooperation of all the business associations as well as all the Government of India agencies in the matter of educating the investors. Essentially, the market place is a market place where there is a risk. Risk management is important for an investor. Our job is to ensure that there is enough information available, enough instruction available for investors to make informed choice. Nevertheless, there will be market risk that they have to take into account. SEBI, RBI, CII, FICCI, ASSOCHAM, UTIMF, BSE, NSE, MCX, MCX-SX, which is the latest stock exchange, IMC, IIA, and PHD Chamber of Commerce have cooperated with us to do over 3,000 such Workshops and events throughout the country in this year so that we are able to provide appropriate education and information to investors. In addition to that, we have Investor Helpline, which is a project that has been launched to provide a mechanism for redressal of investor grievances. We also have iepf.gov.in which has been launched for providing a knowledge platform in the area of financial literacy for the general public and investors. Indeed, we are also arranging to provide training of trainers. The programme is aimed at training of officials and NGOs who can take this message more effectively throughout the country.

DR. KIRIT PREMJBHAI SOLANKI: Madam, when any issues/IPO is launched, it is stated in the advertisement that it is having a very high ranking and rating. But when it is actually listed on the stock exchanges, it is listed at a very discounted rate. The genuine investors, the salariat and the pensioners usually invest in such companies' IPOs.

So, I would like to know whether the Government is going to put some strict monitoring so that it cannot be discounted. Whatever risk factors are written, they are written in a very small size of numbers and all the people cannot go through the internet and other things.

SHRI SALMAN KHURSHEED: Madam Speaker, before an IPO or FPO is issued, it is the SEBI that is directly responsible to ensure that there is due diligence before approvals are given. However, as I said, there is a risk in the market place; and the market decides the value of shares. It is important and that is the reason why we ensure that maximum information and maximum educations are available to the investors. Three thousands programme have been done this year and they have been extremely successful. We have found enormous response.

It is our idea that this information should be available to every person in this country and, therefore, the Ministry of Corporate Affairs has created the website, which I mentioned as iepf.gov.in, which is now available in English, Hindi, Assamese, Bengla, Kannada, Marathi, Tamil and Telugu.

I would invite the attention of the hon. Member to one of these websites and to ensure that the same is more widely advertised for people in those areas to which my learned friend has been referring.

21-30
FPI

*363. ⁺SHRI HARISHCHANDRA CHAVAN:
SHRI DANVE RAO SAHEB PATIL:

Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

(a) whether the food processing industries play a pivotal role in generating employment and providing value addition of agricultural commodities including poultry, meat, dairy and fisheries;

(b) if so, the details thereof;

(c) the number of proposals received from various States and approved by the Union Government for setting up food processing industries during the last three years, year and state-wise;

(d) the time by which the remaining proposals are likely to be accorded approval; and

(e) the financial assistance proposed to be provided to the State Government for the purpose?

THE MINISTER OF FOOD PROCESSING INDUSTRIES (SHRI SUBODH KANT SAHAY): (a) to (e) A Statement is laid on the Table of the House.

Statement

(a) and (b) Yes, Madam. Food Processing Industries play a pivotal role in generating employment and providing value addition of agricultural commodities including poultry, meat, dairy and fisheries. Food processing has significant potential for employment generation not only directly but across the supply chain in production of raw materials, storage of produce and finished products and distribution of food products.

The employment intensity in the organized sector is 18 direct and 64 indirect per Rs. 1.00 crore of investment. In unorganized sector, the employment intensity is estimated to be approximately 100 direct per Rs. 1.00 crore of investment.

(c) Ministry of Food Processing Industries extends financial assistance in the form of grant-in-aid to entrepreneurs @ 25% of the cost of Plant and machinery and Technical Civil Works subject to a maximum of Rs. 50 lakhs in general areas or 33.33% subject to a maximum of Rs. 75 lakhs in difficult areas under the Scheme of Technology Upgradation/Establishment/Modernization of food processing industries.

Prior to 01-04-2007, all the applications for such grants were received by the Ministry through the State Nodal Agencies. These applications were then Centrally processed and grants disbursed directly by the Ministry. From 2007-08, the receipt of applications, their appraisal, calculation of eligible grant as well as disbursement of grants has been completely decentralized, through Banks/Financial Institutions.

Under the new procedure, an entrepreneur can file application with the neighbourhood Bank branch/Financial Institution (FI). The Bank/FI would then appraise the application and calculate the eligible grant amount as per the detailed guideline issued by the Ministry. The Banks/FIs recommendation for the release of grant is transmitted to the Ministry through e-portal established for this purpose. After the recommendation is received from the Bank/FI, the Ministry sanctions the grant and

transfer the funds through the e-portal. The details of the proposals received from entrepreneurs of various States and approved by the Government under the scheme during last three years, year-wise and State-wise are enclosed at Annexure.

(d) The proposals are considered within the

budgetary allocation for the scheme from year to year basis and accordingly the timeframe for clearance of the pending proposals will depend upon the availability of funds.

(e) The financial assistance under the Scheme is provided to the entrepreneurs directly.

Annexure

Number of project received, approved and financial assistance provided during the years 2007-08, 1008-09 and 2009-10

State-wise under the scheme of Setting up/Technology Upgradation/Establishment/Modernization of FPIs

(Rs. in lakhs)

Name of State	2007-08			2008-09			2009-10		
	Received	Approved	Amount released	Received	Approved	Amount released	Received	Approved	Amount released
1	2	3	4	5	6	7	8	9	10
Andhra Pradesh	125	43	947.49	159	48	908.999	18	41	677.05
Andaman and Nicobar Islands	0	0	0	0	0	0	0	0	0
Arunachal Pradesh	3	0	0	0	1	17.67	0	3	376.14
Assam	9	12	442.17	16	17	176.79	1	22	418.74
Bihar	1	5	83.915	5	2	42.3	1	2	35.59
Chandigarh	3	6	138.08	5	0	0	0	0	0
Chhattisgarh	90	0	0	91	10	163.725	1	4	45.46
Delhi	24	0	0	17	7	160.65	12	2	50
Goa	0	1	17.00	1	1	24.57	1	1	24.26
Gujarat	80	32	544.06	89	39	714.81	36	42	665.18
Haryana	56	19	418.72	91	23	349.415	13	11	134.96
Himachal Pradesh	2	12	325.09	8	5	152.745	5	10	269.58

1	2	3	4	5	6	7	8	9	10
Jammu and Kashmir	11	9	109.855	0	3	22.05	9	7	59.73
Jharkhand	2	2	9.09	5	0	0	3	3	44.09
Karnataka	105	34	529.62	140	35	629.895	22	24	269.55
Kerala	42	47	876.8	40	32	545.37	15	33	567.53
Madhya Pradesh	24	10	172.32	41	14	201.87	5	18	273.03
Maharashtra	232	95	1696.805	151	121	1802.633	39	113	1717.3
Manipur	0	3	61.74	0	3	45.51	0	6	163.75
Meghalaya	2	1	8.19	0	2	159.57	0	2	123.02
Mizoram	0	0	0	0	0	0	0	1	11
Nagaland	0	1	27.485	1	4	178.205	0	1	64.99
Odisha	17	6	129.41	10	2	38.68	2	6	84.4
Puducherry	0	2	31.3	0	0	0	3	0	0
Punjab	147	32	481.45	149	61	841.36	11	13	172.37
Rajasthan	75	35	566.075	70	44	551.975	23	27	325.46
Sikkim	0	0	0	0	0	0	0	0	0
Tamil Nadu	75	53	951.79	41	36	594.355	11	41	672.11
Tripura	2	2	39.98	0	1	13.86	0	0	0
Uttar Pradesh	75	63	1123.425	69	43	875.475	21	32	560.63
Uttrakhand	5	9	339.78	3	6	163.15	0	12	307.57
West Bengal	15	35	653.56	21	19	390.135	7	10	136.48
Total	1222	569	10725.2	1223	579	9765.767	259	487	8249.97

[Translation]

SHRI HARISCHANDRA CHAVAN: Madam Speaker, I had asked whether the Food Processing Industry play an important role in generating employment in poultry farm, dairy and pisciculture and in adding value in agricultural products? The Minister has answered affirmatively. The

food processing industry play an important role in adding value in poultry, dairy, pisciculture including agricultural products. The food processing industry has potential in not only generating employment opportunities directly but also in produce storage and in the distribution of readymade product and food products. I would like to say that poultry, fishery and dairy are not covered under

the MSMED Act (Micro Small and Medium Entrepreneur Development Act), 2006 Schedule (A) Industrial Regulation Act, 1951. Therefore, it does not benefit the rural people. I would like to ask the hon. Minister specifically whether the Govt. has decided to bring these activities under the ambit of the Act?

SHRI SUBODH KANT SAHAY: Madam Speaker, as far as this Ministry is concerned, poultry, dairy, fisheries etc are food processing industries. The Ministry tries to encourage from micro to major industrial activity by subsidizing them. We act as a facilitator. No one faces any difficulty in getting benefit from the Ministry whether they are small farmers, small or micro entrepreneur.

SHRI HARISCHANDRA CHAVAN: Madam Speaker, my point has not been covered. But my second question is whether the Ministry propose to include poultry, fisheries and dairy industry in the agro-based activities?

SHRI SUBODH KANT SAHAY: The harvesting aspect is controlled by the Department of Animal Husbandry. The Ministry of Food Processing Industries has no problem in the matter of industrialization and post-harvest management. If the question which you have asked concerns with harvesting. ...(*Interruptions*)

SHRI HARISCHANDRA CHAVAN: Maharashtra has done it. The Central Govt. has not done it.

SHRI DANVE RAO SHEB PATIL(Osmanabad): Madam Speaker, just now Shri Chavan Sabeab has asked a question relating to poultry, meat-industry, dairy and fisher. I think all these three vocations are linked to agriculture. Earlier, the proposals relating to these vocation used to be in invited through nodal agencies and the government used to allocate budget for this purpose. But, since 2007, such proposals are being submitted through banks to the government and not through nodal agencies. However, after this change 232 proposals came up to the government in 2007-08 and only 39 in 2009-10. In this way, the number of proposals have been declining constantly. Government always says that more budgetary allocation is being made for agriculture, whereas, those vocations are based on agriculture.

Budget allocation for these vocations has been shrinking day by day. In this regard, I would like to know whether the Government proposes to provide more subsidy for this sector?

SHRI SUBODH KANT SAHAY: What the hon. Member has asked contains two parts, first earlier people used to apply through nodal agencies. These nodal agencies are still functional in states and we allocate them budgetary assistance on the basis of work allotted to such agencies. But in case of entrepreneurship, we don't allocate to the states but directly to the entrepreneurs. Prior to it, people were facing problems as funds were distributed through centralized ministries. We have decentralized it during last 2-3 years and now whosoever applied to banks disbursement is made to the bank through e-portal. Ministry uses its own e-portal. Therefore now entrepreneurs don't need to contact any intermediaries. Consequently, we are getting much more number of applications and secondly it has made the process simple and people face no problem in it. The same bank does appraisal and disburses the funds. Therefore it has added to more facilities for the people and we have connected all the financial institutions, banks with the e-portal of the ministry. ...(*Interruptions*)

MADAM SPEAKER: Shri Dutta Meghe.

~~28~~
SHRI DUTTA MEGHE: Madam, Vidarbha region in Maharashtra has ample scope for food processing industries. The farmers in Vidarbha are compelled to commit suicide because of acute poverty. As Vidarbha, a backward region, is dependent on agriculture, therefore, there is ample scope for setting up food processing industries in Vidarbha.

I want to ask the hon. Minister – whether there is any proposal for setting up food processing industries in Vidarbha, and if so, the time by which these are likely to be set up?

SHRI SUBODHKANT SAHAY: Madam Speaker, I myself went to Vidarbha for investors meet. We have already set up two food parks there and cold chain is also likely to be set up. Our efforts are for working in sync with policy of the state government as Vidarbha is a dry land area and we are working in touch with the state government for ensuring value-addition of agricultural products of Vidarbha.

~~29-29~~
SHRI GORAKHNATH PANDEY: Madam Speaker, the rural regions are inhabited by people of lower classes who are associated with food processing, be it farmers involved in poultry farming, dairy, fisheries, cultivation of vegetables. They do not get remunerative price of their

produce and they have to sell it at throw way prices. The hon. Minister, in his reply has stated that the government is able to handle distribution and storage of these products. I hail from rural area, Bhadoi is my parliamentary constituency. I am aware of condition of farmers in Poorvanchal. So far as dairy farming is concerned, farmers are compelled to sell their produce as there is no cold storage at block level. Therefore, there is a need for setting up food processing units in Poorvanchal. I would like to say something about my constituency Bhadoi.

Through you, I would like to ask – whether the government proposes to set up cold storage in the country at block level so that agri-produce can be stored and such products fetch remunerative prices? Whether the government has any such plan?

SHRI SUBODH KANT SHAY: Madam Speaker, I would like to say that the present government has made this sector totally taxless during the last 6 years. The central government charges almost zero tax on food processing, be it dairy products or poultry products. We have been requesting the state governments for formulating separate food processing policy as these products are perishable and thus there is a need for investing in this sector. A number of states have come forward and worked in this regard. I would like to say that Uttar Pradesh has more number of food processing units than that in Bihar, Jharkhand, Orissa and Madhya Pradesh. Poorvanchal is completely horticulture area. We make our best efforts to clear all the applications received from Poorvanchal. But it depends upon budgetary allocation. Sometimes we are helpless, as we can give priority only if budgetary allocation is available.

[English]

29-30
DR. RATNA DE: The Ministry has been implementing many schemes for the promotion of food processing industries by way of extending financial support and providing funds for infrastructural development, promotion of quality assurance, right of development with a view to achieving real development in this field. I would like to know from the hon. Minister the amount of vegetables and fruits we have lost due to inadequate number of godowns in the country in the last two years.

SHRI SUBODH KANT SAHAY: The estimated loss was earlier Rs. 58,000 crore worth produce. But I must say that when we took over the charge of this Ministry, it was almost 6 per cent at the processing level, which

has gone up to 11 per cent right now. The growth of this sector has gone up by almost 15 per cent. Or, I can say that the loss has been reduced up to Rs. 30,000 crore worth produce, but still it is a huge loss and this loss really goes to the farmers and they are the sufferers. That is why, we have made such a policy that investment should come to this area and the Government is trying to do just everything. The private investment must come and the State must play a vital role for growth. I feel, as the hon. Member was earlier saying, that without market driven farming, farmer will not have sufficient opportunity to grow more. So, industrialization is the only way to save the farmer and save the wastage.

30-34
Railways Projects

*364. [DR. ANUP KUMAR SAHA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have set up/proposed to set up Wheel and Axle production unit at Chhapra, Bihar, Rail Coach ~~Factoris~~ at Rae Bareilly (Uttar Pradesh), Kanchrapara (West Bengal), Palghat (Kerala), Electric Locomotive Factory at Madhepura (Bihar) and Electric Loco assembly unit at Dankuni, (West Bengal);

(b) if so, the details and present status thereof;

(c) the funds allocated, sanctioned and utilised by each of the project, so far;

(d) the reasons of delay in the execution of above mentioned projects items; and

(e) the steps taken to complete these projects within the time schedule?

THE MINISTRY OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) to (e) A statement is laid on the Table of the House.

Statement

(a) to (e) Construction of Wheel Manufacturing Plant at Chhapra was sanctioned in the year 2005-06 at an estimated cost of Rs. 1417 crore and is under progress. An expenditure of Rs. 601.9 crore has been incurred upto 31-03-2010. The project is likely to start manufacture of wheels from the year 2011-12.

The project of Rail Coach Factory at Rae Bareilly was approved in the year 2006-07 at an estimated cost of

Rs. 1685 crore and the work is in full swing. Phase-I of this project is likely to be completed by July 2011 with start of production and it is likely to be completed by 2012-13. An expenditure of Rs 73.6 crore has been incurred upto 31-03-2010.

Rail Coach Factory at Kanchrapara was approved in the year 2010-11 for setting up in Joint Venture mode at an estimated cost of Rs. 860.16 crore. Works worth more than Rs. 37 crore have already been taken up and are in progress.

The project of Rail Coach factory at Palghat is awaiting government approval and is estimated to cost Rs. 1215.75 crore. Government of Kerala had earlier promised to provide land free of cost, but have now desired that the cost of land be taken as their equity in the Joint Venture to be formed for setting up this factory. The proposal is presently under consideration.

The project of Electric Locomotive Factory at Madhepura was approved in 2007-08 at an estimated cost of Rs. 1293.57 crore. The Government recently decided in February 2010 that this manufacturing unit shall be set up as a Joint Venture. An expenditure of Rs, 47.86 crore has been incurred upto 31-03-2010. Selection of Joint Venture partner is likely to be finalised shortly.

The project of Electric Loco components factory at Dankuni was approved in the year 2009-10 at an estimated cost of Rs. 123 crore. The unit is being set up as a joint venture project. Works worth about Rs. 48 crore have already been taken up and are in progress. In addition, there is also a proposal for setting up of a Diesel Loco component factory at Dankuni at an estimated cost of Rs 261 crore. Works worth about Rs. 133 crore have already been taken up and are in progress.

The progress of all these projects is monitored and all efforts are being made to complete them as per schedule. Funds required for these projects will be provided as per requirement from time to time.

DR. ANUP KUMAR SAHA: Madam Speaker, the Wheel Manufacturing Project at Chhapra and Rail Coach Factory at Rae Bareli—which were approved by the UPA-I Government—are being set up as wholly-owned project by the Railways. However, the projects approved by the UPA-II Government are in joint venture. May I know as to why the Ministry of Railways changed the policy of ownership?

THE MINISTER OF RAILWAYS (KUMARI MAMATA BANERJEE): Madam, for 2006-2007 it was in joint venture. The Cabinet approved it also. After that, there were some problems and in 2009-2010 the Cabinet approved again for joint venture. Laluji was there; he knows these things. Now it is also Cabinet approval. For Chhapra and Rae Bareli they are departmental and not in PPP mode. For Mashoura, Madhepura and Kanchrapara they are in PPP mode.

DR. ANUP KUMAR SAHA: Madam, what is the share of ownership of private sector in these joint ventures? I want to know whether the same share of ownership was offered to State Government as joint venture partners? If not, then what are the reasons thereof?

KUMARI MAMATA BANERJEE: Madam, it is according to the Government norms. I can assure the hon. House that it is not that the Government is selling any railway land or property. It is only that because we have the paucity of funds and that is why we welcome PPP mode. We need more and more coaches and wagons. The public participation will be better to set up more and more industries. In this Budget we decided that so many industries should be set up throughout the country and we welcome the PPP mode.

[Translation]

SHRI SHAILENDRA KUMAR: Madam, I am thankful to you for giving me an opportunity to speak. Announcement has been made with regard to setting up coach factories and electric locomotive factory in Bihar, West Bengal Uttar Pradesh and Kerala.

Madam, project proposals have been received from many areas and these are pending. In so far as people employed in railways from private sector are not being paid their wages properly. I would like to ask – whether the government is paying attention to the proposals received with regard to other places? Whether the government is providing funds for such projects so as to execute the projects?

KUMARI MAMATA BANERJEE: Madam, the hon. Member has asked question on 2-3 things. The first part is whether the government would accede to the requests received from Bihar. It is true that there is heavy demand of coaches in our country. Now, we have approximately 55 thousand coaches and we still need five thousand more coaches. There is shortage of both coaches and wagons.

For this purpose, we have announced in the budget for setting up such factory at Kachrapada, wagon industry in Guwahati, Orissa, Maharashtra, Bengal Bihar, and also in Uttar Pradesh. We have announced for a number of such factories.

...(Interruptions)

MADAM SPEAKER: You sit down, Shailendra Ji, let her reply.

...(Interruptions)

KUMARI MAMATA BANERJEE: Since we have demand for coaches that is why we want to manufacture them. Those should have been constructed. But with present capacity, we are not in a position to meet our demand, we will have to set up more factories for manufacturing more coaches and wagons. And for this purpose, we have made a provision in the budget. If the State Governments are interested they can come to the railways and set up a joint venture industry also. ...*(Interruptions)*

SHRI SHAILENDRA KUMAR: Acquisition of land is a problem in Uttar Pradesh. ...*(Interruptions)*

KUMARI MAMATA BANERJEE: What is the problem in Uttar Pradesh? ...*(Interruptions)* in Rai Bareilly? Considerable work has been done in Rai Bareilly and the factory will be completed.

³³
SHRI RAJIV RANJAN SINGH ALIAS LALAN SINGH:
Madam Speaker, as there is a need for large number of wagons and coaches, therefore, the Government has decided to set up wagon/coach factory in various states.

Madam for setting up new units, land is required to be acquired which gives birth to a number of problems. Meanwhile, complete infrastructure is available in several rail coach factories already existing, where hundreds of acres of land is lying unutilized, say for example in Jamalpur rail coach factory under my parliamentary constituency. When hon'ble Luluji was Railway Minister at that time he also went there, however, there he did nothing. There is workshop in which repairing work is done.

Madam, I would like to know from the hon'ble Minister of Railways as to whether the Government would like to set up railway factories for manufacturing railway coaches and wagons in such railway land, which has been lying unutilized.

KUMARI MAMATA BANERJEE: Madam, it is true that we have adopted several means for commercial utilization of railway land, which includes wagon industry, coach factory, health unit, school, medical college and sports centre. We are paying attention in every manner for commercial utilization however, for this funds are also required.

Madam, the example of Jamalpur, which the hon'ble member has quoted,

[English]

We will examine the things and let you know.

[Translation]

SHRI JAGDANAND SINGH: Madam Speaker, I am happy that Chhapra factory will be set up in the year 2010-11, however, no time limit has been fixed regarding starting electric locomotive factory of Madhepura. Information has been provided that proposals have been sought for joint venture and it is being reviewed. I would like to know from the hon'ble Minister as to by when the work in this regard will be started after reviewing the said proposals alongwith the target fixed for starting the Madhepura coach factory.

KUMARI MAMATA BANERJEE: Madam, earlier acquiring land in Madhepura and Marora was problematic but now land is being acquired. Land acquisition is in process. Tender will be finalized by the end of December. Tenders have been invited and it will be finalized. The work is likely to be started gradually. The Cabinet has accorded approval.

[English]

I can assure the Member that whatever action is necessary, that will be taken and we want to see that it is there.

34 - 36

Investment Plans by ONGC

*365. SHRI SANJAY DINA PATIL: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Oil and Natural Gas Corporation (ONGC) has drawn ambitious plans/schemes to augment the petroleum sector;

(b) if so, the details thereof;

(c) whether ONGC plans to develop ultra deepwater gas fields at its Krishna-Godavari basin block adjacent to KG D6 block; and

(d) if so, the details thereof including the gas expected thereby?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) to (d) A statement is laid on the Table of the House.

Statement

(a) and (b) Oil and Natural Gas Corporation Limited (ONGC) has planned an investment of Rs. 75983.78 crore during XI Five year Plan period (2007-12) including Rs. 20399.05 crore on exploration activities, Rs. 46618.10 crore on development activities and Rs. 8966.63 crore on joint venture and integration projects in order to augment crude oil and natural gas production.

(c) and (d) ONGC is operating a deepwater block, KG-DWN-98/2 in Krishna Godavari basin under New Exploration Licensing Policy (NELP) near KG-DWN-98/3 (KG-D6) block. In this block, 9 hydrocarbon discoveries have been made. The declaration of Commerciality of discoveries is under evaluation and the extent of natural gas production from the block can be indicated after techno-commerciality is established.

SHRI SANJAY DINA PATIL: The production of crude oil in the country is not increasing. I want to know from the hon. Minister the reasons for this situation.

SHRI JITIN PRASADA: As far as the production of oil within the country is concerned, ONGC is one of the largest PSUs that we have, which is involved in oil production. Most of the assets that ONGC has are ageing fields which they had got in the 1970s, such as Bombay High. The life of a well is 15 years. After that, the oil production starts declining. The Bombay High and other wells that ONGC has are over 30 years old. So, all efforts are being made to sustain production and ONGC has been successful in maintaining the production with lot of improved oil EOR, IOR techniques. As such, decline has not happened. This itself is an achievement that with new technologies, the production has been maintained in spite of the ageing fields.

12.00 hrs.

SHRI SANJAY DINA PATIL: Madam, I would like to know this from the Minister. What effort is the Minister doing to increase the production of oil in India?

SHRI JITIN PRASADA: As I said, a lot of bids for new blocks and exploration policies have been brought into place where we are welcoming people from outside the country, with best technologies, to come in and put-up such shops in the country because it is a large investment and a lot of risk is involved. Apart from this, techniques like improved oil recovery methods and enhanced oil recovery methods are being put into place to the tune of Rs. 21,000 crore. Further, the field redevelopment plan, where upgradation of surface facilities, laying of pipelines, and drilling of new wells are being adhered to.

The other thing is that small marginal fields, which were thought not capable of being utilized, have been formed into clusters and now they are becoming better for utilization. These are the techniques, which the oil companies are using.

MADAM SPEAKER: Thank you so much. Question Hour is over.

[English]

WRITTEN ANSWERS TO QUESTIONS

36-38
FDI in Aviation Sector
Foreign Direct Investment
*366. DR. CHARAN DAS MAHANT:
SHRI TARACHAND BHAGORA:
Civil Aviation

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Foreign Direct Investment (FDI) policy in the Civil Aviation Sector was reviewed in the recent past;

(b) if so, the details thereof;

(c) whether the Government proposes to allow foreign airlines to take up 26 per cent stake in domestic airlines;

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

(e) whether allowing 26 per cent FDI in foreign airlines is likely to be a threat/disincentive to the national carrier; and

(f) if so, the reaction of the Government thereto?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Yes, Madam. The Policy on foreign equity participation in the domestic air transport services has been revised w.e.f. 31-1-2008. The present limit of Foreign Direct Investment (FDI) in aviation sector are as under:

Airports:

Greenfield Projects: FDI upto 100% is allowed under the automatic route subject to sectoral regulations notified by Ministry of Civil Aviation. Existing Projects: FDI upto 100% is allowed, however beyond 74% FDI, approval of FIPB is required and also subject to sectoral regulations notified by Ministry of Civil Aviation.

Air Transport Services:

(i) Scheduled Air Transport Service/Domestic Scheduled Passenger Airline—FDI upto 49% and investment by Non-Resident Indians (NRI) upto 100% allowed on the automatic route subject to sectoral regulations notified by Ministry of Civil Aviation and no direct or indirect participation by any foreign airlines.

(ii) Non-Scheduled Air Transport Service/Non-Scheduled airlines, Chartered airlines and Cargo airlines: FDI upto 74% and investment by Non-Resident Indian (NRI) upto 100% allowed on the automatic route subject to sectoral regulations notified by Ministry of Civil Aviation and no direct or indirect participation by any foreign airlines in Non-scheduled and Chartered airlines. Foreign airlines are allowed to participate in the equity of companies operating Cargo airlines.

(iii) Helicopter services/seaplane services—FDI upto 100% allowed on the automatic route subject to sectoral regulations notified by Ministry of Civil Aviation and approval of Directorate General of Civil Aviation (DGCA). Foreign airlines are allowed to participate in the equity of companies operating Helicopter and Seaplane Services.

Other services under Civil Aviation Sector:

(i) Ground Handling Services: FDI upto 74% and investment by Non-Resident Indians (NRI) upto 100% allowed on the automatic route Subject to sectoral regulations notified by Ministry of Civil Aviation and security clearance.

(ii) Maintenance and Repair Organizations—FDI upto 100% allowed on the automatic route subject to sectoral regulations notified by Ministry of Civil Aviation.

(iii) Flying training Institutes and Technical Training Institutions—FDI upto 100% allowed on the automatic route subject to sectoral regulations notified by Ministry of Civil Aviation and approval of DGCA.

(c) to (f) The proposal to allow foreign airlines to invest in domestic airline is being examined.

[Translation]

38-39

Petroleum product

Royalty on Natural Gas and Oil

*367. [SHRI HARISH CHOUDHARY:
SHRI MAHENDRASINH P. CHAUHAN:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the revenue generated and shared between the Union and State Governments concerned as a result of levying royalty on petroleum and petroleum products;

(b) the mechanism in place to fix/determine royalty on natural gas and oil;

(c) the periodicity of fixation of royalty;

(d) the date on which the royalty was fixed last;

(e) whether the Government proposes to revise the royalty; and

(f) if so, the time by which it is likely to be revised?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) In accordance with the Statutory provisions, Royalty on oil/gas produced from offshore blocks accrues to the Central Government

whereas for onshore blocks, it accrues to the respective State Governments. During 2009-10, the Royalty paid to the Central Government and State Governments on crude oil and natural gas was Rs.7152.89 crore and Rs.3454.00 crore respectively.

(b) The Royalty is payable on well-head price of crude oil and natural gas.

(c) and (d) There is no periodicity for fixation of Royalty as per Oilfields (Regulation and Development) Act, 1948. The Royalty rates were last revised vide Notification dated 16th December, 2004.

(e) and (f) No proposal is under consideration of the Government for revision of Royalty rate.

39-50
Electrification of Railway Lines

*368. SHRI ANJANKUMAR M. YADAV: Will the Minister of RAILWAYS be pleased to state:-

(a) the details of the railway lines being electrified in the country for each of the last three years and the current year, zone-wise;

(b) the present status of projects on which electrification is underway, zone-wise;

(c) whether any time frame has been set for such projects, if so, the details thereof and the reasons for delay, if any; and

(d) the steps taken by the Railways to electrify the tracks as per the schedule?

THE MINISTER OF RAILWAYS (KUMARI MAMATA BANERJEE): (a) and (b): The aggregate length of railway lines electrified in the country zone-wise for each of the last three years is given at Statement-I.

Zone-wise details of the on-going Railway Electrification projects is given at Statement-II.

(c) and (d): Yes, Madam. All the on-going Railway Electrification projects are planned for completion by end of 12th Five Year Plan. However, this is subject to route length, locational complexities and other related works like yard remodelling, doubling etc. and availability of resources. Efforts made to electrify railway tracks as per schedule include turn-key contracts, cultivation of new agencies for works and better project monitoring mechanism in construction.

Statement-I

ZONE-WISE DETAILS OF RAILWAY LINES ELECTRIFIED FROM 2007-08 ONWARDS

YEAR 2007-08

S.No.	Zonal Railway	Section of Railway Line	Route Kilometres (RKM)
1	2	3	4
1.	Eastern	Andal-Pandabeshwar	20
2.	East Coast	Raghunathpur-Paradeep	53
3.	East Coast	Talcher-Talcher Siding	4
4.	Northern	Dilawarnagar-Umartali-Balamau-Karna	61
5.	Northern	Utratia-Alamnagar	15
6.	Northern	Matlabpur-Agwanpur	10
7.	Southern	Kandambakkam-Kallakudi-Palanganatham	123

1	2	3	4
8.	Southern	Katpadi-Vellore Cantt	9
9.	South Central	Karepalli-Bhadrachalam-Manuguru	87
10.	South Central	Lingampalli-Ravalpalli	26
11.	South Central	Pakala-Peyanapalli	42
12.	South Western	Channasandra-Yelahanka	10
13.	Western	Ujjain-Karchcha	17
14.	West Central	Chandersal-Bhonra	25
Total			502

YEAR 2008-09

S.No.	Zonal Railway	Section	RKM
1	2	3	4
1.	Central	Turbhe-Nerul	6
2.	East Central	Chhapra Kacheri-Dighwara	36
3.	East Coast	Jakhapura-Daitari	32
4.	Northern	Karna-Roza	63
5.	Northern	Khurja-Baral	27
6.	Northern	Karchha-Laxmibai Nagar	54
7.	Northern	Shakurbasti-Bahadurgarh	17
8.	Northern	Suchipind-Tanda Umar	34
9.	Northern	Utratia-Dilkusha	6
10.	Northern	Agwanpur-Harthala	8
11.	North Eastern	Chhapra-Pachrukhi	50
12.	North Eastern	Siwan-Amlori-Sarsar	21
13.	North Eastern	Kanpur Central-Kanpur Anwarganj	2
14.	Southern	Kallakudi Palanganatham-Tiruchchirappalli	51
15.	Southern	Thrisur-Guruvayur	21

1	2	3	4
16.	Southern	Tiruchchirappalli-Dindigul	91
17.	South Central	Krishna Canal-Guntur	5
18.	South Central	Ravalpalli Kalan-Tendur	65
19.	South Central	Renigunta Bye Pass line	2
20.	South Central	Venkatachalam-Krishnapatanam	21
21.	South Western	Yelahanka Yard	4
22.	South Western	Banaswadi-Yesvantpur	20
23.	Western	Dewas-Ajithkheri	3
24.	West Central	Bhonra-Salpura	78
25.	West Central	Bina-Ratikheda	80
Total			797

Year 2009-10

S.No.	Zonal Railway	Section of Railway Line	RKM
1	2	3	4
1.	Eastern	Tarkeswar-Talpur	05
2.	East Central	Pachrukhi-Siwan (Incl.)	9
	East Central	Chhapra Kachehari-Chhapra	3
3.	East Central	Hathua-Thawe	8
4.	East Central	Barauni-Samastipur-Dholi(excl.)	69
	East Central	Hajipur-Ramdayalu Nagar (excl.)	45
5.	East Central	Dighwara-Hajipur-Bachhawara	90
6.	East Central	Sirka-Siding at Patratu	05
7.	East Central	Jarangdih I & II Siding	01
8.	East Coast	Tomka-Harichandpur	49
9.	Northern	Moradabad Yard	8

1	2	3	4
10.	Northern	Rosa-Miranpur Katra-Bareilly	80
11.	Northern	Tanda Umar-Chhabbi River	65
12.	Northern	Bahadurgarh-Rohtak (excl.)	40
13.	Northern	Baral (excl.)-Meerut City-Sakhot Tanda (incl.)	84
14.	Northern	Mughalsarai(excl.) -Sri Krishan Nagar (incl.)	104
15.	Northern	Utraitia (excl.)-Akbarganj (excl.)	61
16.	Northern	Chandigarh-Morinda-New Morinda	43
17.	Northern	Anand Vihar-Sahibabad	07
18.	North Central	BPCL Siding at Panki	03
19.	North Eastern	Barabanki-Burhwal	27
20.	Southern	Dindigul-Madurai (excl.)	62
21.	South Central	Tandur-Nawandgi	18
22.	South Central	Nandalur-Kadapa	43
23.	South Central	Samalkot-Kakinada	16
24.	South Central	Krishna Canal-Mangalgi	05
25.	South Central	Maula Ali by pass line	01
26.	South Central	Regupalem yard, NCL Siding & R&D line No.3 of Vijayawada Division	05
27.	South Central	Loopline at Sangamjagarlamudi and cross over at Nallapadu in Guntakal Division	03
28.	South Western	Bengaluru-Kengeri	12
29.	South Western	Lottegolahalli-Yelahanka & Yesvantpur-Bangalore City	11
30.	Western	Ajtkheri (incl.)-Sheela Kheri (Excl.) & Laximibai Nagar-Indore	14
31.	West Central	Ratikhera-Ruthiyai	54
32.	West Central	Salpura-Ruthiyai-Vijaipur	63
		Total	1117

Statement II**ON-GOING RAILWAY ELECTRIFICATION PROJECTS**

S.No.	ZONAL RAILWAY	NAME OF PROJECT (& YEAR OF SANCTION)	RKM TOTAL	BALANCE RKM AS ON 01.04.10
1	2	3	4	5
1.	Central	Daund-Manmad incl. Punthamba-Shirdi (2010-11)	255	255
2.	Eastern	Shantipur-Krishnanagar – Nabadwip with Gauge Conversion (2001-02/ 2007-08)	27	27
3.	Eastern	Burdwan-Katwa with Gauge Conversion (2007-08)	52	52
4.	Eastern	Pandabeshwar-Sainthia- Pakur incl. Khana-Sainthia (2010-11)	205	205
5.	East Central & North eastern	Barabanki-Gonda-Gorakhpur-Barauni incl. Siwan-Thawe as phase I of Barabanki-Barauni-Gurwahati (2007-08)	757	399
6.	East Central & Northeast Frontier	Barauni-Katihar-Guwahati incl. Katihar-Barsoi (2008-09)	836	836
7.	East Coast	Angul-Sukinda (with new line with Rail Vikas Nigam Limited (RVNL) 1997-98)	99	99
8.	East Coast	Haridaspur-Paradeep (with new line with RVNL 1996-97)	82	82
9.	East Coast	Daitari-Banspani (with new line with RVNL 1992-93)	155	106
10.	Northern	Chandigarh-Ludhiana (with new line 2005-06)	112	69
11.	Northern	Chandigarh-Buddi (with new line 2007-08)	33	33
12.	Northern	Noli-Delhi Shahdara (with Traffic facilities Supplementary 2008-09)	10	10
13.	Northern	Rohtak-Bhatinda-Lehra Muhabbat (2010-11)	252	252
14.	Northern	Ghaziabad-Moradabad (2010-11)	140	140
15.	Northern	Varanasi-Janghai-Unchahar incl. Phaphamau-Prayag-Allahabad (2008-09)	207	207
16.	Northern	Jalandhar-Jammu Tawi incl. Jammu Tawi-Udhampur as phase I of Jalandhar-Jammu Tawi- Baramula (2007-08) Doubling work is also in progress	275	176

1	2	3	4	5
17.	Northern	Shakurbasti-Rohtak (2007-08)	60	3
18.	Northern	Moradabad-Lucknow-Utratia (2005-06)	338	81
19.	Northern	Utratia-Sultanpur- Mughalsarai (2006-07)	288	123
20.	Northern	Khurja-Meerut-Saharanpur incl. Ghaziabad-Meerut (1996-97/ March 2007)	254	142
21.	North Central	Jhansi-Kanpur incl. Ait-Konch & KanpurAnwarganj-Kalyanpur (2008-09)	240	240
22.	Southern	Vellore-Villupuram (Material modification of Gauge conversion December'2008)	141	141
23.	Southern	Iddapalli-Valupada (with new line with RVNL2006-07)	9	9
24.	Southern	Shoranur-Mangalore- Penambur (2010-11)	328	328
25.	Southern	Madurai-Tuticorin-Nagercoil (2008-09)	262	262
26.	Southern	Trivendrum-Kanyakumari (87RKM) (February 2007) as material modification of Ernakulam-Trivendrum(342 RKM)	87	87
27.	South Central	Lingampalli-Wadi (2006-07)	161	52
28.	South Central	Nandalur-Guntakal (With RVNL 2000-01) Doubling works are also in progress	222	179
29.	South Central	Obulavaripalle-Krishnapatnam (New line by RVNL 2006-07)	113	93
30.	Central/ South Central	Pune-Wadi-Guntakal (Doubling with electrification by RVNL, 2009-10 – With ADB funding)	641	641
31.	South Eastern	Tamluk-Digha (2009 as material modification of new line work)	94	94
32.	South East Central	Gondia-Ballarshah (2010-11)	250	250
33.	South Western	Kengeri-Mysore (Material modification of Bangalore-Mysore doubling, February'2010)	126	126
34.	South Western	Bangerpet-Marikuppam (May' 2010 as material modification of electrification of Bangalore area)	16	16
35.	Western	Bharuch-Samni-Dahej (with gauge conversion by RVNL 2005-06)	62	62
36.	Western	Ujjain-Indore & Dewas-Maksi (2006-07)	116	27
Total			7305	5904

[English]

51-52

Security Railways
Corporate Safety Plan

*369. [CHAUDHARY LAL SINGH:
SHRI J.M. AARON RASHID:

Will the Minister of RAILWAYS be pleased to state:

(a) the salient features of the Corporate Safety Plan formulated by the Railways in August, 2003;

(b) the achievements made so far under the plan and total expenditure incurred thereon so far;

(c) whether the Railways have not achieved safety targets set in the said Plan;

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

(e) the steps taken by the Railways to expedite the works of modernizing signalling system including installation of anti-collision devices, maintenance of assets etc.?

THE MINISTER OF RAILWAYS (KUMARI MAMATA BANERJEE): (a) The Corporate Safety Plan (CSP) has the following broad objectives:

- (A) To achieve reduction in rate of accidents per million train kilometers from the level of 0.44 during the start of the plan to 0.17 by the end of the plan, i.e. year 2013.
- (B) Implement measures to reduce chances of passenger fatality substantially in consequential train accidents by 2013.
- (C) Focus on development of manpower through major improvements in working environment and training to reduce the accidents attributable to human failure by 40% by 2013.
- (D) Achieve safety culture on all fronts including maintenance depots, worksites, stations, controls etc.
- (E) Progressively achieve an environment of "Fail-proof" from the present "Fail-safe" system of asset failures by upgrading the systems by 2013.

- (F) Prioritization of safety related projects.
- (G) Implementation of accepted recommendations of RSRC at an accelerated pace.

(b) There has been 92.27% financial progress till March 2010 on the safety related works indicated in CSP 2003-2013. Approximately Rs. 29376.06 crores has been spent till 2009-10.

(c) and (d) No, Madam. The currency of Corporate Safety Plan (CSP) will come to an end only on 31-03-2013. The Railway has surpassed the pro-rata progress required by the end of each financial year.

(e) Signaling System on Indian Railway has been progressively upgraded by providing Electrical/Electronic Interlocking (RRI and Panel Interlocking) signaling system at about 4530 stations, Block proving by axle counter in about 2420 block sections, LED signals at about 3600 stations and data loggers at about 3740 stations as on 31-03-2010. Besides, 4279 locations have been provided with Track Circuiting. During the last three years i.e. 2007-08 to 2009-10 Rs. 3782 crores have been incurred on signaling works. Allocations are proposed keeping in view the Railway's operational and safety requirement, replacement of overaged assets and modernization of equipments.

The Anti-Collision Device (ACD), developed by Konkan Railway Corporation Limited (KRCL) has been in service trial as a pilot project on North-East Frontier Railway (NFR). Based on experience on NFR, specifications for ACD have been revised to improve efficacy, reliability and availability of the ACD. The improved version of the ACD to revised specifications are proposed for in-service trials on three more Zonal Railways (Southern, South Western and South Central Railway).

[Translation]

52-55

Railways
Revenue and Expenditure
Ticketless Travelling

*370. [SHRI ADHI SANKAR: Will the Minister of RAILWAYS be pleased to state:-

(a) the revenue collected from sale of railway tickets in the country during the last three years, zone-wise;

(b) the number of persons caught travelling without ticket during the period, zone-wise;

(c) whether the Railways have assessed the revenue loss on account of ticketless travelling;

(d) if so, the details thereof; and

(e) the special drives initiated by the Railways to check the ticketless travelling?

THE MINISTER OF RAILWAYS (KUMARI MAMATA BANERJEE): (a) and (b) Zone wise revenue collected from sale of railway tickets and number of persons caught without tickets/with improper tickets during the last three years are as under:

ZONE	Revenue collected from sale of railway tickets (Rs in crore)			Number of persons caught travelling without/ with improper ticket (No. in lakh)		
	2007-08	2008-09	2009-10 (Provisional)	2007-08	2008-09	2009-10
Central	2367.35	2610.60	2824.75	8.34	9.37	10.64
Eastern	1055.84	1090.31	1156.04	4.28	4.33	4.71
East Central	1064.41	1104.70	1191.43	3.39	3.87	4.62
East Coast	469.17	525.15	582.18	1.01	1.34	1.60
Northern	2525.26	2887.97	3104.87	12.43	13.83	15.88
North Central	1932.76	2134.45	2323.24	4.98	6.04	7.03
North Eastern	674.72	721.61	762.63	3.30	3.80	4.58
North-east Frontier	438.69	500.60	540.31	1.61	1.93	2.19
North Western	671.44	691.83	790.76	2.81	3.03	3.50
Southern	1805.86	2073.49	2154.61	3.43	4.33	5.01
South Central	1802.88	2013.89	2122.13	6.47	7.35	8.65
South Eastern	658.17	706.04	775.78	1.63	2.01	2.65
South East Central	411.45	458.97	519.26	1.22	1.53	1.78
South Western	623.56	696.42	729.76	1.51	1.84	2.11
Western	2114.75	2316.90	2409.22	7.78	9.11	10.01
West Central	1166.94	1333.55	1427.47	3.01	3.00	3.43

(c) and (d) The revenue loss on account of ticketless travelling is not quantifiable. However, the amount realized from passengers without tickets/with improper tickets during 2009-10 was Rs. 345.06 crores.

(e) Regular/Surprise checks are conducted in association with Railway Magistrates and Police against ticketless/ irregular travel. These checks are monitored by officers at various levels and intensified during peak

rush and festival periods. Besides, Intensive Check Posts have been set up at important stations to curb ticketless travel in unreserved segments.

55-56 *Railways*
Shortage of Passenger Coaches

*371. [SHRI JAI PRAKASH AGARWAL:
 SHRI S. R. JEYADURAI:

Will the Minister of RAILWAYS be pleased to state:

(a) the details of the manufacturing capacity of rakes, wagons, locomotives and passenger coaches in all the existing railway production units in the country;

(b) whether there is shortage of rakes, wagons, locomotives and passenger coaches in the country;

(c) if so, the details of such shortage;

(d) whether the Railways propose to double the existing fleet of wagons, locomotives and passenger coaches in the country by 2020;

(e) if so, the details thereof; and

(f) the steps taken by the Railways to bridge the gap between demand and supply of these items

THE MINISTER OF RAILWAYS (KUMARI MAMATA BANERJEE): (a) The present installed capacity of Integral Coach Factory, Chennai and Rail Coach Factory, Kapurthala is 1000 coaches per annum each. The capacity of Diesel Locomotive Factory, Varanasi for diesel locomotives and Chittaranjan Locomotive Factory for electric locomotives is 150 locomotives per annum each. Wagons are predominantly manufactured by private and public sector units. Railway workshops at Amritsar, Samastipur, Jamalpur, Golden Rock and Hubli also supplement with a combined manufacture of over 1500 wagons per annum at present.

(b) and (c) The number of passengers carried by Indian Railways has gone up from 1.32 crores per day in 2000-01 to 1.92 crores per day in 2009-10, whereas the number of coaches has gone up from 42657 to 56967 in the same period. Additional coaches, wagons and locomotives are therefore required to meet the growing demand for transportation in the long term, and to better address pockets of unsatisfied demand in the short term.

(d) to (f) The Railways through its Vision 2020 document has envisaged to substantially increase its rolling stock fleet and has targeted to manufacture/acquire 289136 wagons, 9615 locomotives and 50880 coaches during 2009-10 to 2019-20. In order to bridge the gap between the likely demand and the current level of supply, a new Rail Coach Factory is being set up at Rae Bareilly. The process of setting up of locomotive factories at Marhowra and Madhepura and a coach factory at Kanchrapara through joint ventures is going on. The Government has approved the transfer of the administrative control of the two wagon manufacturing units of M/s. Burn Standard Co. Ltd. and M/s. Braithwaite Co. Ltd. to the Ministry of Railways and orders for wagons have already been placed on these units. In addition, new coach factories at Sankrail and Palghat, new wagon factories at Guwahati, Haldia, Barddhaman, Secunderabad and Kalahandi/Bhubaneswar and a refrigerated container factory at Budge Budge through JV/PPP/departmental modes are also being planned.

[English]

56-57
IMG for Steel Units

*372. [SHRIMATI SUPRIYA SULE:
 SHRI RAYAPATI SAMBASIVA RAO:

Will the Minister of STEEL be pleased to state:

(a) whether the Ministry has formed an Inter-Ministerial Group (IMG) to sort out contentious issues being faced by the steel industry by facilitating interaction between the investors and the agencies involved;

(b) if so, the number of such issues settled by the IMG so far since its inception and the extent to which it has been able to sort out issues facing the steel units; and

(c) the extent to which it has helped to trigger the investment in steel sector?

THE MINISTER OF STEEL (SHRI VIRBHADRA SINGH): (a) In order to monitor and coordinate various issues, concerning major steel investments in the country, an Inter Ministerial Group (IMG) has been constituted in July 2007 under the Chairmanship of Secretary (Steel), represented by other Ministries/Departments of the Central Government such as Industrial Policy and Promotion, Railways, Shipping, Road Transport and Highways, Mines,

Environment and Forests, as well as the Chief Secretaries of the concerned State Governments,

(b) Inter Ministerial Group (IMG) on steel sector is a forum to coordinate, monitor and review issues affecting steel sector investment and has no powers to accord decisions on any matter. The individual issues raised during the Inter Ministerial Group meetings are further dealt by the concerned Ministries/Departments and State Governments in accordance with the provision of the extant rules and policies.

(c) It is not possible to find direct causal relationship between the discussions in the Inter Ministerial Group meetings and the actual investment in steel sector. However, since the constitution of Inter Ministerial Group in 2007, the crude steel production capacity in the country has gone up from 56.84 million tonnes to 72.76 million tonnes, at present.

57-58 *Judiciary*
Upgradation of Subordinate Courts

*373. [SHRI MANISH TEWARI: Will the Minister of LAW AND JUSTICE be pleased to state:

(a) whether the Government plans to augment the infrastructure of the subordinate courts across the country;

(b) if so, the details thereof;

(c) whether the Government has a standard benchmarking that flags the minimum levels of facilities that should mandatorily be present in a judicial complex at the subordinate court's level;

(d) the total cost involved in upgrading all the subordinate court complexes;

(e) whether the Government proposes to generate adequate resources including raising of the court fees to fund the upgradation of subordinate courts; and

(f) if so, the details thereof?

THE MINISTER OF LAW AND JUSTICE (SHRI M. VEERAPPA MOILY): (a) to (f) Primary responsibility for the provision of infrastructure facilities for the subordinate judiciary rests with the State Governments. However, to augment the resources of the State Governments in this regard, a Centrally Sponsored Scheme is being implemented since 1993-94 under which central assistance is provided to the States/UTs for the

construction of court buildings and residential accommodation of Judges. The outlay for this Scheme for the Eleventh Plan Period (2007-12) is Rs. 701.08 crore against which an amount of Rs. 492.60 crore has been released to the State Governments as on 31-07-2010.

Besides, the Government is also implementing a Central Sector Scheme (E-Courts Project) for computerization of the District and Subordinate Courts in the country and for upgradation of the Information and Communication Technology infrastructure of the Supreme Court and the High Courts, at a cost of Rs. 441.8 crore. In addition, the Government also provides financial assistance to the States for setting up and operation of Gram Nyayalayas. Rs. 19.65 crore have been provided to the States so far under this Scheme.

No benchmarking of the minimum facilities, required in the Court complexes has been done by the Central Government as it is for the respective State Governments and High Courts to decide on the matter keeping in view the local requirements.

In order to estimate the requirement of funds for meeting the physical infrastructure needs of the Subordinate courts, all the High Courts were requested to send their requirement of funds. On a preliminary examination of the information received, a tentative requirement of about Rs. 6,600 crore has been estimated for constructing new court buildings and for providing additional facilities in the existing court buildings.

The matter of further augmenting the resources of the States to meet the infrastructure requirements of the subordinate courts is under examination of the Government.

58-70
Setting Up of Food Parks

*374. [SHRI RAVNEET SINGH:
SHRI SANJAY BHOI:

Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

(a) the names of the Food Parks functioning in the country till date, location-wise and State-wise;

(b) the details of the new Food Parks likely to be set up during the current financial year, State-wise;

(c) the underlying criteria adopted for setting up of Food Parks;

(d) whether the Union Government has received proposals from the state Governments including Punjab, regarding setting up of Food Parks in their respective States; and

(e) if so, the details thereof?

THE MINISTER OF FOOD PROCESSING INDUSTRIES (SHRI SUBODH KANT SAHAY): (a) During the operation of 8th to 10th Plan periods, a total of 56 Food Parks were approved in different parts of the country. A list of 56 Food Parks approved by the Government is placed at Statement-I.

(b) The Infrastructure Development Scheme for Food Parks being operated during 8th to 10th Plan period has since been discontinued. In the 11th Five Year Plan, a revamped scheme of Mega Food Park has been approved. Under the new scheme, Government has approved setting up of 10 Mega Food Parks in the 1st phase out 30 Mega Food Parks envisaged during the 11th plan period. The States approved for setting up of Mega Food Parks in the 1st phase are Andhra Pradesh, Assam, Jharkhand, Tamil Nadu, Uttarakhand, West Bengal, Karnataka, Maharashtra, Punjab and Uttar Pradesh. In compliance with the above decision, final approval has been accorded for setting up of Mega Food Parks in 6 States viz., Andhra Pradesh, Assam, Jharkhand, Tamil Nadu, Uttarakhand and West Bengal. "In Principle" approval has been granted for setting up of Mega Food Parks in the States of Karnataka, Maharashtra and Punjab. Expression of Interest has been called for from prospective

stakeholders to set up a Mega Food Park in the State of Uttar Pradesh. Current status of these 10 projects is at Statement-II.

(c) The selection of the States for the 1st phase was done on the basis of pre-feasibility study and on the basis of information gathered from the interaction with various sectors of the food processing industry. The responsibility of execution, ownership and management of the Mega Food Park vests with a Special Purpose Vehicle (SPV) in which Financial Institution/Banks, organized retailers, processors, service providers, producers, farmer organizations and other related stakeholders would be the equity holders. The selection of most suitable SPV for a State is done through an open bidding system and following the procedures laid in the scheme guideline. Detailed guidelines of the scheme are available at Ministry's website www.mofpi.nic.in.

(d) and (e) As per the scheme guidelines, the Mega Food Parks are to be set up by a Special Purpose Vehicle (SPV), which would be a body corporate to be registered under the Indian Companies Act comprising of minimum 3 members, out of which one should be a food processor whose equity should be at least 26%. Government Agencies including State Government can also participate in the SPV, however to ensure private sector character of SPV, their shareholding will be restricted to less than 26%. As these projects are a private lead initiative to be implemented in a PPP mode, Union Government has not received any proposal from the State Government including Punjab, regarding setting up of Mega Food Parks in their respective States.

Statement-I

Sl. No.	State	Location of the Project	Implementing agency	Remarks
1	2	3	4	5
1.	Andhra Pradesh	Kuppam, Dist.-Chittoor	Andhra Pradesh Industrial Infrastructure Corporation Ltd.	Operational
2.	Assam	Chaygaon, Distt. Kamrup	Assam Small Industries Development Corporation Ltd.	Under progres

1	2	3	4	5
3.	Bihar	Hajipur, District Vaishali	North Bihar Ind. Area Dev. Authority, C/o Department of Industries	No grant provided due to no progress
4.	Chhattisgarh	Village Teadesara, Dist.-Rajnandgaon	Chhattisgarh State Industrial Development Corporation	Under-progress
5.	Haryana	Saha, Distt.-Ambala	Haryana State Ind. Dev. Corporation Ltd.	Operational
6.	Haryana	Rai, Dist.-Sonipat	Haryana Statge Ind. Dev. Corporation Ltd.	Operational
7.	Jammu and Kashmir	Khunmoh, Distt.-Srinagar,	J and K State Industrial Development Corporation Ltd.	Operational
8.	Jammu and Kashmir	Sopore, Baramulla	J and K State Industrial Development Corporation Ltd. (J and K SIDCO)	Under-progress
9.	Jammu and Kashmir	Jammu	Jammu Agro Industrial Food Park	Under-progress
10.	Karnataka	Malur, Distt.-Kolar	Karnataka Industrial Areas Development Board/Food Karnataka Limited	Under-progress
11.	Karnataka	Bagalkot	Karnataka Industrial Areas Development Board/Food Karnataka Limited	Under-progress
12.	Karnataka	Jevargi	Karnataka Industrial Areas Development Board Food Karnataka Limited	Under-progress
13.	Karnataka	Hirriyur	M/s Akshay Food Park Limited	Under-progress
14.	Kerala	Distt. Mallapuram	Kerala Industrial infrastructure Development Corporation	Operational
15.	Kerala	Aroor, Distt.-Alappuzha	Marine Products Infrastructure Development Corporation P. Ltd. (MIDCON)/Seafood Park India Ltd.	Operational

1	2	3	4	5
16.	Kerala	Mazhuvannur, Ernakulam	Kerala Industrial Infrastructure Development Corporation (KINFRA)	Operational
17.	Kerala	Adoor	Kerala Industrial Infrastructure Development Corporation (KINFRA)	Under-progress
18.	Madhya Pradesh	Jaggakhedi, Distt.-Mandsaur	Madhya Pradesh Audyogic Kendra Vikas Nigam (Indore) Ltd.	Operational
19.	Madhya Pradesh	Nirman, Distt. Khargone,	Madhya Pradesh Audyogic Kendra Vikas Nigam (Indore) Ltd.	Under-progress
20.	Madhya Pradesh	Piparia, Babai, Distt. Hoshangabad,	Madhya Pradesh Audyogic Kendra Vikas Nigam (Bhopal) Ltd.	Operational
21.	Madhya Pradesh	Borgaon, Distt. Chhindwara	M.P. Audyogik Kendra, Vikas Nigam (Jabalpur) Ltd.	Operational
22.	Madhya Pradesh	Malanpur, Ghirongi District Bhind (M.P.)	M.P. Audyogik Kendra, Vikas Nigam (Gwalior) Ltd.	Operational
23.	Madhya Pradesh	Maneri, Distt. Mandla	M.P. Audyogik Kendra, Vikas Nigam (Jabalpur) Ltd.	Under-progress
24.	Maharashtra	Butibori, Distt-Nagpur	Maharashtra Agro Industries Development Corporation Ltd.	Under-progress
25.	Maharashtra	Vinchur, Distt. Nashik	Maharashtra Industrial Development Corporation	Operational
26.	Maharashtra	Mouza Gumthala, Bhandara Road, Distt. Nagpur	M/s Haldiram Krishi Udyog Pvt. Ltd., Distt. Nagpur	Operational
27.	Maharashtra	Village Sangvi, Distt. Satara	M/s Agrifood Informatives (India) Ltd. Pune-411013	Operational
28.	Maharashtra	Palus, Distt.-Sangli	Maharashtra Industries Development Corporation	Operational
29.	Maharashtra	Kapsi, Taluka Kamtee, Distt. Nagpur	M/s Maa Umiya Audyogic Sahakati Vasahat Maryadit	Operational

1	2	3	4	5
30.	Maharashtra	MIDC Industrial Area, Shendra, Aurangabad	M/s Laxmi Nirmal Pratisthan	Under-progress
31.	Manipur	Lamphelpat, Imphal	Manipur Food Industries Corporation Ltd.	Under progress
32.	Manipur	Distt.-Ukhrul	Rishang Keishing Foundation for Management of Tribal Areas	Operational
33.	Mizoram	Chhingchip	Mizoram Food and Allied Industries	Operational
34.	Nagaland	Bamunpukri, Dimapur	Progressive Rural Development Society	Under-progress
35.	Odisha	Khurda	Orissa Indl. Infrastructure Development Corporation	Operational
36.	Punjab	Sirhind, Distt. Fatehgarh Sahib	Punjab Agri Export Corporation	Operational
37.	Rajasthan	Ranpur, Distt. Kota	Rajasthan State Industrial Development and Investment Corporation Ltd., (RIICO)	Operational
38.	Rajasthan	Boranada, District-Jodhpur	Rajasthan State Industrial Development and Investment Corporation Ltd., (RIICO)	Operational
39.	Rajasthan	Sri Ganganagar	Rajasthan State Industrial Development and Investment Corporation Ltd., (RIICO)	Operational
40.	Rajasthan	Alwar	Rajasthan State Industrial Development and Investment Corporation Ltd., (RIICO)	Under-progress
41.	Tamil Nadu	Virudhunagar, Distt.- Madurai	V.P.S. Ayyemperumal Nadar and Sons	Operational
42.	Tamil Nadu	Dindigul District	Nilakottai Food Park Ltd.	Operational
43.	Tripura	Bodhjungnagar, West Tripura	Tripura Industrial Development Corporation Ltd.	Operational
44.	Uttar Pradesh	Ghaziabad	Wise Industrial Park Ltd.	Under-progress
45.	Uttar Pradesh	Kharkion, Distt.-Varanasi	U.P. State Industrial Development Corporation Ltd.	Operational

1	2	3	4	5
46.	Uttar Pradesh	Shahajanwa, Gorakhpur	Gorakhpur Industrial Dev. Authority	Operational
47.	Uttar Pradesh	Village Kushalipur, District Saharanpur	M/s Kushal International Limited	Operational
48.	Uttar Pradesh	Kursi Road, Distt.-Barabanki	U.P. State Industrial Development Corporation Ltd.	Operational
49.	West Bengal	Chakgaria, 24 Parganas (South)	State Fishermen's Cooperative Ltd., (BENFISH), Kolkata	Operational
50.	West Bengal	Dankuni, Distt. Hooghly	Modular Consultants Pvt. Ltd.	Under progress
51.	West Bengal	Haldia District Midnapore	Haldia Development Authority, Haldia	Under progress
52.	West Bengal	Sultanpur, South 24 Parganas	State Fishermen's Cooperative Ltd., (BENFISH), Kolkata	Operational
53.	West Bengal	Malda	Deptt. of Food Processing Industries and Horticulture, Government of West Bengal	Operational
54.	West Bengal	Shankarapur, Distt. Purba Medinipur	Department of Fisheries, Aquaculture, Aquatic Resources, Government of West Bengal	Operational
55.	West Bengal	Sankhrail, Howrah	West Bengal Industrial Development Corporation (WBIDC)	Operational
56.	West Bengal	Murshidabad	M/s Pataka Industries Limited	No grant provided due to no progress

Statement-II

Sl. No.	State	Name of the SPV/Lead Applicant	Location of Project	Remarks
1	2	3	4	5
1.	Assam	M/s North East Mega Food Park (P) Ltd.	Nalbari	Project is under progress
2.	Andhra Pradesh	M/s Srini Food Park (P) Ltd.	Chittoor	Project is under progress
3.	Jharkhand	M/s Jharkhand Mega Food Park (P) Ltd.	Getalsud (Ranchi)	Project is under progress
4.	Karnataka	M/s Capital Foods Ltd.	Kolar	'In-principle' approval accorded to selected SPV, DPR is awaited

1	2	3	4	5
5.	Maharashtra	M/s Temptation Foods Ltd.	Sindhudurg	'In-principle' approval accorded to selected SPV, DPR is awaited
6.	Punjab	M/s Intl. Farm Fresh Products (India) Ltd.	Ferozepur	'In-principle' approval accorded to selected SPV, DPR is awaited
7.	Tamil Nadu	M/s Tamil Nadu Mega Food Park (P) Ltd.	Dharmapuri	Project is under progress
8.	Uttar Pradesh	—	—	EoI has been invited, last date for submission of EoI is 30-08-2010
9.	Uttarakhand	M/s Patanjali Food and Herbal Park (P) Ltd.	Hardwar	Project is under progress
10.	West Bengal	M/s Jangipur Bengal Mega Food Park (P) Ltd.	Jangipur	Project is under progress

69-72

Production of Coal Bed Methane Gas

*375 [SHRI ASADUDDIN OWAISI: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the total Coal Bed Methane (CBM) gas reserve in the country;

(b) whether the commercial production of CBM gas is negligible as compared to the total natural gas produced in the country;

(c) if so, the details thereof;

(d) whether the Government has recently awarded blocks to private companies for production of CBM gas;

(e) if so, the details thereof including the investment made and the time by which the production of gas is likely to commence; and

(f) the long term measures taken to increase production of CBM?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) The Coal Bed Methane (CBM) gas reserves established in the country are

estimated to be about 9 Trillion Cubic Feet (TCF) in 5 CBM blocks.

(b) and (c) Yes, Madam. Currently, the commercial production of CBM has started from only one CBM block, i.e. Raniganj (South) in West Bengal operated by M/s Great Eastern Energy Corporation Limited (GEECL). The present rate of production of CBM from this block is about 0.11 Million Standard Cubic Meter Per Day (MMSCMD), which is significantly lower as compared to the current rate of gas production of about 150 MMSCMD in the country.

(d) and (e) Yes, Madam. Government has recently awarded seven CBM blocks under the fourth round of CBM (CBM-IV) to various Private, Foreign and National Oil Companies. The list of awarded blocks is at Statement. The estimated investment on committed Work Programme in the awarded blocks is to the tune of US \$ 158.33 MM.

Since CBM Contracts have been signed on 29-07-2010 for these seven awarded blocks, exploration activities are yet to be initiated and hence no investment has so far been incurred. Further, the extent of CBM production from the blocks awarded under CBM-IV round will be known after establishment of reserves and subsequent field development plans.

(f) The measures taken to increase the CBM production in the country are:

- Identifying more and more coal-bearing area for exploitation of CBM gas.

— Induction of new technologies by the operators in well drilling, completion and activation to augment production of CBM.

Statement

List of CBM Blocks Awarded under CBM-IV

Sl. No.	Block Name	State	Area (Sq.km)	Company/Operator
1.	RM(E)-CBM-2008/IV	Jharkhand	1128	Essar Oil Limited (100%)
2.	TL-CBM-2008/IV	Odisha	557	Essar Oil Limited (100%)
3.	IB-CBM-2008/IV	Odisha	209	Essar Oil Limited (100%)
4.	SP(NE)-CBM-2008/IV	Madhya Pradesh and Chhattisgarh	339	Essar Oil Limited (100%)
5.	ST-CBM-2008/IV	Madhya Pradesh	714	Arrow Energy (80%), Tata Power Company Ltd. (20%)
6.	AS-CBM-2008/IV	Assam	113	Arrow Energy (60%), Oil India Limited (40%)
7.	MG-CBM-2008/IV	Tamil Nadu	667	Great Eastern Energy Corporation Limited (100%)

Note: Operators are in bold.

[Translation]

Seizure of Non-Standard Fertilizers

*376. SHRI SONAWANE PRATAP NARAYANRAO:
SHRIMATI MEENA SINGH:

Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether some factories producing non-standard fertilizers were caught in the country recently including in Malegaon and Dhule in Maharashtra;

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

(c) the estimated market value of the non-standard fertilizers seized from those factories;

(d) the action taken by the authorities against such factories; and

(e) the steps being taken by the Union Government to check sale of non-standard fertilizers in the country?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZER (SHRI SRIKANT JENA):

(a) No, Madam. There are no licenced fertilizer factories located at Malegaon and Dhule in Maharashtra as informed by the Government of Maharashtra.

(b) to (d): Does not arise.

(e) To ensure adequate availability of right quality of fertilizers to the farmers at reasonable prices, the Government of India has declared fertilizer as an essential

commodity under the Essential Commodities Act, 1955 and notified Fertilizer Control Order, 1985.

The quality of fertilizers is regulated under the Fertilizer Control Order, 1985. The State Governments are adequately empowered to take appropriate action against the sale of non-standard fertilizers. As per the provision of the Fertilizer Control Order, 1985, Fertilizers, which meet the standards of quality laid down in the order can only be sold to the farmers. The penal provision include prosecution of offenders with upto seven years imprisonment under the ECA, 1955 besides cancellation of authorization certificate and other administrative action. There are 71 fertilizer testing laboratories including four laboratories of the Government of India at Faridabad, Kalyani, Mumbai and Chennai with an annual analyzing capacity of 1.34 lakh samples. During the year 2006-07, 2007-08 and 2008-09, the percentage of samples of fertilizer declared non-standard at all India level were 6.9%, 6.2% and 5.5% respectively.

73 - 80

Conversion of Non-Gas Based Fertilizer Units

*377. [SHRI BHISMA SHANKAR ALIAS KUSHAL TIWARI: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) the number of the non-gas based units converted into gas based urea units during the last three years and the current year;

(b) the number of the non-gas based units identified by the Government for converting into gas based units;

(c) the expenditure likely to be incurred thereon;

(d) whether there is any scheme for providing incentives by the Government in case the non-gas based units are converted into gas based ones; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZER (SHRI SRIKANT JENA):

(a) to (e) In the last 3 years, including the current year, 4 units i.e. Shriram Fertilizers & Chemicals Ltd., Kota, IFFCO, Phulpur-I and Phulpur-II, Chambal Fertilizers & Chemicals Ltd., Gadepan, which were earlier non-gas based units converted to gas based units. In addition, 4 FO/LSHS units i.e. National Fertilizers Limited (Nangal, Bhatinda and Panipat), Gujarat Narmada Valley Fertilizers

Company Limited, Bharuch and 4 Naphtha-based units i.e. Zuari Industries Limited, Goa, Mangalore Chemicals & Fertilizers Ltd., Mangalore, Madras Fertilizers Ltd., Manali and SPIC, Tuticorin and 2 shut-down units i.e. FACT, Kochi and Duncan, Kanpur are being identified by the government for converting into gas based units.

As per the policy notification dated 08.03.2007, it has been stated that in order to provide incentives for conversion to gas, since there is no recognition of investment made by units for conversion, there will be no mopping up of energy efficiency for a fixed period of 5 years for Naphtha based as well as for FO/LSHS based units. Capital subsidy will be considered for FO/LSHS based units for which DOF will notify a separate scheme in consultation with Department of Expenditure (DOE) Ministry of Finance. Later, government notified on 6.3.2009, a policy for conversion of FO/LSHS urea units to Natural Gas which is placed at Statement-I.

As regards expenditure for conversion to gas based unit, the cost will depend upon the existing feedstock, technology and vintage of each unit. However, as indicated above, there is no direct expenditure of Government towards the conversion project except for incentives towards conversion in the form of energy savings and special fixed cost (only FO/LSHS plants) after the conversion is completed.

Statement I

No. 12014/1/2008-FPP

Government of India

Ministry of Chemicals & Fertilizers

(Department of Fertilizers)

Shastri Bhawan, New Delhi.

Dated the 6th March, 2009.

To,

CMD/MD
NFL, GNVFC

Subject: Policy for Conversion of FO/LSHS urea units to Natural Gas

Sir,

I am directed to convey the approval of Government on policy for conversion of FO/LSHS units to gas based

units. To expedite the conversion of FO/LSHS units, the Government have approved to recognize cost of conversions of FO/LSHS units through a fixed cost for five years after conversion as per following parameters/ conditions.

- (a) Only FO/LSHS units viz. NFL- Nangal, NFL-Bathinda, NFL – Panipat and GNVFC-Bharuch would be covered under this policy.
- (b) Such units would not be allowed to use FO/LSHS as feedstock after conversion.
- (c) PDIL will evaluate the project report by conducting techno-economic feasibility study. The actual project cost for conversion would be admitted after scrutiny by a team comprising of representatives of PDIL, DOF, FICC and respective units and will be in accordance with the final PIB approval along with exchange rate variation and variation in statutory levies.
- (d) The pre-set energy would be allowed for 5 years and savings in energy with respect to the same would be considered on designed/ guaranteed basis and then same would be available to the unit for partially meeting the project cost. Keeping in view the above, the percentage of project cost to be considered for determining special fixed cost will be decided by the PIB while approving the project cost.
- (e) The Special Fixed Cost Component shall include:
 - (i) Percentage of the Project Cost as decided by PIB
 - (ii) Interest on Borrowed Capital
 - (iii) Return on own funds
 - (iv) Income tax on Special Fixed Cost (after netting off with respect to allowable project depreciation under Income Tax, Revenue from special additional fixed cost and interest charge allowed)
- (f) 12% post tax return (pre tax 18.18% after 30% CT + 10% SC + 3% EC) would be

considered for own funds deployed for the conversion project.

- (g) The units may fund the project with a combination of borrowed and own funds. Borrowing for project cost would be considered at the actual rate of interest subject to maximum of SBI PLR.
- (h) The special additional fixed cost so determined would be fixed for 5 years period and would be paid from the date of commercial production post conversion upto the end of 5 years and shall be withdrawn at the end of 5 years. The special fixed cost will be paid only for production till 100% of the re-assessed capacity.
- (i) The project cost considered for special additional fixed cost would not be considered/ recognized as capital addition for the purposes of NFA as well as depreciation during current pricing and future pricing if any.
- (j) The principal repayment would be considered on half yearly/ quarterly basis for interest computation as per loan agreement/ practice of lending Institution.

2. The above scheme would be applicable to all projects undertaken in compliance to the provisions of NPS-III for conversion of FO/LSHS units to gas based.

Yours faithfully,

Sd/-

(B.N. Tiwari)

Director

Tel No. 23381294

Copy to:

1. Secretaries of the Department of Expenditure, Department of Revenue, Department of Economic Affairs, Department of Agriculture & Cooperation, Department of Commerce, Department of Industrial Policy & Promotion, Planning Commission.
2. Director General, Fertilizer Association of India, 10, Shaheed Jit Singh Marg, New Delhi. 110067.

3. Executive Director, FICC
4. All Officers/Sections in the Department of Fertilizers and office of FICC.

Copy also to: (l) Smt. Vini Mahajan, Joint Secretary, Prime Minister's Office, South Block, New Delhi.

*Textile Handloom
Identity Cards to Weavers 77-80*

- *378. [SHRI GORAKH PRASAD JAISWAL:
SHRI MAHABAL MISHRA:

Will the Minister of TEXTILES be pleased to state:

- (a) the number of male and female weavers in the country, State-wise;
- (b) the number of weavers issued identity cards out of them;

(c) whether reports have been received that fake claimants are taking benefits of the Government schemes meant for bonafide weavers on the identity cards issued to the bonafide weavers;

(d) if so, whether any investigation has been conducted in this regard;

(e) if so, the outcome thereof; and

(f) the remedial measures taken by the Government in this regard?

THE MINISTER OF TEXTILES (SHRI DAYANIDHI MARAN): (a) As per the Joint Census of Handlooms & Powerlooms (1995-96), there were 33.26 lakh handloom weavers excluding ancillary workers. Out of this, 12.22 lakh and 21.04 lakh were male and female respectively. The state wise details are as follows:-

Sr. No.	State	Male	Female	Total
1	2	3	4	5
1.	Andhra Pradesh	155086	63163	218249
2.	Arunachal Pradesh	283	29133	29416
3.	Assam	103890	1100757	1204647
4.	Bihar	62360	7835	70195
5.	Delhi	2814	149	2963
6.	Goa	10	4	14
7.	Gujarat	15319	5214	20533
8.	Haryana	2331	2620	4951
9.	Himachal Pradesh	31074	16215	47289
10.	Jammu & Kashmir	15548	4078	19626
11.	Karnataka	54740	14843	69583
12.	Kerala	15757	16272	32029
13.	Madhya Pradesh	17422	4954	22376
14.	Maharashtra	30823	6021	36844

1	2	3	4	5
15.	Manipur	2412	415563	417975
16.	Meghalaya*			
17.	Mizoram*			
18.	Nagaland	615	79201	79816
19.	Odisha	74917	14692	89609
20.	Puducherry	2607	533	3140
21.	Punjab	4068	1816	5884
22.	Rajasthan	28959	6953	35912
23.	Sikkim*			
24.	Tamil Nadu	220100	88583	308683
25.	Tripura	30510	100564	131074
26.	Uttar Pradesh	160472	48960	209432
27.	West Bengal	190084	75764	265848
	Total All India	1222201	2103887	3326088

* The table excludes states of Meghalaya, Mizoram and Sikkim and Union Territory of Dadra, Nagar & Haveli

(b) to (f) The Third All India Handloom Census and Issue of Photo Identity Cards to the Handloom weavers and allied workers under Diversified Handloom Development Scheme is underway. The significant features of this Census are as follows:-

- (i) Enumeration of weavers as well as allied workers along with their family members. In the previous Census, allied workers and their families were not covered.
- (ii) Details of looms, cloth production, income levels etc.
- (iii) Issuance of photo Identity cards on completion of enumeration. This was not there in the previous census.

No photo identity cards have been issued so far under this scheme. Hence, the issue of fake claimants

misusing the identity cards issued to bonafide weavers does not arise. However, for the limited purpose of enabling the weavers to participate in the marketing events, craft melas and Dilli Haat under Marketing and Export Promotion Scheme, 5,000 identity cards have been issued to the weavers so far by various Weavers' Service Centres in the country.

[English]

80-81
Allocation of Oil Blocks under OALP

*379. [SHRI YASHWANT SINHA: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the details of the oil and gas blocks which have been auctioned upto 2009-2010 under the Open Acreage Licensing Policy (OALP) and the total revenue earned therefrom;

(b) whether the Government has any proposal to replace OALP to New Exploration Licensing Policy (NELP);

(c) if so, the details thereof; and

(d) the revenue likely to be earned under NELP?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) to (c) The Government has not notified Open Acreage Licensing Policy (OALP). However, action has been initiated to establish the National Data Repository (NDR), which is a pre-requisite for formulation of OALP. Presently, oil and gas blocks are offered under New Exploration Licensing Policy (NELP) and Coal Bed Methane (CBM) blocks under the CBM Policy. The number of oil and gas blocks offered under these policies are 360.

(d) The actual revenues from the blocks awarded under NELP depend on several factors, such as exploration success leading to commercial discoveries, subsequent field development and petroleum prices etc.

So far, 6 oil/gas discoveries in three NELP blocks have been put on commercial production. During the year 2009-10, profit petroleum of about Rs. 118 crores and royalty of about Rs. 455 crores were paid to the Central Government from the above blocks.

81-82
Production of Stainless Steel in DSP

*380 [SHRI PRABODH PANDA: Will the Minister of STEEL be pleased to state:

(a) whether the stainless steel being produced in the entire public sector is produced by Durgapur Steel Plant (DSP) in West Bengal;

(b) if so, the details thereof;

(c) whether the entire produce of stainless steel is sent from DSP to Salem Steel Plant for production of consumer goods alongwith other goods as there is no facility in DSP to produce commercial goods;

(d) if so, the details thereof;

(e) whether the Government is considering to facilitate DSP to start producing commercial goods to be marketed in the Eastern parts of the country; and

(f) if so, the details thereof?

THE MINISTER OF STEEL (SHRI VIRBHADRA SINGH): (a) and (b) No, Madam. Durgapur Steel Plant (DSP) of Steel Authority of India Limited (SAIL) does not produce any stainless steel. However, Alloy Steel Plant (ASP) of SAIL at Durgapur produces slabs for making stainless steel.

(c) and (d) The slabs for making stainless steel produced at ASP are sent to Salem Steel Plant (SSP), SAIL for making stainless steel sheets and coils through available hot rolling and cold rolling facilities.

(e) and (f) Since SSP has the facility for processing of stainless steel slabs, setting up further facilities at Alloy Steel Plant (ASP) is not considered necessary. The eastern region market can be served by SSP's market network. However, SAIL is implementing a modernization and expansion programme at Durgapur Steel Plant to increase its crude steel making capacity from 1.80 million tonnes per annum (MTPA) to 2.20 MTPA.

[Translation]

LPG 82-83
Allotment of Gas Agencies, Retail Outlets

4134. [SHRI P. C. MOHAN:
SHRI GOPINATH MUNDE:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government has authorized certain private companies to allot gas agencies and retail outlets in the country;

(b) if so, the details thereof;

(c) whether certain private companies are collecting funds from the people in the name of providing the gas agencies and retail outlets by giving fake advertisements;

(d) if so, the action taken by the Government thereon;

(e) whether the Government proposes to chalk out any plan to check such illusory advertisements; and

(f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN

PRASADA): (a) and (b): Government have not granted authorization to any private companies to market domestic LPG in the country. However, the Liquefied Petroleum Gas (Regulation of Supply and Distribution) Order, 2000, vide Notification dated 26.04.2000 permits parallel marketing of LPG by parallel marketeer carrying on any or all of the business of importing, storing, bottling, marketing, distributing and/or selling LPG under the Parallel Marketing System (PMS).

The parallel marketeer, subject to fulfillment of the condition prescribed in the said LPG Control Order are free to operate and are not required to seek authorization or licence from the Government.

As per information available with the Government, few private companies including M/s. SHV Energy (P) Limited, M/s. TotalGaz, M/s. Caltex and M/s. Shell Gas (LPG) India are selling domestic LPG in the country under the PMS.

As per the Resolution of 8th March 2002, Government have granted authorization to market transportation fuels to four private companies namely, M/s. Reliance Industries Limited (RIL), M/s. Essar Oil Limited (EOL), M/s. Shell India Marketing Pvt. Limited (SIMPL) and M/s. Reliance Petroleum Limited (RPL).

(c) to (f): Private companies are not controlled by the Government and hence it has no role to play in their activities.

83-84
Raids on LPG Distributors

4135 [DR. SANJAY SINGH: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether any raids have been made on the LPG distributors in Sultanpur area of Uttar Pradesh during the last three years;

(b) if so, the details thereof;

(c) whether the information of these raids has been already leaked due to connivance of concerned LPG companies and LPG distributors; and

(d) if so, the details thereof and the action taken by the Government against the guilty persons?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN

PRASADA): (a) to (d): During the last three years, one raid was conducted on one LPG distributor of Sultanpur area of Uttar Pradesh.

Action against the erring distributor is being taken as per provisions of Marketing Discipline Guidelines/Distributorship Agreement.

Raids are carried out without intimation and no such instances where the distributors were given tip off have come to notice.

[English]

84-85 **Company**
Issuance of Licences to Companies

4136. [SHRI N. CHELUVARAYA SWAMY: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the licences are being issued freely to companies for using the insecticides chemicals like DDT in the Government department inspite of ban on such insecticide chemicals;

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

(c) whether the several diseases are being caused by the consumption of food items grown therein; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI SRIKANT JENA):

(a) to (d) No Madam. The Ministry of Agriculture has taken following steps to restrict the use of Dichloro Diphenyl Trichloroethane (DDT), a persistent organic pollutant, in view of the potential risks to human health, animal health and environment.

(i) The use of DDT in agriculture has been withdrawn with effect from 26-05-1989.

(ii) The use of DDT is permitted for public health program upto 10000 MT per annum except in case of any major outbreak or epidemic.

(iii) There is a Mandate Committee of DDT to decide the quantum of DDT to be permitted for use in public health program for control of Malaria and Kalazar. The Committee ensures that DDT is used judiciously under the public

health program and its use does not exceed the permissible limit.

- (iv) Only M/s Hindustan Insecticide Limited a Public Sector Undertaking has valid registration and license to manufacture DDT for supplying to Ministry of Health and Family Welfare for use under public health program.

[*Translation*]

85.

Bokaro Steel Plant

Operation of Limestone Mines by BSP

4137. [SHRI JITENDRA SINGH BUNDELA: Will the Minister of STEEL be pleased to state:

(a) the names of the locations where limestone mines are being operated by the Bokaro Steel Plant (BSP) in the country;

(b) whether Bokaro limestone has still not fulfilled the conditions of Kuteshwar mines which were to be fulfilled in 1972;

(c) if so, the reasons therefor;

(d) if not, the latest status of the said conditions and Kuteshwar mines; and

(e) the time by which the conditions of Kuteshwar mines are likely to be fulfilled?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL (SHRI A. SAI PRATHAP): (a) Presently, no mines are being operated by Bokaro Steel Plant of Steel Authority of India Limited (SAIL). The Kuteshwar mines are being operated by the Raw Materials Division of SAIL.

(b) to (e): Since no condition exists, the question of fulfillment of same does not arise.

[*English*]

85-86 *Saree*
Export of Zari and Silk

4138. [SHRI S.S. RAMASUBBU: Will the Minister of TEXTILES be pleased to state:

(a) whether the Government is aware of the problems being faced by the weaving societies due to steep increase in the prices of Zari and the resultant increase in the input cost of silk sarees; and

(b) if so, the details alongwith the action taken by the Government to assist the weavers in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI): (a) Government is aware of the problems being faced by the weaving societies due to steep increase in the prices of Zari and the resultant increase in the input cost of silk sarees.

(b) Office of the Development Commissioner for Handlooms, Government of India is implementing Mill Gate Price Scheme (MGPS) under which all types of yarn including Zari is made available at Mill Gate Price to the eligible handloom weavers throughout the country so as to facilitate regular supply of basic raw materials to the handloom sector and help utilize the full employment potential of the sector.

86
Disinvestment in NMDC

4139. [SHRI E.G. SUGAVANAM: Will the Minister of STEEL be pleased to state:

(a) whether the Government proposes to disinvest some portion of its stakes in National Mineral Development Corporation (NMDC); and

(b) if so, the details thereof alongwith the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL (SHRI A. SAI PRATHAP): (a) No, Madam. No such proposal for disinvestment of further stake in NMDC Limited is presently under consideration of Government.

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

86-87 *Judiciary & Environment*
Green Bench

4140. [SHRI MILIND DEORA: Will the Minister of LAW AND JUSTICE be pleased to state:

(a) whether the Chief Justice of India (CJI) has announced for setting up of a second Green Bench in the Supreme Court to hear matters relating to environment and forests;

(b) if so, the details thereof; and

(c) the details of last Green Bench set up and the number and nature of cases referred to it for settlement?

THE MINISTER OF LAW AND JUSTICE (SHRI M. VEERAPPA MOILY): (a) to (c) The Supreme Court of India has intimated that vide order dated 30-06-2010, the Chief Justice of India has constituted the second Green Bench consisting of Shri Justice B. Sudarshan Reddy, Shri Justice R.M. Lodha and Shri Justice Surinder Singh Nijjar to hear the matters pertaining to the following categories:

1. Matters relating to Saw Mills/Plywood/Veneer, Grant of Licence and renewal thereof;
2. Matters relating to construction/widening of Roads, Highways;
3. Matters relating to cutting and/or illegal cutting/felling of trees, its collection and transportation and smuggling of sandalwood and kendu leaves;
4. Matters relating to Tiger Reserve/Bird Sanctuary/Wildlife and allies issues relating to animals.

The second Green Bench sits on every Monday at 2 p.m. and its first date of hearing was on 26-07-2010. On the last date of hearing of the Second Green Bench on 09-08-2010, 38 matters (6 Writ Petitions and 32 Interlocutory Applications) relating to Saw Mills situated in the State of Uttar Pradesh were listed and 32 Interlocutory Applications and all the 6 Writ Petitions were disposed of by the Court.

87-88
Decline of Minority Population

4141. [SHRI ABDUL RAHMAN: Will the Minister of MINORITY AFFAIRS be pleased to state:

- (a) whether it is a fact that the population of some of the minority communities is declining in the country;
- (b) if so, the details thereof;
- (c) whether it is also a fact that concerned with the dwindling population of some minority communities, the Government has submitted a proposal to the Planning Commission in this regard;
- (d) if so, the details of the proposal; and
- (e) the current status of said proposal?

THE MINISTER OF STATE OF THE MINISTRY OF CORPORATE AFFAIRS AND MINISTER OF STATE OF THE MINISTRY OF MINORITY AFFAIRS (SHRI SALMAN KHURSHEED): (a) and (b) Yes, Madam. The population of Parsi community has declined from 76,382 in 1991 to 69,000 in 2001 as per Census population data.

(c) to (e) Yes, Madam. In-principle approval of Planning Commission on the proposed scheme for containing population decline of small minority community was sought.

The scheme envisaged, *inter-alia*, providing financial assistance for infertility treatment including medicines to infertile young Parsi couples and for screening of female child for detection of disease that result in infertility. The Planning Commission has presently not found justification for granting in-principle approval to the proposed scheme.

88
Jobs to Displaced Persons in BSP

4142. [SHRI M. ANANDAN: Will the Minister of STEEL be pleased to state:

- (a) whether the Bokaro Steel Plant has reserved cent per cent posts of Class IV and other unskilled posts for the displaced persons;
- (b) if so, the details of the facilities and priority offered to the displaced persons; and
- (c) the details of training centres established by Bokaro Steel Plant for them?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL (SHRI A. SAI PRATHAP): (a) and (b) No, Madam. At present in Bokaro Steel Plant, preference is given to local displaced persons in terms of the judgments dated 05-3-2008 of Hon'ble Supreme Court in Civil Appeal No. 1774 of 2008.

(c) BSL is not running any training facility to provide technical training specially to displaced persons.

88-89 **Railways**
Extension of Rail Line

4143. [SHRI LAXMAN TUDU: Will the Minister of RAILWAYS be pleased to state:

- (a) whether there is any proposal for extension of Tatanagar-Baadam Pahad rail line under Chakradharpur Railway Division *via* Bangriposi to connect Baripada-

Rupsa (Balasore) rail line under Kharagpur Railway Division under South-Eastern Railway zone;

(b) if so, the details thereof; and

(c) the reaction of the Railways thereto?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) to (c) A survey for new line from Bangriposi-Gorumahisani was completed which was to provide link connecting Tatanagar-Badampahar line with Rupsa-Bangriposi line. The proposed new line was not taken up and alternate proposal connecting Buramara with Chakulia has already been taken up which provides a link between Tatanagar-Kharagpur line and Rupsa-Bangriposi line.

89 Oil Exploration
Exploration of Oil and Natural Gas

4144. [SHRI NRIPENDRA NATH ROY:
SHRI NARAHARI MAHATO:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the target fixed for exploration of oil and natural gas reserves during the Tenth and Eleventh Five Year Plans respectively;

(b) the number of oil wells drilled by the public sector oil companies in different parts of the country during the said period alongwith the quantity of oil and gas explored therefrom;

(c) the expenditure incurred on drilling of these wells during the said period; and

(d) the steps taken by the Government to dig more oil wells in the country?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) During the Tenth and Eleventh Five Year Plans, the target fixed for in-place Hydrocarbons Reserves Accretion is 902.93 and 2141.44 Million Metric Tonnes of Oil Equivalent (MMToe), respectively.

(b) and (c) The number of oil wells drilled, the reserves added and the expenditure incurred for drilling of wells by Oil and Natural Gas Corporation (ONGC) and Oil India Limited (OIL) in different parts of the country during the Tenth Five Year Plan and first three years of the Eleventh Five Year Plan are as under:

10th Five year Plan			11th Five year Plan (first 3 years)		
Number of Wells Drilled	Inplace reserves added (MMToe)	Expenditure incurred (Rs. in crore)	Number of Wells Drilled	Inplace reserves added (MMToe)	Expenditure incurred (Rs. in Crore)
1652	782.53	20451.63	1151	786.41	28790.26

(d) Government is offering more and more unexplored area under New Explorations Licensing Policy (NELP) in the country to boost exploration activities. So far, 263 Oil and Gas blocks have been awarded under Pre-NELP and eight rounds of NELP.

(a) whether the Railways propose to connect Amraila in Gujarat with other parts in the country;

(b) if so, the details thereof; and

(c) the time by which the work is likely to be executed?

[Translation]

89-92 29-5-15 5-35
Railways
Rail Connectivity to Amraila

4145 [DR. KIRIT PREMJI BHAI SOLANKI: Will the Minister of RAILWAYS be pleased to state:

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) to (c): Amreli is already connected with other parts of the country through metre gauge rail line. However, a survey for gauge

conversion of Khijadiya-Amreli-Visavadar-Junagarh (132.2 km.) has been taken up.

[English]

91
Srinagar Airport

4146. [SHRI S.D. SHARIQ: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Srinagar airport has been declared as an International airport;

(b) if so, the details thereof;

(c) whether flights to foreign destinations including Dubai are operated from the airport; and

(d) if so, the details thereof and the details of new flights likely to be introduced from the airport?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Yes, Madam.

(b) Srinagar Airport has been declared as an International vide Government of India Notification dated 11-03-2005.

(c) and (d) No, Madam. At present, no direct flights are operating to/from Srinagar Airport to foreign destinations. However, connecting services between Srinagar and Dubai is available through other international airports in the country.

91-92 Oil & Gas
Allocation of Natural Gas

4147. [SHRI SURESH KUMAR SHETKAR:
SHRI RAJIAH SIRICILLA:
SHRI PONNAM PRABHAKAR:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Empowered Group of Ministers is considering to allocate natural gas from KG D-6 field to power plants; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN

PRASADA): (a) and (b) The Empowered Group of Ministers (EGoM) has allocated 32.677 million standard cubic meters per day (mmscmd) KG D6 gas on firm basis to existing gas-based power plants and 12 mmscmd on fallback basis to these power plants to further increase their Plant Load Factor (PLF). The allotted gas is being utilized by the power plants.

92
Airport
Introduction of Additional Flights

4148. [SHRI M.B. RAJESH: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Air India has introduced additional flight from Gulf to Kerala on the eve of Onam and Ramzan festivals;

(b) if so, the details thereof; and

(c) if not, the reasons therefor and the steps taken/ being taken in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (c) Air India and its subsidiary, Air India Express, operate 47 flights per week on Kerala-Gulf sectors. In order to cater the demand for the Onam and Ramzan festivals, higher capacity aircrafts have been introduced on Calicut-Sharjah and vice-versa and Calicut-Dubai and vice versa sectors between 07-7-2010 and 16-9-2010.

[Translation]

Railways 92-93
Stoppage of Up Bound Trains

4149. [SHRIMATI SUSHILA SAROJ: Will the Minister of RAILWAYS be pleased to state:

(a) the demands made by the representatives of people during the last three years for stoppages of trains in Uttar Pradesh, Division-wise and train-wise;

(b) the action being taken by the Railways on such representations;

(c) whether there is any proposal for stoppage of some trains passing through Malihabad Railway Station of Moradabad Division; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) and (b) Representations are received at various levels of Railways viz. Station, Divisional level, Zonal level and Railway Board's level and the data of all the representations is not maintained. However, on the basis of demands received from various quarters action as found feasible & justified, is taken, subject to operational feasibility and commercial viability.

(c) At present, there is no proposal for provision of stoppage of additional trains at Malihabad.

(d) Does not arise.

93-102 Handloom
Clusters for Craftsmen
A.H.S. San

4150. [SHRI VITTHALBHAI HARNISRAJBHAI RADADIYA:
Will the Minister of TEXTILES be pleased to state:

(a) the number of the cluster of craftsmen functioning in Gujarat, location-wise;

(b) whether the Government has identified new locations for such clusters;

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

(d) the number of artisans working at such clusters, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI): (a) The number of cluster Artisans covered under Baba Sahib Ambedkar Hastshilp Vikas Yojana (AHVY) from the inception to 2009-10 in the State of Gujarat is enclosed at Stetment.

(b) No Madam.

(c) and (d): Do not arise.

Statement

Number of cluster craftmen working in Gujarat, Location wise

S.No.	Location	No. of artisans
1	2	3
1.	Cluster in Gujarat, (Bhuj, Bachoo and Anjar Taluka)	1109
2.	Tankanaser, Pirwadi, Varamsida,	114
3.	Kapadvanj, Distt.- Kheda	500
4.	Sanad Block, Ahmedbad	500
5.	Vadaj, Naranpura, Sabarmati, Ahmedbad	500
6.	Jadai, Bhuj	30
7.	Gundiali Vill. Mandvi, Kutch	-
8.	Surat	51
9.	DBordi & Dahoo, Panchwada, CChosala, Nagreda, Bhilawa, Bharasa & Dhamarada Distt. Dahod	1500
10.	Ambawadi, Jivraj Park (Ahemadabad)	200

1	2	3
11.	Rajpur & Sarangpur (Ahmedabad)	131
12.	Harij, Sami Siddhpur & Chansma, Distt. Patan (N. Guj)	250
13.	Bapu Nagar & Sarangpur Ahmedabad	200
14.	Rajkot Taluka, Gujarat	300
15.	Pallitana Taluka, Distt. Bhavnagar, Gujarat	1000
16.	Patan Distt.	--
17.	Kesod, Khorasa Gir, Panedra, Aamrapar, Bhalsar, Chitravad, Gadu, Dhanej, Ladudi, Distt. Junagadh.	260
18.	Kapadvanj, Antisar, Atarsumba, Nirmali, Moti-zer, Distt. Kheda	300
19.	Hanuman Tekri, Bedeshwar, Sika Factory, Digjamnagar, Distt. Jamnagar (GUJ).	250
20.	Bagsara, Distt. Amreli	500
21.	Himmat Nagar, Distt. Sabarkantha (Guj).	250
22.	Ambedkar Nagar, Rohitvas, Kasba, Bhojaravas, Somnath Nagar Road, Visnagar, Link Road, GID-C-2, Dediyan, Distt. Mehasana City (N.Guj.)	250
23.	P.O. TA: Muli and Somasar Vill. Distt. Surendra Nagar (Guj).	500
24.	P.O. Jasdan, Dist. Rajkot (Guj).	500
25.	Thoriyali, Khodapipar and Padadhari, Distt. Rajkot (Guj)	200
26.	Vejalpur, Jodhpur, Sarkhej and Vastrapur, Distt. Ahmedabad (Guj).	250
27.	Gandhi Ashram, Keshavnagar, Ranip, Ahmedabad (Guj).	200
28.	Meu, Mulsan and Gojaria in Mehsana Distt.	160
29.	Kaji Tekra, Diwani Court, State Bank (Khadia), Radhanpuri Wad (St.Road), Distt. Dholka (Guj).	200
30.	Gandhi Gram, Gunda vadi, Rajkot City, Distt. Rajkot (Guj).	500
31.	P.O. TA: Limadi, Distt. Sundernagar (Guj).	250
32.	Virpur, Balasinor, Khanpur, Lunavada, Kadana, Distt. Kheda (Guj).	250
33.	Manekpur, Dhrol, Mota Gradia and Shankar Tekari (Guj).	300
34.	Surender Nagar City, Distt. Surender Nagar (Guj).	250

1	2	3
35.	Chhani, Bajawa and Sankheda, Distt. Badodara (Guj)	250
36.	Shilaj, Kathvada, Ramol, Nikol, Chandkheda, Gota, Hathijan, Vanch, Jetalpur and Taluka Daskroi, Distt. Ahmedabad (Guj)	500
37.	Wadhavan, Distt. Surender Nagar (Guj)	500
38.	Junagarh and Veraval, Distt. Junagarh (Guj).	186
39.	Gandhi Nagar, Pethapur, Distt. Gandhinagar, Ahmedabad (Guj)	500
40.	Vyara Distt. Surat (Guj)	500
41.	Mandvi Tal. And Umapada TI. of Surat (Guj)	460
42.	30 villages of Bhuj	500
43.	Shiva Nagar & Tharad, Distt. Banaskantha	300
44.	39 villages of Bhuj, Distt. Kutch	500
45.	8 villages of Mundra Taluk, Distt. Kutch	500
46.	62 villages of Mundra Taluk, Distt. Kutch	300
47.	19 Villages of Radhanpur Taluka, Distt. Patan	350
48.	Tharad, Distt. Banaskantha (Guj)	200
49.	Kuber Nagar, Naroda Patiya, Meghaninagar, Thakkar Bapunagar and Hansol, Ahmedabad	250
50.	Vishavadi, Zinzar, Vadgam, Panva, Nagwada, Zinguwada, Surel, Rozva, Fatepura, Sadariyana, Distt. Surendranager, Tal. Patadi	500
51.	Mahuva Loichada, Bagdana, Khari Kalthar, Talgarjrada, Vadali, Gudarna, Logadi , Bharod of Distt. Bhavnagar	500
52.	Behrampura, Rajpur, Gomptipur, Danilimda, Shah-E.Alam, Odhav, Amraiwdi, Khokra, Hatkeshwar, Rakhial of Distt. Ahmedabad (Guj)	500
53.	Villages of Mandavi Taluka, Distt. Kutch (Guj)	500
54.	Narshinagar Society, Ramapirno Tekro, Navavadaj, Akhabarnagar in Ahmedabad (Guj)	250
55.	11 villages of Taluka Mundra, Distt. Kutch (Guj)	500
56.	B-Coloni, Hiralal Ni Chal, Chamanpura, Om Nagar, D-Coloni, B-Coloni Chal in Ahmedabad (Guj)	500

1	2	3
57.	9 Villages. of Distt. Bhavnagar (Guj)	500
58.	Naroda Rly. Station area Naroda GIDC, Naroda Gam, Krishna Nagar, Prashwanath Township , Nava Naroda, Khodiyar Nagar, Nobalnagar, Nikolgam and Mothiyagam (Guj)	500
59.	Anand Vallabhadhyayanagar and Gamd	500
60.	Giridharnagar, Shahibaug, Asarwa, Camp Sardarbazar Ahmedabad City (Guj)	350
61.	Malpur, Nanavada, Mevada, Chorivad, Helorder, Rasapur, Maiyapur, Satarada, Nava, Ubharan, Indran, Gabhat, Jeetpur, Distt. Sabarkantha.	350
62.	Danilimda, Shahalam, Chandola, Bhulabai, Cross Road, Narol, Shahvadi Gam, Narol Chokdi , Narol Gam in Ahmedabad City, Guj.	500
63.	Kalupur and Dariapur, Distt. Ahmedabad Guj.	500
64.	Vavol, Petapur and Sector-29,30 Gandhinagar Guj.	500
65.	Chansma, Brahmanvada, Bahuchrajim Dhinoj, Kerala, Distt. Patan Guj.	500
66.	Chandkheda, Adalaj and Jundal, Distt. Gandhinagar, Guj.	500
67.	Nirmay Nagar and Ranip, Distt. Ahmedabad, Guj.	500
68.	11 clusters of Tal. Mandli, Distt. Panchmahal Guj.	500
69.	Deesa, Old Deesa, Dama, Bhoyan, Akhol, rasana, Malgad, Bhiladi, Bhacharva, Ladki, Rajpur Distt. Banaskutch, Guj	500
70.	Gondal, Distt. Rajkot	500
71.	Dhanala, Pachcham, Kamiyala, Gaf, Fedra, Pipali and Ratanpar, Distt. Ahmedabad Guj.	500
72.	Vinzol, Ramol & Vadodar, Tal. Daskroi, Distt. Ahmedabad, Gujarat	500
73.	At Sardarnagar, Ghoga Jakatnaka Road , Bharatnagar, Vadva Talavadi & Chitra in Bhavnagar City , Distt. Bhavnagar , Gujarat	250
74.	Siddhapur Taluka, Dist- Pattan	600
75.	Millatnagar, Banglanivas, Narole, Indiranagar, Chandola, Ahmedabad	500
76.	Kalol City, Dist-Gandhinagar	500
77.	Amragarh, Amla, Shihore Taluk,	500
78.	Dhaburi, Umarpura, Dedhwada Machhal, Piple & Jetpur Distt. Dahod	500

1	2	3
79.	Luhar Seri Modai, Seri, Verniya, Seri, Kumbharpara, Distt-Rajkot	500
80.	Hiravadi Nikol Road, Nava Narodagam, Khodiyar Nagar, Bapunagar, Indra colony, Ahmedabad	500
81.	Ta. Bhabhar, Distt. Banaskantha Embd. Patch and Bead work	500
82.	Ishanpur Megodi, Dehgam Tal Dehgam Distt. Gandhinagar	500
83.	Villages of block Matar, Distt. Kenda	500
84.	Gomtipur, Naroda, Bapunagar, Odhav, Krishnanagar, Ahmedabad	450
85.	At Tal. Jetpur, Distt, Rajkot, Gujarat	500
86.	Embroidery & Carpet at Morbi Block, Rajkot, Gujarat	500
87.	At Tal. Chotila, Distt. Surendernagar	500
88.	14 Villages of Dang Distt.	500
89.	At Baroda City, Savli, Padra, Waghodia, Karjan, Kayavarohan, Sankheda, Distt. Vadodara	500

10115 ^{GAS} Laying of Pipelines by GAIL

the year 2009-10, State-wise;

4151 [SHRI TUFANI SAROJ: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(e) the amount spent thereon;

(a) whether the Gas Authority of India Ltd. (GAIL) has fixed any target for laying gas pipelines in the country during the year 2010-11;

(f) the length of gas pipeline in kilometers laid by GAIL in Uttar Pradesh so far; and

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

(g) the places where gas is being supplied through this pipeline?

(c) the estimated amount to be spent on laying the gas pipelines;

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) and (b) Targets of natural gas pipelines for the year 2010-11 are as follows:

(d) the length of gas pipeline in Kilometers laid during

Project	State	Length
Dahej Vijaypur pipeline	Gujarat	254
	Madhya Pradesh	356
Bawana Nangal pipeline	Uttar Pradesh	145
	Haryana	65
	Punjab	290
Vijaypur Dadri pipeline	Uttar Pradesh	41 (Balance)

(c) The estimated amount to be spent on the above pipelines during 2010-11 is approximately 2300 Crore.

(d) Length of major pipelines laid and commissioned during 2009-10 are as follows:

Project	State	Length (in km)
Vijaypur Dadri pipeline	Madhya Pradesh	266.4
	Haryana	38.5
	Rajasthan	80
	Uttar Pradesh	72.7
Dadri Bawana pipeline	Uttar Pradesh	40
	Haryana	56
Chainsa Jhajjar Pipeline	Haryana	85
	Delhi	05

(e) The cumulative amounts spent so far on these projects from the start up to the Financial Year 2009-10 are as follows:

Vijaypur Dadri Pipeline	Rs. 2838 Cr.
Dadri Bawana Pipeline	Rs. 341Cr.
Chainsa Jhajjar Pipeline	Rs. 400 Cr.

(f) Gas pipelines laid in Uttar Pradesh are as follows:

Sl. No.	Name of Pipeline	LENGTH (in km)
1	2	3
1.	Vijaypur - Auraiya Section	160.00
2.	Auraiya-NTPC	2.08
3.	Auraiya-Aonla	233.08
4.	Aonla-Babralla	82.08
5.	Auraiya- Jagdishpur	217.82
6.	Babralla-Dadri	105.00

1	2	3
7.	Dadri-Sikandrabad	18.20
8.	Dadri-DESU (UP Section)	40.71
11.	Kurikhera - CNG - Sematel	9.60
12.	Noida - Sahibabad	14.20
13.	CNG - Ghaziabad	9.80
14.	Vijaypur-Dadri (UP GREP Section.)	112.00
15.	SV9-Mathura	14.00
16.	Bajera-Agra Spurline	52.70
17.	Agra-Firozabad Spurline	34.95
18.	Agra city gas distribution Network	47.50
19.	Firozabad City Gas Distribution Network	53.60
20.	Agra-Firozabad Spurline	34.20
21.	Thulandi-Phulpur	139.60
22.	Kanpur City Gas	18.24
23.	Lucknow City Gas	37.37
24.	Bareilly City Gas (Chaubari-Bareilly Spur Line)	10.50
25.	Vijayjjur - Dadri P/L	164.56
26.	Dadri Bawana (Dadri To Bawana Tapoff)	55.63
TOTAL		1667

(g) Places where gas is being supplied through the pipeline in Uttar Pradesh are as follows:-

1.	Sultanpur
2.	Shajahanpur
3.	Badaun

-
4. Kanpur
5. Lucknow
6. Bareilly
7. Auraiya
8. Agra
9. Firozabad
10. Mathura
11. Gautam Budh Nagar
12. Bulandshahar
13. Ghaziabad
-

[English]

106 -

Marketing of Kerosene Laced with Imported Markers

4153. SHRI GAJANAN D. BABAR: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government has launched marketing of kerosene laced with imported markers to check diversion of the subsidized fuel for adulteration of motor fuels and industrial solvents;

(b) if so, the details thereof;

(c) the names of the country from where this marker is being imported;

(d) the annual expenditure likely to be incurred thereon;

(e) the other options adopted by the Government to check the adulteration; and

(f) the effective steps taken by the Government to implement these measures?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) and (b) No, Madam. The Government has not launched any new Marker System to check adulteration in the country since the earlier marker system was discontinued on 31st December, 2008.

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

(e) and (f) In order to check adulteration, the Government has taken a number of initiatives viz., Automation of Retail Outlets, Third party certification of Retail Outlets, Monitoring of movement of tank trucks through Global Positioning System (GPS), Smart Card Scheme etc.

Public Sector Oil Marketing Companies (OMCs) undertake regular and surprise inspections of Retail Outlets and also take action under MDG and Dealership Agreements against those indulging in adulteration and malpractices. MDG provide for termination of dealership in the first instance itself for serious malpractices like adulteration, tampering of seals, and unauthorized fittings/gears in dispensing units.

105 **Maintenance of Narrow Gauge Railways between Jabalpur and Nagpur Gauge Conversion**

4152. SHRI RAKESH SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether the narrow-gauge line between Jabalpur and Nagpur under South-East-Central railway zone is properly maintained;

(b) if not, the reasons therefor;

(c) whether the Railways propose to replace the old worn out sleeper coaches being run on the above said track;

(d) if so, the time by when it will be done; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H.MUNIYAPPA): (a) Yes, Madam.

(b) Does not arise.

(c) to (e) Coaches are replaced on age-cum-condition basis. Presently, narrow gauge sleeper coaches running on Jabalpur-Nagpur Section are within their prescribed life and shall be replaced with new coaches, as and when required.

[Translation]

107

Setting up of Gas Based Power Plants

4154. [SHRI MAHESHWAR HAZARI: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether Indian Oil Corporation is considering to set up LPG gas based power plants in the country including Bihar with foreign collaboration;

(b) if so, the details thereof; and

(c) the time by which such plants are likely to be set-up?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) to (c) Indian Oil Corporation Limited (IOC) has reported that presently it does not have any plan for setting up of any power plant based on Liquefied Petroleum Gas (LPG) in the country.

[English]

107-108
Air Services to Mysore

4155. [SHRI ADAGOORU H. VISHWANATH: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government has received any requests to operate National Aviation Company of India Limited (NACIL)/Private airlines to link major cities of Karnataka like Bangalore, Mangalore, Hubli and Belgaum with Mysore;

(b) if so, whether Government has conducted any study of the Air Traffic potential in the region;

(c) if so, whether the Ministry of Civil Aviation has agreed to start air operations of NACIL/Private airlines from Mysore to the other major cities of Karnataka; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (c) No, Madam.

(d) Does not arise. However, Government has laid down route dispersal guidelines with a view to achieve better regulation of air transport services taking into

account the need for air transport services of different regions of the country. The scheduled airlines (including Air India) are free to operate anywhere in the country subject to compliance of these guidelines and depending upon the traffic demand and commercial Viability.

108

Setting up of Airport at Kharghar

4156. [SHRI NILESH NARAYAN RANE: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the details of new airport proposal to be set up at Kharghar in Maharashtra;

(b) the time frame fixed for completion of new airport; and

(c) the total amount allotted and released for new airport at Kharghar in Maharashtra?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (c) Government of India has accorded 'in-principle' approval for setting up of a Greenfield airport at Navi Mumbai, Maharashtra in the year 2007. No time frame was stipulated for completion of the project. However, in view of the growing traffic and congestion at Mumbai airport, the Navi Mumbai airport should have been operational by 2011. The project is being implemented by the City and Industrial Development Corporation of Maharashtra (CIDCO), an undertaking of the State Government of Maharashtra. As such, the Central Government has neither allotted nor released any fund for this airport.

108-111
NIFTEM

4157. [SHRI HAMDULLAH SAYEED: Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

(a) whether the National Institute of Food Technology and Entrepreneurship Management (NIFTEM) provides courses in Food Science and Food Technology from the 2010-11 academic session;

(b) if so, the details thereof;

(c) whether the appointments in NIFTEM are being made on short term basis;

(d) if so, the details thereof; and

(e) the steps taken by the Government to make NIFTEM a world class institution and appointments made through Government agencies viz. ICAR, UPSC etc.?

THE MINISTER OF FOOD PROCESSING INDUSTRIES (SHRI SUBODH KANT SAHAY): (a) and (b) The Government has approved setting up of National Institute of Food Technology, Entrepreneurship and Management (NIFTEM) on 31-08-2006. It is being established on a 100 acre plot at Kundli, District Sonapat, Haryana. The Institute is to function as an apex national level institution of world class in the area of basic research in food science and food technology, running academic course leading to the degrees of B.Tech, M.Tech and Ph.D in the field of Food Technology and Management, promoting entrepreneurship and providing experiential learning with strong industry linkages.

The mandate of NIFTEM is to—

- Undertake frontier and inter disciplinary research in areas of relevance to the sector;
- Provide industry friendly short-term courses, including regular degree and management courses leading upto B. Tech, M. Tech and Ph.D programmes, for developing HRD resources for the food processing sector;
- To interact and work with all stakeholders, namely, industry, Government and consumers so as to remain economically viable and socially relevant and guide the growth of the food processing sector along healthy and modern lines.
- To run various size of Incubation Centres and Pilot Plants for enabling the Industry to incubate their ideas.
- Promote cooperation and networking amongst existing institutions both within the country and international bodies, create a complete data base on domestic resources and bring in international best practices for improving the food processing sector;
- Cooperate in setting standards as well as protocols for testing of food with capacities developed in the aforesaid areas, assist

Government in policy formation and regulatory framework;

The Institute has been established to meet the industry's demand for setting up a centre of global excellence for the food processing sector in the country so as to meet the demand for a cadre of world-class food scientists and technologists in frontier areas of food science and food management. The Institute would play a pivotal role in enhancing the farmer's income, increasing employment in rural and urban areas, generating income and integrating India with global food trade. The course curriculum has been uniquely designed and would meet the international standards. The NIFTEM offers the following Courses:

Undergraduate Degree—B.Tech (Food Technology and Management)	4 Years
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Postgraduate Degree—M.Tech (Food Technology and Management)	2 Years
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Integrated Graduate Degree	5 Years
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(B.Tech + PG Diploma in Food Business Management)

(i) Master of Food Processing and Food Business Management

(ii) Master of Food Processing

(c) and (d) Steps have been taken for obtaining De Novo/Deemed University status from the Ministry of Human Resource Development. The Government has sanctioned a total of 46 academic and non-academic posts for NIFTEM in respect of which action has already been initiated for framing of Recruitment Rules and filling up of these posts as per guidelines prescribed by Department of Personnel and Training.

(e) According to the vision statement of the Ministry, NIFTEM will be an international centre of excellence which will integrate all facets of food technology, entrepreneurship, research and management and be recognized as focal point for catalyzing the growth of the food processing industries in India with respect to the global scenario. Unlike the existing food science institutes in India, NIFTEM will have equal focus on education, research and business incubation. NIFTEM would actively collaborate with the world's best institutions to promote development of path breaking technologies which are

relevant in the global changed scenario. Exposure to global best practices and industry needs will enable NIFTEM to become an international centre of excellence. The institutional building, the lab infrastructure and designing of course curriculum for NIFTEM has been developed so as to cater to the needs of Global Best Practices.

111
Notary in Kerala

4158. [SHRI P. KARUNAKARAN: Will the Minister of LAW AND JUSTICE be pleased to state:

(a) whether the Union Government has received any representation from the Government of Kerala to revise the number of notaries fixed for the State; and

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

THE MINISTER OF LAW AND JUSTICE (SHRI M. VEERAPPA MOILY): (a) No representation from the Government of Kerala has been received to revise the number of notaries fixed for the State.

(b) Does not arise.

Textile *Handloom*
National Fibre Policy

4159. [SHRI NAMA NAGESWARA RAO:

[SHRI ANANDRAO ADSUL:

Will the Minister of TEXTILES be pleased to state:

(a) whether the working group constituted for drafting National Fibre Policy has submitted its report.

(b) if so, the salient features of the report and the reaction of the Government thereto; and

(c) the time by which it is likely to be implemented?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI): (a) Yes, Madam. The working Group constituted for drafting the National Fibre Policy has submitted its report in June, 2010.

(b) and (c) The National Fibre Policy designed with a decadal perspective of 2010-20, to place India firmly on the World Fibre map by strengthening the existing policy framework and providing institutional and

technological support for rapid Fibre growth in the country. The projected growth trajectories under the National Fibre Policy are (a) cotton 4.7 per cent (b) Man made Fibres 8 per cent (c) Jute 3 per cent and (d) Silk 3 per cent. The National Fibre Policy addresses demand for raw materials for handloom weavers keeping in view the projected growth trajectories of handloom sector. Government has approved the draft report for placing it in public domain.

112
Amendment in Fertilizer (Control)
Order, 1985

4160. [SHRI ANANDRAO ADSUL: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether some State Governments have requested the Union Government to bring in certain amendments in the Fertilizer (Control) Order (FCO) 1985;

(b) if so, the reaction of the Union Government thereto; and

(c) the measures taken by the Union Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI SRIKANT JENA):

(a) No, Madam. There are no proposals from any State Government under consideration of Department of Agriculture and Cooperation for making amendments in the Fertilizer (Control) Order, 1985.

(b) to (c) Does not arise.

112-113 *Computer Exams*
Common Entrance Examination

4161. [SHRI P. VISWANATHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have introduced Common Entrance Examination for recruitment to various posts;

(b) if so, the details thereof and whether the students can appear in regional languages; and

(c) the details of steps taken by Railways to curb malpractices in the examination procedures?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) No, Madam.

(b) Does not arise.

(c) Recently technical audit of the system of Railway Recruitment Board Examinations has been carried out to curb malpractices in the examination procedure.

113

Transfer of Bhiwani Junction

4162. [SHRIMATI SHRUTI CHOUDHRY: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have issued orders for the transfer of Bhiwani junction from Bikaner division to Delhi division; and

(b) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) No, Madam.

(b) Does not arise.

[Translation]

113

Survey for Pushkar Merata Rail Line

4163. [SHRI GOPAL SINGH SHEKHAWAT: Will the Minister of RAILWAYS be pleased to state:

(a) whether any budgetary provision was made for survey of Pushkar-Merata Road rail line under North-Western Railway;

(b) if so, the details thereof; and

(c) the time by which the work is likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) to (c) An updating survey for a new line between Pushkar-Merata Road (59 kms) has been included in Railway Budget 2010-11 at a cost of Rs.17.70 lakh. The survey has been taken up and is likely to be completed by 31.03.2011.

[English]

113 - 114

User Development Fee at Thiruvananthapuram Airport

4164. [SHRI KODIKUNNIL SURESH: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government of India is aware about the imposition of user development fee at the Thiruvananthapuram international airport; and

(b) if so, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Yes, Madam. User Development Fee (UDF) is being levied at Thiruvananthapuram airport to bridge the gap between the targeted/regulated rate of return on investments made and the expected post tax returns of Trivandrum airport, considering the projected growth in a revenue, expenses and passenger and aircraft traffic, etc. at Trivandrum airport.

The levy of UDF has been fixed by the Airports Economic Regulatory Authority (AERA), which is a quasi-judicial independent authority.

114-

Railways

Rail Connectivity to Malkangiri

4165. [SHRI RUDRA MADHAB RAY: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways plan to provide rail connectivity for Malkangiri District, Orissa which has significant limestone deposits; and

(b) if so, the details thereof and feasibility study conducted in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) and (b) Surveys for Dantewara-Malkangiri and Jeypore-Malkangiri new line have been taken up.

114 - 115

Subsidy to Haj Pilgrimage in Air Travel

4166. [SHRI ANANTHA VENKATA RAMI REDDY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the people who perform Haj pilgrimage every year are carried only by Air India and no private airline is allowed in this regard;

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

(c) whether the entire subsidy towards the cost of Haj pilgrimage is borne by the Air India;

(d) if so, the details thereof; and

(e) the steps taken by the Government to reduce the subsidy burden by asking the private airlines to share the cost of subsidy as part of their corporate social responsibility?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) For Haj 2009, the pilgrims were carried by Air India, Saudi Arabian Airlines and National Air Services (NAS). However, none of the eligible private scheduled airline of India responded to the 'Expression of Interest' issued by Air India for participation in Haj operations.

(c) and (d) The pilgrims performing Haj through the Haj Committee of India have been paying Rs. 12000 as to and fro fare since 1994. The travel cost over and above Rs. 12000 per pilgrim is borne by the Government.

(e) The airlines cannot be asked to share the cost of subsidy as part of their corporate social responsibility. However, Government has proposed to increase the pilgrims' share of the fare by Rs. 4000 each year to Rs. 16000 to reduce the subsidy burden.

[Translation]

115-116
Airport at Meerut

4167. SHRI RAJENDRA AGRAWAL: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Union Government is aware that a bid has been invited by Uttar Pradesh Government for appointment of a consultant for setting up an international airport in Meerut;

(b) if so, whether any permission from the Union Government has been obtained by Uttar Pradesh Government before inviting such a bid;

(c) if not, whether the State Government is authorized to invite bids for appointment of a consultant for setting up of an international airport; and

(d) if so, the existing rule / provision in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) No, Madam.

(b) Does not arise.

(c) and (d) The State Government may appoint Consultants for preparation of initial pre-feasibility study for establishing an airport, as a prelude for submitting the proposal to Ministry of Civil Aviation, Government of India, for seeking site clearance and 'in-principle' approval. As per the Policy for Greenfield Airports, the proposal is considered by the Steering Committee constituted for the purpose. Based on the recommendation of the Steering Committee, the Central Government considers the proposal and convey its decision to the promoter.

[English]

Railways 116
Train for Mysore-Chamarajanagar

4168. SHRI R. DHRUVA NARAYANA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways propose to introduce more trains between Mysore and Chamarajanagar section;

(b) if so, the details thereof;

(c) whether the Railways propose to upgrade stations on Mysore-Chamarajanagar section as model stations;

(d) if so, the time by which it will be completed;

(e) whether the construction of some of new rail lines between Chamarajanagar and Karakpura has been completed; and

(f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) and (b) No, Madam.

(c) and (d) Mysore has been taken up under Model Station scheme and works in this regard have been completed. Chamarajanagar has been taken up under Adarsh Station scheme and works in this regard have also been completed.

(e) and (f) No, Madam.

116-118
Professionalisation of PSUs Management

4169. SHRI RAMSINH RATHWA: Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state:

(a) the measures taken by the Government to professionalise the management of Public Sector Undertakings (PSUs);

(b) the progress so far made in the matter of professionalisation of top management of PSUs;

(c) whether this process will be proceeded to percolate down the line of the organisation;

(d) if so, the details thereof;

(e) whether the Board of Directors or PSUs enjoy autonomy in certain respects subject to broad policy guidelines issued by Department of Public Enterprises;

(f) if so, whether there is any conflict in this regard; and

(g) if so, the reasons therefor and the steps taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI ARUN YADAV) : (a) The Government has issued guidelines for Professionalization of Boards of Central Public Sector Enterprises (CPSEs), which provide for appointment of requisite number of functional, government and non-official Directors.

(b) During the last three years (2007, 2008 and 2009), names of about 330 persons have been recommended for appointment as non-official Directors on the Boards or CPSEs.

(c) and (d) The professionalization of below Board level management is dealt with by the concerned CPSEs and their administrative Ministries.

(e) The Board of Directors of Maharatna, Navratna, Miniratna and other profit making CPSEs have been delegated powers in the areas of capital expenditure, investment in joint ventures/subsidiaries, human resource management, raising debt, entering into technology joint ventures or strategic alliances, etc.

(f) and (g) There is no conflict in this regard as the concerned CPSEs have been advised to take steps, wherever necessary, in consultation with their Administrative Ministry/Department, to amend their Articles of Association to bring them in line with guidelines issued

by Department or Public Enterprises after complying with the provisions of the Companies Act.

118 Tamil Nadu
Gas Pipeline from Kakinada to Chennai

4170. [SHRI S. SEMMALAI: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state the time by which gas pipeline from Kakinada to Chennai will be completed?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): In accordance with the condition laid down in the authorization issued for the pipeline, the project should be commissioned in 2012-13.

118-119 Drug and
Increase in Prices of Medicines

01.06.13

4171. [SHRI JOSE K. MANI: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the prices of medicines have gone up after the amendment of Patent Act and introduction of product patent in place of process patent;

(b) if so, the details thereof;

(c) whether the Government proposes to declare a policy on Intellectual Property Right;

(d) if so, the time by which it is likely to be declared;

(e) whether the Government is monitoring the grant given for production of patented drugs;

(f) if not, the reasons therefor; and

(g) the branded and generic names of the patented medicines introduced in the country since 1st January, 2005 to 30th September, 2009 for which generic versions are not available?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI SRIKANT JENA): (a) and (b) National Pharmaceutical Pricing Authority/ Government fixes or revises prices of scheduled drugs/formulations as per the provisions of the DPCO, 1995. Under the provisions of the Drugs (Price Control) Order, 1995 the prices of 74 bulk drugs and the formulations containing any of these scheduled drugs are controlled. NPPA monitors the prices of all formulations including imported scheduled formulations under price control.

Under the DPCO, no person can sell any formulation (medicines) of price controlled category to a consumer at a price exceeding the price notified/approved by the NPPA/Government. In case, a company is found selling at prices higher than the price notified/approved by the NPPA/Government, action is taken against them as per the provisions of the DPCO, 1995.

In respect of drugs-not covered under the Drugs (Prices Control) Order, 1995 i.e. non-scheduled drugs, manufacturers fix the prices by themselves without seeking the approval of Government/NPPA. Such prices are normally fixed depending on various factors like the cost of bulk drugs used in the formulations, cost of excipients, cost of R and D, cost of utilities/packing material, sales promotion costs, trade margins, quality assurance cost, landed cost of imports etc.

As part of price monitoring activity, NPPA regularly examines the movement in prices of non-scheduled formulations. The monthly reports of ORG IMS and the information furnished by individual manufacturers are utilized for the purpose of monitoring prices of non-scheduled formulations. Wherever a price increase beyond 10% per annum is noticed, the manufacturer is asked to bring down the price voluntarily failing which, subject to prescribed conditions, action is initiated under paragraph 10(b) of the DPCO, 1995 for fixing the price of the formulation in public interest.

(c) and (d) Department of Commerce has constituted a Committee to examine the compatibility of intellectual property laws of India with reference to commitments under the TRIPS Agreement.

(e) and (f) No Public Sector undertaking under the administrative control of Department of Pharmaceuticals has been given any grant for the production of Patented Drugs.

(g) Marketing approval of medicines are given by the Office of Drugs Controller General India. This Department does not monitor this information.

119-116
Supply of Petroleum Products
from Mauritius

4172 SHRI UDAY PRATAP SINGH: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether Mangalore Refinery and Petrochemicals

Ltd, has signed an agreement with Mauritius for supply of Liquid Petroleum Products;

(b) if so, the details thereof;

(c) the extent to which the subsidiary of Oil and Natural Gas Corporation is likely to be benefited by the said agreement;

(d) whether the Government proposes to modernise and upgrade Mangalore Refinery and Petrochemicals; and

(e) if so, the details thereof alongwith the funds allocated for the said purpose during the current financial year?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) and (b) Yes, Madam. Mangalore Refinery and Petrochemicals Limited (MRPL) has signed an Agreement with State Trading Corporation, Mauritius for supply of 1.10 MMTPA of Petroleum products for a period of 3 years. The products to be supplied comprises of High Speed Diesel oil, Aviation Turbine Fuel, Motor spirit and Furnace Oil.

(c) As MRPL exports around 40% of its production, it will have the benefit of a long term supply agreement ensuring assured supply of products. The price is linked to International Market and benefit will vary depending upon the volatility in the market prices.

(d) MRPL has already taken up Refinery Upgradation-Cum-Expansion project with a capital outlay of above Rs. 15,000 crores.

(e) The Refinery Expansion-Cum-Upgradation project will result in better distillate yield, increased capacity to process high TAN crudes, create capability to produce value added products and higher quality motor fuels. The refining capacity will also increase by 3 MMTPA. The Budget allocation for the year 2010-11 is Rs. 3000 crore.

[Translation]

120-121 Railways
Stoppage of Rajdhani and Lichchavi Express

4173 SHRIMATI RAJKUMARI CHAUHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways are proposing to provide stoppage of Rajdhani Express and Lichchavi Express trains at Aligarh junction (North Central Railway);

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

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) No, Madam.

(b) Does not arise.

(c) Provision of stoppages of Rajdhani Express and Lichchavi Express trains at Aligarh junction is not feasible at present.

[English]

121
**Short Supply of Raw Materials to
Steel PSUs**

4174. [SHRI K.R.G. REDDY: Will the Minister of STEEL be pleased to state:

(a) whether the Steel Public Sector Undertakings (PSUs) would be affected in the current year due to inadequate availability of raw materials;

(b) if so, the details thereof; and

(c) the steps being taken by the Government to avoid such situation before 2012?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL (SHRI A. SAI PRATHAP): (a) to (c) No, Madam. The steel Public Sector Undertakings (PSUs) viz. Steel Authority of India Limited (SAIL) and Rashtriya Ispat Nigam Limited (RINL) have planned to ensure the availability of key raw materials as per their requirements for the current year. However, for long term raw material security, proposals are being pursued.

[Translation]

Railways *Railway line*
121-122
Vadasa Aarmori Gadchiroli Railway Track

4175. [SHRI HANSRAJ G. AHIR: Will the Minister of RAILWAYS be pleased to state:

(a) the present status of Vadasa-Aarmori-Gadchiroli railway line project;

(b) whether the State Government of Maharashtra has sent a proposal to the Railways for collaboration in laying the said railway line; and

(c) if so, the action taken by the Railways thereon?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) to (c) A survey for new line from Wadsa to Gadchiroli was completed in 2008-09. Government of Maharashtra has agreed to share 50% of the cost of the project. Planning Commission has already accorded 'in principle' approval. The cost of the new line has been updated to Rs. 232.40 crore. The proposal will be further processed for necessary approvals.

122-123
BHEL Projects in Madhya Pradesh

4176. [SHRI BHOOPENDRA SINGH: Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state:

(a) whether the work of 1200 MW Malwa Power Project was assigned to Bharat Heavy Electricals Limited by State Government of Madhya Pradesh;

(b) if so, whether the progress of the project is tardy;

(c) if so, the reasons therefor; and

(d) the steps taken to complete the work?

THE MINISTER OF STATE IN THE MINISTRY OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI ARUN YADAV): (a) Yes, Madam. Bharat Heavy Electricals Limited (BHEL) has been assigned the work for 2x600 MW Shree Singaji (earlier named Malwa) thermal power project of Madhya Pradesh Power Generating Company Ltd. (MPPGCL). BHEL scope of work is limited to design, engineering, manufacture, supply, erection and commissioning of boiler, turbo-generator package (BTG) and its associated civil works.

(b) and (c) The progress of the project has been slow due to various reasons such as:

- delay of about 8 months in handing over of land to BHEL by MPPGCL which affected commencement of civil works at site;
- delay of about 14 months till date in making available construction power by MPPGCL impacting pace of erection activities;

- lack of proper approach road to the project site from nearest road head, including strengthening of culverts, in MPPGCL scope affecting movement of heavy materials from BHEL Units.
- Finalisation of engineering interface issue between BHEL, customer and Consultant.

(d) BHEL is taking necessary steps to complete the work in its scope, for which the company has deployed its diesel generating sets meant for backup power for limited construction power use. In addition, additional resources will be mobilized by BHEL as required to contain further delays.

[English]

Railways
Projects to RVNL

123
4177 [SHRI ARJUN CHARAN SETHI: Will the Minister of RAILWAYS be pleased to state:

(a) the total number of projects both new line and doubling works entrusted to Rail Vikas Nigam Limited (RVNL) in the East Coast Railway zone;

(b) the status of progress of work project-wise and zone-wise;

(c) whether due to slow progress in the execution works the cost overrun has taken place; and

(d) if so, the measures taken to speed up the execution works in each case?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) 3 new line and 7 doubling projects of East Coast Railway have been entrusted to Rail Vikas Nigam Limited (RVNL).

(b) to (d) The information is being collected and will be laid on the Table of the Sabha.

123-124 **Railway Crossing**
Level Crossing Gate at Bandalo-
Enderapada Road

4178. [SHRI MOHAN JENA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the East Coast Railways have received funds from the Government of Orissa in connection with the construction of a Railway level-crossing on Howrah-

Chennai Mainline to connect both parts of Bandalo-Enderapada-R.D. Road in Jajpur District of Orissa; and

(b) if so, the details of the work in progress?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) Yes, Madam.

(b) The Government of Orissa has deposited the requisite amount for provision of a manned level crossing gate between Byree and Dhanmandal stations on Howrah-Chennai main line. The Plan and drawing have been approved. The work is at tender stage.

124-125 **Jute**
Construction of NCJD

4179. [SHRI BAL KUMAR PATEL: Will the Minister of TEXTILES be pleased to state:

(a) whether the Government has taken a plot of land in Noida (UP) on lease to set up National Centre for Jute Diversification (NCJD);

(b) if so, the details thereof;

(c) whether the Government has undertaken the construction of building for the NCJD;

(d) if not, the reasons therefor;

(e) whether the Government is going to initiate penalties against the officials for the delay in construction of NCJD building; and

(f) if not, the reasons thereof?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI): (a) and (b) Yes, Madam. A plot of land measuring 10-acre at A-51, Sector 62, NOIDA, District: Gautam Buddha Nagar, was acquired in 1990/91 by JMDC for setting up of NCJD through a grant received from Government of India.

(c) Process for undertaking construction on the said plot has been initiated. NCJD (Now National Jute Board) has issued tenders for engaging Project Management Consultant for the construction project.

(d) Construction on the said plot could not be undertaken so far due to non availability of sufficient funds with NCJD for undertaking the construction.

(e) and (f) Do not arise.

[Translation]

Railways 125
Extension of Ludhiana Hisar Train

4180 [SHRI RAM SINGH KASWAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways propose to extend the Ludhiana-Hisar train upto Saidulpur;

(b) if so, the details thereof and the action taken by the Railways in this regard; and

(c) if not, the reasons therefor?

THE MINISTER OF THE STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) No, Madam.

(b) and (c) Do not arise.

125-126
Supply of LPG Cylinders

4181 [SHRI VILAS MUTTEMWAR: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether most of the LPG dealers in Delhi do not book cylinder before the lapse of 21 days of last delivery;

(b) if so, the reasons therefor;

(c) whether the Government have received such complaints that some dealers specially the dealers at Rani Jhansi Road area of Delhi ask their consumers frequently to submit their address proof; and

(d) if so, the action being taken against such LPG dealers?

THE MINISTER OF THE STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) and (b) Public Sector Oil Marketing Companies (OMCs) do not have any supply constraints and LPG supplies to distributors are being made by the OMCs in accordance with the genuine demand of customers registered with the LPG distributors. There are no restrictions imposed or time limit fixed for refill booking by the customers.

For obtaining refill cylinders, customers used to register their requests, either through telephone or through

a personal visit to the LPG distributor. Customers can now do their refill booking directly with the concerned OMCs through Short Messaging Service (SMS) booking and Interactive Voice Response System (IVRS) booking. These system accept request for refill booking as and when done by the customers.

(c) and (d): Shri Motilal Vora, Hon'ble Member of Parliament (Rajya Sabha) has, vide his letter dated 24.06.2010, written to the Minister of Petroleum and Natural Gas, forwarding therewith a complaint of Shri Jagdish Prasad, resident of Paharganj, New Delhi. Shri Jagdish Prasad in his complaint has alleged that he is being harassed by M/s. Deepti Enterprises, Rani Jhansi Road, New Delhi. He has Stated that booking of refill is done only after 21 days of earlier delivery, on enquiry it is informed that delivery boy had gone to his house but it was locked and asking for residence proof etc.

Shri Jagdish Prasad has also stated in his complaint that he is living alone and is generally not available between 9 A.M. to 6 P.M.

Complaint has been looked into by IOC. It is found that refill could not be delivered at the residence of the consumer despite several attempts due to house being found locked. The distributor had asked the complainant for address proof to verify that the customer was still residing at the given address.

To mitigate the problems of such consumers, the Government have recently launched a scheme under which a consumer can opt/indicate his desired day/time for taking delivery of the refill.

The consumer has been advised to avail benefit of this scheme and get the delivery of LPG refill at his desired day/time.

126-127
Production of Petrol and Diesel

4182. [SHRI BAIDYANATH PRASAD MAHATO:
SHRI ANANT KUMAR HEGDE:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:-

(a) the quantity of petrol and diesel produced by oil refining companies in the country during the last three years;

(b) whether the said products are sold to retail oil companies on the basis of import price of crude;

(c) if so, the details thereof; and

(d) the rate of dividend fixed for oil refineries under price determination mechanism?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) The total petrol and diesel produced in the country during the last three years is given below:

Year	Million Tonnes		
	2007-08	2008-09	2009-10
Petrol	14.17	16.36	22.55
Diesel	58.48	63.03	73.25

(b) to (d) The prices of Petrol and Diesel have been deregulated w.e.f. 26.6.2010. Whereas the price of Petrol is fixed by the Public Sector Oil Marketing Companies in the light of movement of international oil prices, the retail price of Diesel, for the present has been increased by Rs.2 per litre.

127-128 ^{Company}
Inclusion of Oil Companies in
Best Commercial Institutions

4183. [SHRI DINESH CHANDRA YADAV:
SHRI HARSH VARDHAN:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether public sector oil companies of the country namely Indian Oil Corporation, Bharat Petroleum Corporation Limited, Hindustan Petroleum Corporation Limited and Oil and Natural Gas Corporation have been included in world's best 500 commercial institutions;

(b) if so, the details thereof; and

(c) the reasons enumerated for the inclusion of these companies in the list of best commercial institutions?

THE MINISTER OF THE STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) and (b) There are four public sector oil

companies, namely Indian Oil Corporation Limited, Bharat Petroleum Corporation Limited, Hindustan Petroleum Corporation Limited and Oil and Natural Gas Corporation listed in the Fortune Global 500 companies for the year 2010. The individual rank of above public sector oil companies in the Fortune Global 500 list for the year 2010 is as under:

Public Sector Oil Companies	Fortune Global 500 Ranking
Indian Oil Corporation Limited (IOCL)	125
Bharat Petroleum Corporation Limited (BPCL)	307
Hindustan Petroleum Corporation Limited (HPCL)	354
Oil and Natural Gas Corporation Limited (ONGC)	413

(c) The Fortune Global 500 list of companies is prepared on the basis of 'total revenue' earned by the companies.

[English]

128-129.
Drilling of Oil Wells in Krishna
Godavari Basins

4184. [SHRI PURNMASI RAM: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the wells that were to be drilled in Krishna Godavari-Pranhita Godavari basin have been drilled;

(b) if so, the number of total oil wells drilled and expenditure incurred thereon; and

(c) the steps taken to establish prospectivity of the area soon?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) Under the Production Sharing Contract (PSC) regime, total 39 blocks were awarded in Krishna-Godavari (38 blocks), and Pranhita-Godavari (1 block) basin under Pre-New Exploration Licensing Policy (NELP) and NELP rounds. Out of these blocks, 8 blocks have

already been relinquished. As per the committed work programme in all exploration phases of 39 blocks, total 184 exploratory wells were to be drilled, out of which 100 wells have been drilled so far in the PSC regime by the private/JV (Joint Venture).

ONGC had planned 99 exploratory wells for drilling in the Krishana Godavari and Pranhita Godavari basin during XI five year plan (2007-10). Out of this 67 are onland and 32 offshore. The target for first three years was 69 wells against which 50 have been drilled (onland: 27 and offshore: 23) as on 01-04-2010. Out of these 50 wells, 45 wells have been drilled in the nomination acreages and 5 wells in NELP acreages by ONGC.

(b) Under PSC regime, the total number of oil wells drilled so far in the fields/blocks and expenditure incurred on drilling of the oil wells are given below:

Field/Blocks	Oil Wells drilled	Expenditure (in million US \$)
Ravva Field	20	160.6
MA Oil Field in block KG-DWN-98/3	5	421.2

ONGC has drilled total 50 exploratory wells during first three years of XI plan (2007-10) in Krishana Godavari and Pranhita Godavari basin, out of which 9 wells proved to be oil and gas bearing.

Expenditure incurred by ONGC (including proportionate share of ONGC in NELP blocks) on exploratory wells in KG-PO basin upto 31-03-2010 is Rs. 9397.76 crore and Rs. 2244.36 crore on development wells.

(c) Apart from various geo-scientific surveys carried out by the operators in the awarded blocks in Krishna-Godavari and Pranhita-Godavari basin (onland and offshore), Directorate General of Hydrocarbons (DGH) has carried out speculative 2D seismic survey during 2006-07 and 2008-09 offshore area of both the basins. Based on these surveys, several offshore blocks were carved out in Krishna-Godavari basin shallow and deepwater area and were offered for bidding under NELP-VI, VII and VIII rounds.

[Translation]

130-

Company
Registration of Companies

4185. [SHRI MAROTRAO SAINUJI KOWASE:
SHRI VILAS MUTTEMWAR:
SHRI ASHOK KUMAR RAWAT:
SHRI KIRTI AZAD:

Will the Minister of CORPORATE AFFAIRS be pleased to state:

(a) the number of companies registered by the Registrar of companies during the last three years and the current year in the country;

(b) whether a large number of companies are operating without getting themselves registered with the Registrar of companies specially in the backward areas;

(c) if so, whether it is mandatory for a company to get registered within the stipulated time;

(d) if so, the details thereof and the criteria fixed in this regard; and

(e) the action taken or proposed to be taken against such unregistered companies during the last three years, till date?

THE MINISTER OF STATE OF THE MINISTRY OF CORPORATE AFFAIRS AND MINISTER OF STATE OF THE MINISTRY OF MINORITY AFFAIRS (SHRI SALMAN KHURSHID): (a) 1,98,257 companies have been registered by the Registrar of Companies during the last three years i.e. 2007-08, 2008-09 & 2009-10 and 32,517 companies from 1.4.2010 to 31.7.2010 during the current year.

(b) No, Madam.

(c) and (d) It is mandatory to register a company under the Companies Act, 1956 at the time of its formation, after which it comes into existence.

(e) ROC Kanpur, has registered criminal cases against one unregistered company namely Purvanchal Krishi Vipan Corporation Ltd. and its other accused under section 420, 467, 468 and 471 of Indian Penal Code at Hussainganj Police Station, Lucknow.

Petroleum product-
Reduction in Supply of Natural Gas

4186. SHRI RAJIV RANJAN SINGH ALIAS LALAN SINGH:
SHRI RAVINDRA KUMAR PANDEY:
DR. MURLI MANOHAR JOSHI:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government have directed gas producing companies to reduce the supply of gas to power and fertilizer industry;

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

(c) the names of the company to which such directives issued and when; and

(d) the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) to (d) No direction has been issued to any Company producing natural gas to reduce the supply of natural gas allocated by the Government to any power or fertilizers industry. However, cuts have to be imposed on supply of gas to customers in cases of reduction in gas production or overdrawal by customers allotted the gas

131-132
Construction of Bridges Under CSR Scheme

4187. SHRI SUDARSHAN BHAGAT: Will the Minister of STEEL be pleased to state:

(a) whether two bridges at Gumla area in Lohardaga are to be constructed under the Corporate Social Responsibility Scheme;

(b) if so, the details thereof;

(c) whether the Union Government has received any proposal in this regard; and

(d) if so, the action taken by the Union Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL (SHRI A. SAI PRATHAP): (a) and (b) A preliminary proposal was considered regarding the construction of bridges in Gumla under SAIL's Corporate Social Responsibility programme.

(c) No formal proposal has been received in this regard from the concerned District authorities/State Government.

(d) Does not arise.

132
Corruption in Bhopal Memorial Hospital Trust

4188. SHRI DILIPKUMAR MANSUKHLAL GANDHI:
Sk. SAIDUL HAQUE:

Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:-

(a) whether attention of the Government has been drawn to the reports of alleged corrupt practices being done by the Bhopal Memorial Hospital Trust in running of the super speciality hospital;

(b) if so, the reaction of the Government thereto;

(c) whether the Union Government proposes to take over the charge of this trust and run it for the welfare of the survivors; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI SRIKANT JENA): (a) and (b) The Department of Chemicals and Petrochemicals has not received any report of alleged corrupt practices in the running of Bhopal Memorial Hospital and Research Centre (BMHRC).

(c) and (d) The Government has decided to take over the Bhopal Memorial Hospital and Research Centre (BMHRC) through the Department of Bio Technology and the Department of Atomic Energy. This Hospital will be strengthened, upgraded and run as a super speciality and research hospital.

[English]

132-133
Funds to IFFCO

4189. SHRI ARUNA KUMAR VUNDAVALLI: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Government is providing any budgetary allocation subsidy to Indian Farmers Fertilizer Co-operative Ltd. (IFFCO);

(b) if so, the funds allocated to IFFCO during the last three years;

(c) the objectives for providing subsidy to IFFCO; and

(d) the areas where IFFCO has utilized these funds?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI SRIKANT JENA):
(a) to (d) No funds are allocated separately in subsidy

budget to M/s IFFCO in the last three years. However subsidy for selling the fertilizers at subsidized MRPs in states is released to fertilizer companies including M/s IFFCO. Subsidy to fertilizer companies including M/s IFFCO is being provided under the Government Scheme to provide fertilizers to farmers at subsidized rates.

Release of subsidy to M/s IFFCO for last three years for Imported P and K, Indigenous P and K and Indigenous Urea is given below:

(Amount in crores)

Year	Imported P and K	Indigenous P and K	Indigenous Urea	Total
2007-08	366.07	2785.79	3377.97	6529.831
2008-09	10863.07	10007.45	4276.61	25147.13
2009-10	2875.03	5142.21	3725.26	11742.50

133-143
Shilp Gram
Handloom

4190. [SHRI SARVEY SATYANARAYANA: Will the Minister of TEXTILES be pleased to state:

(a) whether the Government is promoting the concept of Shilp Gram, to provide encouragement to handicraft sector in some States;

(b) if so, the details thereof; and

(c) the funds allocated and spent for setting up Shilp Gram in each State especially in Andhra Pradesh since the inception of this concept?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI): (a) and (b)

On the concept of Shilp Gram and under one of the component of Marketing Support Services Scheme, there is a scheme to set up Urban Haat. The scheme for setting up of Urban Haats was introduced in 1997-98 at prime locations in the Metro Cities and Bigger Towns with the view to create a permanent Marketing platform for the artisans/weavers. The participating craft persons/weavers will sell handicrafts/handlooms products directly to the customers. This will provide adequate direct marketing facilities to the craft persons/weavers and eliminate middle men.

(c) The funds allocated and spent in various parts of the country including Andhra Pradesh is as per Statement attached.

Statement

Funds allocated and spent in respect of Urban Haat since inception

Sl. No.	Year of approval	State	Location of Urban Haat with name of I/A	Total project cost approved by HLSC with date of mtg.	Total Share of DC(HC) i.e. 35% of project cost	Amount released as 1st instalment (Rs.)	Amount released as 2nd instalment (Rs.)	Amount released as 3rd instalment (Rs.)	Remarks if any
1	2	3	4	5	6	7	8	9	10
1.	1998-99	Odisha	Bhubneswar Odisha Ind. Infra-structure Dev. Corpn. Bhubaneswar	1,86,00,000	65.10	29.40	31.63		Operational dt. 9/2002

1	2	3	4	5	6	7	8	9	10
2.	1998-99	Gujarat	Ahmedabad Ahmedabad Ind. Extn. Cottage (INDEXT-C), Gandhi Nagar	2,00,00,000	59.50	29.75	14.87	—	Operational dt. 9/2007
3.	1999-2000	Jharkhand	Ranchi Ranchi Indl. Dev. Authority, Ranchi	1,81,00,000 (23-2-2000)	63.35	31,67,500	—	—	Since site has gone under litigation. The 1/A has been requested to refund the amount of Rs. 31,67,600 with 10% penal interest
4.	1999-2000	Haryana	Uchana (Kamal Haryana Tourism Corpn.) Chandigarh	1,23,00,000	43.05	20.70	22.35	—	Operational dt. 9/2002
5.	1999-2000	J and K	Jammu J and K HC, Corpn. Srinagar	1,23,00,000	47.95	23.00	24.95	—	Operational dt. 9/2002
6.	1999-2000	Andhra Pradesh	Triupati Travel and Tourism Dev. Corpn. Hyderabad	1,66,00,000	58.45	29.00	29.45	—	Operational dt. 12/2000
7.	2000-01	Bhopal	Gohar Mahal Gohar Mahal MP HC and HL Vikas Nigam, Bhopal	1,80,00,000 (28-3-2001)	63.00	31.53	15.75	15.75	Operational dt. 12/2004
8.	2000-01	Rajasthan	Jodhpur Jodhpur Udhyma Prostsahan Sansthan, Jaipur	2,00,00,000	70.00	35.00	17.50	17.50	Operational dt. 9/2006
9.	2000-2001	Agartala	Tripura Tripura HHDC Ltd., Tripura	1,35,00,000 (4-4-2001)	47,25,000	23,62,500	—	—	Under progress
10.	2001-2002	Uttar Pradesh	Agra UP State Tourism Corpn. Ltd., Lucknow	1,05,00,000 (25-9-2002)	36,75,000	23,80,000	—	—	Functional May, 2008

1	2	3	4	5	6	7	8	9	10
11.	2001-02	J and K	Srinagar J and K HC (S and E) Corpn., Srinagar	2,00,00,000	70,00,000	35,00,000	17,50,000	—	Operational July, 2005
12.	2001-02	Uttaranchal	Dehradun State Indl. Dev. Corpn. of Uttaranchal	1,81,00,000 (25-9-2002)	63,35,000	31,67,500	—	—	Land problem has not been still sorted out by 1/A
13.	2001-2002	Chhattisgarh	Raipur Chhattisgarh Khadi Gramodyog Board, Raipur	1,60,00,000 (26-3-2002) enhanced P. cost Rs. 2.00 on 31-7-06	70,00,000	35,00,000	17,50,000	—	Functional, July, 2006
14.	2001-2002	Assam	Guwahati Assam Government Mktg. Corpn. Guwahati	1,98,00,000 (25-9-2002)	69,30,000	10,00,000	24,00,000	—	Land dispute
15.	2001-2002	Rajasthan	Jaipur Udhyan Protsahan Sansthan, Jaipur	2,00,00,000 (22-2-2002)	70,00,000	35,00,000	17,50,000	—	Functional
16.	2002-2003	Uttar Pradesh	Varanasi UP Tourism, Varanasi, Government of UP	1,95,00,000 (1-9-2003)	68,25,000	34,12,500	17,06,250	—	In progress
17.	2002-2003	Jharkhand	Hazaribagh Hazaribagh Kala Evam Sanskriti Vikas Parshad, Hazaribagh, Jharkhand	2,00,00,000 (8-1-2003)	70,00,000	35,00,000	17,50,000	—	Under Progress
18.	2002-2003	Bhuj	Gujarat Bhuj Indl. Extn. Cottage (INEXT- C) (Gandhinagar)	1,42,00,000 (26-5-2003)	49,70,000	24,85,000	24,85,000	—	Operational Feb, 2008
19.	2002-2003	Karnataka	Mysore JSS Mahavidhya Peetha, Mysore	1,96,00,000	68.60	34.30	17.15	17.15	Operational 7/2007

1	2	3	4	5	6	7	8	9	10
20.	2003-2004	Nagaland	Dimapur The Nagaland HL and HC Dev. Corpn., Dimapur	Rs. 132.43 lakhs—1st Phase Rs. 67.57 lakhs 2nd phase (6-2-2004)	46,35,000	23,17,000	11,59,000	—	Operational July, 2008 (1st Phase), File put up for esclation as per 11th Plan para- meter for 2nd phase
21.	2003-2004	Odisha	Puri—The Orissa Indl. Infrastructure Dev. Corpn., Bhubaneshwar	2,00,00,000 (6-2-2004)	70,00,000	35,00,000	17,50,000	17,50,000	Functional 09/2009
22.	2003-2004	Maharashtra	Pune The Nalanda Pratisthan, Pune	2,00,00,000 (26-2-07)	70,00,000	35,00,000	—	—	No progress reported, 1/A advised to returnd the grant with penal interest
23.	2003-2004	Odisha	Konark The Orissa Indl. Infrastructural Dev. Corpn., Bhubaneshwar	2,00,00,000 (6-2-2004)	70,00,000	35,00,000	17.50	17.50	Operational 8/2007
24.	2004-2005	Delhi	Pitam Pura DTTDC Ltd., Delhi	2,00,00,000 (19-4-06)	70,00,000	35,00,000	35,00,000	—	Operational April 2008
25.	2004-2005	Madhya Pradesh	Indore MP HC and HL Dev. Corpn., Bhopal	2,00,00,000 (19-4-06)	70,00,000	35,00,000	17,50,000	—	In progress
26.	2004-2005	Maharashtra	Navi Mumbai CIDCO, Mumbai	3,00,00,000	1,05,00,000	52,50,000	26,25,000	—	Functional 06/2009
27.	2005-06	UP	Rampur, State Urban Dev. Agency (SUDA)	2,00,00,000 23-12-2005	70,00,000	35,00,000	17,50,000	17,50,000	In progress
28.	2005-06	UP	Bareilly, Bareilly Dev. Corpn., (BOA)	2,00,00,000 23-12-2005	70,00,000	35,00,000	17,50,000	17,50,000	Project completed.

1	2	3	4	5	6	7	8	9	10
29.	2005-06	Rajasthan	Ajmer Udhyam Protsahan Sansthan	2,00,00,000 19-4-06	70,00,000	35,00,000	—	—	In progress
30.	2006-07	Chennai	Chennai Tamil Nadu Handi- crafts Dev. Croprn., Chennai	2,00,00,000 Dt. 4-12-2006	70,00,000	10,00,000 25,00,000	—	—	In progress
31.	2006-07	Chennai	Kanyakumari	2,00,00,000	70,00,000	—	—	—	No grant released, File under process
32.	2006-07	New Delhi	Dilli Haat Part-II DTTDC, New Delhi	2,00,00,000 dt. 31-7-2006	70,00,000	35,00,000	35,00,000	—	Functional
33.	2006-07	UP	Meerut Meerut Dev. Authority, Meerut	2,00,00,000	70,00,000	35,00,000	—	—	No Progress
34.	2006-2007	UP	Jhansi Jhansi Dev. Authority, Jhansi	3,00,00,000	1,05,00,000	52,50,000	—	—	In progress
35.	2007-08	West Bengal	Durgapur Asansol Durgapur Dev. Authority, Durgapur	3,00,00,000	1,05,00,000	52,50,000	—	—	Work in Progress
36.	2008-09	Karnataka	Mangalore Pilkuta Nisarga Dhama Society, Mudushedde, Mangalore (Karnataka)	3,00,00,000	1,05,00,000	52,50,000	—	—	Work in Progress
37.	2010-11	UP	Ayodhya UP State Tourism Dev. Corporation, Lucknow	3,00,00,000	—	—	—	—	Sanction under process

1	2	3	4	5	6	7	8	9	10
38.	2010-11	Gujarat	Surat Industrial Extension Cottage (INDEXT-C)	3,00,00,000	—	—	—	—	Sanction under process
39.	2010-11	West Bengal	Salt Lake West Bengal State Export Promotion Society, WB	3,00,00,000	—	—	—	—	Sanction under process

143

Textile Impact of Chinese Clothing

4191. [SHRI K. SUDHAKARAN: Will the Minister of TEXTILES be pleased to state:

(a) whether the entry of Chinese clothing company 'Yashion' will have adverse impact on the domestic players in the retail market of textile goods; and

(b) if so, the details thereof and the steps taken to ensure a fair play of both Indian and Chinese companies in the domestic market?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI): (a) and (b) According to press reports, 'Yashion' a Chinese clothing retailer plans to open 10 exclusive outlets in India by end of 2012 and appears to be in talks with major retailers of India. The domestic textiles industry does not foresee any adverse impact of the entry of 'Yashion' on the domestic retail sector for apparel, within the Government's exiting FDI policy.

[Translation]

143-144 Pilferage of LPG

4192. [SHRI RAVINDRA KUMAR PANDEY: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government proposes to commence a pilot project from November, 2010 to check the pilferage of gas from LPG cylinders and the required instrument is likely to cost Rs. 200 per cylinder;

(b) if so, the details thereof;

(c) the cases of pilferage of gas from LPG cylinders

noticed in the country including Jharkhand during the last three years and the current year ; and

(d) the action taken by the Government against each of such distributors found guilty in the country?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA) (a) and (b) Oil Marketing Companies (OMCs) have invited a Global Expression of Interest for development of an Anti Pilferage Device to check the pilferage of gas from LPG cylinders Only after finalization of the price negotiations with qualified tenderers, the cost of the Anti Pilferage Device will be known.

(c) and (d): Public Sector Oil Marketing Companies (OMCs) have reported that based on the established complaints of supply of partially used cylinders / under-weight cylinders/ pilfering product from LPG cylinders by their LPG distributors, action has been taken in 163 cases in the country including one case in the State of Jharkhand during the last three years and April – June 2010 under the provisions of Marketing Discipline Guidelines/Distributorship Agreement.

[English]

144-145 Imposition of Anti-Dumping Duty on Exports

4193. [SHRI K.J.S.P. REDDY: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Ministry has recommended to the Finance Ministry for imposition of anti-dumping duty on imports of a chemicals from China used in household cleaning products;

(b) if so, the details thereof; and

(c) the manner in which it is likely to be beneficial for the consumers in the country?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI SRIKANT JENA): (a) to (c) Caustic Soda is one of the chemicals used in household cleaning products. Government has imposed anti-dumping duty on import of Caustic Soda from China, Anti-dumping duty protects the domestic producers from cheaper imports.

[*Translation*]

145 *Answers*
Crash of Aircrafts of BSP

4194. [SHRI ASHOK KUMAR RAWAT: Will the Minister of STEEL be pleased to state:

(a) the number of aircrafts of Bokaro Steel Plant crashed during the last three years as on date, date-wise;

(b) the reasons for each crash during the said period and the extent of loss suffered in each crash;

(c) the details of the investigation conducted in this regard alongwith the action taken/proposed to be taken against the guilty officials; and

(d) the measures taken by the Government to prevent such air crashes in future?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL (SHRI A. SAI PRATHAP): (a) Nil.

(b) to (d) Does not arise.

[*English*]

145-147
Study on Fertilizer Subsidy

4195. [SHRI L. RAJA GOPAL: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether a Study called "Fertilizer Subsidy in India who are the beneficiaries" has been conducted by the Indian Institute of Management, Ahmadabad recently; and

(b) if so, the outcome thereof and the reaction of the Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF

CHEMICALS AND FERTILIZERS (SHRI SRIKANT JENA):

(a) Yes, Madam. Indian Institute of Management (IIM), Ahmadabad has brought out a working paper titled "Fertilizer Subsidy in India: Who are the Beneficiaries?" authored by Prof. Vijay Paul Sharma and Ms. Hrima Thaker in July 2009. A paper with the same title was also published in the journal, *Economic and Political Weekly* dated 20th March 2010.

(b) The study examines trends in fertilizer subsidy and the issue of distribution of fertilizer subsidies between farmer and fertilizer industry, across region/states, crops and different farm size. The paper concludes that fertilizer subsidy has increased significantly in the post-reform period (1991-92 to 2008-2009) from Rs. 4389 crore in 1990-91 to Rs. 75849 crore in 2008-09, which reflects increase in share of GDP from 0.85% in 1990-91 to 1.52% in 2008-09. The increase in fertilizer subsidy over the years can be attributed to increase in consumption of fertilizers in the country, which has contributed to the overall increase in production of food grains and other crop products. The increase in subsidy is also attributable to increase in price of fertilizers and fertilizer inputs in the international and domestic markets and absorption of the increase in prices as part of the subsidy by the Government keeping the Maximum Retail Prices paid by the farmer at below 40% of the total cost of fertilizers.

The Study concludes that the general perception that about one-third of the fertilizer subsidy goes to fertilizer industry is misleading because it assumes stability in international prices and does not factor in the volatility in prices. Accordingly, the gap between the import parity price (IPP), which is assumed to be stable and the amount of subsidy given by the Government is wrongly attributed as benefit to the fertilizer industry. It may be noted that certain Indian companies incur more cost on production of fertilizer vis-à-vis IPP due to costly feedstock from indigenous sources. As such, cost of feedstock should not be mistaken as benefit to the fertilizer companies. The study mentions that with a shift from the earlier cost plus based approach to import parity pricing the Indian Fertilizer Industry is subject to the World competition and resultantly, only the efficient units would survive in the world of trade liberalization and globalization.

The Study further infers that fertilizer subsidy is more concentrated in few States, namely Uttar Pradesh, Andhra Pradesh, Maharashtra, Madhya Pradesh and Punjab. inter-State disparity in fertilizer subsidy and distribution is

still high though it has declined over the years. Rice is the most heavily subsidized crop followed by wheat, sugarcane and cotton. The Study highlights the existence of fair degree of equity in distribution of fertilizer subsidy among farm sizes. Small and marginal farmers have larger share in fertilizer subsidy in comparison to their share in cultivated area. It is highlighted in the study that a reduction in fertilizer subsidy is likely to have adverse impact on farm production and income of small and marginal farmers, as they do not benefit from higher output prices but do benefit from lower input prices.

However, the Study has expressed reservations on direct transfer of subsidy to farmers, as the policy of direct transfer of subsidy to farmers is neither desirable nor practically implementable. It would be difficult to ensure that direct transfer of subsidy to millions of farmers is actually used by them only for buying fertilizer and there is no leakage in transfer of subsidy. Accordingly, if the subsidy is not used for fertilizer, it might adversely affect agricultural production in the country. The study mentions that it is advisable to route the subsidy through the existing mechanism, which is easy to monitor as well as ensure usage of fertilizers by all category of farmers.

The study has mentioned that the introduction of the Nutrient Based Subsidy (NBS) Policy by the Government is a welcome step, as it would ensure balanced application of nutrients and growth of fertilizer industry.

[Translation]

147-148
Setting up of Natural Product Research Laboratory

4196. [SHRI KAUSHALENDRA KUMAR: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether any natural product research laboratory has been set up in the country;

(b) if so, the details thereof;

(c) whether such institutions are likely to be set up at other locations also;

(d) if so, the details thereof;

(e) whether Nalanda district in Bihar is included in the list of proposed locations; and

(f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI SRIKANT JENA):

(a) and (b) Although there is no dedicated institute for Natural Product Research, there are several institutes in the country which have laboratories mainly engaged in natural products research. Some such institutions are National Botanical Research Institute, Central Institute of Medicinal and Aromatic Plants, Lucknow; Institute of Himalayan Bioresources and Technology, Palampur and Indian Institute of Integrative Medicine, Jammu. National Institute of Pharmaceutical Education and Research (NIPER), SAS Nagar also has a department of Products as one of the 11 teaching and research departments in the institute. The department of Natural Products has training and research facilities for the students.

(c) and (d) At present, no such proposal is under consideration.

(e) and (f): Do not arise.

[English]

148. *Bill*
Petroleum Regulatory Board Bill

4197. [SHRI KUNVARJIBHAI MOHANBHAI BAVALIYA: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government proposes to introduce the Petroleum Regulatory Board Bill;

(b) if so, the details thereof; and

(c) the time by which it is likely to be introduced?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) to (c) The Petroleum and Natural Gas Regulatory Board Act, 2006 received the consent of the President of India on 31-03-2006 and was notified on 3rd April 2006. There is no proposal for introduction of any further bill for this purpose.

Drug and Medicine
Mechanism for Price Negotiations

4198. [SHRI P.R. NATARAJAN: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Government is having any mechanism for holding price negotiations with the patent holders of drugs and medical devices;

(b) if so, the names of drug companies having patent rights both in public and private as on date; and

(c) the steps taken by the Government to ensure the locally availability of drugs at affordable cost?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI SRIKANT JENA):

(a) and (b) A Committee has been constituted in this Department to examine the issue of Price Negotiations for the Patented Drugs. The committee is yet to submit its report to the Government.

(c) The Pharmaceutical Policy as amended from time to time also envisages making available quality medicines to the masses at a reasonable price. At present this is being done through the provisions of DPCO, 1995.

148-150
Multi Sectoral Development Plan

4199. SHRI RAJEN GOHAIN: Will the Minister of MINORITY AFFAIRS be pleased to state:

(a) whether the aims and objectives alongwith the rules and regulations of "Multi Sectoral Development Plan" has been well circulated and published in the media;

(b) if so, the details thereof;

(c) whether the Government is aware about the irregularities in selection of beneficiaries in some States including Assam;

(d) if so, whether the Government has any proposal to constitute a district level committee with all the elected public representatives such as MLA, MP etc., for selection of beneficiaries and schemes;

(e) if so, whether the Government is considering bringing the scheme for monitoring under the existing District Level Vigilance and Monitoring Committee; and

(f) if so, the details thereof and the basis of selection and list of the area?

THE MINISTER OF STATE OF THE MINISTRY OF CORPORATE AFFAIRS AND MINISTER OF STATE OF THE MINISTRY OF MINORITY AFFAIRS (SHRI SALMAN

KHURSHEED): (a) and (b) Twenty State Governments/UT Administration, where the identified 90 minority concentration districts are located, have been circulated the scheme of Multi-sectoral Development Programme (MsDP). The guidelines are available on the Ministry's website i.e. www.minorityaffairs.gov.in.

(c) to (f) No irregularities in selection of bene-ficiaries have been reported by any State Governments including Assam. However, the Prime Minister's New 15 Point Programme for the Welfare of Minorities was amended in October, 2009 to provide for, *inter alia*, inclusion of Members of Parliament and Members of Legislative Assemblies in the State and district level committees for implementation of the Prime Minister's New 15 Point Programme for the Welfare of Minorities which also act as the State and district level committees for MsDP. Representatives from the Panchayati Raj Institutions/ Autonomous District Councils are already included in these committees. The amended guidelines provide that in the State committee upto two Members of Parliament from Lok Sabha and one Member of Parliament from Rajya Sabha representing the State shall be nominated by the Central Government and two Members of the Legislative Assembly shall be nominated by the State Government. However, one of the members included in the State Level Committee from Lok Sabha and Legislative Assembly should have been elected from any of the minority concentration districts in those states which have these minority concentration districts (MCDs). In respect of district level committee, it provides that all Members of Parliament and all Members of Legislative Assembly representing the district shall be included. Further, one Member of Parliament from Rajya Sabha representing the State shall be nominated by the Central Government. Nominations to these committees have been made by Central Government and the State Governments/ Union Territory Administrations have been requested to re-constitute the committees.

[Translation]

*Textile
Handloom
Handicrafts Sector* 150-151

4200. SHRI ARJUN RAM MEGHWAL: Will the Minister of TEXTILES be pleased to state:

(a) the details of the ongoing schemes of the Government for the development of the handicrafts sector;

(b) whether artisans are compelled to give up their skills due to challenging environment prevailing globally; and

(c) if so, the measures initiated by the Government to improve the skills of the artisans to meet the said challenges?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI):

(a) The ongoing schemes of the Government for the promotion and development of handicrafts sector in the country include: Baba Saheb Ambedkar Hastshilp Vikas Yojana (AHVY) for integrated development of selected craft clusters; handicraft Artisans Comprehensive welfare Scheme; Marketing Support & Services Scheme; Design & Technology Up gradation Scheme, Human Resource Development Scheme and Research & Development Scheme.

(b) No, such instance has been reported.

(c) Does not arise.

[English]

151-153

Petroleum products

Pricing Mechanisms for Natural Resources

4201. SHRI GURUDAS DASGUPTA:

SHRI BIBHU PRASAD TARAI:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Supreme Court has suggested that the Government has an unfettered right to determine the price of natural resources:

(b) if so, whether the Government proposes to evolve a natural resources policy covering the exploration, extraction, exploitation and pricing mechanisms of natural resources particularly for oil and gas; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) The Supreme Court of India delivered judgment on 7th May, 2010 in Civil Appeal No. 4273 of 2010 [Reliance Natural Resources Limited (RNRL) versus Reliance Industries Limited (RIL)] and Civil Appeal No.

4277 of 2010 (Union of India versus RIL). Two separate but largely concurring opinions were delivered by Justice P. Sathasivam, on behalf of himself and the Chief Justice, and Justice Sudershan Reddy. The salient findings are briefly summarized as follows:

- (i) All natural gas vests in the Union of India by virtue of Article 297, and title vests to the delivery point in accordance with Article 27.1 of the PSC.
- (ii) Since some functions of the Union relating to the exploration and supply natural gas have been privatized, such private parties are also bound by other Constitutional obligations that would have been applicable to the Union of India if such functions had not been privatized.
- (iii) The power of the Union of India to regulate supply and production of natural gas is paramount under the Constitution, relevant statutes and the PSC itself and this cannot be superseded by a private arrangement.
- (iv) Allocation of natural gas made by the EGOM cannot be overridden by a contractor through a private arrangement.
- (v) Supplies of natural gas can only be made in accordance with the policies of the Government.

Thus, it emerges from the above that, the Hon'ble Supreme Court has upheld the stand of the Union of India completely from a perspective of PSC and Policies of Utilization of Gas and Pricing approved by the EGOM. The Court has unanimously upheld the overriding powers of regulation of natural gas exercised by the Union of India and reiterated that all private arrangements will be subservient to the Government's policies and legislation in this respect, apart from the PSC entered into with the contractors. The procedure currently being followed by the Government in allocating natural gas among consumers has been upheld by the Court and strengthened against future challenge in very categorical terms.

(b) and (c) In respect of the petroleum resources vested in the Union of India, the Oil Fields (Regulation and Development) Act, 1948 and the Petroleum and

Natural Gas, Rules, 1959 made there under, provide for regulation of the petroleum operations and grant of licenses and leases to explore, develop and produce petroleum. The Government may grant Petroleum Exploration License (PEL) and Mining Lease (ML) for exploration, extraction and exploitation of petroleum resources underlying the land or the ocean. License or lease for petroleum resources underlying the ocean within the territorial waters or continental shelf or Exclusive Economic Zone (EEZ) of India is granted by the Central Government. License or lease on any land vested in the State Government is granted by the respective State Government with prior approval of the Central Government.

Rule 5 of the Petroleum and Natural Gas Rules, 1959 provides for an agreement between the Government and the Licensee or Lessee for additional terms, covenants and conditions with respect to the grant of License or Lease. These terms, covenants and conditions of the agreement are stipulated in the Production Sharing Contracts (PSC) which are signed by the Government with the Contractor within the framework of extant New Exploration Licensing Policy (NELP).

NELP was launched in the year 1999 and so far eight rounds have been concluded for award of Petroleum Exploration Licenses (PEL) under this Policy. Two Hundred and Thirty Five (235) PSC have so far been signed by the Government up to NELP-VIII.

The Articles on "Natural Gas" and "Valuation of Petroleum" in PSC cover the pricing mechanism for natural gas, crude oil and condensate produced from the lease area.

[Translation]

Railways
153-154

Increase of Speed of Passenger Trains

4202. [SHRI KADIR RANA: Will the Minister of RAILWAYS be pleased to state:

(a) the details of the new trains to be introduced on the Muzaffarnagar - New Delhi route in the current year;

(b) whether the Railways propose to increase the speed of the passenger trains plying between Delhi and Muzaffarnagar; and

(c) if so, the details thereof?

THE MINISTER OF THE STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) 2171/2172 Lokmanya Tilak (T)-Haridwar Express (Bi-weekly) and 2911/2912 Valsad-Haridwar Express (weekly) announced in the Railway Budget 2010-11 will run through the Muzaffarnagar - Delhi route.

(b) and (c) The maximum permissible speed of Mail/Express trains on Delhi-Muzaffarnagar section has been raised from 100 kmph to 110 kmph w.e.f. 1st July, 2010.

Black Marketing of Petroleum Products

4203. [SHRI ARJUN ROY:
SHRI HARISH CHOUDHARY:
SHRI MAHENDRASINH P. CHAUHAN:
SHRI C. SIVASAMI:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the incidences of black-marketing/shortage of various petroleum products, including LPG and kerosene have been reported from various parts of the country;

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

(c) the details action taken by each of the Public Sector Oil Marketing Company against the culprits; and;

(d) the steps taken to check recurrence of such incidents?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) to (d) There is no shortage of petroleum Products including PDS Kerosene and Liquefied Petroleum Gas (LPG) in the country. However, the possibility of diversion/ black marketing of PDS Kerosene and domestic LPG by unscrupulous elements to derive monetary benefit cannot be ruled out due to the price being highly subsidized.

In order to check the black marketing/diversion of PDS kerosene, the Central Government have made provisions in the Kerosene (Restriction on Use and Fixation of Ceiling Price) Order, 1993, issued under the Essential Commodities Act, 1955, that dealers cannot sell PDS kerosene at a price higher than the price fixed by the Government or OMCs and that the PDS kerosene

dealers should prominently display stock-cum-price board at the place of business including the place of store at a conspicuous place.

Under the Control Orders issued by the Government to prevent diversion and black-marketing of kerosene under the Essential Commodities Act, 1955, State Governments are empowered to take action against those indulging in black-marketing and other irregularities.

The following measures have been taken to prevent the diversion/black marketing of domestic LPG cylinders for commercial purposes:

- (i) Under the LPG (Regulation of Supply and Distribution) Order, 2000 promulgated under the Essential Commodities Act, 1955 the diversion/black marketing of domestic LPG cylinders for commercial purposes by the distributors of public sector OMCs is prohibited. The State Governments are empowered to take action against erring distributors under the provisions of this Order.
- (ii) The officials of public sector OMCs carry out random checks at distributors godown, delivery point, as well as en-route to ensure that no diversion/black marketing takes place. As per the MDG, in case established cases of diversion/black marketing of domestic LPG cylinder for commercial purposes, the following action is taken against the distributor:
 - (i) Fine of Rs 20,000 plus the price of LPG diverted at commercial rates for 1st offence.

- (ii) Fine of Rs 50,000 plus the price of LPG diverted at commercial rates for 2nd offence, and
- (iii) Termination of the distributorship for 3rd offence.

The details of actions taken by Public Sector Oil Marketing Companies (OMCs) Viz. Indian Oil Corporation Limited, Bharat Petroleum Corporation Limited and Hindustan Petroleum Corporation Limited against the erring dealers are available with their respective Directors (Marketing).

Bridge 156-158
Rail Overbridges in Uttar Pradesh

4204. SHRI GHANSHYAM ANURAGI:
SHRI MITHILESH KUMAR:
SHRIMATI RAJKUMARI CHAUHAN:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have received proposals for construction of Rail Overbridges in Uttar Pradesh particularly in Tehsil Urai in Bundelkhand, Shahjahanpur, Kanpur, Dandkhan station and Lucknow;

(b) if so, the details thereof, proposal-wise alongwith the reaction of the Railways to each of such proposal; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) and (b) Yes, Madam. Details of proposals for construction of Road Over Bridges (ROBs) in Tehsil Urai, Shahjahanpur, Kanpur and Lucknow received from Uttar Pradesh Government are as under:

S.No.	Railway	Name of Work	Reaction of the Railway
1	2	3	4
1.	Northern	Construction of ROB in lieu of LC No.213 on Lucknow-Dilkusha section (Lucknow Distt.)	All these proposals are under scrutiny, estimation and feasibility check.
2.	Northern	Construction of ROB in lieu of LC No.43 on Kanpur-Lucknow section (Kanpur Distt.).	

1	2	3	4
3.	Northern	Construction of ROB in lieu of LC No.343A on Moradabad-Lucknow section (Shahjahanpur Distt.).	
4.	North Central	Construction of ROB at Urai in lieu of LC No.182-B at Km. 1240/8-9 between Jhansi-Kanpur section.	
5.	Northern	Construction of ROB near Bridge No.469 near Dilkhusha Railway Station	Proposal has been received from Lucknow Development Authority (LDA) on Deposit basis. The conceptual profile sketch and abstract estimate have been sent to LDA for acceptance and depositing P&E charges.
6.	Northern	Construction of ROB in lieu of LC No.343 between Katra-Bilpur Railway station on NH-24 on Bareilly-Sitapur section (Shahjahanpur Distt.).	Abstract estimate has been received. National Highways Authority of India (NHAI) has been asked to deposit 2% Plan & Estimate (P&E) charges.

(c) Does not arise.

[English]

157-158
Modernisation Measures to
Handle Passengers' Flow

4205. [SHRIMATI BOTCHA JHANSI LAKSHMI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the railway stations which are proposed to be modernized have been identified;

(b) if so, the details thereof;

(c) the funds likely to be incurred for the purpose;

(d) the manner in which the funds needed for the purpose are likely to be raised; and

(e) the time by which the railway stations are likely to be modernized?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) and (b) Upgradation/modernization of passenger amenities at Railway Stations is a continuous process. Presently, 1029

stations have been identified for upgradation/modernization under various schemes including Adarsh station scheme.

(c) and (d) Works of Upgradation/modernization of stations are undertaken under Plan Head 'Passenger Amenities'. An allocation of Rs. 1302 crore has been made under this Plan Head out of Railways own fund for the year 2010-11.

(e) All the works regarding modernisation/upgradation of the identified stations under various schemes are planned to be completed by June, 2011.

158-160
Joint Venture Fertilizer Units

4206. [SHRI BALIRAM JADHAV: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the investment policy announced by the Government envisages roadmap for setting up of joint ventures in fertilizer sector;

(b) if so, the details thereof;

(c) the details of the joint venture fertilizer projects set up so far; and

(d) the efforts being made by the Government to encourage the Indian companies to establish joint venture production facilities in those countries which have rich resources of natural gas and rock phosphate?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI SRIKANT JENA):

(a) Yes, Madam.

(b) The policy announced by the Department of Fertilizers regarding new investment in urea sector and long-term offtake of Urea from joint ventures abroad provides as below;

"The joint venture projects abroad in gas rich countries will be encouraged through firm offtake contracts with pricing decided on the basis of prevailing market conditions and in mutual consultation with the joint venture

company. However, the principle for deciding upon the maximum price will be the price achieved under Greenfield projects or 95% of IPP as applicable to brown filed projects (in absence of any Greenfield project) with a cap of USD 405 CIF India per MT and a floor of USD 225 CIF India per MT (inclusive of handling and bagging costs). The offtake commitments from new JV projects abroad would be limited to a maximum of 5 million tones. However, this ceiling can be reviewed, and additional committed offtake and any deviation of price principle thereof can be decided upon by Department of Fertilizers in consultation with the Department of Expenditure keeping in view that this does not constrain setting up of Greenfield projects

(c) Details of the Joint Venture Fertilizer Projects set-up so far is given below:

JV Project-Country	Entities	Annual Production Capacity
Oman India Fertilizer Co. (OMIFCO), Oman	Oman Oil Co. (OOC-50%), IFFCO (25%) and KRIBHCO (25%)	16.52 lakh MT Urea and 2.48 Lakh MT Ammonia
ICS Senegal, Senegal	ICS Senegal and IFFCO consortium	5.5 lakh MT Phosphoric Acid
Indo-Jordan Chemicals Company (IJC), Jordan	JPMC (Jordan) and SPIC (India)	2.24 lakh MT Phosphoric Acid
JPMC-IFFCO JV, Jordan	JPMC and IFFCO	4.8 lakh MT Phosphoric Acid to be commissioned by 2010
IMACID, Morocco	OCP (50%) Morocco, Chambal (25%) and TCL (25%)-India	4.25 lakh MT Phosphoric Acid
Tunisia-India Fertilizer Company (TIFERT), Tunisia.	GCT (Tunisia) CFI and GSFC (India)	3.60 lakh MT of Phosphoric Acid

(d) The Department of Fertilizers is in correspondence, with the cooperation of Indian Missions, with various Countries having rich resources like Natural Gas, Rock Phosphate and Potash, for exploring possibility of setting-up Joint Venture Fertilizer plants. The Department provides all the possible information, help and co-operation to the Indian Fertilizer entities, both Public as well as Private sector also for setting-up of Joint Ventures abroad.

160-61 Disabled, Employment
Job for Physically Disabled Persons

4207 [DR. MANDA JAGANNATH: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have any proposal to provide jobs to persons with physical disability in railway technical services;

(b) if so, the details thereof alongwith the percentage

of vacancies reserved for the physically disabled persons; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) to (c) In accordance with the provisions of the Persons with Disabilities (Equal Opportunities, Protection of Rights and Full Participation) Act, 1995, 3% vacancies against direct recruitment quota on the Railways are reserved for disabled persons in Group 'A', 'B', 'C' and 'D' categories of posts including those of technical posts as identified suitable for persons with disabilities.

161
Railways Bridge over Tapti River

4208. SHRI NARANBHAI KACHHADIA: Will the Minister of RAILWAYS be pleased to state:

(a) whether due to limited capacity of railway bridges over Tapti in Surat, the incoming trains from East, West and South are required to halt at the outer and get delayed; and

(b) if so, the steps being taken to solve this problem?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) and (b) The railway bridge over Tapti river between Surat and Utran provides for double line working and no trains are required to halt or are getting delayed on these bridges in the normal course. The movement of trains on these bridges is from North and South directions and there is no movement from East and West side.

161-162
Trivandrum Airport

4209. DR. SHASHI THAROOR: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether any vacancies of Group C and D employees has been created at Trivandrum Airport as a consequence of in expansion;

(b) if so, the details thereof;

(c) whether Airports Authority of India (AAI) is planning to fill up the newly created vacancies from local employment exchange;

(d) if so, the details thereof;

(e) whether AAI has given any preference to any locals who lost their land for airport expansion activities;

(f) if so, the details thereof;

(g) whether AAI is planning to outsource the maintenance and housekeeping jobs to private agencies at new terminal of Trivandrum Airport; and

(h) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) No, Madam.

(b) to (f) Not applicable.

(g) and (h) Yes, Madam. The tender process has been initiated by Airports Authority of India (AAI) for Mechanised Environment Support Services (MESS) contract for upkeep of the international passenger terminal, at Trivandrum.

[Translation]

162-164
Railways
Rail Projects in Jharkhand

4210. SHRI ARJUN MUNDA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Union Government had signed any MoU with the State Government of Jharkhand for completion of the six railway projects within the span of five years;

(b) if so, the details thereof alongwith the status of the projects;

(c) the reasons for delay in completion of these projects, if any; and

(d) the steps taken by the Government to expedite the work on these projects?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) to (d) As per Memorandum of Understanding signed between Ministry of Railways and State Government of Jharkhand in February, 2002, State Government had agreed to share two third cost of 6 Railway Projects falling in the State to be completed in 5 years. The MOU signed with the Government of Jharkhand in February 2002 has since been expired and renewal of the same is under consideration. The status of the Projects is as under:-

Rs. in Crores

S. No.	Projects	KM	Anticipated Cost	Expenditure upto March' 10	Outlay 10-11	Status
1	2	3	4	5	6	7
1.	Koderma-Ranchi New Line	189	1157.8	502.78	50	Works have been taken up on entire length. Progress is affected due to adverse law order conditions. Koderma-Hazaribagh targeted for March' 12.
2.	Deogarh-Dumka New Line	72	320.66	244.59	10	Jasidih (Deogarh)-Ghoramara 26 km completed and balance targeted for 2010-11.
3.	Mandarhill-Rampurhat New Line (Sharing for Dumka-Rampurhat only)	130	873.33	184.74	30	Mandarhill-Hansdia (26 km) and Rampurhat-Pinargaria (19 km) is targeted for March' 2011.
4.	Koderma-Giridih New Line	102	452.36	210.08	30	Koderma-Nawadih (34 km) completed and 15 km from Nawadih-Dhanwar is targeted for March' 2011.
5.	Koderma-Tilaiya New Line (Sharing for Jharkhand portion only)	68	418.17	51.25	10	Forestry clearance is awaited for Bihar portion. Earthwork, bridges etc taken up.
6.	Ranchi-Lohardaga Gauge Conversion with extension to Tori	113	456.45	116.59	10	Gauge conversion of Ranchi-Lohardaga completed. Lohardaga-Barkichampi (14 km) also completed. Works are in progress in balance length.

Projects have been delayed due to procedural formalities and constraint of resources. To expedite completion of projects, initiatives have been taken to generate additional resources through non-budgetary measures, funding by State Governments and other beneficiaries etc.

163-164
Assistance to NGOs

4211. [SHRI DILIP SINGH JU DEV:
SHRI ADHI SANKAR:

Will the Minister of TEXTILES be pleased to state:

(a) the names of Non-Governmental Organizations

(NGOs) to whom financial assistance was provided by the Government under various handloom and handicraft schemes during each of the last three years, State-wise;

(b) the details of the amount sanctioned to each of these NGOs, proposal-wise; and

(c) the details of utilisation report submitted by these NGOs for such schemes?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI): (a) to (c) As far as the schemes of Handlooms is concerned, the details of financial assistance provided to NGOs is at Statement.

As far as the details of financial assistance provided to NGOs in different schemes of the Handicraft sector is concerned, since the information sought is voluminous in

nature, the same is being compiled and shall be furnished in due course.

Statement

1. Integrated Handloom Development Scheme

Sl. No.	Name of State	Sl. No	Name of the Cluster & Distt.	Name of the NGO	Amount released (Rs. in lakh)			U C Received
					2007-08	2008-09	2009-10	
1	2	3	4	5	6	7	8	9
1.	Andhra Pradesh	1.	Puttapaka Nalgonda Distt.	Craft Council of Andhra Pradesh	14.55			14.55
		2.	Tadipatri, Anantapur Distt.	Aurunodaya Rural Integrated and Social Educational Society, Tadipatri		17.66		-
		3.	Urvakonda, Anantapur Distt.	Society for Integrated Rural Improvement (SIRI), Ananthapur		17.85		-
		3.	Mangalagiri	Centre for Handloom Information and policy Advocacy (CHIP)			17.82	UC not yet due.
4.	Dharmavaram - 1	4.	Dharmavaram - 1	Centre for Handloom Information and policy Advocacy (CHIP)			17.82	UC not yet due.
2.	Karnataka	1.	M/s. Sagar Cluster	M/s. DESI, TRUST, Bangalore		13.82		-
3.	Madhya Pradesh	1.	Sarangpur Padhana	C.R.I.S.P Shyamla Hills, Bhopal	14.84			14.84
		2.	Mawai, Mandla Distt	Centre for Media Research Bhopal ,			11.45	UC not yet due.
		3.	M/s. Niwadi, Tkamgarh (NGO)	Priyanshi Educational Cultural & Social Society Bhopal.			17.07	UC not yet due.
4.	Odisha	1.	Dunguripali, Sonapur Distt	UDYOGIK A (NGO) HC & Weavers Devel. Org.	16.38			
5.	Uttar Pradesh	1.	Nainamau, Barabanki Distt.	The Bridge Centre for Assistance to Weaker Section of the Indian Society			15.70	UC not yet due.
		2.	Darhara, Barabanki Distt.				15.70	UC not yet due.
		3.	Shahapur, Barabanki Distt.				15.70	UC not yet due.
		4.	Kintoor, Barabanki Distt.				15.70	UC not yet due.

1	2	3	4	5	6	7	8	9
		5.	Hathras, Mahamayanagar Distt.	Ehasaas Foundation			15.70	UC not yet due.
		6.	Fatepur Seekri, Agra Distt.	Global Value Creation			15.70	UC not yet due.
		7.	Chirai Gaon, Varanasi Distt.	Jai SangrahanVikas Evam Gramottham Samiti			12.18	UC not yet due.
		8.	Karghana Sweapuri, Varanasi Distt.	Smriti Sewa Sansthan			13.12	UC not yet due.
6.	Uttarakhand	1.	Kalsi (Vikasnagar), Dehradun	Women Development Organization		18.00		18.00
7.	Arunachal Pradesh	1.	Itanagar, Papumpare Distt.	Oju Welfate association, "B" Sector near Police Station PO/PS - Naharlagun, Papumpare		17.86		—
		2.	Salang - Hapoli, Lower Subansiri Distt.	M/s. Arun Kutir Udyog Coop. Society, P.O. Ziro, Salang - Hapoli			17.99	UC not yet due.
		3.	Hari, Lower Subansiri Distt.	M/s. Aya Welfare Society, Ziro, (Hapoli), Hari			17.99	UC not yet due.
		4.	Dollung-Mukh, Lower Subansiri Distt.	M/s. B.J. Memorial Welfare Society, Dollung - Mukh			17.9	UC not yet due.

2. Diversified Handloom Development Scheme (Research & Development)

Sl. No.	Name of State	Name of the NGO	Amount released (Rs. in lakh)			UC received (Rs. in Lakh)
			2007-08	2008-09	2009-10	
1.	Jammu & Kashmir	SOURCE, Jammu	-	-	1.25	1.25

3. Marketing & Export Promotion Scheme

Sl. No.	Name of State	Name of the NGO	Amount released (Rs. in lakh)			UC received (Rs. in Lakh)
			2007-08	2008-09	2009-10	
1.	Gujarat	M/S Darpana Academy of Performing Arts, Ahmedabad	16.04	-	-	16.04
2.	Delhi	Alliance Francaise, Delhi	-	-	0.90	0.90
3.	Delhi	M/S Himveer Wives Welfare Association, Delhi	-	-	0.25	0.25

169 *Answers*
Landing of Aircraft

4212. SHRI PRADEEP KUMAR SINGH:
SHRI SUDARSHAN BHAGAT:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the pilots flying Indian aircraft are not capable enough to make these aircraft land safely;

(b) if so, the reasons therefor;

(c) whether the Government has fixed any accountability on anyone for such an irresponsible practice;

(d) if so, the details thereof; and

(e) the steps being taken by the Government to check such incidents?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Pilots flying Indian aircrafts are well trained and their competence is evaluated by the Directorate General of Civil Aviation (DGCA) every six months.

(b) Does not arise.

(c) and (d) A well defined mechanism of investigation of all reported incidents is laid down in the Aircraft Rules. In accordance with these provisions, all incidents are investigated and remedial action is taken to minimise their recurrence.

(e) DGCA has issued Operations Circular 12/2010 on 01-06-2010 for strict adherence of Standard Operating Procedures (SOPs) to emphasize on proper approach and landing. Operations Circular 15/2010 has also been issued by DGCA on 05-08-2010 regarding go-around procedures in case of an unestablished approach.

169-170
Misbehaviour by Police Personnels

4213. SHRI BHUDEO CHOUDHARY: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways are aware that in a recent incident police personnel deployed on Hapur railway line extort money from the passengers and passengers

are thrown away from the running trains in case they refused to do so;

(b) if so, the reaction of the Railways thereto;

(c) whether complaints have been registered against such police personnel; and

(d) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. H. MUNIYAPPA): (a) to (d) On 22.07.2010, a news item regarding an incident of throwing out of a passenger from Raxaul – Delhi Satyagrah Express near Babugarh Railway station was published in a local daily news paper. During enquiry by GRP/ Garhmukteswar, Md. Umar, who was travelling with the victim passenger, named Seshnarayan S/O Sh. Krishna Maurya resident of Village Badasarai, District Barabanki disclosed about the victim being beaten up by a uniformed personnel for refusing to meet the demand of money. The victim was reportedly sitting on foot board and fell down from train. Identification parade of Government Railway Police and Railway Protection Force was arranged by the investigating officer of GRP but nobody could be identified by Shri. Umar. The train is not escorted by RPF.

In addition to the above, in one such incident, Government Railway Police/Moradabad registered a case vide crime no. 136/2010 dated 10.02.2010 under section 384 Indian Penal Code and arrested 02 Constables of Government Railway Police. The complaint in the case has been lodged in the court of law and departmental action against both the Constables has been initiated.

[English]

Sport 170-171
Probe on IPL Franchisees

4214. SHRI P. LINGAM:
SHRI GURUDAS DASGUPTA:
SHRI PONNAM PRABHAKAR:

Will the Minister of CORPORATE AFFAIRS be pleased to state:

(a) whether the Government is probing IPL franchisees;

(b) if so, the details thereof;

(c) the details of allegations pending with the Government regarding IPL franchisees; and

(d) the action taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF CORPORATE AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF MINORITY AFFAIRS (SHRI SALMAN KHURSHED): (a) to (c) The preliminary information/reports have indicated non-compliance of certain provisions of the Companies Act, 1956 by the following IPL franchisees:

Name of teams	Name of franchisees
Mumbai Indians	Indiawin Sports Pvt. Ltd.
Royal Challengers Bangalore	Royal Challengers Sports Pvt. Ltd.
Deccan Chargers	Deccan Chargers Sporting Ventures Ltd.
Chennai Super Kings	India Cements Ltd.
Delhi Daredevils	GMR Sports Pvt. Ltd.
Kings XI Punjab	KPH Dream Cricket Pvt. Ltd.
Kolkata Knight Riders	Knight Riders Sports Pvt. Ltd.
Rajasthan Royals	Jaipur IPL Cricket Pvt. Ltd.
Sahara Pune Warriors	Sahara Adventure Sports Ltd.
Kochi	Rendezvous Sports Limited

(d) The Registrars of Companies have been instructed to scrutinize the documents of the companies under section 234 of the Companies Act, 1956 and take penal action, wherever warranted.

(c) whether any discussion on reservation for Judges posts for SC/ST, OBC and Minorities across the country has been held in the conference; and

(d) if so, the details thereof?

171-172 *Judiciary*
Judicial Reforms

4215 [SHRI RAJAIHA SIRICILLA:
SHRI PONNAM PRABHAKAR:
YOGI ADITYA NATH:
SHRI MAROTRAO SAINUJI KOWASE:
SHRI K.J.S.P. REDDY:
SHRI HARISHCHANDRA CHAVAN:

Will the Minister of LAW AND JUSTICE be pleased to state:

(a) whether a two day International Conference of Jurists on Judicial Reform has been organized recently;

(b) if so, the details thereof;

THE MINISTER OF LAW AND JUSTICE (SHRI M. VEERAPPA MOILY): (a) No such International Conference of Jurists on Judicial Reforms has been organized by the Ministry of Law and Justice.

(b) to (d) Do not arise. 172-173

Minority
Delay in Forwarding Proposals

4216 [SHRI BADRUDDIN AJMAL: Will the Minister of MINORITY AFFAIRS be pleased to state:

(a) whether it is a fact that various Minority community based organizations have expressed dissatisfaction over the inordinate and deliberate delay on the part of the

State Governments to 'forward' various proposals and applications pertaining to welfare of minorities to the Union Government on time;

(b) if so, the mechanism in place to safeguard the applicants from such delay and unnecessary harassments at the State Government level before the proposals reaches the Union Government;

(c) whether the Union Government is proposing to review the entire mechanism in vogue and bring changes for the speedy disposal of proposals; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF CORPORATE AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF MINORITY AFFAIRS (SHRI SALMAN KHURSHEED): (a) and (b) Under the various schemes for the welfare of minority communities being implemented by Ministry of Minority Affairs, timelines have been set for submission/forwarding of proposals by the State Governments/UT Administration for timely disbursal to beneficiaries and streamlining implementation of the schemes. In respect of scholarship schemes, request for extension of the last date of submission made in the interest of students by the State Governments/UT Administrations have been entertained. As regards Free Coaching and Allied Scheme, only those proposal which are complete in all respect have been considered for approval. The State Governments/UT Administrations are requested regularly to send proposals in time.

(c) No, Madam.

(d) Does not arise.

[*Translation*]

*173-174 Airport
New Terminal at IGIA*

4217. [SHRI A.T. NANA PATIL:
DR. K.S. RAO:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether instead of feeling facilitated the passengers are facing inconvenience at new terminal T3 of Indira Gandhi International Airport;

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

(c) the reasons for poor performance of aerobridges and conveyor belts at this terminal constructed at the cost of crores of rupees;

(d) the steps being taken by the Government to remove the shortcomings;

(e) whether immigration system and auto track-III system of Air Traffic Control also get paralyzed at Departure terminal;

(f) if so, the details of the remedial measures taken by the Government in this regard;

(g) whether new runway at Indira Gandhi International airport is functioning properly; and

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

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (f) No, Madam. During the transition to New Terminal, there were some teething problems on the initial days of commissioning of Terminal-3 of Indira Gandhi International Airport which have now been sorted out. Regarding Auto Track III system of ATC, Auto Track III system failed between 1228 UTC to 1310 UTC on 28-07-2010. ATCO immediately switched over to Auto Track II system which was running parallel to Auto Track III. There was no flight disruption or issued of safety.

(g) and (h) The new runway 29/11 is functioning properly.

Railways 174-
Passenger Train on Tata-Chaibara-Keonjhar Rail Line

4218. [SHRI MADHU KODA: Will the Minister of RAILWAY be pleased to state:

(a) whether the Railways propose to operate passenger train on Tata-Chaibara-Keonjhar rail line;

(b) if so, the details thereof; and

(c) if not the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) At present, there is no such proposal to run passenger train on Tata-Chaibasa-Kendurjharagarh section.

(b) Does not arise.

(c) Due to operational constraint as Padapahar-Jaroli part section is not fit for running of passenger train at present.

174-175 Gauge Conversion
Teznanayanpur Katihar Railway Line

4219. [SHRI NIKHIL KUMAR CHOUDHARY: Will the Minister of RAILWAYS be pleased to state:

(a) the time by which the work of Teznarayanpur-Katihar railway line gauge conversion is likely to be completed;

(b) whether the Railways are contemplating to introduce long distance trains from Teznarayanpur;

(c) if so, the routes on which the trains have been proposed;

(d) whether only passenger trains shall be running from Teznarayanpur;

(e) if so, the reasons therefor;

(f) whether there is any proposal for computerization of Teznarayanpur Railway Station; and

(g) if so, the details thereof and the reaction of the Railways thereto?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) Gauge conversion of Katihar-Teznarayanpur is targetted for completion during 2010-11.

(b) to (e) In the Railway Budget 2010-11, it is proposed to introduce a passenger train between Katihar and Teznarayanpur after the gauge conversion. Introduction of trains is an ongoing process on Indian Railways and is dependent on traffic pattern, operational feasibility and availability of resources.

(f) and (g) UTS-cum-PRS is already sanctioned for this station. Once the line is opened after conversion, commissioning of the UTS-cum-PRS work will be taken up.

[English]

175-176
Rakes for Transportation

4220. [SHRIMATI DARSHANA JARDOSH:
SHRI HARIN PATHAK:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Railways have received requests from various States including Gujarat for providing adequate number of Rakes for transportation of salt;

(b) if so, the details thereof; and

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

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) Yes, Madam.

(b) Request from the State Government of Gujarat was received to increase number of rakes for transportation of salt from Gujarat.

(c) During current financial year i.e. from April-July, 2010 Western Railway have loaded 371 rakes of edible salt as against 359 rakes of edible salt loaded during the corresponding period of last year registering a growth of 3.3%. Railways is making all efforts to meet the demand for transportation of salt, and have inducted high capacity BCNHL wagons which can carry about 40% of additional cargo in each train. Induction of such train will help in faster evacuation of salt. Railway also inducts BOXN wagons for loading of salt whenever necessary.

176-177 Foreign Direct Investment

4221. [SHRI MANSUKHBHAI D. VASAVA:
SHRI S. ALAGIRI:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Foreign Direct Investment up to 100 per cent is permissible for all the activities of petroleum and Natural Gas Sector;

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

(c) whether a major part of revenue of natural resources are going to foreign companies due to the FDI; and

(d) if so, the reaction of the Government thereto and the remedial measures taken so far in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) and (b) Foreign Direct Investment (FDI) up to hundred per cent for all activities other than refining and including market study and formulation, investment/financing, setting up infrastructure for marketing in Petroleum and Natural Gas Sector is permissible through automatic route, subject to sectoral regulations. For the refining sector, FDI up to 49% in case of Public Sector Undertakings is permissible through Foreign Investment Promotion Board. However, FDI up to hundred per cent in the refining sector is permitted through the automatic route in case of private companies.

(c) and (d) The Government of India is encouraging participation of the private sector, including foreign companies, in exploration, production and transportation network for petroleum and natural gas in order to supplement the efforts of the National Oil Companies to

meet the rising demand of oil and gas. Exploration and production are capital intensive and high risk activities, requiring use of expensive state-of-the-art technologies and best management practices. Domestic and foreign companies have been given the same fiscal and contract terms and are operating in collaboration although foreign direct investment inflows contributed less than 2% of the total capital expenditure in the petroleum and natural gas sector during the last two years.

Railway Reservation
Passenger Reservation Centre 177

4222. [SHRI ADHIR CHOWDHURY:
SHRI LAXMAN TUDU:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have decided to set up new Passenger Reservation Centres (PRCs) during the current financial year in the country;

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

(c) the places where such facility are likely to be started?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) During the current financial year, so far 93 locations have been sanctioned for setting up of Passenger Reservation Center (PRC) facility.

(b) These 93 locations have been sanctioned in the following 31 divisions namely Adra, Agra, Ajmer, Alipurduar, Asansole, Bombay Central, Varanasi, Bilaspur, Vijayawada, Boribander, Delhi, Ferozepur, Howrah, Izzatnagar, Jabalpur, Jhansi, Jaipur, Karwar, Kharagpur, Katiyar, Kota, Lumding, Madras, Moradabad, Nanded, Raipur, Rajkot, Secunderabad, Sealdah, Tinsukhia and Thiruvanthapuram.

(c) On the basis of requirement, availability of space and infrastructure facilities, zonal railways are accorded sanction for opening passenger reservation centres.

177-178
Withdrawal of Non-Domestic Essential
LPG Connections

4223. [SHRI ANTO ANTONY: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government has received any representations regarding withdrawal of non-domestic essential cooking gas LPG connections to Charitable Institutions, Convents, Ashrams, Old Age Home, Orphanages;

(b) if so, the details thereof;

(c) whether the Government has issued notices to such organizations to convert their non-domestic essential cooking gas connections to commercial gas connections;

(d) if so, the details thereof;

(e) whether the Indian Oil Corporation Ltd. is issuing such notices to such institutions;

(f) if so, the details thereof;

(g) whether the Government has any plan to sustain the existing facility to such organizations, and

(h) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) to (f) Yes, Madam. Representations have been received from the Members of Parliament and Ministers requesting to maintain exempted category LPG supplies to the Institutions/Organizations etc.

Indian Oil Corporation Limited (IOC) has Issued letter to some Institutions/Organizations in the State of Kerala to convert their LPG connection from Non- Domestic Exempted Category (NDEC) to commercial category due to misuse of domestic LPG. However, the NDEC is being resumed subject to providing required eligibility documents by the Institutions/Organizations as per requirement of the policy governing NDEC connections.

Representations have also been received from some Institutions/Organizations in the State of Andhra Pradesh to maintain the NDEC status which are taken care of by IOC as per the policy/guidelines.

(g) and (h) Government have not taken any decision to withdraw such facility.

178-179 Auto, Growth of Automobile Sector Industry

4224. [SHRI SOMEN MITRA: Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state:

(a) the average growth rate of automobile sector in last three years;

(b) the total turn over of Indian automotive industry during the above period;

(c) whether the Department of Heavy Industry has proposed setting up of a National Automotive Design Institute to give a fillip to the growing importance of the automobile sector in the country and also to enhance its competitiveness;

(d) if so, the details thereof; and

(e) the manner in which it is likely to help automobile sector?

THE MINISTER OF STATE IN THE MINISTRY OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI ARUN YADAV): (a) and (b) As informed by the Society of Indian Automobile Manufacturers (SIAM), the estimated average growth of the Automobile Sector in the last three years is 14% and the estimated turnover of Indian Automotive industry during the last three years is as under:

(Amount Rs. in crore)

Year	2007-08	2008-09	2009-10
Turnover	215,319	215,266	262,097

Further, the Automotive Components Manufactures Association (ACMA) has informed that turnover and growth of auto component industry during the same period as under:

(Amount Rs. in crore)

Year	2007-08	2008-09	2009-10
Turnover	72,000	76,320	103,400
% growth	11.6	6.0	35.0

(c) to (e) The Department of Heavy Industry has taken initiative for setting up of a National Automotive Design Institute (NADI). With growing automotive market in India, the customers are always looking for newer Models and better vehicle styling. Presently designing capabilities within the country are highly limited and most of the automobile manufacturers are currently outsourcing this from international design centres. NADI would go a long way to fill this gap.

Tunnel No. 10 of ^{Railways} Lumding-Badarpur Railway

4225. [SHRI LALIT MOHAN SUKLABAIDYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the work on Tunnel No.10 of Lumding-Badarpur railway section has been prolonging since a long time resulting in significant delay in the meter gauge to broad gauge conversion of this line;

(b) if so, the reasons for the delay;

(c) the present status of the work;

(d) the original amount sanctioned and the amount is escalated due to this delay; and

(e) the total expenditure incurred thereon so far?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) to (c) Yes Madam. The contract for Tunnel No. 10 was terminated due to failure of contractor. Fresh tender has been processed. The project was delayed due to various reasons including financial constraints, adverse law and order conditions and difficult topology of the area.

(d) fa (e) Lumding-Silchar gauge conversion was sanctioned at a cost of Rs. 648 crore in 1996-97. The

cost now assessed is Rs. 4073.53 crore. The increase in cost has been due to various reasons including escalation, change in scope of work and standard of construction etc. An expenditure of Rs. 2184.38 crore has been incurred upto 31-3-2010 and an outlay of Rs. 85 crore has been provided for 2010-11 through the railway budgetary support. This is a National Project and funds are also expected to be available through additionalities by Ministry of Finance.

[*Translation*]

Petroleum product
Adulteration in Petrol and Diesel

4226. ¹⁸¹ SHRI SAJJAN VERMA: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the number of samples collected to check

adulteration in petrol and diesel in the country including Indore areas of Madhya Pradesh during the last three years, year-wise and State-wise;

(b) the number out of these samples found adulterated; and

(c) the nature of complaints received and the action taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) and (b) The details of samples of petrol and diesel collected, sample failed and termination of Retail Outlets by the Public Sector Oil Marketing Companies (OMCs) in the country, including Indore areas of Madhya Pradesh during the last three years is given below:

Year	No. of samples collected	No. of samples failed	No. of ROs terminated
2007-08	102819	132	126
2008-09	101111	119	108
2009-10	117896	57	42
Total:	321826	308	276

State-wise details are available with Director (Marketing) of OMCs.

Particularly, in respect of Indore, 2023 samples were collected out of which 3 samples were found established cases of adulteration. Action for termination was taken in all the three established cases of adulteration.

(c) The complaint against ROs are generally in nature of short delivery, adulteration etc. Suitable actions are taken against the erring dealers in line with provisions of Marketing Discipline Guidelines (MDG) as and when the culpabilities are established.

¹⁸¹⁻¹⁸⁸ *Minority*
Disbursement by NMDFC

4227. [SHRI JAGDANAND SINGH:
SHRI HARISCHANDRA CHAVAN:

Will the Minister of MINORITY AFFAIRS be pleased to state:

(a) the funds allocated by the National Minorities Development and Finance Corporation (NMDFC) during each of last three years and the current year, State-wise;

(b) the underlying criteria for providing assistance by NMDFC;

(c) the details of utilization of the allocated funds by NMDFC during each of the last three years and the current year, State-wise;

(d) the details of development activities for which these funds have been utilized; and

(e) the measures initiated by the Government to make NMDFC more effective?

THE MINISTER OF STATE OF THE MINISTRY OF CORPORATE AFFAIRS AND MINISTER OF STATE OF THE MINISTRY OF MINORITY AFFAIRS (SHRI SALMAN KHURSHID): (a) to (c) A statement showing state-wise funds allocated and disbursed/utilized during the last three years and the present financial year is at statement-I. The criteria for beneficiaries to be eligible for disbursement by National Minorities Development and Finance Corporation (NMDFC) is given below:-

- (i) The beneficiary should belong to any of the minority community.
- (ii) The beneficiaries should be living below double the poverty line. At present families having annual income less than Rs.55,000 in urban areas and less than Rs.40,000 in rural areas are categorized under below double the poverty line.

(d) National Minorities Development and Finance Corporation extends loans for undertaking self employment and income generating activities. The schemes of NMDFC are being implemented through 36 State Channelising Agencies (SCAs) spread across 28

States and UTs and through over 240 Non-Governmental Organizations (NGOs).

NMDFC provides term loans to individuals through its State Channelising Agencies. Term loan up to Rs. 5.0 lakhs is available at an interest rate of 6% per annum.

Besides, it provides micro credit to the poorest of poor among the minorities, organised into Self Help Groups (SHGs) through established Non-Governmental Organizations as well as State Channelising Agencies. Rs. 25,000 per member of SHG is available at an interest rate of 5% per annum.

It also extends Educational Loan up to maximum of Rs.2.5 Lakhs to individuals through the SCAs for pursuing technical and professional courses. The educational loan is available at 3% per annum interest.

(e) In order to make the functioning of NMDFC effective and suggest measures to increase the outreach of National Minorities Development and Finance Corporation, a consultancy firm is studying the restructuring of NMDFC.

Statement

DISBURSEMENT BY NMDFC

Statement Showing state-wise Allocation & Disbursements for the last three years & current financial year

Sr. No.	State	Name of State Channelising Agencies (SCAs)	(Amount in Rs. lakhs)						(as on 31/07/2010)		
			2007-08		2008-09		2009-10		2010-11		
			Allocation	Disbursement	Allocation	Disbursement	Allocation	Disbursement	Allocation	Disbursement	
1	2	3	4	5	6	7	8	9	10	11	12
1.	ANDHRA PRADESH	APSMFC	Andhra Pradesh State Minorities Financial Corporation	960	889	600	47	180	46	1416	0
2.	ASSAM	AMDFC	Assam Minorities Development Corporation Ltd,	575	134	325	0	420	12	1100	0
3.	BIHAR	BSMFC	Bihar State Minorities Financial Corporation Ltd,	700	205	1150	905	770	5	1584	5
4.	CHANDIGARH	CHSCFDCL	Chandigarh SCs/BCs/Minorities Finance and Development Corporation Ltd.	25	5	30	2	25	6	26	0

1	2	3	4	5	6	7	8	9	10	11	12
5.	CHHATTISGARH	CHACDFC	Chhatisgarh State Antyavasayee Coop. Finance and Devt.Cornp.Ltd.	25	0	175		150	100	203	0
6.	DELHI	DSCSTFDC	Delhi SC/ST/OBC/Minorities & Handicapped Financial & Development Corporation	140	21	525	17	180	45	46	0
7.	GUJARAT	GMFDC	Gujarat Minorities Finance and Development Corporation Ltd.	300	200	765	300	680	340	530	0
8.	HIMACHAL PRADESH	HPMFDC	H.P. Minorities Finance and Development Corporation	190	150	225	75	120	230	139	65
9.	HARYANA	HBCKN	Haryana Backward Classes & Economically Weaker Sections Kalyan Nigam	350	450	815	359	450	550	209	0
		MDA	Mewat Development Agency	0	0	775	0	1225	526	111	0
10.	JAMMU AND KASHMIR	JKSCSTDC	J&K SC/ST & BC Development Corporation	55	0	100	0	105	0	350	0
		JKWDC	J&K Women's Development Corporation	400	388	520	420	400	550	633	250
11.	JHARKHAND	JSCSTDC	Jharkhand State Scheduled Tribes Cooperative Development Corporation Ltd.	55	54	230	110	230	0	275	0
12.	KERALA	KBCDC	Kerala State Backward Classes Development Corporation Ltd.	2200	2700	4850	2900	2250	1914	998	848
		KSCFFDC	Kerala State Cooperative Federation for Fisheries Development Corp. Ltd.	350	400	1415	650	3160	1810	998	164
		KSWDC	Kerala State Women's Development Corpn.Ltd.	750	50	1075	675	2250	1460	998	0
13.	KARNATAKA	KMDC	karnataka Minorities Development Corporation Ltd.	750	525	1700	450	1200	350	1355	0
14.	MAHARASHTRA	MAAVM	Maulana Azad Alpsankhyak Aarthik Vikas Nigam	1050	800	2220	500	2530	500	2990	690
15.	MANIPUR	MTDC	danipur Tribal Development Corporation	55	2	75	2	60	0	30	0
16.	MADHYA PRADESH	MPBCMFCDC	M.P. Backward Classes & Minorities Finance and Development Corporation	75	0	300	0	270	0	325	0
		MPHDC	Madhya Pradesh Hastshilp Avam Hathkargha Vikas Nigam	55	0	0	0	50	0	50	0

1	2	3	4	5	6	7	8	9	10	11	12
17.	MEGHALAYA	-		0	4	0	0	0	0	0	0
18.	MIZORAM	MCAB	Mizoram Cooperative Apex Bank	405	400	440	300	470	310	132	59
		ZIDCO	Mizoram Industrial Development Corporation Ltd.	75	0	110	0	100		70	0
19.	NAGALAND	NIDC	Nagalard Industrial Development Corpn. Ltd.	405	400	880	400	560	600	242	0
		NHDC	Nagalard Handloom & Handicrafts Development Corporation Ltd.	350	113	480	100	840	520	210	0
		NSSWB	Nagalard State Social Welfare Board	0	0	0	0	50	50	120	0
		HFL	Hornbill Finance Limited	0	200	660	0	750		0	0
20.	ODISHA	ORSCSTFDC	Orissa State SC/ST Finance & Development Corporation	105	0	515	27	294	38	155	0
21.	PUDUCHERRY	PDBCMD	Puducherry Backward Classes and Minorities Development Corporation.	30	23	275	100	825	200	33	0
22.	PUNJAB	BACKFINCO	Punjab State BCs Land Development & Finance Corporation	1105	750	980	400	245	470	1500	225
23.	RAJASTHAN	RMFDCC	Rajasthan Minorities Finance and Development Cooperative Corporation Ltd.	305	252	475	100	270	302	355	0
24.	TAMIL NADU	TAMCO	Tamilnadu Minorities Economic Development Corporation	1300	1516	3450	965	3320	2135	1250	0
25.	TRIPURA	TMDC	Tripura Minorities Cooperative Development Corporation	55	30	125	50	95	95	113	0
26.	UTTAR PRADESH	UPMFDC	U.P. Minorities Financial Development Corporation Ltd.	505	45	2250	0	1530	0	3662	5
27.	UTTARANCHAL	UMFDC	Uttaranchal Apsankhyak Kalyan Thatha Wafk Vikas Nigam	220	0	425	0	150	20	150	0
28.	WEST BANGAL	WBMDFC	West Bengal Minorities Development and Finance Corporation	2800	3708	5330	3214	6480	6607	5435	1000
TOTAL				16710	14412	34275	13068	32705	19800	27793	3311

Note:- The above figures also include funds disbursed through Non Governmental Organisations (NGOs) in the respective States.

Railways

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Few Train to South India

4228. [SHRI DEVJI M. PATEL: Will the Minister of RAILWAYS be pleased to state:

(a) whether number of people travelling to and from Rajasthan for trade and business have to face a lot of problems due to lack of trains to south India and other States;

(b) if so, the steps taken by the Railways in this regard; and

(c) the details of trains alongwith the names of stations where stoppage of such trains shall be provided?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) Direct trains are already available for the people travelling from and to Rajasthan for important destinations to South India and other States such as Thiruvananthapuram, Ernakulam, Coimbatore, Bangalore, Mysore, Chennai, Secunderabad, Ahmedabad, Mumbai, Bhubaneswar, Howrah, Guwahati, Lucknow, Delhi and Chandigarh.

(b) and (c) Indian Railways does not introduce trains on the basis of States but on the basis of operational feasibility, traffic justification and availability of resources. However, trains announced in the Railway Budget 2010-11 shall connect the people of Rajasthan to various parts of the country including Mumbai, Udampur, Sultanpur, Kishanganj, Kolkata, Hyderabad, Valsad, Haridwar, Indore, Delhi, Pune, Agra, Gandhidham.

[English]

189-190 RailwaysAadhaar Number Provided by UIA

4229. [SHRI ANAND PRAKASH PARANJPE: Will the Minister of RAILWAYS be pleased to state:

(a) whether the railways have a proposal to offer better services to the passengers with the help of Aadhaar number provided by Unique Identification Authority of India;

(b) if so, the mechanisms by which this system would help the passengers;

(c) whether the railways also propose to bring this system to cover their employees and their families; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) No, Madam. At present there is no such proposal.

(b) to (d) Do not arise.

Steel Alloy Steel Plant

4230. [Sk. SAIDUL HAQUE: Will the Minister of STEEL be pleased to state:

(a) whether the Government proposes to make Alloy Steel Plant, Durgapur, West Bengal a self-reliant plant;

(b) if so, the details thereof;

(c) whether the Government also proposes to allocate more funds for the expansion and modernisation of the said plant; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL (SHRI A. SAI PRATHAP): (a) to (d) The Steel Authority of India limited (SAIL) has already implemented several schemes at Alloy Steel Plant (ASP), Durgapur, West Bengal for installation of refining converter (argon oxygen decarburisation), replacement of electric arc furnace, procurement of 25 MVA transformer and oxygen plant on build-own-operate basis.

Further, SAIL is implementing a package for installation of one 60 tonne ladle furnace to enhance production capacity of stainless steel slabs at ASP.

For augmentation and modernization of facilities at ASP, Centre for Engineering and Technology, the in-house consultant of SAIL is working out the various options considering the market conditions. SAIL has invested about Rs. 127 crores in ASP for augmentation/modernization of facilities during the last five years.

Judiciary National Litigation Policy

4231. [DR. PADMASINHA BAJIRAO PATIL: Will the Minister of LAW AND JUSTICE be pleased to state:

(a) whether the Government has announced a new National Litigation Policy (NLP) which proposes to link costs with dismissal of Public Interest Litigations (PILs);

(b) if so, the details thereof;

(c) whether this costs formula is going to apply in all PILs irrespective of their different characters to be filed in High Courts and Supreme Court; and

(d) if so, the details thereof?

THE MINISTER OF LAW AND JUSTICE (SHRI M. VEERAPPA MOILY): (a) and (b) The National Litigation Policy, launched by this Ministry on 23-06-2010 envisages that Public Interest Litigations challenging public contracts must be seriously defended and if interim orders are passed stopping such projects then appropriate conditions must be insisted upon for the Petitioners to pay compensation if the PIL is ultimately rejected.

(c) and (d) The National Litigation Policy also envisages that the Public Interest Litigations which are filed for collateral reasons including publicity and at the instance of third parties must be exposed as being not bonafide.

191
Sale of Banned Insecticides

4232. [SHRI EKNATH MAHADEO GAIKWAD: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Dow Agro Sciences India Pvt. Ltd. and Agro Pak a subsidiary of US based Dow Chemicals bribing the Indian officials for selling the insecticides that was banned in America;

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

(c) the action taken by the Government against the guilty officials?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI SRIKANT JENA): (a) to (c) As informed by the Department of Agriculture and Cooperation, an investigation by the Central Bureau of Investigation (CBI) has revealed that Mis De-Nocil, presently known as M/s Dow Agro Sciences India Pvt. Ltd. Mumbai paid illegal gratification and extended pecuniary advantages to Government officials for expediting registration of 3 of its products i.e. Nurelia D, Pride and Dursban 10 G during the period from 1996 to 2001. M/s Agro Pack, a product formulator of the company, facilitated payment of illegal gratification. A charge sheet has been filed by CBI against the concerned officer and the matter is sub judice.

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**Complaints Regarding Allotment of
Railways Projects**

4233. [YOGI ADITYA NATH: Will the Minister of RAILWAYS be pleased to state:

(a) whether number of complaints have been received by the Railways regarding allotment of tender for various rail projects;

(b) if so, the details thereof; and

(c) the action taken by the Railways against the delinquent officials in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) Yes, Madam.

(b) and (c) The public have a right to lodge complaints if any irregularity in award of tenders is noticed. The Railways have an administrative apparatus to deal with such complaints. If any official is found to have violated laid down procedure, disciplinary or administrative action is taken against the official.

102-103
Erode Palani Railway Route

4234. [SHRI K. SUGUMAR:
SHRI ADHI SANKAR:

Will the Minister of RAILWAYS be pleased to state:

(a) the details of new lines being laid/proposed to be laid in Tamil Nadu alongwith their location, district-wise;

(b) the status of Erode Palani railway route, the progress done so far and the amount sanctioned/dispensed till date for the said project; and

(c) the reasons for delay, if any, and the steps taken by Railways in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) District-wise details are not maintained. However, details of ongoing new lines falling fully/partly in the State of Tamil Nadu are given as under:

Sl. No.	Project	Length (in Km)
1.	Attipattu-Puttur	88.3
2.	Bangalore-Satyamangalam	260
3.	Chennai-Cuddalore via Mahabalipuram	179.28
4.	Erode-Palani	91.05
5.	Karur-Salem	85
6.	Tindivanam-Gingee- Tiruvannamalai	70
7.	Tindivanam-Nagari	179.2

(b) and (c) On Erode-Palani new line project sanctioned in 2008-09, final location survey has been completed and detailed estimate prepared.

Anticipated cost of this project is Rs. 288.87 crore and an expenditure of Rs. 0.02 crore has been incurred on this project upto March, 2010. An outlay of Rs. 40 crore has been provided for this project during 2010-11. The project will progress as per the availability of resources.

[*Translation*]

Civil Aviation 193-194
Indira Gandhi Flying Academy

4235. [SHRI ASHOK ARGAL: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Indira Gandhi National Flying Academy is paying service tax to the Government;

(b) if not, the reasons therefor;

(c) since when the academy has been functioning; and

(d) the details of the amount paid as tax so far?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (d) Indira Gandhi Rashtriya Uran Akademi (IGRUA) is an autonomous body under the Ministry of Civil Aviation registered as a Society on 21-03-1985 under the

Societies Registration Act, 1860. The objective of the Akademi is to carry out airline oriented flying training courses at contemporary international standards. IGRUA is functioning on a non-profit basis and to achieve this goal the Government subsidise the training fees by way of Grants - in - Aid. As IGRUA is approved and regulated by the Directorate General of Civil Aviation (DGCA), it does not fall under the context of commercial training and coaching centre and hence not liable to pay service tax. IGRUA is not paying any service tax to the Government.

[*English*]

194
Setting up of MRPL Refinery in Gujarat

4236. [SHRI MUKESH BHAIRAVADANJI GADHVI: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Union Government is considering to set up Mangalore Refinery Petrochemicals Ltd. refinery unit in Gujarat which is a subsidiary company of Oil and Natural Gas Corporation (ONGC); and

(b) if so, the time by which the said proposal is likely to be implemented?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) and (b) Consequent on de-licensing of refinery sector since June, 1998, a refinery can be set up by a Private or Public Enterprise anywhere in India, depending on commercial viability. Mangalore Refinery and Petrochemicals Limited has informed that there is no proposal for setting up a refinery unit in Gujarat.

[*Translation*]

194-195
Passenger Facilities at Airports

4237. [DR. BALIRAM: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Varanasi and Lucknow airports have inadequate passenger facilities;

(b) if so, the reasons therefor; and

(c) the steps taken by the Government to improve facilities on such airports to bring them at par with international standards?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (c) No, Madam. Varanasi and Lucknow airports are having adequate passenger facilities at the existing Terminal Building. However, in order to augment capacity for simultaneous handling of domestic and international passengers, Airports Authority of India (AAI) has taken up the following works at Varanasi and Lucknow airports:

At Lucknow Airport, construction of new International Terminal Building with all modern facilities including two aerobridges for handling 500 international passengers during peak hours has been taken up with an estimated cost of Rs.129.28 crores (approx.) and expected date of commissioning by March 2011.

At Varanasi Airport, construction of new Integrated Terminal Building with all modern facilities including two aerobridges for handling 500 domestic and 300 international passengers during peak hours has been taken up with an estimated cost of Rs. 143.5 crores (approx.) and expected date of completion by August 2010. Upgradation and modernisation of airports and improvement of facilities thereon are a continuous process depending on growth rate, availability of land and resources, socio-economic consideration, traffic potential, commercial viability, economic feasibility etc.

[English]

195
Demand for AC Coach by Travellers

4238. [SHRI HARIBHAU JAWALE: Will the Minister of RAILWAYS be pleased to state:

(a) whether any demand to provide First Class AC coach for the long route super fast trains running through Manmad-Itarsi section has been received to the Railways;

(b) if so, the details thereof and whether the Railways have made any assessment for this attachment; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) to (c) Four pairs of long distance Mail/Express trains running on Manmad-Itarsi section have been provided with the facility of First AC accommodation. These facilities are considered adequate for the present level of traffic on this section.

[Translation]

196
Shortage of Drilling Rigs

4239. [SHRI GOPINATH MUNDE: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the cost of oil exploration and production projects is continuously increasing due to shortage of drilling rigs;

(b) if so, whether projects are also getting delayed due to acute shortage of trained and skilled personnel to meet the current demand;

(c) if so, the details thereof;

(d) whether the Government are proposes to formulate any scheme with a view to make them trained and skilled; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) Due to the global shortages of offshore drilling rigs, especially deepwater rigs, during the period of high oil prices, the Operating Day Rates (ODRs) of the offshore drilling rigs increased considerably. This had resulted in increase in exploration and production costs. However, the current ODR of offshore jack-up rigs is showing decreasing trend.

(b) to (e) Under the Production Sharing Contract (PSC) regime, no such case has been reported by the contractors.

196-197
Petroleum product
Jatropha Mixed Diesel

4240. [SHRI HARSH VARDHAN:
SHRI ANANT KUMAR HEGDE:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:-

(a) whether the Government has assessed the likely impact on production cost of diesel after mixing Jatropha;

(b) if so, the details thereof;

(c) the estimated reduction in terms of percentage in the sale price of diesel on the basis of its production cost; and

(d) the average annual requirement of Jatropha in the country for mixing five per cent of it in the diesel and the plan for making available the above requirement?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) to (c) Jatropha seeds are used for extracting oil which is converted to Bio-diesel after a process of transesterification. Bio-diesel so produced is taxed at a rate lower than diesel. However once the product is blended with diesel, it is liable for VAT at the same rate as diesel. In view of this, purchase price of Bio-diesel is linked with the landed cost of Bio-diesel by the Oil Marketing Companies (OMCs). So far, no Bio-diesel manufacturer has supplied bio-diesel at the price fixed by OMC's, as such there is no likelihood of reduction in cost of production of diesel by mixing bio-diesel, extracted from Jatropha.

(d) The requirement of Bio-diesel for 5% blending with Diesel works out to 3706 Thousand Kilotres for the year 2010-11.

[English]

197-200
Railway Crossings

4241. { SHRI DUSHYANT SINGH:
DR. RAGHUVANSH PRASAD SINGH:
SHRI RAM SINGH KASWAN:

Will the Minister of RAILWAYS be pleased to state:

(a) the total number of unmanned railway level crossings in the country, zone-wise;

(b) the details of the pending manned/unmanned level crossings projects in the country, zone-wise;

(c) whether the work of manning unmanned railway level crossings are being carried out as per prescribed time-frame;

(d) if so, the details thereof; and

(e) if not, the reasons for delay project-wise?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) and (b) A statement is attached for details of unmanned level crossings and those pending for manning zone-wise;

Till recently, the criteria for manning of level crossings was 6000 Train Vehicle Units (TVUs). As per that only 190 unmanned level crossings were pending for manning as on April, 2010. Ministry of Railways has relaxed TVU criteria to 3000 for manning more number of unmanned level crossings. Accordingly, number of unmanned level crossings are pending for manning has increased to 2260 as on July, 2010.

(c) Yes, Madam.

(d) and (e) Do not arise.

Statement

(a) and (b) Details of number of unmanned level crossings and those due for manning as under:—

Sl. No.	Zones/Railways	Number of Unmanned Level Crossing	Level Crossing due for Manning as on 01-08-2010
1	2	3	4
1.	Central	327	11
2.	Eastern	379	44
3.	Northern	1723	172

1	2	3	4
4.	North Eastern	1556	114
5.	Northeast Frontier	1151	405
6.	Southern	1151	88
7.	South Central	1081	158
8.	South Eastern	943	185
9.	Western	2543	158
10.	East Central	815	274
11.	East Coast	690	180
12.	North Central	512	149
13.	North Western	1396	76
14.	South East Central	672	124
15.	South Western	797	108
16.	West Central	257	14
Total		15993	2260

199-201
Food Processing Units

4242. [SHRI HARISHCHANDRA CHAVAN: Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

(a) the names of the public sector food processing industries operating in the country;

(b) whether public sector food processing units are running in profits;

(c) if so, the details of profits earned during the last three years; and

(d) the steps taken to establish more economically viable food processing units and to revive sick units?

THE MINISTER OF FOOD PROCESSING INDUSTRIES (SHRI SUBODH KANT SAHAY): (a) to (c)

The Ministry of Food Processing Industries does not maintain data on the public sector food processing industries operating in the country. There is no public sector food processing industry operating under this Ministry.

(d) There is no separate scheme exclusively for establishment of more economically viable food processing units and to revive sick units, however, under the Scheme of Technology Upgradation/Establishment/ Modernization of Food Processing Industries, financial assistance is provided for setting up of new food processing units as well as Technological Upgradation and Expansion of existing units in the country to private enterprises. Ministry extends financial assistance in the form of grant-in-aid to entrepreneurs @ 25% of the cost of Plant and Machinery and Technical Civil Works subject to a maximum of Rs. 50 lakhs in general areas or 33.33% subject to a maximum of Rs. 75 lakhs in difficult areas under the

Scheme of Technology Upgradation/Establishment/Modernization of Food Processing Industries.

[*Translation*]

201 *Railways*
Modernisation of Muzaffarpur and Hazipur Stations

4243. [DR. RAGHUVANSH PRASAD SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways propose to built a new station at Mohammadpur Walmi on Muzaffarpur-Motihari line;

(b) if so, the details and the time when it will be executed;

(c) whether Railways plans to modernise all the stations falling on Muzaffarpur-Motihari line and make them World Class with all the facilities; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) No, Madam.

(b) Does not arise.

(c) No, Madam.

(d) Does not arise.

201-202 *Judiciary*
Appointment of Advocates

4244. [SHRI HUKMADEO NARAYAN YADAV: Will the Minister of LAW AND JUSTICE be pleased to state:-

(a) whether the appointment of advocates are made by the Government at different levels;

(b) if so, the number of advocates appointed by the Government in different Departments;

(c) the number of advocates appointed belonging to SC/ST, OBCs, Minority community and women separately;

(d) whether the Government proposes to appoint the persons belonging to said categories in proportion to their population; and

(e) if so, the time by which it is likely to be done?

THE MINISTER OF LAW AND JUSTICE (SHRI M.VEERAPPA MOILY): (a) and (b) Central Government

appoints/engages counsel to conduct its litigation in different courts of law. At present the total number of counsel appointed by this Ministry is 2463.

(c) to (e) Counsels are appointed/engaged by the Government to conduct Central Government Litigations on the basis of their professional competence, standing at the Bar and their Integrity. There is no reservation for appointment of Scheduled Castes/ Scheduled Tribes and Other Backward Classes as Government Counsels. Accordingly no statistics have been maintained in this regard.

[*English*]

202.
Railway Reservation
Tatkal Reservation

4245. [SHRI C. RAJENDRAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the passengers have to pay the fare for the full journey, under the Tatkal Reservation Scheme;

(b) if so, the reasons therefor;

(c) whether the Railways are considering to change this existing guidelines; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) and (b) As per instructions issued in August 2009, (effective from 01-10-2009) Tatkal tickets are issued for actual distance of travel and passengers have to pay prescribed fare/charges for the journey undertaken, subject to distance restriction applicable to the trains.

(c) No, Madam.

(d) Does not arise.

[*Translation*]

202-203
Model Railway Stations

4246. [SHRIMATI SUMITRA MAHAJAN:
SHRI BAIJAYANT PANDA:
SHRI BHOOPENDRA SINGH:
SHRIMATI SHRUTI CHOUDHRY:
SHRI BASUDEB ACHARIA:

Will the Minister of RAILWAYS be pleased to state:

(a) the details of the Railway Stations developed as model Railway Station as on date;

(b) the details of the basic facilities/amenities provided at these model railway stations;

(c) whether the Railways propose to develop some railway stations into model railway stations in future;

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

(e) the details of funds sanctioned and likely to be spent on these railway stations?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) and (b) Model station scheme is an old scheme under which 450 stations have been developed so far, out of 594 stations identified for the purpose. Model stations are provided with additional amenities such as retiring room, waiting room, cloak room, refreshment room public address system/computer based announcement system, book stall, parking/circulating area with lights, pay and use toilets, electronic train indicator board, public phone booths, water coolers, standard signages, etc. depending upon the category of the station.

(c) and (d): No Madam. From 2009-10 onwards, development of stations is undertaken under Adarsh Station scheme and accordingly 378 & 94 stations have been identified in 2009-10 & 2010-11 respectively for development as Adarsh stations.

(e) Works of development of stations are undertaken under plan head 'Passenger Amenities' and an allocation of Rs. 1302 crore has been made under this plan head for 2010-11.

[English]

203-205
Investment by ONGC Videsh in Venezuela

4247. SHRI BAIJAYANT PANDA:
SHRI L. RAJA GOPAL:
SHRI HANSRAJ G. AHIR:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:-

(a) whether the Oil and Natural Gas Corporation, Videsh Limited (OVL) and its subsidiaries have made investment in Venezuela for 30.60 lakhs tonnes of crude oil;

(b) if so, the details thereof;

(c) the details of other investment made by OVL in other petroleum producing countries;

(d) if so, the details thereof; and

(e) the benefits likely to be accrued from these investments?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) and (b) ONGC Videsh Limited (OVL) has made an investment of USD 191.3 million and USD 55.6 million in Sancristobal Project and Carabobo-1 Project respectively in Venezuela till 31st July, 2010. OVL acquired 40% and 11% stake in San Cristobal Project and Carabobo Project 1 respectively in Venezuela. At their peak production, these projects are likely to yield per annum equity oil of 2.5 million tonnes of oil from Carabobo-1 project and 0.89 million tonnes of oil from San Cristobal project.

(c) and (d) OVL has currently presence in 15 countries, out of which 9 projects in 7 countries have oil and gas production. The Plan Outlay made by OVL till 31st March, 2010 for other producing projects are as follows:—

Project	Amount (USD in million approx.)
Sakhalin, Russia	3865
Block 6.1, Vietnam	257
GNOP, Sudan	1731
Block 5A, Sudan	418
Mansarovar Project, Colombia	700
AFPC, Syria	265
Imperial Energy, Russia	2444
Block BC-10, Brazil	542

(e) The primary purpose of acquiring oil and gas exploration/producing assets abroad is to gain access to equity oil and gas from the acquisition. India imports over 70% of its requirements of crude oil. Considering the widening energy demand-supply gap in the country, acquiring more oil and gas acreages abroad is necessary for energy security. OVL's consolidated production of Oil plus Oil-Equivalent Gas (O+OEG) during the year 2009-10 was 8.870 MTOE recording highest ever oil and gas production from its overseas assets.

Railways
Disruption of Rail Traffic during Monsoon

4248. [SHRI P.T. THOMAS: **205-206**
SHRI NILESH NARAYAN RANE:

Will the Minister of RAILWAYS be pleased to state:

(a) the details of doubling work of Konkan Railway undertaken or proposed to be done during the 11th Five year Plan;

(b) whether Railways propose to introduce Borivali-Konkan train;

(c) if so, the details thereof;

(d) the details of annual increase of passenger traveling in AC-III tier during the last two years and the steps taken by Railways to meet the demand; and

(e) the steps taken by the Railways to overcome disruption of rail traffic during monsoon season in Konkan Railway?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) There is no proposal to double the existing Konkan Railway track. However, with the development of industries and Ports etc. in the Konkan Region, as well as increase in Traffic, patch-doubling may be required. The identified Sections would be taken up for patch-doubling selectively accordingly, depending upon justification and availability of funds.

(b) and (c) No, Madam. At present, there is no proposal to introduce Borivali-Konkan train.

(d) There is a 21.34% increase in number of passenger travelling in AC-III tier from 2008-09 to 2009-10. Attachment of coaches including AC-III tier coaches,

is an on-going process on Indian Railways subject to operational feasibility, commercial viability and availability of resources.

(e) To overcome disruption of rail traffic during monsoon season, following measures have been taken by the Konkan Railway:

- (i) Patrolling of track and vulnerable locations along its route.
- (ii) Special monsoon time table introduced.
- (iii) Drivers, Station Masters, P. Way Personnel and other concerned officials have been empowered to impose speed restriction whenever there is heavy rainfall impairing visibility.
- (iv) Various Geotechnical Safety works like flattening of slopes in cutting, lowering of berms, provision of catch water drains, provision of retaining walls, Rock bolting and Shotcreting works in tunnels have been done.
- (v) Special vigil on Railways Affecting Works.
- (vi) Night Inspections by Officers and Staff have been intensified.
- (vii) Essential track components and material are kept in readiness.

Security 206-207
Railway Safety Review Committee

4249. [SHRI M. RAJA MOHAN REDDY: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railway Safety Review Committee has submitted its report to the Railways;

(b) if so, the number of recommendations the Committee has made and the number out of them implemented so far;

(c) whether the Railways have asked the Committee to conduct a study in view of the spurt in rail accidents in the recent past; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) and (b) Railway

Safety Review Committee headed by Justice Mr. H.R. Khanna was set up in 1998 and Committee submitted its Part-I Report in August 1999 and Part-II in February 2001. The Committee made 278 recommendations.

Out of 236 recommendations accepted (fully or partially), 217 have been implemented, with the balance under implementation.

(c) and (d) No Madam. The Committee has already completed its tenure long back.

207-208
Fire at Petrol Pump

4250. [SHR M. SREENIVASULU REDDY:
SHRI PONNAM PRABHAKAR:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether huge losses have incurred due to fire broke outs at petrol pump;

(b) if so, the details thereof during the last three years State-wise;

(c) the reasons therefor in each case; and

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

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) to (d) Public sector oil marketing companies (OMCs), viz., Indian Oil Corporation Limited (IOC), Hindustan Petroleum Corporation Limited (HPC)

and Bharat Petroleum Corporation Limited (BPC) have reported 70 cases of fire incident at their retail outlets (RO) during the last three years, due to various reasons such as electrical short circuit in the dispensing unit (DU), vapour accumulation near DU, spark from vehicles, use of mobile phone, DU hit by vehicle, smoking by customers, etc. OMCs have a vast network of retail outlets and all out efforts are made by them through its field force to ensure that the losses are minimal in case of an unfortunate incident involving fire. Whenever any incident of fire/accident occurs at a RO, the same is investigated by a team of officers and cause of accident is established. Remedial steps for prevention of such accidents are drawn and these are circulated to all concerned officials. Safety inspections are regularly conducted and continuous education is imparted to RO dealers and their staff on observance of safe practices at the ROs. The State-wise data of such incidents are available with Director (Marketing) of OMCs.

Fertilizer Company
Equity Structure of Indian Potash Ltd.

209-212
4251 [SHRI P.C. GADDIGODAR: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) the equity structure of Indian Potash Limited; and

(b) the total Government equity directly/indirectly involved in India Potash Limited?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI SRIKANT JENA): (a) and (b) There is no Government equity involved in Indian Potash Ltd. The equity structure of IPL is mentioned in the given Statement.

Statement

Indian Potash Limited List of Shareholders

Name of Shareholder	No. of Shares	% Share
1	2	3
National Cooperative Development Corporation	306000	2.14
Indian Farmers Fertilizers Co-operative Limited	4860000	33.99
Gujarat State Cooperative Marketing Federation Limited	1494000	10.45

1	2	3
Andhra Pradesh State Cooperative Marketing Federation Limited	891000	6.23
Tamil Nadu Cooperative Marketing Federation Limited	480000	3.36
West Bengal State Cooperative Marketing Federation Limited	468000	3.27
Karnataka State Cooperative Marketing Federation Limited	432000	3.02
Punjab State Cooperative Supply and Marketing Federation Limited	264000	1.85
Orissa State Cooperative Marketing Federation Limited	216000	1.51
Madhya Pradesh State Cooperative Marketing Federation Limited	192000	1.34
Maharashtra State Cooperative Marketing Federation Limited	180000	1.26
Bihar State Cooperative Coal Marketing Society Limited	75000	0.52
Bihar State Cooperative Marketing Union Limited	60000	0.42
Haryana State Cooperative Marketing Federation Limited	60000	0.42
Kerala State Cooperative Marketing Federation Limited	30000	0.21
Shetkari State Cooperative Marketing Society Limited	19500	0.14
Vidarbha Cooperative Marketing Society Limited	12000	0.08
Madras Fertilizers Limited (Fertilizer PSU)	792000	5.54
Steel Authority of India Limited	360000	2.52
Rashtriya Chemicals and Fertilizers Limited (Fertilizer PSU)	336600	2.35
Gujarat State Fertilizers and Chemical Limited	1125000	7.87
Fertilizers and Chemicals Travancore Limited (Fertilizer PSU)	324000	2.27
E.I.D. Parry (India) Limited	637200	4.46
Coromandal International Limited	90000	0.63
Shaw Wallace Financial Services Limited	212400	1.49
Mysore Fertilizers Company (P) Limited and Parties	187500	1.31
Zuari Industries Limited	72000	0.50
Rallis India Limited	54000	0.38
Bharat Fertilizers Industries Limited	34200	0.24

1	2	3
Dharamsi Morarji Chemical Co. Limited	33000	0.23
Deccan Sales Corporation Limited	900	0.01
Fertilizer and Inputs (P) Limited	300	0.00
Grand Total	14298600	100.00
Total Paid up capital (Rs. 10 per share)	142986000	

Railways
**Upgradation of Railway Line/
 Double Stack Container**

211
 4252. [SHRIMATI POONAM VELJIBHAI JAT: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government of Gujarat has submitted a proposal for upgradation of Kandla-Bhildi-Samadhi-Jodhpur-Bhatinda Railway line alongwith double stack container facility;

(b) if so, the action taken by the Railways in this regard; and

(c) the time by which it would be executed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) No, Madam.

(b) and (c) Do not arise.

[Translation]

Railways, Bihar
DRM Office in Bhagalpur

4253. [SHRI SYED SHAHNAWAZ HUSSAIN: Will the Minister of RAILWAYS be pleased to state:

(a) whether Railways propose to open a DRM office at Bhagalpur;

(b) if so, the present status of the project; and

(c) the time by when it will be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. H. MUNIYAPPA): (a) to (c) Requests have been received for opening of new Railway Divisions at many locations including that in Bhagalpur. The matter is under examination.

[English]

211-220
Natural Calamity
Death Claims of Bhopal Gas Victims

4254. [SHRI BASUDEB ACHARIA: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Welfare Commissioner under the Ministry of Chemicals and Fertilizers has reopened registration of death claims of Bhopal gas victims who died after 1997; and

(b) if so, the number of disaster-related death claim registered till date?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI SRIKANT JENA): (a) and (b) No death claims of Bhopal Gas Victims who died after 1997 were registered in the Office of the Welfare Commissioner, Bhopal Gas Victims, Bhopal. One death case No. 04/R-2/260, Claim No. 10330 dated 17-06-2002, was registered on the directions of the High Court of Delhi vide LPA No. 495/2002-Union of India Vs. Ramrati and others in respect of Mr. Maman who had expired on 20-02-1993. However during adjudication, the claimant failed to prove that death was due to exposure to MIC Gas, hence the claim was awarded under injury category and compensation of Rs. 65,000 was paid to legal heir on 16-08-2004.

212-
Taxation
Tax Structure for FPI

4255. [SHRI JAGDISH THAKOR:
 SHRI NAMA NAGESWARA RAO:

Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

(a) the total number of food processing industries set up in the country, state-wise as on 31-06-2010;

(b) whether the primary agriculture commodities are mostly exempted from taxes and the processed foods are subjected to multiple levels;

(c) if so, the details thereof;

(d) whether the Government is contemplating to rationalize and simplify the tax structure and extend tax holiday for the food processing industry;

(e) if so, the details thereof;

(f) whether most of the units engaged in the food processing industries are unorganized; and

(g) if so, the steps taken by the Government to enhance the participation level in this sector along with the fiscal incentives provided to FPI?

THE MINISTER OF FOOD PROCESSING INDUSTRIES (SHRI SUBODH KANT SAHAY): (a) The details of total number of food processing industries set up in the country, state-wise as on 31-06-2010 are at Statement.

(b) Yes, Madam Primary agriculture commodities are mostly exempted from Central Excise Duty however, there is basic Customs Duty ranging between 5% to 100% on such commodities. On some commodities like wheat, rice, pulses, maize, barley, oats, edible oil crude, there is nil rate of Central Excise Duty as well as Customs Duty.

(c) Processed foods derived from primary farm products are exempted from levy of Central Excise duty but the Customs Duty is applicable at the rate of 30% ad valorem on commodities like vegetables, fruits, nuts and other edible parts of plants, prepared or preserved by vinegar or acetic acid, tomatoes prepared or preserved by vinegar or acetic acid, mushrooms and truffles prepared or preserved by vinegar or acetic acid, other vegetables prepared or preserved otherwise than by vinegar or acetic acid frozen, other vegetables prepared or preserved, vegetables, fruits, nuts, fruit peel and other parts of plants preserved by sugar, jams, fruit jellies, marmalades fruit or nut puree and fruit or nut pastes, obtained by cooking, whether or not containing added sugar or other sweetening matter, fruit juices (including grape must) and vegetable juices, unfermented and not

containing added spirit, whether or not containing added sugar or other sweetening matter, tea and coffee pre mix, sauces, ketchup and the like and preparations thereof, sweetmeats. However, sugar is exempted from Customs Duty.

(d) The Government has taken necessary steps to rationalize and simplify the tax structure for the food processing industry.

(e) On Income Tax side, 100 per cent tax exemption for first five assessment years beginning with the initial assessment year is available under section 80-1B(11A) of Income Tax Act, 1961 to undertakings deriving profit from the business of processing, preserving and packaging of fruits or vegetables and new units in the business of processing, preservation and packaging of meat or meat products or poultry or marine or dairy products, Under sub-section (11A) of section 80-1B of the Income-tax Act, 1961 a deduction from profits up to specified amounts is allowed in the case of an undertaking deriving profit from the business of processing, preservation and packaging of fruits or vegetables or from the integrated business of handling, storage and transportation of food grains subject to specified conditions, if such undertaking begins to operate such business on or after the 1st day of April, 2001. With a view to preserving perishable food items like milk, poultry and meat, the Finance (No. 2) Act 2009 has amended sub-section (11A) of section 80-1B with effect from 01-04-2010 to also provide tax holiday in respect of the business of processing, preserving and packaging of meat and meat products and poultry, marine and dairy products for units which begin to operate such business on or after 1st April, 2009. The amount of deduction in a case of an undertaking deriving profit from the business of processing, preservation and packaging of fruits or vegetables or meat and meat products or poultry or marine or dairy products or from the integrated business of handling, storage and transportation of food grains, is hundred per cent of the profits and gains derived from such undertaking for five assessment years beginning with the initial assessment year and thereafter, twenty-five per cent (or thirty per cent where the assessee is a company) of the profits and gains derived from the operation of such business in a manner that the total period of deduction does not exceed ten consecutive assessment years and subject to fulfillment of the condition that it begins to operate such business on or after the 1st day of April, 2001.

As far as Customs and Central Excise Duties and Service Tax are concerned, Central Government, on its part, has extended a slew of concessions to provide a fillip to the food processing sector in India. In Budget 2010-11 as a major initiative, 'Project Import' status, which allow imports at a concessional rate of 5% basic customs duty, has been conferred upon cold storage, cold room (including farm pre-coolers) or industrial projects for preservation, storage or processing of agricultural, apiary, horticultural, dairy, poultry, aquatic and marine produce and meat. Apart from this, 'Project Import' status has also been conferred on projects for installation of Mechanized Handling Systems and Pallet Racking systems, in mandis or warehouses for food grains and sugar. The initiatives taken by the central government to give a boost to the food processing sector in India are as under:

Customs:

1. Concessional customs duty of 5% on specified plantation machinery, which was available up to 6th July 2010, is being extended up to 31st March 2011.
2. Basic customs duty on specified agricultural machinery has been reduced from 7.5% to 5%.
3. Installation of mechanized food grain handling systems and pallet racking systems in mandis and warehouses for food grains and sugar has been notified under project imports. These projects now attract a basic customs duty of 5% + Nil CVD + Nil Special CVD.
4. Full exemption from basic customs duty has been provided to truck refrigeration units.
5. Cold storage/cold room (including for farm level pre-cooling) or industrial projects for preservation storage or processing of agricultural, apiary, horticultural, dairy, poultry, aquatic and marine produce and meat has been notified under project imports. These projects now attract a concessional rate customs duty of 5%.

Central Excise:

1. Excise duty exemption on specified items intended to be used for the installation of a

cold storage, cold room or refrigerated vehicle, for the preservation, storage, transport of agricultural produce has been extended to other sectors like apiary, horticulture, dairy, poultry, aquatic and marine produce and meat and their processing.

Service Tax:

1. Specific relief has been provided by way of Notification exempting the taxable service of technical testing and analysis service provided by a Central or State Seed testing Laboratory and service of technical inspection and certification of seeds by Central or State Seed Certification Agency notified under the Seeds Act, 1966 (54 of 1966) from the whole of the service tax leviable thereon.
2. Service or erection, commissioning or installation in relation to the following has been fully exempted from service tax, namely:
 - (a) erection, commissioning or installation of mechanized food grain handling systems;
 - (b) erection, commissioning or installation of equipment for setting up or substantial expansion of cold storage;
 - (c) installation and commissioning of machinery or equipment for initial setting up or substantial expansion of units for processing agricultural, apiary, horticultural, dairy, poultry, aquatic and marine products and meat.

(f) Yes, Madam The Food Processing Units are both in organized as well as unorganized sector. The Small scale and unorganized sector constitutes about 70% of the food processing sector. Several steps have been taken by the Government to enhance the participation level in this sector. The Ministry has schemes for promotion of the food processing industry.

(g) The Scheme for Technology Upgradation/ Establishment/Modernisation of Food Processing Industries is aimed at creation of new processing capacity and upgradation of existing processing capabilities, modernization of Food Processing Sector to include Milk, Fruit and Vegetables, Meat, Poultry, fishery, cereal,

consumer items, oil seeds, rice milling, flour milling, pulse etc. The Ministry under the Scheme extends financial assistance to food processing units in the form of grant-in-aid @ 25% of the cost of plant and machinery and technical civil works subject to a maximum of Rs. 50.00 lakh in general area or 33.33% subject to maximum of Rs. 75.00 lakh in difficult areas such as Jammu and Kashmir, Himachal Pradesh, Uttarakhand, Sikkim and North Eastern States, Andaman and Nicobar Islands, Lakshadweep and ITDP areas. In addition, under the Technology Mission for Integrated Development of Horticulture in North Eastern and Himalayan States, higher levels of assistance @ 50% up to Rs. 4.00 crore

for setting up and Rs. 1.00 crore for up-gradation of fruit and vegetables processing is available. A National Horticulture Mission has been launched with an objective to boost the horticulture sector. The Scheme for Human Resource Development focuses on developing technologists, managers, Entrepreneurs and manpower for quality management in Food Processing. The scheme also aims at development of rural entrepreneurship and transfer of technology for processing of food products by utilizing locally grown raw material and providing "Hands-on" experience at such production cum training centres, while according priority to SC/ST/OBC/minorities and women candidates.

Statement

Number of Project Received, Approved and Financial Assistance Provided during the Years 2007-08, 2008-09 and 2009-10, State-wise under the Scheme of Setting Up/ Technology Upgradation/Establishment/Modernization of FPIS

(Rs. in lakhs)

Name of State	2007-08			2008-09			2009-10		
	Received	Approved	Amount released	Received	Approved	Amount released	Received	Approved	Amount released
1	2	3	4	5	6	7	8	9	10
Andhra Pradesh	125	43	947.49	159	48	908.999	18	41	677.05
Andaman and Nicobar Islands	0	0	0	0	0	0	0	0	0
Arunachal Pradesh	3	0	0	0	1	17.67	0	3	376.14
Assam	9	12	442.17	16	17	176.79	1	22	418.74
Bihar	1	5	83.915	5	2	42.3	1	2	35.59
Chandigarh	3	6	138.08	5	0	0	0	0	0
Chhattisgarh	90	0	0	91	10	163.725	1	4	45.46
Delhi	24	0	0	17	7	160.65	12	2	50
Goa	0	1	17.00	1	1	24.57	1	1	24.26
Gujarat	80	32	544.06	89	39	714.81	36	42	665.18

1	2	3	4	5	6	7	8	9	10
Haryana	56	19	418.72	91	23	349.415	13	11	134.96
Himachal Pradesh	2	12	325.09	8	5	152.745	5	10	269.58
Jammu and Kashmir	11	9	109.855	0	3	22.05	9	7	59.73
Jharkhand	2	2	9.09	5	0	0	3	3	44.09
Karnataka	105	34	529.62	140	35	629.895	22	24	269.55
Kerala	42	47	876.8	40	32	545.37	15	33	567.53
Madhya Pradesh	24	10	172.32	41	14	201.87	5	18	273.03
Maharashtra	232	95	1696.805	151	121	1802.633	39	113	1717.3
Manipur	0	3	61.74	0	3	45.51	0	6	163.75
Meghalaya	2	1	8.19	0	2	159.57	0	2	123.02
Mizoram	0	0	0	0	0	0	0	1	11
Nagaland	0	1	27.485	1	4	178.205	0	1	64.99
Odisha	17	6	129.41	10	2	38.68	2	6	84.4
Puducherry	0	2	31.3	0	0	0	3	0	0
Punjab	147	32	481.45	149	61	841.36	11	13	172.37
Rajasthan	75	35	566.075	70	44	551.975	23	27	325.46
Sikkim	0	0	0	0	0	0	0	0	0
Tamil Nadu	75	53	951.79	41	36	594.355	11	41	672.11
Tripura	2	2	39.98	0	1	13.86	0	0	0
Uttar Pradesh	75	63	1123.425	69	43	875.475	21	32	560.63
Uttarakhand	5	9	339.78	3	6	163.15	0	12	307.57
West Bengal	15	35	653.56	21	19	390.135	7	10	136.48
Total	1222	569	10725.2	1223	579	9765.767	259	487	8249.97

Railways
Railway Station Built from the
Fund of Villagers

4256. ²²¹ SHRI PULIN BIHARI BASKE: Will the Minister of RAILWAYS be pleased to state:

- (a) the details of railway stations that have been built by the villagers with their own fund;
- (b) if so, the details thereof; and
- (c) the financial assistance provided by Railways for such stations?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) to (c) As per the details available, 25 railway stations have been built with Shramdan of villagers in the last 5 years. A total expenditure of Rs. 53.75 lacs has been incurred by Railways for opening of these stations.

Civil Aviation
 221-222 Flights at Mangalore Airport

4257. SHRI SHIVARAMA GOUDA: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether many of the international and domestic flights bound to be landed at Mangalore airport were diverted to other airports due to incessant rains in mid-June;
- (b) if so, the details thereof;
- (c) the number of passengers stranded at other airports due to monsoon rains at Mangalore;
- (d) whether the passengers provided with all the facilities at other airports; and
- (e) if so, the arrangements made for passengers to reach their destinations?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) The details pertaining to the diversion of flights for the month of June due to rains at Mangalore Airport is as follows— Domestic: Kingfisher (02), NACIL (03), Jet Airways (07); International: Air India Express (02).

(c) The number of passengers affected/stranded are as follows: Kingfisher Airlines (315), NACIL (360), Air India Express (206).

(d) and (e) The passengers were provided alternate flights or alternate mode of transport to the destination. NACIL provided adequate facilities like Hotel accommodations, meals to the passengers.

[*Translation*]

²²²
Sessions of Legislative Assemblies

4258. SHRI SATPAL MAHARAJ: Will the Minister of LAW AND JUSTICE be pleased to state:

- (a) whether in some States the sessions of Legislative Assemblies are held at two different places;
- (b) if so, the names of such States along with the places where these sessions are held;
- (c) whether proposals of some other States for holding the sessions at two different places are under consideration of the Government; and
- (d) if so, the names of such States?

THE MINISTER OF LAW AND JUSTICE (SHRI M. VEERAPPA MOILY): (a) to (d) Clause (1) of article 174 of the Constitution *inter alia* provides that the Governor shall from time to time summon the House or each House of the State Legislature of the State to meet at such time and place as he thinks fit. Hence, no statistics in this regard is maintained by the Central Government.

²²²⁻²²³
Setting Up of Diesel Petrol Pumps
on National Highways

4259. SHRI UDAY PRATAP SINGH:
 DR. BHOLA SINGH:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

- (a) whether any relaxation has been given by the Union Government to shift or set up diesel/petrol pumps allotted under the farmers quota on State Highways and National Highways;
- (b) if so, the details thereof;
- (c) the number of petrol pumps shifted or set up by the dealers of farmer pumps on State Highways and National Highways in Madhya Pradesh and Bihar respectively;

(d) whether the Government proposes to take any action against them; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) and (b) As per the guidelines issued by the Ministry, Rural Retail Outlets (ROs) such as kisan sewa kendra, hamara pump, etc. are not permitted to be set up on the State Highways or National Highways. No relaxation in this regard have been issued by the Ministry.

(c) to (e) Public sector oil marketing companies (OMCs.), viz., Indian Oil Corporation Limited (IOC), Hindustan Petroleum Corporation Limited (HPC) and Bharat Petroleum Corporation Limited (BPC) have not set up any Rural ROs on the State Highways or National Highways in the state of Madhya Pradesh and Bihar.

2.24-225 Investment
Issuance of Fertilizer Bonds

4260. SHRIMATI DEEPA DASHMUNSI: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Government has announced to issue the fertilizer bonds;

(b) if so, the details thereof and the terms and conditions thereof; and

(c) the funds mobilized so far through issuing such bonds by the Government?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI SRIKANT JENA): (a) to (c) Government has issued fertilizer bonds to the companies in lieu of subsidy of Rs. 27500 crore. Details of bonds issued to fertilizer company is as under:-

(Rs in crore)

Year	Tranche	Date of notification	Coupon Rate	Redemption Date	Amount	Bonds Sold by the Companies	Net Loss Incurred
2007-08	I	7th Dec` 07	8.30%	2023	3890	3,880.00	40.36
2007-08	II	28th Jan` 08	7.95%	2026	3610	3,399.74	208.92
2008-09	I	10th Dec` 08	7.00%	2022	10000	4,648.39	88.29
2008-09	II	26th Dec` 08	6.20%	2022	4000	425.59	64.48
2008-09	III	2nd Jan` 09	6.65%	2022	6000	1,241.66	141.26
Total					27500	13611.05	543.31

The terms and conditions of bonds are as under :-

1. Eligibility for making subscription to the Special Bonds and limits of subscription.

The companies as referred to in the Annexure-I hereto shall be eligible to subscribe to the Special Bonds and their subscription to the Special Bonds shall be limited to the extent of the amount, as shown against their respective names in the said Annexure-I. No other person including any bank, company, corporation or any

other body, except the companies as referred to in the aforesaid Annexure, shall be eligible to subscribe to the Special Bonds.

2. Price

The Special Bonds shall be issued on application at par for the amounts as per the application made by the eligible companies. The Special Bonds will be issued for a minimum amount of Rs. 10,000 (Nomial) and in multiples of Rs. 10,000 thereafter.

3. Application

The Special Bonds shall be issued on application as per proforma in Annexure-II, from the eligible companies.

4. Form of Security

The Special Bonds will be issued in the form of stock i.e. 'Stock Certificates' or by credit to Constituent Subsidiary General Ledger account maintained by a Subsidiary General Ledger account holder.

5. Commencement of tenure and date of repayment

The tenure of Special Bonds will commence from January 29, 2009. Interest on the Special Bonds will accrue from the date of commencement of tenure. The Special Bonds will be repaid at par on January 29, 2023 at Public Debt Office, Reserve of India, Mumbai.

6 Interest

The Special Bonds will bear interest at the rate of 6.65 per cent per annum. Interest will be reckoned from the date of commencement of tenure of the Special Bonds and will be payable half yearly on July 29 and January 29 till maturity of the Special Bonds.

Interest on the Special Bonds will be payable at Public Debt Office, Reserve Bank of India, Fort, Mumbai. Interest will be paid after rounding off the amount of interest to the nearest rupee.

7. Transferability

- (i) Subject to the provisions of paragraph 4 of the notification, the Special Bonds can be renewed, sub-divided, consolidated, converted and transferred by the holder in accordance with the provisions of the Government Securities Act, 2006 and Government Securities Regulations, 2007 framed thereunder.
- (ii) Notwithstanding what is stated in paragraph 1 hereinabove, there will be no restriction on the transfer of the Special Bonds by the subscribers in favour of any other person including banks, corporation or any other body and the transferee of such security would also be entitled to hold and transfer the same in such manner.

8. Statutory Provisions

With respect to any such matter which has not been provided under this Notification, the Special Bonds shall be governed by the Government Securities Act, 2006 and Government Securities Regulations, 2007 framed thereunder.

9. Applicability of Tax Law

The value of the investment in the Special Bonds and the interest payable thereon will be governed by the provisions of tax laws at applicable from time to time.

10. Eligibility of Bonds

The investment in Special Bonds by the banks and insurance companies will not be reckoned as an eligible investment in Government securities for their statutory requirements. However, such investment by the insurance companies will be eligible to be reckoned as investment under 'other Approved Securities' category as defined under Insurance Regulatory and Development Authority (Investment) Regulations, 2000. Further, the investment by the Provident Funds, Gratuity funds, Superannuation Funds, etc. in the Special Bonds will be treated as an eligible investment under the administrative order of the Ministry of Finance.

11. Eligibility for Repo

The Special Bonds will be transferable and eligible for market ready forward transactions (Repo).

[English]

Railways Tamilnadu
Introduction of New Train
226-227

4261. [SHRI C. SIVASAMI: Will the Minister of RAILWAYS be pleased to state:

- (a) whether a new train (2758) between Coimbatore and Tirupathi was introduced in the current Budget;
- (b) if so, the train has stoppage at Tiruppur and Erode Junctions; and
- (c) if not, whether the Railways propose to provide the same?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) 2758/2757

Coimbatore-Tirupati Intercity Express (Tri-weekly) has been announced in the Rail Budget 2010-11.

(b) and (c) At present, there is no proposal for stoppage of proposed Coimbatore-Tirupati Intercity Express at Tiruppur and Erode Junction.

227-229 ^{Textile}
Banarasi Sarees

4262 [SHRI C.R. PATIL: Will the Minister of TEXTILES be pleased to state:

(a) whether machine made Banarasi sarees of Chinese origin has impacted severely traditional Banarasi saree industry;

(b) if so, whether any study has been conducted in this regard; and

(c) if so, its outcome and corrective measures taken or proposed to be taken to protect the traditional Banarasi saree industry?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI): (a) The State Government of Uttar Pradesh has replied in the affirmative to this question.

(b) and (c) The State Government has reported that no study has been conducted in this regard so far. However, State Government of Uttar Pradesh has registered the Banarasi brocade and sarees under Geographical Indications of Goods (Registration and Protection) Act, 1999 to protect the identity of these items from imitation by others.

In order to protect the interest of weavers and promote the Handloom Sector, the Government of India has been implementing the following schemes in all over the country including Uttar Pradesh State:—

1. **Integrated Handlooms Development Scheme (IHDS):**

This scheme provides need based inputs to a “Cluster” of 300-500 Handlooms or a “Group” of 10-100 weavers for making them self-sustainable by providing them financial assistance for margin money, working capital, construction of worksheds, new looms and accessories, skill upgradation and marketing opportunities. Under IHDS, 44 clusters and 134 Group Approach proposals have been sanctioned to Uttar

Pradesh State during the 11th Five Year Plan and a sum of Rs. 1272.33 lakh has been released. Out of 44 clusters in Uttar Pradesh, 10 numbers of clusters have been sanctioned in the Varanasi region.

In addition to above, 4 handloom clusters have been sanctioned in Uttar Pradesh at Varanasi, Barabanki, Mubarakpur and Bijnor. Each cluster having about 5000 handlooms to be developed at a total cost not exceeding Rs. 2.00 crore. One Mega Cluster has also been sanctioned in Varanasi. This Mega Cluster will be developed under Comprehensive Handloom Cluster Development Scheme in a time frame of 5 years with an upper ceiling of Government of India grant of Rs. 70.00 crore. The cluster will cover 25,000 handlooms of the area for its integrated and holistic development.

2. **Handloom Weavers' Comprehensive Welfare Scheme:**

This comprises of two separate schemes viz. the **Health Insurance Scheme (HIS)** for providing Health Insurance to the Handloom weavers and **Mahatma Gandhi Bunkar Bima Yojana (MGBBY)** for providing Life Insurance Cover in case of natural/accidental death, total/partial disability due to accident. Under Health Insurance Scheme (HIS), 191714 handloom weavers and under Mahatma Gandhi Bunkar Bima Yojana (MGBBY), 12096 handloom weavers were enrolled during 2009-10 in the State of Uttar Pradesh.

3. **Marketing and Export Promotion Scheme (MEPS):**

This scheme provides marketing opportunities and infrastructure support through focussed design development and marketing linkages to assist in the sale of the Handloom products both in domestic and inter-national market. During the year 2009-10, one National Handloom Expo and 48 District Level Events were organized in the State of Uttar Pradesh under the scheme. In addition to marketing events organised in Uttar Pradesh, 26 National Level and 117 State Level Exhibitions were organised in the other parts of the country where the weavers of the Uttar Pradesh have also participated to promote the sales of handloom products.

4. **Mill Gate Price Scheme:**

This scheme makes available all types of yarn at **Mill Gate Price** to the eligible handloom agencies to

facilitate regular supply of basic raw material to the handloom weavers in order to optimize their employment potential. There are total numbers of 71 Yarn Depots are functioning in Uttar Pradesh State to provide yarns at Mill Gate Price to the weavers. Out of this 39 yarn depots are functioning in Varanasi.

5. Diversified Handloom Development Scheme:

This scheme provides assistance for technological and skill upgradation of weavers for design and product development through **Weavers' Service Centres** and **Indian Institutes of Handloom Technology**. There are 2 Weavers' Service Centre at Varanasi and Meerut and one Indian Institute of Handloom Technology at Varanasi.

²²⁹
Freight Corridor

4263. DR. M. THAMBIDURAI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have conducted any feasibility study to have a freight corridor between Bangaluru and Chennai;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) No, Madam.

(b) Does not arise.

(c) Freight Corridors are being implemented on prioritized highly saturated routes of Indian Railways.

²²⁹⁻²³²
Technological Upgradation for
Production of Steel

4264. SHRI SUVENDU ADHIKARI: Will the Minister of STEEL be pleased to state:

(a) the details of technological upgradation envisaged by the Government during 2008-09 and 2009-10 for the production of high value added steel;

(b) whether the Government proposes to disinvest any other Public Sector Undertaking (PSU) after its recent disinvestment of shares in National Mineral Development Corporation;

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

(d) the steps taken by the Government to meet the increasing domestic demand of steel?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL (SHRI A. SAI PRATHAP): (a) Technological upgradation is continuously being encouraged by the Government in the steel sector to improve the performance of steel plants vis-à-vis the production, obsolescence and environment parameters and also to produce value added steel. Some of the facilities envisaged under the ongoing modernisation and expansion plan for production of higher value added products in respect of Steel Authority of India Limited (SAIL), a Public Sector Undertaking under the administrative control of the Ministry of Steel are listed below:

- (i) Universal Rail Mill at Bhilai Steel Plant;
- (ii) Medium Structural Mill at Durgapur Steel Plant;
- (iii) New Plate Mill at Rourkela Steel Plant;
- (iv) New Cold Rolling Mill at Bokaro Steel Plant; and
- (v) Universal Section Mill at IISCO Steel Plant.

Major technological upgradations during 2008-10 in respect of Rashtriya Ispat Nigam Limited (RINL), another Public Sector Undertaking under the Ministry of Steel are given below:

- (i) Combined blowing facilities in all the three existing converters;
- (ii) Modernization and upgradation of Continuous Casting Machine (CCM)-2 in existing Steel Melt Shop;
- (iii) New gas cutting machine in CCMs;
- (iv) Up-gradation of ladle furnace Programmable Logic Controller and Man Machine Interface in existing Steel Melt Shop;
- (v) Conversion of binding machine to automatic strapping machine in Bar Mill of existing plant;

- (vi) New Mechanical and Biological Chemical Treatment Plant;
- (vii) Upgradation of Control and Instrumentation in 2 turbo Generators and 2 Boilers in Thermal Power Plant;
- (viii) Upgradation of Control and Instrumentation of 2 Turbo Generators and 4 Boilers;
- (ix) Addition of one Boiler of capacity 330 tonnes per hour;
- (x) Addition of one 67.5 Mega Watts Turbo Generator;
- (xi) Coal Handling facility for Coke Oven Battery-IV;
- (xii) By Product facility for Coke Oven Battery-IV;
- (xiii) Pulverised Coal Dust Injection in Blast Furnace-1 and Blast Furnace-2;
- (xiv) Air Separation Unit 4;
- (xv) Air Separation Unit 5;
- (xvi) Strengthening of 220 Kilo Volts of Andhra Pradesh TRANSCO;
- (xvii) Waste water collection, treatment and reuse to achieve Zero discharge;
- (xviii) Capital Repairs of Blast Furnace-1 including higher levels of automation;
- (xix) Capital Repairs of Blast Furnace-2 including higher levels of automation;
- (xx) Feed Air compressors 5 and 6;
- (xxi) Facilities for Additional Iron Ore Storage;
- (xxii) Revamping of Converters including Dog House;
- (xxiii) Revamping and upgradation of Sinter Machines 1 and 2 and making them energy efficient; and
- (xxiv) Waste Heat Recovery from Sinter Cooler for power generation.

(b) and (c) The Government has approved disinvestment of 10% of the equity holding of Manganese Ore (India) Limited (MOIL) through Initial Public Offer (IPO) with a view to listing its share in the Stock Exchange as per the policy of the Government. The Government has also approved 10% Further Public Offer (FPO) by SAIL and 10% of offer for sale (disinvestment) by the Government of India of its shareholding in SAIL in two discrete tranches to be issued at appropriate times in consideration of Securities and Exchange Board of India (SEBI) guidelines and prevailing market conditions. The fund obtained by disinvestment will help to part finance the modernisation and expansion plan of the SAIL steel plants.

(d) Consumption of steel in the country is met both through domestic production and imports. Keeping in view the increasing demand for steel in the country, the Government is facilitating capacity addition in steel, both in public and private sectors. The public sector steel units are currently undertaking capacity expansion projects. Steel Authority of India limited has planned and is executing projects to increase in crude steel production capacity from 12.84 million tonnes to 21.40 million tonnes by the year 2012-13. Rashtriya Ispat Nigam Limited is also executing projects to increase its crude steel production capacity from 2.90 million tonnes to 6.30 million tonnes by 2010-11, at Visakhapatnam. NMDC Limited is also executing a new greenfield project at Nagarnar in Chhattisgarh for a capacity of 3.0 million tonnes.

Moreover, in order to maintain availability of steel in the domestic market from import sources, the Government has put all major steel items under 'Open General License' category for imports, with a customs duty rate of 5%.

[Translation]

231 - 233
Oil Leakage in ONGC Area

4265. SHRIMATI JAYSHREEBEN PATEL: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government is aware of oil leakage in the areas of Oil and Natural Gas Corporation in the country;

(b) if so, the details of oil leakage, State-wise;

(c) whether the Government are aware that due to oil leakage 10,000 hectares of land in 1600 villages of eight districts of Gujarat i.e. Bharuch, Ahmedabad, Patan, Mehsana, Khambhat, Gandhinagar and Anand have been rendered unsuitable for cultivation;

(d) if so, whether any compensation has been paid to affected farmers;

(e) if so the details thereof; and

(f) the steps taken or proposed to be taken by the Government to avoid incidence of such oil leakages?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) and (b) In the operational areas of Oil and Natural Gas Corporation Limited (ONGC), no major oil spill /leakage has occurred. However, there were minor leakages in different areas. The State-wise details of minor oil leakages primarily from pipelines are as under:

Assam	:	41 incidents in Financial Year (FY) 2009-10
Tamil Nadu	:	57 incidents in FY 2009-10
Gujarat	:	64 incidents in 2010
Andhra Pradesh	:	1 incident in FY 2009-10

Compensation has been paid to affected land owners/farmers wherever required.

(c) to (e) No such land has been rendered unsuitable for cultivation in the districts of Gujarat. Contaminated soil is either replaced or bio remediated or compensated for restoration. ONGC is paying compensation to the affected farmers. Details of Damage/ Compensation paid during the last three years in Gujarat are as under: -

S.No.	Year	Amount in Rs. (Approx.)
1.	2007-2008	26912300/-
2.	2008-2009	63119800/-
3.	2009-2010	21704000/-
4.	2010-Till date	5802600/-

(f) ONGC has taken/is taking following steps to avoid such incidence of oil leakages: -

- Replacement of oil pipelines based on condition monitoring/health of pipelines
- Intelligent pigging of trunk lines is being carried out to monitor the health of pipelines.
- Improved 3 'Layer Polymer' coating for pipelines for better resistance to external corrosion.
- Technologies like Cathodic Protection, 'Grass Reinforced' lines for better pipeline protection.
- Biotechnologies like PDB (Paraffin degrading bacteria), Chemical Injection to protect pipelines.
- In offshore areas all pipeline risers in the splash zone area (most susceptible for corrosion) are inspected at regular intervals for assessing their health and to take necessary remedial measures, as required.

All subsea rigid pipelines are concrete coated and cathodically protected from outside. Out of these, all trunk pipelines carrying large volume of hydrocarbons are also buried in the sea bed by 1-2 mts for extra protection. In case of any damage or leak in these sub-sea pipelines, in-house facilities are available on Multi Support Vessels (MSV) for immediate repair of the same.

[English]

234-235
Judiciary
Special Commercial Benches

4266 [SHRI R. THIRUMAAVALAVAN: Will the Minister of LAW AND JUSTICE be pleased to state:

(a) whether the Union government has any proposal to set up special Commercial Benches in all the High Courts in the country; and

(b) if so, the details thereof?

THE MINISTER OF LAW AND JUSTICE (SHRI M. VEERAPPA MOILY): (a) Yes, Madam.

(b) The Commercial Division of High Courts Bill, 2009 has been passed by the Lok Sabha on 18-12-2009 and the same was sent to the Rajya Sabha for assent, which was referred to the Select Committee by the Rajya Sabha. The select Committee has also presented its report on the above Bill to the Rajya Sabha on the 29th July, 2010.

Railways 235
Suburban MEMU Train

4267. [SHRI MOHAMMED E.T. BASHEER: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways propose to introduce a suburban MEMU train service connecting different cities in Kerala;

(b) if so, the details thereof, including the details of the proposed routes; and

(c) the time by which these trains are likely to be introduced?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) and (b) It is proposed to introduce MEMU Service between Ernakulam and Kollam, via Kottayam in the Railway Budget 2010-11.

(c) Trains announced in the Railway Budget are introduced during the course of same financial year.

[Translation]

235-236
New Railway Line Between Motihari and Rega

4268. [SHRIMATI RAMA DEVI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Railways propose to lay new rail line between Bapudham and Motihari;

(b) if so, the details and present status of the proposal; and

(c) the time by when it would be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA)

(a) No, Madam.

(b) and (c) Do not arise.

[English]

236-238
Theft of Coal from Wagons

4269. [SHRI N.S.V. CHITTHAN: Will the Minister of RAILWAYS be pleased to state:

(a) the details regarding theft of coal from wagons during each of the last two years, quality-wise and zone-wise;

(b) the details of investigations done in this regard; and

(c) the action taken by the Railways thereon?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) A statement is attached.

(b) The cases have been registered by Railway Protection Force under the provisions of Railway Property (Unlawful Possession) Act, 1966 and the accused have been prosecuted in the courts of law.

(c) Following measures are being taken to prevent theft of coal:—

1. Patrolling in yards and other vulnerable areas/sections.
2. Conducting raids in dens of criminals and receivers of stolen Railway coal in order to bring them to book.
3. Armed RPF pickets are deployed in vulnerable sections as and when required.
4. Plain clothed RPF personnel are deployed to collect crime intelligence with a view to tracking down criminals and receivers of stolen Railway property.
5. Close coordination among RPF, GRP and Local Police is maintained at various levels to deal with criminals and receivers of coal stolen from Railways.

Statement

(a) The details of cases of theft of coal, quality-wise and Zone-wise reported during each of the last two years i.e. 2008 and 2009 is as under:—

Railway	Year	Quality of coal
Central	2008	For Thermal Power
	2009	Raw coal
Eastern	2008	Steam, Boulder, Australian coal
	2009	Steam, Hard coal
East Central	2008	Raw coal
	2009	Raw coal
East Coast	2008	—
	2009	Lam and Hard coke
Northern	2008	—
	2009	Steam coal
North Central	2008	Raw coal
	2009	—
South Central	2008	Raw coal
	2009	Raw coal
South Eastern	2008	Raw coal
	2009	Raw coal and Hard coke
Western	2008	Steam coal
	2009	Steam coal
West Central	2008	Steam coal
	2009	Steam coal

No case of theft of coal was reported over North Eastern, Northeast Frontier, North Western, Western,

Southern, South East Central and South Western Railways during the years 2008 and 2009.

238
Setting Up of Steel Plants by NMDC

4270 [SHRI E.G. SUGAVANAM: Will the Minister of STEEL be pleased to state:

(a) the number of steel plants set up by the National Mineral Development Corporation so far in the country;

(b) whether the NMDC has proposed to set up more steel plants in the country in near future;

(c) if so, the details thereof alongwith estimated capacity of each such plant; and

(d) the time by which the new plants are likely to be set up?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL (SHRI A. SAI PRATHAP): (a) So far NMDC has not set up any steel plant in the country.

(b) Yes, Madam.

(c) and (d) NMDC is in the process of setting up of a 3.0 million tonne per annum (mtpa) green field integrated steel plant at Nagarnar in Chhattisgarh which is likely to be commissioned in the year 2014 with an investment of about Rs. 15,525 crores.

NMDC is also planning to set up a green field integrated steel plant in the State of Karnataka with an initial capacity of 2.0 mtpa, expandable to 5.0 mtpa in phases.

Civil Aviation
Helicopter Services

238-239
4271 [SHRI M. ANANDAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Pawan Hans Helicopters Limited (PHHL) is planning to start its services to various pilgrimage spots of the country;

(b) if so, the details thereof;

(c) the details of pilgrimage spots in the State of Tamil Nadu to be covered by PHHL; and

(d) the time by which such helicopter services will start operating?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Pawan Hans Helicopters Limited (PHHL) is already operating passenger services from Augustmuni to Kedarnath and Badrinath Dham twice in a year (May-June and September-October), helicopter from Mata Vaishnodevi Shrine from Katra and PHHL has also started regular passenger services with effect from 01-07-2010 on Baltal-Panjtarni sector for the Amarnath Dham. PHHL has also approached the Uttrakhand government for connecting important tourist/religious places such as Ghagharia and Hemkund Sahib.

(c) and (d) PHHL has no proposal presently to cover pilgrimage spots in Tamil Nadu.

239
Introduction of New Train

4272. SHRI MAHENDRASINH P. CHAUHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have received representations from States including State Government of Gujarat for introduction of new trains, increasing trains frequency and providing additional coaches to the existing trains;

(b) if so, the number of representations, zone-wise, received so far by the Railways; and

(c) the action taken by the Railways thereon?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) to (c) Representations from Hon'ble Members of Parliament/Ministers/organizations/associations/different levels of state government, including that of Gujarat etc. are received at various levels of railway administration. These are examined and action as found feasible and justified, is taken.

However, trains are not introduced on a state-wise basis but on the basis of traffic demand, operational feasibility and availability of resources.

[Translation]

Oil Exploration

Supply of Natural Gas by GAIL

4273. **SHRI TUFANI SAROJ:** Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the GAIL (India) Limited has signed agreements for supply of gas to private sector companies;

(b) if so, the details thereof;

(c) the quantity of gas being supplied to these companies daily in cubic metres and the rates thereof;

(d) whether the GAIL (India) Limited has also signed an agreement recently for supply of gas to vehicle manufacturing companies;

(e) if so, the details thereof; and

(f) the period for which the existing rates are likely to be applicable under the said agreement?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) to (c) Yes, Madam GAIL has signed agreements for supply of gas to private sector Companies as per statement attached at rates ranging from US\$ 4.2 – 6.1/mmb

(d) and (e) Yes Madam, GAIL (India) Limited has signed agreements in 2009 with six vehicle manufacturing Companies as below:-

Maruti Suzuki India Pvt Ltd, Gurgaon-0.14 mmscmd

Tata Powers Limited, Pune- 0.055 mmscmd

Maruti Udyog, Manesar-0.33 mmscmd

Suzuki Powertrain India Ltd- 0.016 mmscmd

Hero Honda, Gurgaon-0.03 mmscmd

Hero Honda, Dharuhera-0.0380 mmscmd

(f) The above six vehicle manufacturing Companies have signed contracts for Regasified Liquid Natural Gas (RLNG) being sourced by Petronet LNG Limited (PLL) from Ras Gas Qatar. The price formula for the supply is valid up to April 2028

Sl. No.	Name of the Customer	Gas Supplied (mmscmd)	1	2	3
1	2	3			
1.	Lakwa TE	0.009	25.	OSWAL (KSFL)	0.972
2.	Naharhabi TE	0.004	26.	IPCL/RIL, BARODA	0.757
3.	Mackeypore TE	0.004	27.	AGRA INDUSTRIES	0.961
4.	Borsillah TE	0.003	28.	IGL	2.06
5.	Sibbari TE	0.002	29.	INDUSTRIES IN AND AROUND NCR including Raj (others)	0.882
6.	Gelakey TE	0	30.	KMPL CONSUMERS	0.227
7.	Amgoorie TE	0.002	31.	JIPPL CONSUMERS	0.192
8.	Borbam TE	0.004	32.	LUCKNOW CITY GAS (GGL)	0
9.	Boishahabi TE	0.001	33.	BAREILLY CITY GAS (CUGL)	0
10.	Seleng TE	0.001	34.	KANPUR (CUGL)	0.07
11.	Gabroopurbat TE	0.002	35.	NOIDA (IGL)	0.084
12.	Madoorie TE	0.001	36.	FARIDABAD & GURGAON CITY GAS	0.06
13.	Longai TE	0	37.	Arvind Mills	0.341
14.	Bhubrighat TE	0.002	38.	Gujarat Fluorochemicals	0.173
15.	GUJARAT GAS,	1.865	39.	United Phosphorus	0
16.	HEAVY WATER PLANT	0.075	40.	NAGAJUNA FERTILIZERS & CHEMICALS LTD.	1.236
17.	RELIANCE Dahej	0.199	41.	CORAMANDAL INTERNATIONAL	0.012
18.	ESSAR	1.72	42.	GVK INDUSTRIES	0.609
19.	Reliance,GANDHAR**	2.158	43.	GVK EXPANSION	0
20.	Torrent	0.744	44.	SPECTRUM POWER GENERATION LTD.	0.61
21.	RELIANCE Hazira	0.75	45.	LANCO KONDAPALLI POWER LTD.	0.963
22.	CHAMBAL FERTILISER, Gadepan	1.417			
23.	INDOGULF FERTILISER	1.425			
24.	TATA FERTILISER	1.025			

1	2	3
46.	KONASEEMA POWER CORP LTD. (EPS OKWELL)	0
47.	GAUTAMI POWER LTD	0
48.	VEMAGIRI POWER GENERATION LTD.	0
49.	SRIVATHSA POWER PROJECT LTD.	0.071
50.	RELIANCE ENERGY LTD.(BSES)	0.456
51.	REGENCY CERAMICS	0.09
52.	REGENCY CERAMICS, MUMMIDIVARAM	0.007
53.	DELTA PAPER MILLS	0.029
54.	VIJAY PORCELAIN (Formerly NCL Ind)	0.001
55.	TRIVENI SHEET GLASS	0.024
56.	NDHRA SUGARS	0.008
57.	SREE AKKAMMA INDS	0.008
58.	REGENT AGRO*	0
59.	ROLEX PAPER MILLS	0.005
60.	ANDHRA FUELS LTD., NANDIGAMA FIELD	0.038
61.	VENNAR CERAMICS, LINGALA FIELD	0.004
62.	GLOBAL STEELS LTD.	0.001
63.	SRI RAMA CERAMICS	0.002
64.	VIJAY DURGA INDS.	0.003
65.	VARALAKSHMI ICE & COLD STORAGE	0.002
66.	SENTINI CERAMICA	0.014

1	2	3
67.	KK MEENA & JAIN (MEENA ENTERPRISES)	0.001
68.	SHYAMALA ICE COLD INDUSTRIES	0.001
69.	K YELLA REDDY*	0
70.	NAGARJUNA CERACHEMS LTD.**	0.002
71.	ANANDA GROUP*	0
72.	SRI VENKATESWARA VIJAYALAXMI RICE MILL*	0
73.	HYTECH BLUE METAL POWDER*	0
74.	STEEL EXCHANGE INDIA LTD. (Formerly Siri Tecon)	0.043
75.	THRIPURAMBA COLD STORAGE*	0
76.	HI TECH GASES	0.015
77.	RAMAKRISHNA ICE FACTORY	0
78.	SRI GANAGA ICE FACTORY	0
79.	AMOL DECOLITE LTD	0.003
80.	AMUL DAIRY ANAND	0.012
81.	BHARAT VIJAY MILLS	0.017
82.	BISSAZA INDIA	0.002
83.	GOBIND GLASS & INDS	0
84.	GOPAL GLASS	0.025
85.	Prabhat Silicon (GUJARAT CHROMIUM)	0.004
86.	GUJARAT MULTI GAS BASE	0.007

1	2	3	1	2	3
87.	HI-TEMP CERAMICS	0.002	111.	STANDARD	0.002
88.	INTERKILN	0	112.	RAMESH	0
89.	J.P.CHEMICALS	0.003	113.	ASHOK CHEM	0.004
90.	CERA SANITARYWARE/ MADHUSUDAN	0.027	114.	VIMAL OIL	0.006
91.	MAHALAKSHMI CERAMICS	0.007	115.	AKASH CERAMICS	0.004
92.	DUDHSAGAR DAIRY	0.029	116.	AJITA SIL	0.008
93.	MEHSANA BANAS/MRTS	0	117.	BHAWANI CHEM	0.006
94.	RELIANCE, Kalol*	0.075	118.	AKIK TILES	0.01
95.	RELIANCE, Ramol*	0.02	119.	STERLING CERAMICS (Nandasan)	0.006
96.	RONAK CERAMICS	0.002	120.	STERLING CERAMICS (Kaiyal)	0.01
97.	SABAR DAIRY	0.015	121.	PRABHAT CASTING (POTTERIES)	0
98.	SANTOSH CHEMICALS	0.001	122.	SHYAM INDUSTRIES	0.001
99.	SIDDHARTH CER. (Polo Ceramics Pvt. Ltd)	0.002	123.	Universal Metal Co. (MANGALAM)	0.002
100.	SOMANI PILKINGTON Ltd	0.027	124.	SPIC FINE CHEMICALS/ HENKEL INDIA LTD	0.009
101.	SONYA CERAMICS	0.003	125.	CHEMPLAST SANMAR (Phase - II) Formerly KOTHARI SUGARS AND CHEM	0.012
102.	SWASTIC SANITARYWARE	0.005	126.	PONDY CHEM	0.003
103.	JAI BHAWANI	0.007	127.	SILICATE INDIA	0.003
104.	SWAMI AKSHAR MANDIR (BAPS)	0	128.	H&R JHONSON	0.016
105.	NIRMA	0.012	129.	R.J.CHEMICALS	0.001
106.	STERLING CHEM	0	130.	BOSS PROFILES LTD.	0.004
107.	JALARAM	0.005	131.	SOUNDARAJA COTTON MILLS LTD.	0.007
108.	PIONEER	0.004			
109.	RIL, MOTERA*	0.056			
110.	SAHAJANAND	0.002			

1	2	3	1	2	3
132.	REGMA CERAMICS	0.019	156.	Shreno Limited (ALEMBIC GLASS)	0.046
133.	VANJORE SILICATES	0.002	157.	PANOLI INTERMEDIATES	0.013
134.	GODREJ SARA LEE,NED.	0.001	158.	BANCO ALUMINIUM	0.013
135.	GODREJ SARA LEE, TIR.	0.001	159.	BELL CERAMICS	0.023
136.	PRAVEEN CHEM INDUSTRY	0	160.	DINESH MILLS	0.003
137.	MURUDESHWAR CERAMICS	0.02	161.	GSFC, FIBRE UNIT	0.006
138.	CHEMPLAST SANMAR	0.031	162.	LATIN RASYANI(P) LTD	0.002
139.	KAMAKSHI CHEMICALS (ESHVERIE INDS)	0.001	163.	HINDUSTHAN NITRO PRODUCTS	0
140.	KARAIKAL CHLORATES	0.016	164.	INDU-NISSAN	0
141.	VAIGAI INDUSTRIIS	0.009	165.	JAYANT PAPER MILLS	0
142.	ADITHYA FERRO ALLOYS	0.003	166.	NEUTRAL GLASS	0.038
143.	GPEC Paguthan (GTEC)	0	167.	PRAGATI GLASS	0.045
144.	IPCL DAHEJ	0.255	168.	PUNJAB STEEL	0.002
145.	GUJARAT GAS ANK/ BHARUCH	0.04	169.	ROTOMOULD (INDIA) LTD	0
146.	GUJ GUARDIAN	0.125	170.	SAPNA CHEM	0.008
147.	GUJ GLASS, KOSAMBA	0.05	171.	AMBALAL SARABHAI ENTERPRISES LTD.	0
148.	GACL, BARODA	0.091	172.	TRANSPEK INDUS.	0.02
149.	BELL GRANITO*	0.01	173.	VNEL	0.088
150.	Bell Granito (Dabka-Low Pressure)	0	174.	WESTERN INDIA	0.025
151.	HALDYN GLASS*	0.033	175.	GIBRALTOR	0.007
152.	Haldyn Glass (Dabka-Low Pressure)	0	176.	CHANDAN METAL	0
153.	SCHOTT GLASS	0.017	177.	BELGIUM Glass & CERAMICS	0.023
154.	GUJ BOROSIL	0.049	178.	GUJARAT GLASS (DABKA)	0.035
155.	ALEMBIC CHEM	0.044			

1	2	3
179.	SUN EARTH CERAMICS LTD. (SAVANA CERAMICS)	0.011
180.	HARYANA SHEET GLASS (new allocation)	0.029
181.	GSPCL	1.615
182.	JANTA GLASS	0.013
183.	GUJARAT FLUORO CHEM	0.028
184.	APPOLO TYRES	0.084
185.	DEEPAK NITRITE	0.017
186.	HINDALCO	0.048
187.	Banco Products	0.004
188.	Daya Glass (PRESTIGE GLASS)	0
189.	GACL, DAHEJ	0.03
190.	CYANIDES (OLPAD)	0.012
191.	NAHAR COLOURS & COATING Ltd.(Jolwa)	0.019
192.	GACL, Dahej (Jolwa field)	0.033
193.	GACL, Dahej - Additional (Dahej field)	0.015
194.	Clean Glass (Motwan field)	0.001
195.	Crystal Glaze Pvt. Ltd. (Motwan field)	0.004
196.	Atmiya Chemicals (Motwan field)	0.002
197.	Spire Frite Ltd. (Kim EPS)	0.009
198.	Supreme Glazes (P) Ltd. (Nada)	0.011

1	2	3
199.	Sapna Chemical (Akhelijuni)	0.007
200.	SUMANGALA STEELS	0
201.	NEYCER INDIA LTD.	0.007
202.	KIRAN SILICATE	0.005
203.	NANNILAM SILICATE	0.003
204.	EZHIL CHEMICALS	0.003
205.	MADRAS CHEMICALS	0.002
206.	REENA SILICATES	0.002
207.	SUNRISE SILICATES	0.002
208.	SREE JAYADEVI INDUSTRIES	0.002
209.	PREM CHEMICALS	0.001
210.	NARIMANAM SILICATES (P)	0.003
211.	RAGAVENDRA ALKALIES	0
212.	MMS STEELS & POWER PVT. LTD	0.033
213.	DIAMOND SILICATE	0.003
214.	SUN CHEM PRODUCT*	0
215.	SOUTHERN RERACTORY	0.001
216.	BALAJI CHEMICALS	0
217.	SOUTH INDIA EDIBLE (P) LTD.	0.013
218.	SRIRAM IND. & CHEMICALS	0
219.	NARIMANAM SILICATE UNIT II	0.002
220.	PREMI CHEMCO.	0.002

1	2	3
221.	KING CHEMICALS	0
222.	COROMANDEL ELECTRIC CO. (incl. Addl.)	0.122
223.	PENNA ELECT.	0.261
224.	SAI REGENCY POWER CORPORATION Pvt LTD	0.28
225.	BOC INDIA LIMITED	0
226.	ARKAY ENERGY (Rameshwaram) LTD. Ph II	0.419
227.	OPG ENERGY	0.06
228.	SAHELI EXPORTS	0.028
229.	ABAN POWER	0.374
230.	KAVERI GAS POWER	0.027
231.	Ispat Ind	0.633
232.	WMSL (former Vikram Ispat)	0.403
233.	IPCL (RIL)	0.35
234.	H&R Johnson	0.063
235.	TPC	3.633
236.	HCL	0.003
237.	NITCO	0.042
238.	BHUSHAN STEEL	0.042
239.	BOMBAY DYEING	0.064
240.	UTTAM GALVA - DONVAT	0.057
241.	UTTAM GALVA - PRC	0.013
242.	OWENS CORNING	0.013
243.	NPL	0.043
244.	SI GROUP	0.06
Total		33.215

[English]

252
Setting up of Power Plants

4274. [SHRI GAJANAN D. BABAR:
SHRI S.R. JEYADURAI :

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways propose to set up power plants to meet country's as well as its own requirement of electricity for the dedicated freight corridor;

(b) if so, the details of the plan prepared therefor;

(c) whether the Railways have identified the site for setting up of power plants;

(d) if so, the details thereof;

(e) whether there is any proposal to electrify all rail routes;

(f) if so, whether the Railways have assessed the total requirement of electricity; and

(g) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) to (d) No, Madam, there is no such proposal to set up power plants to meet requirements regarding Dedicated Freight Corridor. However, Indian Railways has formed a Joint Venture Company with NTPC Limited, namely Bhartiya Rail Bijlee Company Ltd. (BRBCL) for setting up of Thermal Power Plant of 1000 Mega Watt (MW) capacity at Nabinagar in Aurangabad District of Bihar to meet part requirement of Railways.

Indian Railways is also planning for a Thermal Power Plant at Adra in Purulia District in West Bengal, in Public Private Partnership mode (PPP).

(e) No, Madam. Presently there is no proposal to electrify all rail routes, as electrification of Railways routes is decided based on the traffic volumes, operational necessity and financial viability.

(f) and (g) Do not arise.

253
Minority Welfare in Lakshadweep

4275 [SHRI HAMDULLAH SAYEED: Will the Minister of MINORITY AFFAIRS be pleased to state:

(a) whether there is any particular scheme of the Government for the overall development of Lakshadweep Island keeping in view the poor economic conditions of the people, mostly minorities;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF CORPORATE AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF MINORITY AFFAIRS (SHRI SALMAN KHURSHEED): (a) to (c) Union Territory of Lakshadweep has more than 93 per cent of Muslim population and various schemes of Ministry of Tribal Affairs as well as the schemes of the Ministry of Minority Affairs are implemented in Lakshadweep. The projected plan outlay for Lakshadweep for the 11th Five Year Plan is Rs. 2,49,550 lakh.

253-256
Projects/Schemes under Corporate Social Responsibility

4276. [SHRI ABDUL RAHMAN:
[SHRI K.C. VENUGOPAL:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the criteria adopted by the Oil and Natural Gas Corporation and other oil companies for providing funds and to take up projects under the Corporate Social Responsibility policy;

(b) the details of projects and the schemes considered to take up under the said CSR policy of these oil companies; and

(c) the amount spent under the corporate social responsibility by the said companies during each of the last three years and the current year?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) and (b) In order to make Corporate Social Responsibility (CSR) projects as part of overall functioning of the oil Public Sector Undertakings (PSUs), the Government has issued a directive to all oil PSUs that they would spend at least 2% of the net profit of the previous year on CSR activities and the allocation so made will not be less than the allocation on CSR activities for the previous year. The projects/programmes under the CSR activities are identified by the oil PSUs after following due procedure which involves local community as well. The projects relating to education, health, sanitation, drinking water, environment protection and conservation of monuments are covered under the CSR activities of oil PSUs.

(c) The expenditure incurred by major oil PSUs on Corporate Social Responsibility (CSR) activities during the last three years and the current year (upto June 2010) are given in the Statement.

Statement

Expenditure incurred on Corporate Social Responsibility (CSR) activities by major oil Public Sector Undertakings (PSUs) during the last three years and the current year

(Rupees in lakh)

Oil PSUs	Expenditure			
	2007-08	2008-09	2009-10	2010-11 (upto June 2009)
1	2	3	4	5
Indian Oil Corporation Limited (IOCL)	6427.00	1931.00	4685.00	281.00

1	2	3	4	5
Hindustan Petroleum Corporation Limited (HPCL)	666.00	969.00	1153.00	108.00
Bharat Petroleum Corporation Limited (BPCL)	736.00	1294.00	1479.00	82.00
Gas Authority of India Limited (GAIL)	1167.07	3074.00	4367.11	Nil*
Oil and Natural Gas Corporation Limited (ONGC)	16954.00	16904.00	26880.00	3000.00**
Oil India Limited (OIL)	1463.00	1371.00	2412.00	470.00

* For the current year i.e., 2010-11, GAIL has allocated an amount of Rs. 5811.00 lakh for CSR activities. Programmes have been taken up for implementation, but no expenditure has been incurred/released to executing agencies as on 30th June 2010.

** Till date.

Drug and Medicine

Medical Shops at Railway Stations

255 4277. [SHRI S.S. RAMASUBBU: Will the Minister of RAILWAYS be pleased to state:

(a) whether some of the major railway stations in the country including Chennai Central/Egmore, New Delhi/Delhi etc., do not have the facility of medical shops and essential medicines;

(b) if so, whether the Railways have taken any steps to ensure availability of essential medicines in all the railway stations in the country;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) No, Madam. Chemist corner to sell essential basic medicines are available at selected and important stations of Indian Railways including New Delhi and Chennai, Central/Egmore.

(b) to (d) Do not arise.

255-256 Railways
Luxury Trains

4278. [SHRI P. VISWANATHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether luxury trains introduced by the Railways in the recent years had to cancel many of its scheduled journeys;

(b) if so, the reasons therefor;

(c) whether there is also a proposal to introduce more luxury trains in 2010;

(d) if so, the details thereof; and

(e) the step taken to make the luxury trains affordable?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) and (b) Yes, Madam. There have been cancellations of some trips of luxury tourist trains on account of low occupancy arising out of economic slow down and security concerns.

(c) and (d) The luxury tourist train, Maharajas' Express, has been introduced in 2010. It is presently operated on four pan-India itineraries covering places of tourist importance.

(e) The tariff of luxury tourist trains is fixed by State Tourism Corporations/Indian Railway Catering and Tourism Corporation as per market potential.

Civil Aviation
Purchase of Aircraft

256-257 4279. [SHRI HARISHCHANDRA CHAVAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the number of passenger aircraft purchased during the last three years indicating the names of the supplier companies and the prices paid for each aircraft;

(b) the details including the time of payment and the name of agency through which payment was made;

(c) whether there was difference between the actual price of the aircraft and the payment made to the said agency;

(d) if so, the details thereof alongwith the reasons for making such payments; and

(e) the steps taken in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Erstwhile Air India and Indian Airlines had placed orders with M/s Boeing and M/s Airbus for purchase of 68 and 43 aircraft respectively. Out of these, 70 aircraft have been delivered during the last three years. The average cost of B777-200LR, B777-300ER and B737-800 aircraft is USD 135.0 million, USD 143.0 million and USD 42.0 million respectively. The average cost of A319, A320 and A321 aircraft is USD 37.34 million, USD 43.63 million and USD 52.57 million respectively.

(b) In terms of Purchase Agreement, erstwhile Air India was required to pay 15% as Advance payment as below:

1%—on signing of Purchase Agreement

4%—24 months prior to delivery

5%—21 months prior to delivery

5%—18 months prior to delivery

The net payment made to Boeing at the time of delivery represents the cost of the aircraft escalated to the month of delivery less the advance payment already made for the aircraft. The payment is made from delivery financing arranged through banks after following a tendering process.

Erstwhile Indian Airlines had paid USD 250000 per aircraft as commitment fee on signing of term sheet. This amount was adjusted against the first Advance payments paid against each aircraft. The advance payments were paid as under:

2%—on signing of Purchase Agreement

4%—24 months prior to delivery

2%—18 months prior to delivery

8%—12 months prior to delivery

2%—6 months prior to delivery

The payments were made to Airbus through authorized banking channel after necessary approvals/compliances.

(c) to (e) Payments are made directly by the bank arranging the money and no agency is involved in arranging the funds. The banks arranging the money is paid an Arrangement Fee.

Railways 258
Rail Services on Sriganganagar Route

4280 [SHRIMATI SHRUTI CHOUDHRY: Will the Minister of RAILWAYS be pleased to state:

(a) the details and frequency of rail services on Delhi-Gurgaon-Rewari-Charkhi Dadri-Bhiwani-Hisar-Sirsa or Sriganganagar route;

(b) whether Railways propose to increase frequency of trains on the above said route; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) and (b) At present, Delhi-Rewari section is served by 27 pairs of trains including 18 pair of Mail/Express, Rewari-Charkhi Dadri-Sirsa-Bathinda section is served by 10 pairs of train including 04 pairs of Mail/Express and Sriganganagar-Bathinda-Delhi section is served by 07 pairs of train including 05 pairs of Mail/Express. At present, there is no proposal to increase the frequency of the existing trains on these routes.

(c) Does not arise.

Railways 258-259
Kalka Amritsar Train

4281 [SHRI RAVNEET SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have any proposal to run Kalka-Amritsar train via Kharar;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) No, Madam.

(b) Does not arise.

(c) The Railway line from Kalka to Amritsar via Kharar is still under construction over Morinda-Ludhiana section

259

Air Services from Salem

4282. [SHRI ADHI SANKAR: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government has introduced any air services from Salem to other places;

(b) if so, the details thereof;

(c) if not, the reasons therefor; and

(d) the details of air services in operation from Salem airport as on date?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (d) At present, Kingfisher Airlines is operating scheduled air service on the Chennai-Salem-Chennai route with a frequency of 05 flights per week.

The Government has laid down Route Dispersal Guidelines with a view to achieve equitable regulation of air transport services taking into account the need for air transport services of different regions of the country including the North-East region. The airlines provide air services to specific places depending upon the traffic demand and commercial viability while complying with the Route Dispersal Guidelines.

[Translation]

259-260
Railways

Stoppage of Trains in Jodhpur—Jaipur Section

4283. [SHRI GOPAL SINGH SHEKHAWAT: Will the Minister of RAILWAYS be pleased to state:

(a) whether despite gauge conversion the stoppages for Mail-Express trains at various stations between Jodhpur-Jaipur section have not been provided;

(b) if so, the details thereof;

(c) whether the Railways are considering to provide stoppages for super fast and express trains at Ren Railway Station; and

(d) if so, the names of such trains and the time by which this is likely to be provided?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) and (b) After gauge conversion, 8 pairs of Mail/Express trains have been introduced with 41 stoppages provided at different stations enroute between Jaipur and Jodhpur on the basis of commercial justification and operational feasibility.

(c) Two pairs of passenger trains are stopping at Ren station, which are considered adequate for the present volume of traffic offering at this station.

(d) Does not arise.

[English]

260 *cmr*
Additional Aircraft for Aviation Academy

4284. [SHRI KODIKKUNNIL SURESH: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government has taken any decision for providing two more single engine aircraft and a twin engine aircraft to Rajiv Gandhi Academy for Aviation Technology (RGAAT), Trivandrum;

(b) if so, the details thereof;

(c) whether the Government has received any proposal from the Government of Kerala for additional requirements to the RGAAT, Trivandrum; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Directorate General of Civil Aviation (DGCA) has allotted two Hansa aircraft to Rajiv Gandhi Academy for Aviation Technology (RGAAT), Trivandrum during the year 2003-04. Also in July 2008 Aero Club of India (ACI) has allotted to this Academy one Cessna 172 R single engine aircraft procured out of the Grants-in-Aid received from the Government of India.

(c) and (d) No, Madam. However, ACI has received a request from RGAAT for allocation of one single engine simulator which would be considered by ACI on merits.

261
Suspension of Air Cargo Services

4285. [SHRI S.R. JEYADURAI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether some domestic airlines have suspended their cargo operation at the Indira Gandhi International Airport in New Delhi as a protest against unfair practices by the outsourced cargo service agency and the airport operator;

(b) if so, the details thereof;

(c) whether any complaints have been filed by the airlines with the Government;

(d) if so, the details thereof; and

(e) the action taken by the Government in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) No, Madam. However Kingfisher, Indigo and Spicejet had suspended their cargo operations for two-three days in May, 2010 due to lack of certain facilities.

(c) No, Madam.

(d) and (e) Do not arise.

261-263
Steel Projects

4286. [SHRI K.R.G. REDDY: Will the Minister of STEEL be pleased to state:

(a) whether more than 100 steel projects are being affected for want of environmental clearance and land acquisition problem;

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

(c) the steps being taken by the Government to complete such projects in time?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL (SHRI A. SAI PRATHAP): (a) and (b) Steel sector in the country is deregulated and Government does not exercise any control over production, sale and price of steel products. The role of Government is that of a facilitator for an overall and healthy growth of steel sector in the country.

Large integrated steel projects are resource intensive involving land acquisition, forest clearance, allocation of raw material resources, power and water supply. These issues are dealt by the concerned Ministries and State Governments, in accordance with the relevant Acts, Rules and Policies. Ministry of Steel is, however, closely monitoring the issues in respect of the Public Sector Units under its administrative control. According to the information available, the details of pending proposals relating to land acquisition and environment clearances in respect of Steel Authority of India Limited (SAIL) is enclosed at Statement. Rashtriya Ispat Nigam Limited (RINL) and NMDC Limited have no pending proposal for environmental clearance and land acquisition, pertaining to their steel projects.

(c) Inter-Ministerial Group (IMG) is vested with the job of monitoring and coordinating on the issues concerning major steel investments. Ministry of Steel reviews the major integrated steel projects, on a regular basis in order to note the problems relating to environmental clearance and land acquisition issues and concerns of the investors. These are discussed, in the IMG meeting, for further action by the concerned Ministries/Departments and State Governments.

Statement

Steel Authority of India Limited (SAIL)

(A) Cases of environment clearance with Ministry of Environment and Forest (MoEF)

- (a) **Sitanala Coking Coal Block, Jharkhand:—** Approval for grant of environmental clearance is pending with MoEF since 2nd June 2010.
- (b) **Setting up of washery at Tasra, Jharkhand:—** For setting up a coal washery of 3.5 MTPA capacity, application for Terms of Reference for preparation of EIA-EMP was submitted on 18th Jan, 2010 and it is pending with MoEF.
- (c) **Budhaburu lease, Chiria Iron Ore Mines, Jharkhand:—** Proposal was submitted on 06-08-2009 and it is pending with MoEF approval is awaited.
- (d) **Sukri-Latur lease, Chiria Iron Ore Mines, Jharkhand:—** Proposal was submitted on 06-08-2009 and it is pending with MoEF.

- (e) **Dhobil lease, Chiria Iron Ore Mines, Jharkhand:**—Proposal was submitted on 06-08-2009 and it is pending with MoEF.
- (f) **Ajitaburu lease, Chiria Iron Ore Mines, Jharkhand:**—Proposal was submitted on 06-08-2009 and it is pending with MoEF.
- (g) **ML-130 and ML-162, Barsua-Kalta Iron Ore Mines, Orissa:**—Proposal was submitted on 24-11-2009 and it is pending with MoEF.

(B) Delay in land acquisition/allotment

- (a) **Tasra Coking Coal Mines, Jharkhand:**—Out of total 860 Ha, required for mining, only 243 ha land has been acquired.
- (b) **Chiria Iron Ore Mine, Jharkhand:**—For setting up a processing plant at Patherbasa, Manoharpur, land has been identified and application for acquisition of 405 Ha has been submitted to DC, Chaibasa on 24-9-2009.

*[Translation]***New Railway Line Between Degana and Rewari**

4287. [SHRI RAM SINGH KASWAN: Will the Minister of RAILWAYS be pleased to state:

- (a) the status of work on new railway line between Degana and Rewari via Sadulpur in Rajasthan;
- (b) the estimated cost sanctioned/disbursed for the said project; and
- (c) the reasons for delay if any, in the execution of the project and the time by which it will be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) No new line

between Rewari and Degana is sanctioned. However, on this route, gauge conversion of Rewari-Sadulpur was completed in 2007-08 and Sadulpur-Ratangarh-Degana has been completed in 2009-10.

(b) and (c) The work of gauge conversion of Rewari-Sadulpur-Ratangarh-Degana has been part of two sanctioned projects of Bikaner-Ratangarh-Sadulpur & Ratangarh-Degana and Rewari-Sadulpur-Hissar. An amount of Rs.1025.52 crore has been spent on these two projects upto 31.03.2010. The work has been completed as per the availability of resources.

[English]

264-266 *Food Processing*
Financial Assistance to FPI

4288 [SHRI ARJUN CHARAN SETHI: Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to refer to reply given to the Starred Question No. 383 dated 22 April, 2010 regarding 'financial assistance for food processing industries' and state:

(a) the names of the units received financial assistance during the years 2007-08, 2008-09 and 2009-10 in the State of Orissa for technology upgradation/establishment/modernization of Food Processing Industries and the specific amounts received each units thereof against total number of applications made thereto;

(b) the total number of such cases pending for consideration till date; and

(c) the reasons for their pendency?

THE MINISTER OF FOOD PROCESSING INDUSTRIES (SHRI SUBODH KANT SAHAY): (a) The details of units received financial assistance during the years 2007-08, 2008-09 and 2009-10 in the State of Orissa, unit-wise for the technology upgradation/ establishment/modernization of Food Processing Industries is as under:—

(Rs. in lakhs)

Year	Name of units	Amount received
1	2	3
2007-08	M/s Sri Sai Rameshwar Solvent P. Ltd., Odisha	25.00
	M/s Gayatri Agro Oil and Food Product, Odisha	25.00

1	2	3
	M/s Bal Gopal Food Products P. Ltd., Odisha	24.59
	M/s Teekay Exports P. Ltd., Odisha	25.00
	M/s Prithviraj Dairy Products, Odisha	18.57
2008-09	M/s Shree Sarda Rice Mill, Pandari Patar, Jharsunguda, Odisha	13.68
2009-10	M/s Satya Sai Industries, Odisha	4.72
	M/s Royal Cashew, Odisha	2.00
	M/s Biosourcing.com Pvt. Ltd.	14.00
	M/s Shree Sarda Rice Mill, Pandari Patar, Jharsunguda, Odisha	13.68
	M/s Sri Sai Rameshwar Solvent P. Ltd., Odisha	25.00

(b) The Ministry of Food Processing Industries extends financial assistance in the form of grant-in-aid to implementing agencies/entrepreneurs @ 25% of the cost of Plant and machinery and Technical Civil Works subject to a maximum of Rs. 50 lakhs in general areas and 33.33% subject to a maximum of Rs. 75 lakhs in difficult areas under the Scheme of Technology Upgradation/Establishment/Modernization of food processing industries.

Earlier all the applications for such grants were received by the Ministry through the State Nodal Agencies. These applications were then Centrally processed and grants disbursed directly by the Ministry. From 2007-08, the receipt of applications, their appraisal, calculation of grant eligibility as well as disbursement of funds has been completely decentralized. Under the new procedure, an entrepreneur/applicant can file application with the neighborhood Bank branch/Financial Institution (FI). The Bank/FI would then appraise the application and calculate the eligible grant amount as per the detailed guideline given to them by the Ministry. The Banks/FIs appraisal report and its recommendation for the release of grant is transmitted to the Ministry through e-portal established for this purpose. After the recommendation is received from the Bank/FI, the Ministry sanctions the grant and transfer the funds through the e-portal. Under the Scheme, total 40 proposal received through e-portal in respect of Orissa State for want of funds.

(c) The proposals are considered in the Ministry depending upon the availability of funds.

266-267 Pharmaceuticals
Funds to Small and Medium
Scale Pharma Sector

4289 [SHRI J.M. AARON RASHID: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the small and medium Pharma industry are suffering due to lack of coordination and mutual acceptability of various departments;

(b) if so, the reaction of the Government thereto;

(c) whether the small and medium scale Pharma sector require huge financial funds for survival; and

(d) if so, the steps being taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI SRIKANT JENA):
(a) and (b) The Central Government Ministries/Departments whenever required while formulating the policies including those for small and medium pharma industry, have consultation amongst themselves.

(c) and (d) The Department of Pharmaceuticals in collaboration with the Ministry of MSME has introduced

a Scheme for Schedule 'M' Compliance by SSI Units in Pharma Sector under the overall umbrella of Credit Linked Subsidy Scheme (CLCSS). Under the Scheme, the Pharma SSI units are eligible to get 15% (upto Rs. 15.00 Lakhs) upfront capital subsidy on an institutional finance for an amount upto Rs. 1.00 crore to be availed by them for inclusion of well established and improved technology to make themselves Schedule 'M' Compliant. To widely disseminate information on the Scheme, this Department had held State level Awareness Building Workshops (ABWs) in 9 pharma clusters at Goa, Mumbai, Baddi, Chennai, Hyderabad, Ahmadabad, Indore, Dehradun and Bangalore. This subsidy of 15% (upto Rs. 15.00 lakhs) is also admissible to new Pharma Manufacturing Units.

267-268
Agreements between NIPER and IDPL

4290. **SHRI TARACHAND BHAGORA:** Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) the details of agreements, payments and adjustments made between the National Institute of Pharmaceutical Education and Research (NIPER), Hyderabad, with Indian Drugs and Pharmaceuticals Ltd. (IDPL); and

(b) the income earned by the IDPL on account of non-core activities during each of the last three years?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI SRIKANT JENA): (a) and (b) At present, National Institute of Pharmaceutical Education and Research (NIPER), Hyderabad functions in the premises of Indian Drugs and Pharmaceuticals Limited (IDPL) at Hyderabad. The premises have been leased on rent by IDPL to NIPER. A Memorandum of Understanding (MoU) was, therefore, signed between IDPL and NIPER. In terms of the MoU, IDPL received payment from NIPER, Hyderabad, during the last 3 years as follows:

Year	Item	Amount (Rs. in crores)
2007-08	—Nil—	—Nil—
2008-09	(a) Cost of furniture, Instruments and Books	1.09
	(b) Rent for building handed over to NIPER	5.59
	(c) Advance Rent for Building handed over to NIPER (01-04-09 to 31-03-2012)	11.55
2009-10	—Nil—	—Nil—
	Total	18.23

IDPL has further reported year-wise income from non-core activities, including NIPER rent as follows:

2007-08	Rs. 6.80 crores
2008-09*	Rs. 10.15 crores
2009-10*	Rs. 9.25 crores

*The income figures are provisional.

Note: The information given above is based on Accrual Accounting basis as intimated by IDPL.

[Translation]

SC/ST/OBC
Recruitment in IOC

4291. **SHRI MAROTRAO SAINUJI KOWASE:** Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the total number of officers and the staff employed in Indian Oil Corporation at national level and the number of Scheduled Castes and Scheduled Tribes Officers/ staff among them;

(b) whether the reserved posts have been filled up completely;

(c) if so, the total number of appointments made during the last five years and the number of members of scheduled castes and scheduled tribes among them;

(d) whether there is any backlog of the reserved posts; and

(e) If so, the special drive launched to clear the backlog posts so that appointments can be made against reserved posts?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) As on 31.3.2010, there are 34,363

numbers of officers and staff employed in Indian Oil Corporation, including 6209 and 2594 officers and staff belonging to Scheduled Castes and Scheduled Tribes respectively.

(b) and (c) No, Madam. Few of the reserved posts remains unfilled due to reasons like the selected candidates not joining the Corporation, non-availability of reserved candidates with required experience, qualification etc. The total number of appointments made during the year 2005 to 2009 in the Indian Oil Corporation is 4958, including 797 and 267 members of Scheduled Castes and Scheduled Tribes respectively.

(d) and (e) Yes, Madam. As on 31.3.2010, following number of backlog of the reserved posts in direct recruitment in Indian Oil Corporation:-

Classification of posts	Scheduled Castes	Scheduled Tribes
Group A or equivalent	11	11
Group B or equivalent	These posts are filled by promotion only.	These posts are filled by promotion only.
Group C or equivalent	9	6
Group D or equivalent	3	17

Indian Oil Corporation is launching Special Recruitment Drive during the year 2010 to wipe out the backlog reserved vacancies in Group 'A' POSTS. No direct recruitment is made in group 'B' posts as the posts in this group are filled internally through promotion. The backlog vacancies in Group 'C' are likely to be filled during the normal recruitment process. As regards Group 'D' posts, no recruitment are made except under Corporation's Rehabilitation Scheme for providing employment to dependent son/ daughter of deceased employee on compassionate grounds.

[English]

269-270
Suicide by Textile Mill Workers

4292. SHRI N. CHELUVARAYA SWAMY: Will the Minister of TEXTILES be pleased to state:

(a) whether the Government has constituted any committee to study the suicide committed by textile mill workers in the country;

(b) if so, the details thereof; and

(c) the time by which the committee is likely to submit its report?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI): (a) No, Madam.

(b) and (c) Do not arise.

[Translation]

Financial Assistance
Rozgar Credit Card Scheme 270-271

4293. SHRI HARISH CHOUDHARY:
SHRI MAHENDRASINH P. CHAUHAN:

Will the Minister of TEXTILES be pleased to state:

(a) whether the Government is implementing any scheme such as 'Rozgar Credit Card Scheme' for providing financial assistance to the weavers and craftsmen;

(b) if so, the details thereof alongwith the details of target fixed for the current financial year, State-wise;

(c) whether large number of weavers and craftsmen have not benefited from the said scheme;

(d) if so, the reason therefor alongwith the number of weavers and craftsmen benefited from the said scheme till date; and

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

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI): (a) No, Madam.

(b) to (e) Do not arise.

[English]

271-272
Withdrawal of Shares from IFFCO

4294. [SHRI ARUNA KUMAR VUNDAVALLI: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Ministry has any administrative control over the Indian Farmers Fertilizer Cooperative Limited (IFFCO);

(b) if so, the details thereof;

(c) when it was created and whether its major share was with the Government;

(d) if so, the reasons for withdrawal of share from IFFCO;

(e) whether any Memorandum of Understanding (MoU) has been signed between the IFFCO and the Government while transferring the Government's share to IFFCO; and

(f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI SRIKANT JENA):

(a) No, Madam.

(b) Not applicable.

(c) IFFCO a Multi State Cooperative Society was registered on 3rd November, 1967. Prior to 2002, the major share of IFFCO was with GOI.

(d) Section 35 of Multi State Cooperative Society (MSCS) Act 2002 allows redemption of shares held in MSCS by any of the authorities referred to in Clauses (c) to (g) of Sub section 1 of Section 25 of the Act in accordance with the Bye laws of such MSCS and in case where the Bye-laws do not contain any provision in this regard in such manner as may be agreed upon between MSCS and such authority.

Consequent to the enactment of MSCS Act, 2002, IFFCO amended its Bye-laws in the year 2002. The amended Bye-law No. 6 of IFFCO reads as under:—

"IFFCO shall quarterly retire the shares held by the non cooperative members like Government of India, and Public Financing Institutions to the extent that the cooperative members subscribe to the equity of IFFCO in order to facilitate greater participation and representation of cooperative members in IFFCO."

As per the amended Bye-laws of 2002, IFFCO with the approval of their Board repatriated total Government of India Equity amounting to Rs. 289.61 crore during rile period December 2002 to June 2004 which was accepted by Government.

(e) No, Madam.

(f) Not applicable.

[Translation]

272-273
Violation of MRTP Act

4295. [SHRI JAI PRAKASH AGARWAL: Will the Minister of CORPORATE AFFAIRS be pleased to state:

(a) whether there is large scale violation of MRTP Act by the manufacturers of soft drinks in various parts of the country including National Capital Delhi;

(b) if so, the details thereof, during the last three years;

(c) the names of the manufacturers of soft drinks against whom complaints have been registered for violation of MRTP Act in various parts of the country including National Capital Delhi; and

(d) the action taken/proposed to be taken by the Government against such manufacturers of soft drinks?

THE MINISTER OF STATE OF THE MINISTRY OF CORPORATE AFFAIRS AND MINISTER OF STATE OF

THE MINISTRY OF MINORITY AFFAIRS (SHRI SALMAN KHURSHEED): (a) The Monopolies and Restrictive Trade Practices (MRTP) Act, 1969 has been repealed with effect from 01st September, 2009.

(b) and (c) Details of complaints and the names of manufacturers of soft drinks against whom the complaints were received during the last three years before the repeal of MRTP Act are as under:-

Case No.	Name of the Complainant	Name of the Manufacturer
RTPE 16/2009	Cine Prekshkula Viniyoga Darula Sangham, Hyderabad	The Hindustan Coca Cola Beverages Pvt. Ltd., Hyderabad.
UTPE 99/2009	Consumers' Guidance Society, Vijayawada (A.P)	Hindustan Coca Cola Beverages Pvt. Ltd., New Delhi.

(d) After dissolution of the MRTP Commission, the complaints have been transferred to the Competition Commission of India for necessary action.

[English]

273-274
Price Stability Fund for Jute

4296. [SHRI PRABODH PANDA:
SHRI TUFANI SAROJ:

Will the Minister of TEXTILES be pleased to state:

(a) whether the Government is actively considering to set up a price stability fund to provide benefit to jute growers;

(b) if so, the details thereof;

(c) the time by which the scheme would be launched;

(d) whether decline has been registered in the cultivation area of jute;

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

(f) the steps taken by the Government to encourage jute cultivation?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI): (a) No, Madam.

(b) Does not arise.

(c) At present, there is no proposal to launch any such fund.

(d) to (f) The area under cultivation has been fluctuating between 7.60 lakh Ha and 8.17 lakh Ha, during last five years. To encourage jute cultivation, Government has taken following steps:

(i) Fixing Minimum Support Price (MSP) and conducting Price Support operations whenever prices fall below MSP.

(ii) Jute Technology Mission is implemented in various jute growing States.

(iii) Certified Jute Seeds are distributed by Jute Corporation of India.

Railways
Asian Countries Rail Link

4297. [SHRI K. SUDHAKARAN: Will the Minister of RAILWAYS be pleased to state:

(a) the details of the proposed rail link connecting India to West Asia and South East Asian country;

(b) the present status of the above project and the amount earmarked for the project; and

(c) the time when it will be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) United Nations Economic and Social Commission for Asia and the Pacific has prepared plan for Trans-Asian Rail Link (TAR). Southern Corridor of the link proposes to connect South-East Asia to West Asia through India.

(b) and (c) India has ratified TAR. However, operationalisation of the project depends upon ratification by all concerned countries and hence no timelines can be given at present.

Chemical
Production of Chlorofluorocarbons

4298 [SHRI ANANDRAO ADSUL: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Government has set any target regarding production of chlorofluorocarbons and its consumption for the last three years; and

(b) if so, the target achieved during the said period?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI SRIKANT JENA): (a) and (b) For implementation of mortreal Protocol, India has set the following targets for production of Chlorofluorocarbons (CFC) and its consumption for the last three years:

Year	CFC Production Target (MT)	CFC Consumption Target (MT)
2007	3,389	1005
2008	2,259	1005
2009	1,130	1005

The production and consumption of CFC in India during the above period is given below:

Year	Prduction (MT)	Consumption (MT)
2007	2367.6	964
2008 and 2009	673.87	698

Security 276-277
Railway Safety Related Vacancies
Vacant Post
4299. SHRI M. KRISHNASSWAMY:
SHRI BHOOPENDRA SINGH:
SHRI GURUDAS DASGUPTA:
SHRI S. SEMMALAI:

Will the Minister of RAILWAYS be pleased to state:

(a) the allocation and utilisation of resources, for security related activities, in Railways, for the last two years and the current year, year and zone-wise;

(b) the number of posts related to railway safety including drivers and motormen lying vacant for each of the last three years and the current year, zone-wise;

(c) the steps taken by the Railways to fill the vacant posts expeditiously;

(d) whether Railways plan to install anti-collision devices in all the trains;

(e) if so, the details thereof; and

(f) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) and (b) The information is being collected and will be laid on the table of the Sabha.

(c) General Managers are empowered to assess the requirement and get the same filled up from time to time by placing indents on Railway Recruitment Boards in case of group 'C' categories. For aroup 'D' requirement the recruitment done is done by Railways themselves through Railway Recruitment Cells. Occurrence and filling up of vacancies is a continuous process. Centralized Employment Notifications have been issued for about 40,000 posts in various Group 'C' categories including Safety categories. Recently technical audit of the system of Railway Recruitment Board examinations has been carried out and examinations will be conducted as per new system of examinations from last week of September, 2010 onwards.

(d) and (e) The Anti-Collision Device developed by Konkan Railway Corporation Limited has been in service trials as pilot project on 1736 Route Kilometers of North East Frontier Railway. Based on experience on NFR, specifications for ACD were revised to improve efficacy,

reliability and availability of ACD. The improved version of the ACD to revised specification is now to be developed by KRCL for service trials on three zones, viz. Southern, South Central and South Western Railways, covering 1600 Route kilometers that include multiple lines, automatic signaling and electrified sections. Further installation of ACD on Indian Railway will be planned, based on performance evaluation of equipment with improved specifications, on Southern, South Central and South Western Railways.

(f) Does not arise.

277 Taxation
Increase in Export Duty on Iron Ore

4300. [SHRIMATI SUPRIYA SULE:
SHRI RAYAPATI SAMBASIVA RAO:
DR. SANJEEV GANESH NAIK:

Will the Minister of STEEL be pleased to state:

(a) whether the Steel Ministry has proposed increase in export duty on iron ore to discourage export and lower the import duty on ore to zero, to ensure that there is adequate raw material available for the domestic industry;

(b) if so, the details thereof;

(c) whether such proposal may likely to affect the prospects of the domestic iron ore exporters; and

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

THE MINISTER OF STATE IN THE MINISTRY OF STEEL (SHRI A. SAI PRATHAP): (a) to (d) Ministry of Steel is of the view that iron ore being a non-renewable natural resource should be conserved for long term utilization of domestic steel industry. The export of iron ore has consistently increased over the years, inspite of imposition of export duty on iron ore. During 2009-10, iron ore export from the country touched an all time high of 117.37 million tonne. Therefore, Ministry of Steel is of the view that appropriate export duty should be imposed on iron ore to effectively discourage its export from the country. Government of India has decided that conservation of iron ore resources of the country is of paramount importance and the same may be achieved by taking recourse to appropriate fiscal measures. Presently, an export duty of 5% is leviable on iron ore fines, whereas 15% export duty is leviable on other varieties of iron ore.

Civil Aviation
Appointment of COO Andhra

4301. [DR. CHARAN DAS MAHANT
SHRI GAJENDRA SINGH RAJUKHEDI:
SHRI TARACHAND BHAGORA:
SHRI AVTAR SINGH BHADANA:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether representations have been received from various quarters including All India Cabin Crew of Air India, protesting against appointment of a foreigner as Chief Operating Officer (COO);

(b) if so, reaction of the Government thereto; and

(c) the action taken in the matter?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Yes, Madam.

(b) and (c) COO in NACIL has been appointed by a Committee taking into consideration credentials of all the candidates applied for the post and the requirements of the company.

[Translation]

278-282
Loss Making PSUs

4302. [SHRI ANJANKUMAR M. YADAV:
DR. SANJAY SINGH:
SHRI RAMSINH RATHWA:

Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state:

(a) whether a number of Public Sector Undertakings (PSUs) which are running into losses;

(b) if so, the details of those PSUs incurring losses during the last three years, year and PSU-wise;

(c) the reasons for the loss;

(d) whether any efforts are being made to turn the loss making PSUs into profitable ventures; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI

ARUN YADAV: (a) and (b) As per Public Enterprises Survey (2008-09) that was laid in the Parliament on 25.2.2010, 38 Central Public Sector Enterprises (CPSEs) were incurring losses continuously for the last three years. The year and PSU-wise details of losses of these CPSEs are given at Statement.

(c) The reasons for the loss are manifold and enterprise specific. Some common problems faced by the sick and loss making CPSEs have been obsolete plant and machinery, outdated technology, lack of adequate investment, high interest burden, and weak marketing.

(d) and (e) The Government established the Board

for Reconstruction of Public Sector Enterprises (BRPSE) in December, 2004 as an advisory body to address the task of strengthening, modernization, reviving and restructuring of sick and loss making CPSEs. The BRPSE has given its recommendations for revival of 59 CPSEs. Out of the 59 CPSEs, the Government have approved revival package of 39 CPSEs involving a total assistance of Rs.23581 crore (i.e. cash assistance of Rs.3287 crore and non-cash assistance of Rs.20294 crore). Among these 39 CPSEs, 20 CPSEs posted profit in 2008-09 and 15 CPSEs posted profit in 2007-08 & 2008-09; as many as 11 CPSEs, moreover, posted profit consecutively in 2006-07, 2007-08 and 2008-09.

Statement

Name of the CPSEs incurring losses continuously for the last 3 years.

(Rs. in crore)

Sl. No.	Name of CPSEs	Losses		
		2008-09	2007-08	2006-07
1	2	3	4	5
1.	Air India Air Transport Services Ltd.	0.98	-1.12	-0.23
2.	Airline Allied Services Ltd.	-81.83	-59.16	-85.36
3.	Andaman & Nicobar Islands. Fores & Plant. Dev. Corp. Ltd.	-16.83	-16.68	-13.40
4.	Bengal Chemicals Inland Pharmaceuticals Ltd.	-3.52	-10.69	-4.69
5.	Bharat Immunologicals & Biologicals Corp. Ltd.	-3.52	-4.00	-3.43
6.	Bharat Wagon & Engg. Co. Ltd.	-8.63	-13.62	-24.14
7.	Birds Jute & Exports Ltd.	-7.84	-5.04	-4.63
8.	Brahmaputra Valley Fertilizer Corpn. Ltd.	-215.04	-105.84	-62.37
9.	Burn Standard Company Ltd.	-157.59	-151.29	-151.86
10.	Fresh & Healthy Enterrpises Ltd.	-12.05	-18.14	-0.19
11.	Handicrafts & Handloom Exports Corp. of India Ltd.	-0.47	-7.09	-2.67
12.	Hindustan Cables Ltd.	-445.37	-435.00	-310.68
13.	Hindustan Photo Films Manufacturing Co. Ltd.	-890.26	-789.48	-653.06

1	2	3	4	5
14.	Hindustan Steel Works Costn. Ltd.	-6.88	-26.72	-83.50
15.	Hindustan Vegetable Oils Corpn. Ltd.	-21.87	-21.36	-21.22
16.	HMT Bearing Ltd.	-11.07	-20.72	-7.16
17.	HMT Chinar Watches Ltd.	-69.48	-49.04	-39.91
18.	HMT Machine Tools Ltd.	-37.17	-40.50	-149.78
19.	HMT Watches Ltd.	-164.05	-146.95	-195.81
20.	Hooghly Dock And Port Enginners Ltd.	-51.89	-51.89	-72.97
21.	Hotel Corpn. of India Ltd.	-18.61	-24.97	-12.71
22.	ITI Ltd.	-668.18	-358.38	-405.26
23.	IDPI (Tamilnadu) Ltd.	-2.76	-2.76	-1.20
24.	Indian Drugs & Pharmaceuticals Ltd.	-388.96	-298.24	-351.16
25.	J & K Mineral Development Corpn. Ltd.	-0.30	-0.20	-0.18
26.	Konkan Railway Corporation Ltd.	-80.10	-145.79	-233.28
27.	Madras Fertilizers Ltd.	145.38	-134.85	-114.78
28.	National Film Dev. Corpn. Ltd.	-11.13	-2.76	-5.27
29.	National Jute Manufactures Corporation Ltd.	-583.67	-505.17	-794.49
30.	National Projects Construction Corpn. Ltd.	-24.34	-36.62	-76.56
31.	NEPA Ltd.	-46.08	-37.67	-44.47
32.	North Eastern Handicrafts & Handloom Dev. Corpn. LTD	-2.01	-2.46	-2.47
33.	Orissa Drugs & Chemicias Ltd.	-0.61	-0.61	-0.71
34.	Richardson & Cruddas (14972) Ltd.	-30.30	-59.60	-37.62
35.	Scooters India Ltd.	-27.65	-22.47	-22.50
36.	Triveni Structurals Ltd.	-46.98	-50.80	-46.85
37.	Tungabhadra Steel Products Ltd.	-18.44	-20.45	-37.50
38.	Utkal Ashoko Hotel Corpn. Ltd.	-1.39	-1.21	-1.19
Total		-4303.23	-3679.34	-4075.26

283

Survey of Railways Work

4303. [SHRI GHANSHYAM ANURAGI: Will the Minister of RAILWAYS be pleased to state:

(a) the status of railway line from Kaunch to Phaphund via Jalaun and from Utrai to Jalaun and Bhind Mahoba;

(b) the reasons for delay in execution of the project; and

(c) the time by which it is likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) The upadating surveys for Konch – Phaphund, Konch-Jalaun-Orai and Bhind-Orai-Mahoba new lines have been taken up.

(b) and (c) Do not arise.

[English]

283

Hindustan Paper Corporation

4304. [SHRI RAVINDRA KUMAR PANDEY: Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state:

(a) whether the Government is aware of mal-practices including overpricing of textbook paper in the units of Hindustan Paper Corporation, including in Jharkhand;

(b) if so, the details thereof;

(c) the amount estimated to have been over-charged during the last two years;

(d) whether any enquiry has been conducted into the matter; and

(e) if so, the details thereof and the steps taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI ARUN YADAV): (a) Yes, Madam.

(b) to (e) The Department received complaints alleging large scale irregularities in the sale of writing and printing paper by Hindustan Paper Corporation Limited and consequently resulting in heavy financial losses to the company. The matter has been referred to

CBI to find out whether there is any malpractice including over-pricing of textbook paper.

A preliminary inquiry has been conducted by the Department as also Chief Vigilance officer of Hindustan Paper Corporation and 6 executives of Hindustan Paper Corporation including Chairman cum Managing Director have been put under suspension. An inquiry officer has already been appointed by HPC to initiate departmental proceedings.

Essential Commodity

Allotment of Wagons for Carrying Salt

4305. [DR. KIRIT PREMJBHAI SOLANKI:
SHRIMATI DARSHANA JARDOSH:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government of Gujarat has requested the Railways to allot wagons, two days in a week for transportation of salt from Kutchh region in Gujarat; and

(b) if so, the reaction of the Railways thereto?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) Yes, Madam. Government of Gujarat has requested to increase Oldest Date of Registration based allotment to two days' per week for loading of salt.

(b) Western Railway has nominated two days in a week i.e. Wednesday and Saturday for allotment of rake as per oldest date of registration of indents, at all stations on Western Railway which includes stations in Gujarat State.

284-286 Oil Exploration
Setting Up of National Gas Highway

4306. [SHRIMATI SUPRIYA SULE:
SHRI RAYAPATI SAMBASIVA RAO:
DR. SANJEEV GANESH NAIK:
SHRI NAMA NAGESWARA RAO:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government is planning to set up a National Gas Highway covering the length and breadth of the country;

(b) if so, the details thereof;

(c) whether any techno economic feasibility study has been conducted in this regard;

(d) if so, the details thereof;

(e) whether the difference of opinion between Ministry of Finance and Planning Commission, on the issue been resolved; and

(f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) to (f) Gas pipelines are laid according to gas availability, demand and commercial viability. With the increase in availability of natural gas, the Government is taking steps to expand natural gas transportation infrastructure in the country. Accordingly, the Government has issued authorizations for the following trunk natural gas pipelines totalling about 9000 km:—

- (i) Dadri-Bawana-Nanga! Pipeline
- (ii) Chainsa-Gurgaon-Jhajjar-Hissar Pipeline
- (iii) Kochi-Koottanad-Mangalore-Bangalore Pipeline
- (iv) Dabhol-Bangalore Pipeline
- (v) Jagdishpur-Haldia Pipeline
- (vi) Kakinada-Basudebpur-Howrah Pipeline
- (vii) Vijaywada-Nellore-Chennai Pipeline
- (viii) Chennai-Tuticorin Pipeline
- (ix) Chennai-Bangalore-Mangalore Pipeline

Further, in order to encourage investment in natural gas sector, Petroleum and Natural Gas Regulatory Board (PNGRB) Act, 2006 has been enacted and PNGRB has been constituted. The Board is responsible for *inter alia* giving authorizations for building natural gas trunk pipelines. PNGRB has initiated action to further expand the natural gas pipeline network by about 5000 km.

A proposal for setting up of National Gas Highway Development Authority has been under examination. The

concerned Ministries/Department/Organizations including Ministry of Finance and the Planning Commission, have commented upon the same.

286-287
Near Miss Incidents at Airports

4307. **SHRI MANISH TEWARI**: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the number of near air misses repented from Deihl and Mumbal airports from 1 April 2005 to 1 July 2010, Incident-wise and city-wise;

(b) whether each and every incident of air miss has been investigated and the report made available in the public domain;

(c) if so, the details thereof;

(d) the reasons for these incidents;

(e) whether there is adequate staff in the Delhi and Mumbai Air Traffic Control;

(f) if so, the details thereof; and

(g) the steps taken by the Government to ensure that such near miss incidents do not recur in future?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Infor-mation is being collected and will be laid on the Table of the House.

(b) and (c) All serious incidents are investigated by the Directorate General of Civil Aviation (DGCA) and their reports are placed on its website.

(d) As per investigations, the main causes of airprox/near miss incidents are co-ordination failure and instrument failure.

(e) and (f) There is no shortage of air traffic management services including Air Traffic Control (ATC), communication, navigation and surveillance to deal with air safety.

(g) Directorate General of Civil Aviation (DGCA) has issued Civil Aviation Requirements making it mandatory to install Airborne Collision Avoidance System (ACAS) on aeroplanes. Mono-pulse Secondary Surveillance radars have been installed at major airports in the country

to provide altitude information to the Air Traffic Controllers. Air Traffic Management services are modernised to include air traffic conflict warning in the system. Flexible use of airspace to reduce traffic congestion in the airspace has been implemented. Regular proficiency checks for Air Traffic Controllers and pilots are carried out and corrective training is given wherever necessary. Specific co-ordination procedures for transfer of traffic from one unit to the other, have been established and are reviewed periodically. One separate Directorate of Air Space and Air Traffic Management in DGCA has been created for better surveillance and regulation of Air Traffic Management.

287
New Software for Railway Reservation

4308. [SHRI BALIRAM JADHAV:
SHRI K. SUGUMAR:

Will the Minister of RAILWAYS be pleased to state:

(a) whether any committee has been set up by the Railways for preparing a report to adopt new software for rail reservation system and also assessing the cost involved therein;

(b) if so, whether the said report has been submitted;

(c) if so, the main recommendations contained in report; and

(d) if not, the time by which it is likely to be submitted?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) Yes, Madam.

(b) to (d) Interim report has been submitted giving details and modalities of the new software for rail reservation system based on Relational Database. The report is under evaluation. The cost estimation can be done only after the report is finalized.

[Translation]

287-288 Railways
Increase of Frequency of New Delhi Guwahati
Rajdhani Express

4309. SHRI MAHESHWAR HAZARI: Will the Minister of RAILWAYS be pleased to state:-

(a) whether the Railways propose to increase the frequency of the Train No. 2235/2236 New Delhi-Guwahti Rajdhani Express via Muzaffarpur-Samastipur from one day to three days;

(b) if so, the details thereof; and

(c) the time by which it is likely to be implemented?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) No, Madam.

(b) and (c) Do not arise.

Railways
Construction of New Rail Route

288
4310. [SHRI SONAWANE PRATAP NARAYANRAO: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have taken any steps for construction of new rail route between Manmad in Maharashtra and Indore in Madhya Pradesh via Malegaon, Dhule, Sirpur, Nardana and Sendwa;

(b) if so, the details thereof alongwith the time period for its commencement; and

(c) the details of amount sanctioned for the purpose?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) and (b) The survey for new line from Manmad to Indore via Malegaon, Dhule, Nardana, Sirpur (350 km) was done in 2004-05 and has recently been updated; as per which, cost has been assessed as Rs.1750.93 crore. Government of Maharashtra and Madhya Pradesh were requested to share the cost of the proposed line to the extent of 50%. Only Government of Maharashtra has agreed to share 50% of the cost of the line falling in the State.

(c) Does not arise as the proposal is not yet sanctioned.

288-292
NIFT Centres

4311. [SHRI ASHOK KUMAR RAWAT:
SHRI SYED SHAHNAWAZ HUSSAIN:

Will the Minister of TEXTILES be pleased to state:

(a) the details of various centres of National Institute of Fashion Technology (NIFT) as on date, State-wise;

(b) the places where NIFT centres have been opened during the last three years;

(c) the funds spent, for the smooth functioning and maintenance of these centres during the above-mentioned period, year-wise and centre-wise;

(d) whether any proposal regarding setting up of NIFT centre is under consideration of the Government; and

(e) if so, the details thereof and the action taken in this regard, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI): (a) The National Institute of Fashion Technology (NIFT) has 15 centres as on date located at : (1) Bangluru (Karnataka) (2) Bhopal (Madhya Pradesh) (3) Bhubaneswar (Orissa) (4) Chennai (Tamil Nadu) (5) Gandhinagar (Gujarat) (6) Hyderabad (Andhra Pradesh) (7) Jodhpur (Rajasthan) (8) Kangra (Himachal Pradesh) (9) Kannur (Kerala) (10) Kolkata (West Bengal) (11) Mumbai (Maharashtra) (12) Delhi (13) Patna (Bihar) (14) Rae Bareli (Uttar Pradesh) and (15) Shillong (Meghalaya).

(b) During the last three years, NIFT Centres have been opened at the following places:

2007-08	:	Rae Bareli.	2008-09	:	Kannur, Shillong, Patna and Bhopal.
2009-10	:	Kangra.	2010-11	:	Jodhpur and Bhubaneswar.

(c) The following are the details of funds spent year-wise and centre-wise:

Revenue Expenditure

(Rs. in Lakhs)

Centre	2007-08	2008-2009	2009-2010	Total (Centre Wise)
1	2	3	4	5
Rae Bareli	202.55	261.42	332.41	796.39
Bhopal	0.00	188.27	294.48	472.74
Kannur	0.00	76.59	149.58	226.16
Patna	0.00	135.32	241.46	376.77
Shillong	0.00	85.74	243.70	329.44
Kangra	0.00	0.00	205.71	205.71
Total	202.55	747.34	1457.33	2407.22

Capital Expenditure

Rae Bareli	444.94	77.69	207.96	730.59
Bhopal	0.00	107.52	267.41	374.93
Kannur	0.00	117.49	19.29	136.78
Patna	0.00	177.07	111.45	288.52

1	2	3	4	5
Shillong	0.00	181.59	552.42	734.01
Kangra	0.00	0.00	824.14	824.14
Total	444.94	661.36	1982.67	3088.97

(d) and (e) Yes, Madam. There is a proposal to open a new NIFT Centre at Budgam in J & K and a Speciality Centre at Coimbatore in Tamil Nadu. The Govt. of J&K has allotted 10 acres of land (80 kanals) on lease basis at Ompora, Budgam in Srinagar for a period of 90 years. A token premium and lease rental for 80 Kanals of land have been fixed @ Rs.1 per Kanal. The J&K Govt. has nominated J&K SIDCO as the agency which will execute the project. Govt. of J&K has in principle agreed to fund Rs.58.65 crores and a joint Bank Account of Govt. of J&K and NIFT for setting up the Centre has been opened in Srinagar.

The land for the Speciality Centre has been identified at NTC Mill in Coimbatore and Govt. of Tamil Nadu has agreed to release Rs.20 crores for setting up of the Centre.

291-293
Revenue and Expenditure
Profit Made by the Railways

4312. SHRI PRADEEP KUMAR SINGH:

SHRI JAGDANAND SINGH:
SHRI M. SREENINASULU REDDY:
SHRI S. S. RAMASUBBU:

Will the Minister of RAILWAYS be pleased to state:

(a) the details of profits earned by the Railways vis-a-vis operating costs during each of the last three years and the current year, zone-wise;

(b) whether there is a mismatch between the profits earned and cost incurred by the Railways; and

(c) if so, the reasons therefor and the steps taken by the Railways in the matter?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H.MUNIYAPPA): (a) Zone-wise surplus/deficit generated and operating costs (total working expenses) for the last three year and operating cost for the first quarter of the current year are as under:

(Rs in crore)

Railways	2007-08		2008-09		2009-10		2010-11
	Operating cost	excess/shortfall	Operating cost	excess/shortfall	Operating cost	excess/shortfall	(upto June'10) Operating cost
1	2	3	4	5	6	7	8
Central	4674.26	1314.33	6261.48	-20.42	7364.62	-614.51	2048.29
Eastern	4083.78	-1311.40	5375.36	-2352.53	6524.47	-3115.14	1760.04
East Central	3824.31	268.09	4682.90	-268.49	5515.06	-712.70	1627.64
East Coast	2639.39	2706.97	3219.00	3303.60	3370.55	3529.36	1022.78
Northern	6432.49	215.12	8559.81	-1547.96	9871.71	-1686.98	2976.36
North Central	3265.84	2645.10	4161.81	2522.30	4696.99	2708.94	1287.19

1	2	3	4	5	6	7	8
North Eastern	1926.94	-543.43	2742.06	-1436.51	3153.97	-1795.31	784.23
Northeast Frontier	2559.67	-215.12	3449.38	-1108.49	3896.12	-1459.39	1139.99
North Western	2074.63	254.35	2938.31	-522.64	3309.89	-363.68	918.09
Southern Western	3968.64	-457.22	5448.11	-1414.30	6139.52	-1991.39	1845.64
South Central	4588.53	2057.66	5905.75	1584.78	6777.20	1369.74	1991.87
South Eastern	2919.22	2413.39	4182.95	2439.99	4980.60	1929.55	1426.95
South East Central	2173.87	2456.40	2647.78	2264.67	3243.06	2031.64	825.49
South Western	1779.03	660.09	2289.72	621.52	2554.21	196.96	828.19
Western	4530.98	1134.16	6205.41	350.36	7216.87	-2.05	2025.18
West Central	2873.35	1374.81	3583.84	1162.33	4061.74	1290.83	1137.40

Note: Excess/shortfall is calculated only after closing of annual accounts. Railways do not have a concept of profit.

(b) and (c) The excess/shortfall and operating costs of individual Railway depend upon a number of factors, viz originating traffic, nature of traffic and its lead, assets held by the railways, maintenance sheds and workshops, staff strength and other factors such as retrospective wage and pension revisions due to implementation of the recommendations of the 6th Central Pay Commission etc. which leaves limited scope for the individual railway to match its operating cost with earnings. Efforts are made to increase loading and number of passengers, as well as the average distance that the goods and passengers move, through dynamic, differential and market responsive passenger and freight tariff policies.

[English]

Railways 293-294
Fate of Small Vendors

4313 { SHRI P. LINGAM:
SHRI DINESH CHANDRA YADAV:
SHRI BAIDYANATH PRASAD MAHATO:

Will the Minister of RAILWAYS be pleased to state:

(a) whether new catering policy is silent over the fate of small vendors who were evicted following the faulty catering policy of 2005;

(b) if so, whether the Railways are considering to take up any step for the restoration of those small vendors, contractors; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) The new Catering Policy, 2010, addresses the concerns of all stake holders including small vendors.

(b) and (c) The issue of renewal/allotment of small units will now be governed as per the provision of new Catering Policy 2010.

[Translation]

295

Sittings of BRPSE

4314 DR. SANJAY SINGH: Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state:

(a) the number of sittings held after the constitution of Board for Reconstruction of Public Sector Enterprises (BRPSE);

(b) the decisions taken by the Government on the suggestions made by the said Board and the number of suggestions which have not been accepted alongwith the details thereof; and

(c) the reasons for turning down these suggestions?

THE MINISTER OF STATE IN THE MINISTRY OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI ARUN YADAV) (a) The Board has held 82 meetings after the constitution of Board for Reconstruction of Public Sector Enterprises (BRPSE).

(b) and (c) Board for Reconstruction of Public Sector Enterprises (BRPSE) has given its recommendations for revival of 59 Central Public Sector Enterprises (CPSEs) and closure of 3 CPSEs to the Government. Based on the recommendations of BRPSE, Government have approved revival of 39 CPSEs and closure of 2 CPSEs envisaging total assistance of Rs.23581 crores (cash assistance of Rs. 3287 crores in the form of infusion of funds and non-cash assistance of Rs.20294 crores in the form of waivers/write offs of interest/loans, etc.) from Government of India.

295-296 ^{Textile} Bharat Textile Mills Mumbai

4315 SHRI A.T. NANA PATIL:
DR. SANJEEV GANESH NAIK:
SHRI MILIND DEORA:
SHRI RUDRAMADHAB RAY:

Will the Minister of TEXTILES be pleased to state:

(a) whether it is a fact that National Textile Corporation has advertised for auction of land of Bharat Textile Mills, Mumbai;

(b) if so, the details thereof and the current status of that auction;

(c) whether it is also a fact that Government of Maharashtra had submitted the proposal to transfer in their favour for construction of houses for economically weaker section and low income group; and

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

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI): (a) and (b) The National Textile Corporation (NTC) had released advertisement on 21.6.2010 for the sale of land of Bharat Textile Mills, Mumbai. On the basis of response received, online e-auction was conducted from 4th to 6th August, 2010 and the highest bid received was Rs. 1505 crores.

(c) and (d) The Maharashtra Housing & Area Development Authority (MHADA) had requested for transfer of the land for affordable housing. Since the NTC Revival Plan as approved by the Board for Industrial and Financial Reconstruction (BIFR) is self-financing and is based on the sale of surplus lands and assets, auction for sale of this land was conducted accordingly.

296-300
Storage Capacity of Chemical Fertilizers

4316. SHRI BHISMA SHANKAR ALIAS KUSHAL TIWARI: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) the storage capacity of chemical fertilizers in the country. State-wise and fertilizer-wise;

(b) whether the lesser quantity of chemical fertilizers stored this year in comparison to that of the last year; and

(c) if so, the reasons therefor and the steps taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI SRIKANT JENA): (a) to (c): Urea is the only fertilizer under partial movement, distribution and statutory price control of the Government of India. All other fertilizers viz. DAP, MOP, SSP and NPK etc. are decontrolled/ de- canalized since 1992 and are imported under Open General Licence (OGL). The companies import these fertilizers as per the requirement projected by Department of Agriculture & Cooperation. Government is paying subsidy on these fertilizers under Nutrient Based Subsidy policy. Union

Government monitors availability of fertilizers at State level and State Governments are responsible for further distribution within the State.

Fertilizers are stored in warehouses owned or hired by private parties/cooperatives/Government undertakings/fertilizer companies/State level agencies like MARKFED etc. dealing in fertilizers. Companies' whole sellers and retailers use godowns to store fertilizers as per their

requirement. The information relating to godown capacity existing in various parts of the country which is being used for storage of fertilizers by fertilizer companies and their dealers is not maintained in the Department of Fertilizers.

The availability of fertilizers during the period April'10 to July'10 viz-a-viz corresponding period of last year i.e. April'09 to July'09 is annexed as statement.

Statement

Cumulative Availability of Fertilizers during 2009-10 and 2010-11 (April to July)

(Figure)

States	UREA		DAP		MOP		NPK	
	2009-10 Avaliability	2010-11 Avaliability	2009-10 Avaliability	2010-11 Avaliability	2009-10 Avaliability	2010-11 Avaliability	2009-10 Avaliability	2010-11 Avaliability
1	2	3	4	5	6	7	8	9
Andhra Pradesh	618.20	753.12	466.08	440.87	125.22	111.23	553.53	646.87
Karnataka	404.26	468.29	496.50	481.19	66.30	142.37	349.70	483.78
Kerala	53.81	52.94	16.86	17.75	61.22	64.24	82.30	85.60
Tamil Nadu	243.09	236.90	141.47	78.07	120.57	107.44	185.97	167.34
Gujarat	562.58	590.14	409.07	303.15	73.04	59.62	132.97	206.46
Madhya Pradesh	379.44	419.58	437.45	376.50	38.82	60.14	54.38	130.02
Chhattisgarh	257.33	273.48	162.32	182.40	44.79	45.65	49.69	67.65
Maharashtra	835.36	913.08	802.02	676.76	208.62	191.73	369.36	632.66
Rajasthan	331.07	301.76	239.91	200.72	14.61	18.23	13.10	39.47
Haryana	495.22	565.18	277.27	276.62	18.91	26.02	5.63	36.99
Punjab	792.10	1044.97	271.61	278.60	23.72	38.15	6.33	34.44
Himachal Pradesh	24.59	29.07	2.65	0.00	0.00	0.00	7.45	6.52
Jammu & Kashmir	40.77	71.93	34.38	31.56	0.50	0.94	0.00	0.00
Uttar Pradesh	1566.98	1610.65	598.54	477.19	57.86	61.25	124.63	477.94
Uttarakhand	82.23	90.18	21.61	8.41	0.02	1.77	4.61	37.56

1	2	3	4	5	6	7	8	9
Bihar	427.27	424.26	98.29	103.56	47.01	48.01	85.02	91.73
Jharkhand	54.83	56.40	35.31	26.93	5.86	3.61	21.00	14.96
Odisha	136.32	129.44	107.30	110.97	51.05	50.36	128.20	110.42
West Bengal	266.18	307.34	173.41	144.73	92.69	68.25	232.69	214.91
Assam	89.24	123.23	9.81	10.64	28.07	26.37	4.89	4.60
All India	7660.87	8480.74	4788.55	4229.26	1178.88	1126.60	2411.44	3500.42

Railways, Recruitment

Vacant Group 'D' Post

299-301

4317. [SHRI MADHU KODA:
SHRI ARJUN RAM MEGHWAL:

Will the Minister of RAILWAYS be pleased to state:

(a) the details of posts sanctioned/earmarked for group C and D in Railways for each of the last three years zone-wise;

(b) the details of posts laying vacant in group C and D staff of Railways, zone-wise;

(c) the criteria adopted by Railways to fill the above posts; and

(d) the reasons for delay in filling up vacancies in group C and D category alongwith the steps taken by Railways in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA) (a) and (b) The sanctioned strength of Group 'C' and erstwhile Group 'D' category for the last three years and vacancies of Group 'C' and erstwhile Group 'D' categories as on 01.04.09 Zone-wise is as under:-

Zones	Sanctioned Streangth as on 01.04.07		Sanctioned Streangth as on 01.04.08		Sanctioned Streangth as on 01.04.09		Vacancies as on 01.04.09	
	Group C	Group D	Group C	Group D	Group C	Group D	Group C	Group D
1	2	3	4	5	6	7	8	9
CENTRAL	90569	42466	89091	40946	89349	40336	7898	3304
EASTERN	97331	43349	98426	44601	93533	44827	10668	2065
EAST CENTRAL	57441	40058	58592	40013	59131	38412	10225	6817
EAST COAST	33073	20049	36929	18222	35784	16706	6972	2735
NORTHERN	110115	63149	110479	61817	114588	63155	14220	4793
NORTH CENTRAL	48643	32388	48829	32422	48926	31688	8131	914

1	2	3	4	5	6	7	8	9
NORTH EASTERN	41308	22338	41321	22712	42457	22841	5193	500
NORTH EAST FRONTIER	48526	31300	52403	27618	51557	26306	6961	1914
NORTH WESTERN	43187	22681	44493	21082	44469	21013	5419	1856
SOUTHERN	84760	26436	84925	26413	95730	13532	9794	-1936
SOUTH CENTRAL	68520	34341	68539	33575	69578	31126	8383	2086
SOUTH EASTERN	67119	35961	66193	35658	65137	34272	8185	3376
SOUTH EAST CENTRAL	34005	17817	34105	17662	35915	16270	8189	1677
SOUTH WESTERN	29763	11987	31014	11573	29295	13099	5949	2600
WESTERN	73483	49465	72758	48909	74009	48580	4779	6052
WEST CENTRAL	40515	25263	40828	24898	41216	24485	5217	3173

(c) The criteria adopted for filling up of vacancies include issue of notifications for open market recruitments in accordance with recruitment rules by Railway Recruitment Boards and Railway Recruitment Cells, undertaking departmental promotions and providing employment assistance through compassionate ground appointments.

(d) Arising and filling up of vacancies is a continuous process. For expediting the recruitment process, streamlining of the working of Railway Recruitment Boards have been undertaken, including technical audit of the examination system and holding of examinations for a particular post on the same date simultaneously by all the Railway Recruitment Boards.

[English]

Railways 301-302
Proposal for Doubling of Rail Lines

4318. [SHRIMATI DARSHANA JARDOSH: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government of Gujarat has submitted proposal to railways for doubling the Ahemdabad-Mehasana-Jaipur, Rajkot-Veraval, Rajkot-Viramgam and Rajkot-Okha railway lines;

(b) if so, the status thereof; and

(c) the reason for delay, if any?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) to (c) As per available records, no such proposal has been received from the State Government of Gujarat.

[Translation]

Civil Aviation 302-303
Norms for Airlines to Fly Abroad

4319. [SHRI GORAKH PRASAD JAISWAL: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the provision for allowing air services to foreign

destinations by private airlines and the authority whose permission is required;

(b) whether the Government has granted permission to Jet Airways to fly to Gulf countries even without appropriate clearance; and

(c) if so, the reaction of Government thereto?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) As per existing guidelines, Indian scheduled carriers having a minimum fleet size of 20 aircrafts and 5 years experience of continuous operations on domestic sector are eligible for international operation.

(b) No Madam.

(c) Does not arise.

[English]

303-304
Auto Industry

4320. SHRI L. RAJA GOPAL: Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state:

(a) whether the proposed rating of vehicles on the basis of mileage is opposed by auto industry;

(b) if so, the reasons therefor;

(c) whether any consultations have been held with auto industry in this respect;

(d) if so, the outcome thereof;

(e) whether the Bureau of Energy Efficiency will work as nodal agency over the matter; and

(f) if so, the benefits likely to be accrued to the customers?

THE MINISTER OF STATE IN THE MINISTRY OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI ARUN YADAV): (a) and (b) No, Madam. The society of Indian Automobile Manufacture (SIAM) has already announced a comparative rating system of fuel efficiency of vehicles, within a certain weight range, based on kilometers per litre.

(c) and (d) Yes, Madam. As informed by Ministry of Power, the matter has been discussed in the meetings of Steering and Technical committees on automobile fuel efficiency constituted by Bureau of Energy Efficiency, where the representatives from the automobile industry were also present.

(e) and (f) As informed by Ministry of Road Transport and Highways (MoRTH), the notification of the standards will be made under the Energy Conservation Act by the Ministry of Power/Bureau of Energy Efficiency, in Consultation with the Ministry of Road Transport and Highways. However, enforcement/implementation of the standards will rest with Ministry of Road Transport and Highways. As per BEE, the fuel efficiency standards is expected to result in energy saving of equivalent to approx 15 million tones of oil by 2015.

304
Strength of Air India

4321. SHRI ANTO ANTONY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the actual personnel strength of National Aviation Company of India Limited (NACIL);

(b) whether shortage of staff in NACIL is the actual reason behind the intermittent delay of its flights;

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

(d) whether the Government has noticed cancellation of various flights of NACIL and its subsidiaries operating from various airports of Kerala to Gulf Sector; and

(e) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) As on 01-7-2010, the total strength of National Aviation Company of India Limited (NACIL) is 29082.

(b) No, Madam.

(c) Does not arise.

(d) and (e) Yes, Madam. 6 flights of Air India Express on Kerala-Gulf sectors were cancelled during the last one week.

305
Export Duty on Cotton

4322. **SHRI SOMEN MITRA:** Will the Minister of TEXTILES be pleased to state:

(a) whether it is a fact that export duty has been imposed on raw cotton and cotton waste:

(b) if so, the fate of those cotton exporters who purchased cotton from market for export against the Letter of Credit (LC) obtained before imposition of export duty;

(c) whether the Government will reconsider registration of cotton exports to save the small cotton exporter from extinction; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI): (a) Yes Madam. The Government has imposed export duty of Rs. 2500 per tonne on raw cotton and 3% ad valorem duty on exports of cotton waste w.e.f. 9-4-2010.

(b) Cotton exports are permitted under Licence vide Government of India Notification No. 44/2009-14 dated 21-05-2010 with export duty.

(c) and (d) Question does not arise in view of the above.

Minority 305-314
Minorities Living Below Poverty Line

4323. **SHRI PURNMASI RAM:** Will the Minister of MINORITY AFFAIRS be pleased to state:

(a) the total number of persons belonging to minority communities living Below Poverty Line (BPL), State-wise;

(b) the details of schemes/programmes formulated and implemented for their upliftment and achievement made therein; and

(c) the number of persons/families belonging to minority communities living below the poverty line crossed the poverty line during the last three years, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF CORPORATE AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF MINORITY AFFAIRS (SHRI SALMAN KHURSHEED): (a) The Planning Commission estimates

poverty i.e. number and proportion of people living below the poverty line at the national and state levels separately for rural and urban areas. Data regarding population living below the poverty line by religious denominations is not maintained.

(b) and (c) An important aim of the Prime Minister's New 15 Point Programme for the Welfare of Minorities, which was announced in June, 2006, is to ensure that the benefits of various government schemes for the underprivileged reach the disadvantaged sections of the minority communities, including those among them who are living below the poverty line. In order to ensure that the benefits of schemes included in the programme flow equitably to minorities, the new programme envisages location of a certain proportion of development projects in minority concentration areas. It also provides that, wherever possible, 15% of targets and outlays under various schemes included in the programme should be earmarked for minorities. The details of the schemes implemented for the upliftment of the disadvantaged sections of the minority communities and achievements made for 2009-10 are at Statement. The number of persons belonging to the disadvantaged sections of the minority communities, including those among them who are living below the poverty line, for the last three years, State-wise for the following schemes is available at the website of the Ministry www.ministryofminorityaffairs.nic.in:—

- (i) Pre-matric Scholarship Scheme;
- (ii) Post-matric Scholarship Scheme;
- (iii) Merit-cum-means based Scholarship Scheme;
- (iv) Coaching and Allied Scheme;
- (v) National Minorities Development and Finance Corporation-loan scheme;
- (vi) Maulana Azad Education Foundation Scholarship Scheme;
- (vii) Prime Minister's New 15 Point Programme;
 - (a) Indira Awas Yojana;
 - (b) Swaranjayanti Gram Swarajgar Yojana and Swam Jayanti Shahari Rojgar Yojana.

Statement*Some achievements of the Prime Minister's New 15 Point Programme for the Welfare of Minorities for 2009-10*

1. Physical achievements under schemes included in the 15 Point Programme considered amenable to earmarking where targets for minorities were fixed for 2009-10 are given below:

Sl. No.	Name of the scheme and Ministry/ Deptt. concerned	Figures in numbers		
		National target	Target earmarked for minorities	Achievement
1	2	3	4	5
1.	Sarva Shiksha Abhiyan (SSA). D/o School Education and Literacy			
(i)	No. of primary schools constructed	14258	3465	3237
(ii)	No. of upper primary schools constructed	6524	1348	1220
(iii)	No. of additional classrooms constructed	125082	21168	20588
(iv)	No. of new primary schools opened	9404	2066	1905
(v)	No. of new upper primary schools opened	12015	1719	1625
(vi)	No. of teachers sanctioned	52239	8429	7765
(vii)	No. of Kasturba Gandhi Balika Vidyalaya (KGBV) sanctioned in educationally backward blocks having a substantial minority population.	106	28	27
2.	Swarojgaris assisted under Swarnjayanti Gram Swarojgar Yojana (SGSY). M/o Rural Development	1822482	273372	177165
3.	Below Poverty Line (BPL) families assisted under under Indira Awas Yojana (IAY). M/o Rural Development	4052243	607837	543413
4.	Beneficiaries assisted under Swarn Jayanti Shahari Rojgar Yojana (SJSRY). M/o Housing and Urban Poverty Alleviation (HUPA)			
(i)	Individual enterprises Urban Self-Employment Programme (USEP)	25000	3750	9468
(ii)	Skill Training for Employment Promotion amongst Urban Poor (STEP-UP)	200000	30000	30416

1	2	3	4	5
5.	Operationalisation of Anganwadi Centres under ICDS. M/o Women and Child Development	—	37672	23712

2. Financial achievements under schemes included in the 15 Point Programme considered amenable to earmarking where targets for minorities were fixed for 2009-10 are given below:—

Sl. No.	Name of the Scheme and Ministry/Deptt. concerned	Rs. in crore			
		National Target	Funds amenable to earmarking	Achievement	%age of achievement
1.	Indira Awas Yojana (IAY): M/o Rural Development	14315.42	2147.31	1459.69	67.98%
2.	Swam Jayanti Shahari Rojgar Yojana (SJSRY): M/o Housing and Urban Poverty Alleviation (HUPA)	485.00	33.47	17.64	52.70%
3.	Upgradation of Industrial Training Institutes (ITIs) into Centres of Excellence. Ministry of Labour and Employment	129.74	25.98	22.19	85.41%
4.	Priority Sector Lending. D/o Financial services	861397.16	130462.43 (15% of total PSL target)	111,650	12.96% of total PSL target

3. Achievements in 2009-10 under schemes included in the 15 Point Programme where the flow of certain proportion of development projects in minority concentration areas district/blocks and cities/towns is monitored are given below:

Sl. No.	Name of the scheme and Ministry/Deptt. concerned	Financial (Rs. in crore) Total project cost and number of cities/towns	Financial (Rs. in crore) Project cost sanctioned and number of cities/towns covered having a substantial minority population. Percentage of total sanctions in brackets
1	2	3	4
1.	Basic Services for Urban Poor (BSUP): M/o Housing and Urban Poverty Alleviation (HUPA)	BSUP: Rs. 26651.11 crore in 63 cities/towns	Rs. 5576.38 crore (20.92% in 12 towns (19.05%))

1	2	3	4
2.	Integrated Housing and Slum Development Programme (IHSDP), M/o HUPA	IHSDP: Rs. 9422.79 crore in 807 cities/towns	Rs. 1770.83 crore (18.79%) in 98 towns (12.14%)
3.	Urban Infrastructure and Governance (UIG): M/o Urban Development (UD)	UIG: Rs. 58283.32 crore in 65 cities/towns	Rs. 8623.66 crore (14.80% in 17 cities/towns (26.15%)
4.	Urban Infrastructure Development Scheme for Small and Medium Towns (UIDSSMT): M/O Urban Development (UD)	UIDSSMT: Rs.12824.63 crore in 636 cities/towns	Rs. 2533.16 crore (19.76%) in 83 cities/towns (13.05%)
5.	National Rural Drinking Water Programme (NRDWP): D/o Drinking Water Supply (DWS)	(a) Rs. 28567.53 crore sanctioned for 148,879 habitations in the country	(a) Rs. 3732.66 crore (13.06%) sanctioned for 20115 habitations (14%) in minority concentration districts.

4. Status of implementation of schemes for minority communities, included in the 15 Point Programme, in respect of D/o School Education and Literacy in 2009-10:—

(i) **Greater resources for teaching Urdu.** The Ministry of Human Resource Development has a Centrally Sponsored Scheme of financial assistance for appointment of language teachers which has been revised. Under the revised scheme financial assistance is given for appointment of Urdu teachers in a Government school in any locality where more than 25% of the population is from Urdu speaking community. The financial assistance would be based on the prevailing salary structure of Urdu teachers employed with schools of the State Government. Honorarium is also admissible to part-time Urdu teachers at the rate of Rs. 1,000 per month.

(ii) **Modernizing Madarsa Education.** Under the Scheme for Providing Quality Education in Madarsa (SPQEM), a provision of Rs. 50 crore was provided for 2009-10. Ministry of HRD has cleared proposals of Rs. 28.90 crore for 932 madarsa of three States i.e. Uttar Pradesh (Rs. 20.19 crore), Jharkhand (Rs. 4.97 crore) and Tripura (Rs. 3.74 crore). A scheme of

Infrastructure Development of Minority Institutes (IDMI) has been launched with allocation of Rs. 125 crore for 11th plan. In 2009-10, against a provision of Rs. 5 crore, Rs. 4.48 crore were released to 22 institutions.

5. The achievements of schemes meant exclusively for minorities implemented by the Ministry of Minority Affairs in 2009-10 are given below:—

(i) **Scholarships awarded to meritorious students from minority communities**

(a) **Pre-matric scholarships from class-I to class-X:** This scheme was formulated by the Ministry of Minority and was launched in 2008-09. One of the eligibility criteria for the student to be awarded scholarship is that the annual family income from all sources is below Rs. one lakh to be eligible. Against the target of 15 lakh, scholarships were awarded to 17,29,076 students in 32 States/UTs. Of this, 48.47% were for girls. Against the budget outlay of Rs. 200 crores for 2009-10, utilization was Rs. 202.94 crores.

(b) **Post-matric scholarships from class XI to PhD:** This scheme was formulated by

the Ministry of Minority and was launched in 2007-08. One of the eligibility criteria for the student to be awarded scholarship is that the annual family income from all sources should be below Rs. 2.00 lakh. Against the target of 3.00 lakh, scholarships were awarded to 3,64,387 students in 32 States/UTs. Of this, 55.10% were girls. Against the budget outlay of Rs. 150 crores for 2009-1, utilization was Rs. 148.92 crores.

- (c) **Merit-cum-means scholarship for technical and professional courses:** This scheme was formulated by the Ministry of Minority and was launched in 2007-08. One of the eligibility criteria for the student to be awarded scholarship is that the annual family income from all sources should be below Rs. 2.50 lakh. Against the target of 42,000, scholarships were awarded to 35,982 students in 31 States/UTs. Of this, 32.47% were girls. Against the budget outlay of Rs. 100 crores for 2009-10, utilization was Rs. 97.51 crores.

- (ii) **Coaching and Allied scheme:** This scheme was reviewed by the Ministry of Minority in 2007-08. One of the eligibility criteria for the student to be awarded scholarship is that the annual family income from all sources should be below Rs. 2.50 lakh. 49 coaching institutes were approved for giving financial assistance amounting to approximately Rs. 11.21 crore for imparting coaching to 5,532 candidates. Target was 5,000.

- (iii) **National Minorities Development and Finance Corporation (NMDFC):** The authorized share capital of NMDFC, which stood at Rs. 650 crore in 2006-07, was raised to Rs. 1000 crore in 2009-10. Out of the Central share of Rs. 650.00 crore, Rs. 645.36 crore as Central Government's equity contribution has been paid up as on 31-3-2010 for implementing loan schemes to improve the economic status of minorities living below double the poverty line. Since inception in 1994, NMDFC has covered 538923 beneficiaries and given Rs. 1388.58 crore as loan. The achievements for 2009-10 are given below:-

Scheme	Beneficiaries		Loans	
	Target of beneficiaries	No. of beneficiaries covered	Target for disbursement (Rs. in crore)	Loan amount released (Rs. in crore)
Term Loan	23,000	30,892	125.00	139.01
Micro Financing	40,000	73,702	40.00	58.73
Total	63,000	1,04,594	165.00	197.74

- (iv) **Maulana Azad Education Foundation (MAEF):** The corpus of MAEF which stood at Rs. 100 crore in 2006-07, has been raised to Rs. 425.00 crore in 2009-10, for implementing schemes and programmes for promotion of education among the minority communities. One of the eligibility criteria for the student to be awarded scholarship is that the annual family income from all sources should be below Rs. one lakh. The achievement for 2009-10 are given below:—

Scheme	Targets	No of beneficiaries	Funds released (In Rs. crore)
Grants-in-aid to NGOs for infrastructure development of educational institutions	150	105	13.36
Scholarships for meritorious girl students in Class XI and XII	15,000	15,070	18.08

Railways
World Bank Finance for Mumbai
Suburban Railway Maharashtra

315-316

4324. [SHRI ANAND PRAKASH PARANJPE: Will the Minister of RAILWAYS be pleased to state:

(a) whether the World Bank has approved \$430 million to finance the improvement of Mumbai suburban railway system;

(b) if so, the details of the project and the time by which it will become operational;

(c) whether expenditure on Mumbai Urban Transport Project (MUTP) is also included in the said financial assistance of World Bank; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) Yes Madam. World Bank has approved a loan of \$430 million for financing Mumbai Urban Transport Project-II (MUTP II).

(b) MUTP II Project consists of the following works:

- (i) 5th and 6th Lines CSTM-Kurla
- (ii) 5th and 6th Lines Thane-Diva
- (iii) 6th Line Mumbai Central-Borivali
- (iv) Extension of Harbour Line from Andheri to Goregaon
- (v) DC to AC Conversion
- (vi) EMU Procurement and manufacture
- (vii) Maintenance Facilities for EMUs
- (viii) Stabling Lines for EMUs
- (ix) Technical Studies and Institutional Strengthening studies
- (x) Resettlement and Rehabilitation of Project Affected Households
- (xi) Station Improvement and Trespassing Control

The project is expected to be completed by 2014-15.

(c) and (d) The World Bank loan will be used to finance procurement of electrics for manufacture of EMU rakes, part funding of DC to AC conversion on Central Railway, technical studies and institutional strengthening studies. The other works mentioned at (b) above are also part of MUTP II, but they will be funded by Ministry of Railway and Government of Maharashtra.

316

Notary Public

4325. [SHRI P. KARUNAKARAN: Will the Minister of LAW AND JUSTICE be pleased to state:

(a) whether the Government has any check-in mechanism over the conduct of Notaries or to control over the functioning of the Notaries appointed by the Government;

(b) if so, the details thereof; and

(c) the steps taken by Government to avoid discrepancy, misconduct or lapses on the part of notaries?

THE MINISTER OF LAW AND JUSTICE (SHRI M. VEERAPPA MOILY): (a) and (b) Yes, Madam. Rule 11 (5) of the Notaries Rules, 1956 provides that every notary shan permit the District Judge or such officer as the appropriate Government from time to time appoint in this behalf to inspect his register at such times, not often than twice a year, as the District Judge or officer may fix. District Judge or officer appointed by the State Government will have power to lodge a report to the appropriate Government for taking action against a notary.

(c) On receipt of a complaint, an inquiry into the allegations against a Notary for his professional or other misconduct is initiated under Rule 13 of the Notaries Rules, 1956 and following action can be taken against a Notary by an appropriate Government:—

- (i) Cancelling the certificate of practice and perpetually debarring the notary from practice; or
- (ii) suspending him from practice for a specified period; or
- (iii) letting him off with a warning according to the nature and gravity of the misconduct of the notary proved.

317
Act
Amendment in Petroleum Rules, 2002

4326. [SHRI KUNVARJIBHAI M. BAVALIYA: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the proposal for amending section 43 of Petroleum Rules, 2002 is pending with the Government for several years;

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

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

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) to (c) The proposal of amending section 43 of the Petroleum Rules, 2002 is not pending with the Government of India. The section 43 of the Petroleum Rules, 2002 has been amended vide Notification GSR 61 (E) dated 2nd february, 2007 to include ship breaking activity.

Railways
Rail Container Production

4327. [SHRI MUKESH BHAIRAVDANJI GADHVI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Union Government is planning Rail Container's production with the help of Steel Authority of India Ltd.;

(b) if so, the details thereof; and

(c) the action taken by Railways thereon?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) No such proposal is under consideration.

(b) and (c) Do not arise.

[Translation]

Railways
Rail Neer

4328. [SHRI VILAS MUTTEMWAR: Will the Minister of RAILWAYS be pleased to state:

(a) the number of stations including New Delhi Railway Station to which Rail Neer was not supplied in May-June 2010;

(b) the reasons therefor and the authority by whose orders the said supply was discontinued; and

(c) the arrangements made by the Railways to check recurrence of such incident in future?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (K. H. MUNIYAPPA): (a) Out of 168 nominated stations for supply of Rail Neer, it was not supplied to 70 stations between May and June 2010. The supply of Rail Neer at New Delhi station was never stopped.

(b) The demand for packaged drinking water peaks in summer months and priority is given to the supply of Rail Neer in trains, and as a result supply to static units at certain stations other than New Delhi station had to be discontinued in the months of May and June 2010 with approval of competent authorities of IRCTC.

(c) With a view to cater the increasing demand, in addition to the existing Rail Neer plants at Nangloi and Danapur, two additional plants are under commissioning at Ambernath (near Mumbai) and Palur (near Chennai) respectively. Further as per Budget announcement, Railways plan to provide bottled drinking water at cheaper rates to passengers through 6 more water bottling plants, proposed to be set up through Public Private Partnership (PPP) route.

[English]

318-319
Vadodara Airport

4329. [SHRI RAMSINH RATHWA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the growth rate of air passengers at Vadodara airport;

(b) the new facilities provided at Vadodara airport for the benefit of the passengers;

(c) whether some development works are proposed at Vadodara airport; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) The growth rate in passenger traffic at Vadodara Airport during 2009-10 over the previous year was 12.7%.

(b) For the benefit of passengers, new apron to accommodate 6 numbers of aircraft of A 321 type for night parking and link taxiway have been constructed.

(c) and (d) There are plans for construction of a new integrated terminal building with associated facility with capacity to handle 500 domestic and 200 inter-national passengers at a time and new Air Traffic Control Tower-cum-Technical Block.

Financial
World Bank Assistance for
Banana Processing
Fruit and Vegetable

319

4330. [SHRI HARIBHAU JAWALE: Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

(a) whether any assistance sought from the World Bank for the infrastructural development of Banana processing; and

(b) if so, the details thereof?

THE MINISTER OF FOOD PROCESSING INDUSTRIES (SHRI SUBODH KANT SAHAY): (a) and (b) Ministry of Food Processing Industries has not sought any World Bank assistance for the infrastructural development of Banana processing. However, Ministry of Food Processing Industries extends financial assistance in the form of grant-in-aid to entrepreneurs @ 25% of the cost of Plant and Machinery and Technical Civil Works subject to a maximum of Rs. 50 lakhs in general areas or 33.33% subject to a maximum of Rs. 75 lakhs in difficult areas under the Scheme of Technology Upgradation/Establishment/Modernization of food processing industries including Banana processing.

[Translation]

Railway Station
Transferring Goods Shed at Chanderpur

4331. [SHRI HANSRAJ G. AHIR: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any demand for transferring goods shed at Chanderpur and Vani railway stations at Central Railways elsewhere;

(b) if so, the details thereof; and

(c) the action taken by the Railways in this regard?

THE MINISTER OF THE STATE IN THE MINISTRY OF RAILWAYS (SHRI K. H. MUNIYAPPA): (a) and (b) No Madam, there is no Goods shed by the name of Chanderpur in Central Railway. However, there is a goods shed by the name of Chandrapur and a demand for transferring it to Tadali has been received from Hon'ble MP Shri Hansraj G. Ahir in April, 2007. There is no demand for transferring the goods shed at Wani station elsewhere.

(c) Chandrapur is an important goods shed on Central Railway and hence it is difficult to shift it to another location. However, the loading and unloading of certain commodities have been restricted at Chandrapur Goods shed and these are currently being handled at other goods sheds and sidings in the area.

Sick Industries
Sick FPI in Rajasthan

4332. [SHRI DUSHYANT SINGH: Will the Minister of FOOD PROCESSING INDUSTRIES be please to state:

(a) whether the Government has received any proposals for additional funds for revival of the sick food processing units in Rajasthan:

(b) if so, the details thereof: and

(c) the financial assistance provided for food processing units in Rajasthan during the last three years till date?

THE MINISTER OF FOOD PROCESSING INDUSTRIES (SHRI SUBODH KANT SAHAY):

(a) No, Madam

(b) Does not arise.

(c) Ministry of Food Processing Industries extends financial assistance in the form of grant-in-aid to entrepreneurs @ 25% of the cost of Plant & Machinery and Technical Civil Works subect to a maximum of Rs. 50 lakhs in general areas or 33.33% subject to a xamimum of rs. 75 lakhs in difficult areas under the Scheme of Technology Upgradation/Establishment/Modernization of food processing industries. The details of financial assistance provided to the entrepreneurs in the state of Rajasthan for food processing units during last three years is as under:

	(Rs. in Lakhs)			
Year	2007-08	2008-09	2009-10	2010-11
				as on date
Amount released	566-075	551-975	325-46	298-23

Amount
320-322 Compensation to Air Passengers

4333. [SHRI YASHWANT SINHA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Directorate General of Civil Aviation (DGCA) has directed all the airlines to compensate the passengers for delay in take off of flights;

(b) if so, the details thereof;

(c) the details and names of the airlines whose flight took off late from metropolitan and international airports during last one year alongwith the reasons for the delay;

(d) whether the American Federal Aviation Administration has threatened to downgrade India's rating;

(e) if so, the reasons therefor; and

(f) the concrete steps taken by the Government to ensure timely operation of flights?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Directorate General of Civil Aviation (DGCA) has issued Civil Aviation Requirments(CAR) Section 3, Series M, Part IV dated 06-08-2010, which provides for payment of compensation and facilities to the passengers in case of denied boarding, cancellation and delays. The CAR is available on the website of DGCA.

Airlines shall also be required pay particular attention to the needs of persons with reduced mobility and any other person(s) accompanying them.

(c) Information is being collected from the scheduled domestic airlines.

(d) and (e) Federal Aviation Administration (FAA) of USA carried out an audit of DGCA under their International Aviation Safety Assessment (IASA) programme is March, 2009. On completion of the audit, the FAA audit team made a number of observations on the safety oversight capability of DGCA to oversee the airlines of India. DGCA was in turn required to rectify these deficiencies.

In September 2009, the FAA team reviewed and validated the actions taken by DGCA to rectify the deficiencies pointed out and found India to be in compliance with international standards for aviation safety.

FAA team appreciated the various initiatives taken by DGCA and stated that DGCA has not only sustained the actions taken till September 2009 but has also demonstrated an improvement in continuing to enhance and improve safety oversight system. In their conclusion. FAA stated that India continues to meet FAA's IASA Category I status and described India as Role Model in Asia Aviation Sector.

(f) DGCA has issued a Circular in October 2009 on procedure to be followed by airlines, Air Traffic Control Units and airport operators, which is being implemented to enusre timely operation of flights.

Hike in Prices of ATF

4334 [SHRI JITENDRA SINGH BUNDELA: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the number of times and percentage of the prices of Aviation Turbine Fuel (ATF) have been increased since 1st January, 2010 till date;

(b) the reasons for constant increase in ATF prices;

(c) whether the Government is considering to review and reduce the prices of ATF; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a)to(d): Aviation Turbine Fuel (ATF) is a decontrolled petroleum product. The price of Domestic ATF is fixed by the Public Sector Oil Marketing Companies (OMCs) every fortnight on the basis of the movement in international oil prices. The details of the revisions made in the price of ATF by OMCs since 1st January 2010 are as follows:

Month	ATF Price At Delhi (Before Sales Tax) (Rs./KL)	Fortnightly Increase/ (Derecrease) (Rs./KL)	Percentage Increase/ (Decrease_
1	2	3	4
1st fortnight of January, 2010	32,247.17		
2nd fortnight of January, 2010	34,347.02	2,099.85	6.5
1st fortnight of February, 2010	32,463.65	(1,883.37)	(5.5)

1	2	3	4
2nd fortnight of February, 2010	31,651.85	(811.80)	(2.5)
1st fortnight of March, 2010	32,755.90	1,104.05	3.5
2nd fortnight of March, 2010	33,556.87	800.97	2.4
1st fortnight of April, 2010	34,034.50	477.63	1.4
2nd fortnight of April, 2010	35,149.38	1,114.88	3.3
1st fortnight of May, 2010	35,376.68	227.30	0.6
2nd fortnight of May, 2010	35,463.27	86.59	0.2
1st fortnight of June, 2010	32,919.63	(2,543.64)	(7.2)
2nd fortnight of June, 2010	33,493.30	573.67	1.7
1st fortnight of July, 2010	34,574.08	1,080.78	3.2
2nd fortnight of July, 2010	33,415.91	(1,158.17)	(3.3)
1st fortnight of August, 2010	34,314.31	898.40	2.7

Railways**Age Limit for DRM**

323

4335. SHRI ARJUN RAM MEGHWAL: Will the Minister of RAILWAYS be pleased to state:

(a) the upper age limit for the post of Divisional Railway Manager;

(b) whether the upper age limit prescribed for DRM is at par with his counterparts in All India Services; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) Officers not more than 52 years of age are shortlisted every year for posting as Divisional Railway Managers, subject to their suitability for the post.

(b) and (c) Posting of Divisional Railway Managers on Indian Railways cannot be compared with postings in All India Services.

323-325

Voter Identity Cards

4336. SHRI MAHABAL MISHRA: Will the Minister of LAW AND JUSTICE be pleased to state:

(a) the number of voter identity cards issued in NCT of Delhi as on date, Parliamentary Constituency-wise;

(b) the details of total amount spent on the project; and

(c) the time by when the voter identity cards are likely to be issued to all voters?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND JUSTICE (SHRI M. VEERAFPA MOILY): (a) As per the information furnished by the Election Commission of India, the number of voter Identity cards issued in National Capital Territory of Delhi is as under:-

No. and Name of Parliamentary Constituency	Number of electors in the existing electoral roll having been issued with Voter Identity Cards
01-Chandi Chowk	1318916
02-North East Delhi	1547022
03-East Delhi	1481294
04-New Delhi	1268004
05-North West Delhi	1651997
06-West Delhi	1598294
07-South Delhi	1340760
Total	10206287

(b) The total amount spent on the project of preparation of Voter Identity Cards and preparation of Photo Electoral Roll has been approximately Rs.14 crores (Fourteen crores of rupees).

(c) The preparation and issue of Voter Identity Cards to the voters is a continuous process. For this purpose one dedicated center has been set up in each of the 70 Assembly Constituencies which work round the year on all the working days. All the residual voters are required to visit these centers for issue of Identity Cards. Therefore, the issue of Identity Cards to all the voters depends on the response from the residual eligible electors

[English]

Essential Commodity
Categorisation of Iodised Salt

4337. [SHRIMATI POONAM VELJIBHAI JAT:
 [SHRI C.R. PATIL:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Railways propose to bring free flow iodized refined salt under category 'C';

(b) if so, the details thereof; and

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

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) No, Madam.

(b) and (c) Do not arise.

Company
Ban on Entry of Union Carbide

4338. [SHRI EKNATH MAHADEO GAIKWAD: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Government proposes to blacklist and ban the entry of Union Carbide which is now called Dow Chemicals in the country; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI SRIKANT JENA):

(a) and (b) There is no such proposal under consideration in this Department.

The High Court of MP at Jabalpur is hearing a PIL filed through Writ Petition No. 2802/2004 in the matter of environmental remediation of Union Carbide India Limited (UCIL) plant site at Bhopal. The Department of Chemicals and Petrochemicals had filed an application on 10-5-2005, praying that the respondents Nos. 4, 5, and 6 (namely Dow Chemicals Company, USA, Union Carbide Corporation and Eveready Industries India Limited) should be directed to pay for the environmental remediation of the UCIL plant site.

Another affidavit has been filed by Department of Chemicals and Petrochemicals on 15-07-2010 requesting the High Court to expeditiously decide the question of liability of Dow Chemicals Company and/or other persons/companies.

Sick Industry
Revival of Hindustan Cables Limited

4339. [SHRI NAMA NAGESWARA RAO: Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state:

(a) whether the Government has taken any measures for the revival of Hindustan Cables Ltd., Hyderabad;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI ARUN YADAV) : (a) to (c) Based on the recommendation of the Board for Reconstruction of Public Sector Enterprises (BRPSE), certain proposals for JV partnership of Central Public Sector Enterprises (CPSE) like MMTC and RINL with the Hyderabad Unit of Hindustan Cables Limited (HCL) were examined, but nothing concrete has materialized.

Recently, the Board of Industrial and Financial Reconstruction (BIFR) at its hearing on 22-06-2010 has come to the prima facie conclusion that HCL is not likely to make its net worth exceed the accumulated losses within a reasonable time while meeting all its financial obligations. The Company, as a result thereof, is not likely to become viable on a long-term basis and hence it is just, equitable and in public interest that it is wound up. A Show-Cause Notice has accordingly been issued by BIFR on 5-7-2010. This Notice, *inter-alia*, provides that

the Company, present promoters or a registered Workers Industrial Cooperative Society (WICS) or an outsider could submit a fully tied up proposal with or without OTS and with or without co-promoters, to the Operating Agency (OA) within 30 days from the date of the order/publication in newspaper. Government has, as of now, no fully tied up proposal for submission to the OA.

327-328 Critical Airports

4340 [SHRI SHIVARAMA GOUDA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether an evaluation has revealed that some airports especially at Patna and Jammu are very critical and their runways are shorter than at Mangalore airport;

(b) if so, the details thereof;

(c) whether the Government has selected any alternate sites for these airports to ensure safe and secure landing of aircraft; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Yes, Madam, an evaluation has been done. Mangalore-Runway 06/24 of dimension 2450m x 45m is suitable for AB-310/737-800/A-321 in all weather conditions; Jammu—The airport belongs to Air Force. Runway dimension is 2042m x 45m suitable for AB-320 aircraft with load penalty. Airports Authority of India (AAI) maintains the civil enclave; Patna—Runway 07/25 usable dimension for take-off is 1954 m x 45 m and for landing is 1820 m x 45 m suitable for operation AB-320 type of aircraft in all weather conditions with load penalty. The Patna airport was found critical due to presence of trees in the approach path. The matter was taken up with the State Government for necessary corrective action. Jammu is a defence aerodrome and strategically located near Pakistan border. There are Land and instrument Approach procedure constraints at the aerodrome. However, aircraft operation at all these airports are as per safety norm laid down by ICAO/DGCA.

(c) and (d) Yes, Madam. At Jammu airport, runway extension upto 2450m (408m extension) has been planned, subject to land transfer from Army/Government of Jammu and Kashmir. In respect of Patna airport,

Government of Bihar has proposed alternate site for Patna airport at Bihata Airport (IAF). AAI had conducted preliminary feasibility study and the report has been submitted to Government of Bihar in October, 2009.

329 Setting of PCPIR at Paradip

4341 [SHRI RUDRAMADHAB RAY: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether a proposal for setting up of Petroleum, Chemical and Petrochemical Investment Region (PCPIR) in Paradip, Orissa is awaiting for approval;

(b) if so, the present status thereof; and

(c) the time by which the said PCPIR in Paradip is likely to be set up and become operational?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI SRIKANT JENA):

(a) Yes, Madam.

(b) and (c) The proposal has been considered and recommended by the High Powered Committee Chaired by Cabinet Secretary. The proposal will now be placed before the CCEA for approval.

328-329 Utilization of Coal Reserves for Fertilizer Production

4342 [SHRIMATI DEEPA DASMUNSI: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Government proposes to utilise its huge coal reserves for production of fertilizers and supply of feedstock as being done in other countries particularly China;

(b) if so, the details thereof;

(c) the steps taken/being taken by the Government in this regard; and

(d) the arrangement made for the supply of gas to urea producers?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI SRIKANT JENA):

(a) to (c) A senior level delegation from Departments of Fertilizers, Project Development India Limited (PDIL), Gas

Authority of India Limited (GAIL), Rashtriya Chemicals and Fertilizers Limited (RCF) and Coal India Limited (CIL) visited China in June 2010 to gain first hand information on technology aspects, reliability, cost effectiveness, operating experience and other techno-commercial aspects of a coal gasification plant including production and supply of coal gas in China and also to assess suitability of adoption of technology in the Indian context. The recommendations made in the tour report is under consideration of the Department.

(d) The Department of Fertilizers has been taking up the issue of supply of natural gas to urea producers with Ministry of Petroleum and Natural Gas from time to time.

329
Air Traffic Flow Management System

4343. [SHRI C. SIVASAMI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether there is Air Traffic Flow Management System is working at various airports in the country;

(b) if so, the details in this regard including the manner in which this system works; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (c) No, Madam. However with the growth of Air Traffic in India, it has been felt to have a Central Air Traffic Flow Management System (ATFM) for smooth handling of increased traffic. Airports Authority of India (AAI) is in the process of establishing a Central ATFM in collaboration with Federal Aviation Administration (FAA), USA.

[Translation] **329-336**
Oil Exploration
Allocation of Natural Gas

4344. [SHRI BAIDYANATH PRASAD MAHTO:
SHRI JAGDISH SHARMA:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government has decided to allocate

the gas produced by Oil and Natural Gas Corporation (ONGC) from KG D6 Block to the consumers;

(b) if so, the details thereof alongwith the quantum of gas allocated and indicating the names of the allottee companies, separately;

(c) whether the price of this gas has been fixed higher than that of the gas produced in KG D6;

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

(e) the details of the basis for the said price fixation?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) and (b): Natural gas from KG D6 block is being produced by RIL-Niko consortium and not ONGC. However, ONGC is producing natural gas from nominated blocks in KG basin, which is being supplied to various customers, whose list is annexed as statement.

(c) to (e) The price of Administered Price Mechanism (APM) gas has been fixed at US\$ 4.2/million british thermal unit (mmbtu) less royalty from June 2010. As regards non-APM gas produced from nominated blocks in KG basin, its price has been fixed as US\$ 4.5/mmbtu. In addition, a premium of \$0.25/mmbtu for production of non-APM gas from offshore fields has been provided, as higher investment is required in development and production of offshore fields.

The price of APM gas has been revised to cover the under-recoveries being faced by National Oil Companies (NOCs), viz., ONGC & OIL, in their gas business. The APM price has been made equal to the price approved for NELP producers, i.e., US \$ 4.2/mmbtu.

As regards non-APM gas, its price has been fixed striking a balance between the gas price which would offer incentive to NOCs to exploit new fields and requirement of customers to receive new supplies of gas at prices conforming to local market prices. The delivered price of the dominant gas in each local market has been considered as the basis for finalizing the non-APM price in that market.

Statement*List of GAIL's Customers in KG-Basin*

Sl. No.	Name of Consumers	Allocation		
		Firm	Fall Back	Total
1	2	3	4	5
1.	NAGAJUNA FERTILIZERS & CHIMICALS LTD.	2.140	0.610	2.750
2.	CORAMANDAL INTERNATIONAL	0.000	0.030	0.030
3.	ANDHRA PRADESH GAS POWER CORP. LTD. (Stg I & II)	1.220	0.100	1.320
4.	GVK INDUSTRIES	0.900	0.150	1.050
5.	GVK EXPANSION	1.100	0.000	1.100
6.	SPECTRUM POWER GENERATION LTD.	0.900	0.150	1.050
7.	LANCO KONDAPALLI POWER LTD.	1.460	0.290	1.750
8.	KONASEEMA POWER COTP LTD. (EPS OK WELL)	1.600	0.400	2.000
9.	GAUTAMI POWER LTD.	1.960	0.000	1.960
10.	VEMAGIRI POWER GENERATION LTD.	1.640	0.000	1.640
11.	SRIVATHSA POWER PROJECT LTD.	0.065	0.000	0.065
12.	RELIANCE INFRASTRUCTURE LTD. (BSES)	0.640	0.360	1.000
13.	REGENCY CERAMICS	0.035	0.110	0.145
14.	REGENCY CERMICS, MUMMIDIVARAM	0.000	0.011	0.011
15.	DELTA PAPER MILLS	0.045	0.000	0.055
16.	VIJAY PORCELAIN (Formerly NCL Ind)	0.004	0.000	0.004
17.	TRIVENI SHEET GLASS	0.030	0.000	0.030
18.	ANDHRA SUGARS	0.010	0.000	0.010
19.	SHREE AKKAMMA INDS	0.000	0.012	0.012
20.	REGENT AGRO*	0.000	0.010	0.010
21.	ROLES PAPER MILLS	0.000	0.008	0.008
22.	BHAGYANAGAR GAS LIMITED (A.P.I.I.C.L.)	0.100	0.000	0.100
TOTAL GODAVARI SECTOR		13.859	2.241	16.100

1	2	3	4	5
KRISHNA SECTOR				
Allocations-Isolated fields (Nandigama & Lingala=Kaikalur)				
23.	ANDHRA FUELS LTD. NANDIGAMA FIELD	0.100	0.000	0.100
24.	VENNAR CERAMICS LINGALA FIELD		0.015	0.015
25.	GLOBAL STEELS LTD.		0.014	0.014
26.	SRI RAMA CERAMICS		0.003	0.003
27.	VIJAY DURGA INDS.		0.005	0.005
28.	VARALAKSHMI ICE & COLD STORAGE	0.000	0.007	0.007
29.	SENTINI CERMICA	0.000	0.050	0.050
30.	KK MEENA & JAIN (MEENA ENTERPRISES)	0.000	0.002	0.002
31.	SHYAMALA ICE COLD INDUSTRIES	0.000	0.003	0.003
32.	K YELLA REDDY*		0.008	0.008
33.	NAGARJUNA CERACHEMS LTD.		0.010	0.010
34.	ANANDA GROUP*		0.006	0.006
35.	SRI VENKATESWARA VIJAYALAXMI RICE MILL*		0.009	0.009
	TOTAL KRISHNA SECTOR	0.100	0.132	0.232
Allocation-Isolated fields (Mandapeta)				
36.	HYTECH BLUE METAL POWDER*		0.010	0.010
37.	STEEL EXCHANGE INDIA LTD. (Formerly Siri Tecon)		0.030	0.030
38.	THRIPURAMBA COLD STORAGE*		0.018	0.018
39.	HI TECH GASES		0.020	0.020
	SUB TOTAL	0.000	0.078	0.078
Allocation-Isolated fields (Gopavaram)				
40.	RAMAKRISHNA ICE FACTORY		0.002	0.002
41.	SRI GANAGA ICE FACTORY		0.002	0.002
	SUB TOTAL	0.000	0.013	0.013
	GRAND TOTAL	13.96	2.46	16.42

List of ONGC's Direct Marketing customers in KG-Basin

Sl. No.	Rajahmundry	SCMD
1.	W/s Priyadarshani Spinning Mills Ltd.	Enugrap alli 15,000
2.	M/s Vijai Bhavani Power Tech. Pvt. Ltd.	Kesanappali (W) 3,000
3.	W/s GMK Products Pvt. Ltd.	Kersnapalli (W) 6,000
4.	W/s AGS Aerospace Products Pvt. Ltd.	Kersnapalli (W) 1,000
5.	W/s Venkataraya Power Pvt. Ltd.	Mori 5,000
6.	W/s Sriba Industries Ltd.	Lingala-Kaikular 75,000
Sub-Total: Rajahmundry Asset		105,000

335

Helicopter Fares

4345. [SHRI SUDARSHAN BHAGAT: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the operators of helicopter services in pilgrim areas are arbitrarily charging fares from the pilgrims;

(b) if so, whether the Government has received any such complaints;

(c) if so, the details thereof; and

(d) the steps taken by the Government against the guilty companies?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (d) Air fares are not being regulated by the Government and Airlines are free to charge air fares as appropriately determined by the market.

[English]

Railway Reservation
Ticket Reservation through
Private Agencies

335-336

4346. [SHRI M.B. RAJESH: Will the Minister of RAILWAYS be pleased to state:

(a) whether in light of allowing private agencies to operate ticket reservation, there has been a reduction of employees in the Railways; and

(b) if so, the details thereof alongwith the steps taken to maintain the existing employees strength?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) No, Madam.

(b) Does not arise.

336-337 Minority
Muslim Representation in Railways

4347. [SHRI MOHAMMED E.T. BASHEER: Will the Minister of RAILWAYS pleased to state:

(a) the present percentage of Muslims employed in Railways as on 31st March, 2010;

(b) whether any study has been conducted to find the root cause of this disparity; and

(c) if so, the steps that the Railways have taken to correct this disparity?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) to (c) Indian Railways is a vast organization and recruitment is made at various local levels also. The information is being collected and will be laid on the Table of the Sabha.

336-337
Construction of New Railway Line

4348. [SHRI MAHENDRASINH P. CHAUHAN: SHRIMATI JAYSHREEBEN PATEL:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have received a proposal from the Government of Gujarat for construction of New Railway Lines namely, Dhangadhara-Santalpur, Palanpur-Ambaji-Abu Road, Dhanera-Goradu, Nadiad-Dholka and Tharad-Vas-Suigam border;

(b) if so, the present status of these projects; and

(c) the reasons for delay, if any?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) to (c) As per available records, no such proposal has been received from the State Government of Gujarat.

Non conventional Energy
Setting up of Solar Power Plants

4349 [SHRI E.G. SUGAVANAM: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the solar power plants have been proposed to be set up by the oil marketing companies in various parts of the country;

(b) if so, the details thereof alongwith the estimated cost of the projects; and

(c) the time by which the said plants are likely to be set up?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) to (c) Bharat Petroleum Corporation Limited (BPCL), one of the public sector Oil Marketing Companies (OMCs), has proposed to set up a 1 MW Solar power plant based on Photovoltaic technology at Lalru, Punjab at the cost of Rs. 16.00 crores (approximately). The expected time to set up this Solar power plant is 12 months. Based on the success of this project, the corporation will consider setting up more such Solar power plants. The other two OMCs i.e. Indian Oil Corporation Limited (IOCL) and Hindustan Petroleum Corporation Limited (HPCL) are exploring the commercial viability of setting up Solar power plants.

337-342.
Textile Industry in Punjab

4350. [SHRI RAVNEET SINGH: Will the Minister of TEXTILES be pleased to state:

(a) whether the Government has evaluated the share of textile industry of Punjab in the textile sector;

(b) if so, the details thereof;

(c) whether the Government plans to give special impetus to the textile industry of Punjab; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI): (a) and (b) Yes, Madam.

The number of cotton/man-made fibre textile mills (Non-SSI), and the powerloom units installed in the state of Punjab as on 31-03-2010 viz-à-viz All India and production data is given below:—

Number of textile units as on 31-03-2010 (Prov.)

(No.)

Item	Cotton/Man-made fibre textile mills (SSI and Non-SSI)	No. of powerloom units
Punjab	123	23620
All India	3113	2246474
% share	4.0	1.1

*Production of textile item during 2009-10 (Prov.)
(Unit yarn in '000 kg, cloth in '000 sq. mtr)*

Item	Spun Yarn	Cloth production by mill sector
Punjab	586994	221290
All India	4185796	2015532
% share	14.0	11.0

(c) and (d) (i) In order to strengthen the textile industry in the country including textile industry in Punjab, Government has initiated various schemes/measures. Some of the major schemes include Technology Upgradation Fund Scheme (TUFS), (which is however

under suspension w.e.f. 29-06-2010), Scheme for integrated Textile Parks (SITP) Powerloom Schemes viz Group workshed schemes, Group Insurance scheme, Integrated schemes for powerloom cluster development,

development and upgradation of skills of powerloom weavers.

(ii) The benefits availed of by textile industries in Punjab under various schemes are given below:

Progress of TUFs for Punjab (Provisional) for 5%/10% and 15% (01-04-1999 to 31-03-2010)

(Rs. in crore)

Sector	Sanctioned			Disbursed	
	No. of applications	Project Cost*	Amount	No. of applications	Amount
Punjab	2942	34244.53	15300.75	2934	11114.11
India (including Punjab)	28046	207350.3	84837.25	27940	74344.42

Progress of 20% Capital Subsidy Scheme (Credit Linked Capital Subsidy (CLCS-TUFs @20%) Margin Money Subsidy (MMS) @ 20% TUFs in Punjab (as on 31-03-2010)

(Amount in Rs. crore)

Sector	Sanctioned		Disbursed	
	No.	Amount (Subsidy Amount)	No.	Amount (Subsidy Amount)
Punjab	100	7.20	100	7.20
India (including Punjab)	2753	202.46	2683	196.96

Projects sanctioned under SITP in Punjab upto 31-1-2009

(In crore Rs.)

Sl. No.	Project Name	Estimated Project Cost	GOI Grant Released	Estimated investment in the Park	Estimated Annual Production
1.	Lotus Integrated Tex Park	110.26	24.00	847.71	1740.00
2.	Rhythm Textile and Apparel Park Ltd.	125.46	4.00	339.84	350.00
3.	Ludhiana Integrated Textile Park Ltd.	116.19	0.00	217.00	500.00
	Punjab (Total)	351.91	28.00	1404.55	2590.00
	India (Total) (40 projects)	4203.15	475.21	21475.59	38144.99

Progress of the Group Insurance Scheme for Punjab (upto March, 2010)

	No. of Workers enrolled	GOI Share of Premium (Rs.)
Punjab	15019	NA
India (including Punjab)	7,38,740	7,17,09,450

Performance of the Group Workshed Scheme

Year	Budget Allocation	Fund Utilization	No. of Project Approved
2007-08	1.125	1.125	4
2008-09	1.365	1.365	11
2009-10	2.764	2.763	18

[Translation]

341-342

Railways

Discontinuation of Mail/Express Trains in Rajasthan

4351. SHRI GOPAL SINGH SHEKHAWAT: Will the Minister of RAILWAYS be pleased to state:

(a) whether certain trains have been discontinued which were earlier running on metre gauge subsequent to gauge conversion in Rajasthan;

(b) if so, the details thereof;

(c) whether there is any proposal regarding running of Mail/Express trains between Degana junction to Ratangarh under the North-West railway division of Rajasthan;

(d) if so, the time by which it is likely to be executed; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) and (b) Yes, Madam. Trains were cancelled during gauge conversion work in Rajasthan. After the completion of gauge conversion works broad gauge trains have been introduced keeping in view the traffic justification, operational feasibility and resource availability.

(c) to (e) 209/210 Rewari-Degana Passenger via Ratangarh has been introduced from 01.08.2010. Introduction of Mail/Express train on Degana-Ratangarh section is not feasible at present due to operational and resource constraints.

[English]

342-343

World Bank Loan for Funding Steel Projects

4352. SHRI K.R.G. REDDY: Will the Minister of STEEL be pleased to state:

(a) whether the Government has signed any agreement with the World Bank for funding steel projects in the country;

(b) if so, the details thereof and the States identified to utilize such loan;

(c) whether the State Government of Andhra Pradesh has sent any proposals in this regard;

(d) if so, the details thereof; and

(e) the time by which the said proposals are likely to be cleared?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL (SHRI A. SAI PRATHAP): (a) to (e) The information

is being collected and will be laid on the Table of the Lok Sabha.

³⁴³
Investment By IFFCO in
Americas Petrogas

4353. [SHRI ARUNA KUMAR VUNDAVALLI : Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Indian Farmers Fertilizers Cooperative Ltd. is investing in Americas Petrogas and its subsidiary, GroMax Agri Corporation;

(b) if so, the details thereof;

(c) whether any agreement/MoU has been signed in this regard; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI SRIKANT JENA):

(a) to (d) Indian Farmers Fertilizers Cooperative Ltd. (IFFCO) is not under the Administrative control of the Government, as Government presently does not have any investment or equity share in IFFCO. IFFCO takes its own decision regarding investments both in the Country and abroad. IFFCO has invested an amount of US\$ 0.5 Million for subscribing to 0.5 Million shares of "Grow Max Agri. Corp. Canada". IFFCO has signed a Share Subscription Agreement with Grow Max Agri Corp.

³⁴³⁻³⁴⁴ Oil Exploration
US Sanctions on Oil Companies

4354. [SHRI ASADUDDIN OWAISI:
[SHRI M. SREENIVASULU REDDY:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether United States of America (USA) has named 41 companies including Oil and Natural Gas Corporation and Indian Oil Corporation which may attract sanctions for Investment in Iran energy sector;

(b) if so, whether the Government has asked State run oil companies to seek legal opinion on the impact of US sanctions against Iran;

(c) if so, the details thereof;

(d) the extent to which these sanctions are likely to hit Indian energy sector; and

(e) the alternate measures taken or being taken by the Government to meet its energy requirement in the wake of sanctions imposed on oil companies by USA?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) Yes, Madam.

(b) to (e) In June 2010, Ministry of Petroleum and Natural Gas advised ONGC Videsh Ltd. to seek legal opinion with regard to the impact of US/UN/other economic sanctions on investment opportunities in Iran, while Iran continues to be India's second biggest crude oil supplier and there is no adverse impact of various economic sanctions on the supply of crude oil from Iran to India, the impact of economic sanctions on investment opportunities pursued in Iran, is being examined. The next India-Iran Joint Working Group meeting to discuss all bilateral issues in the hydrocarbon sector to be held.

Several measures have been taken by the Government to meet the energy requirement in the country, which are as under:

- (i) Carving out more areas for exploration in the country for offer under various rounds of New Exploration Licensing Policy (NELP) and Coal Bed Methane Policy (CBM).
- (ii) Application of Enhanced Oil Recovery/ Improved Oil Recovery techniques for increasing recovery factor from existing fields in the country.
- (iii) Acquisition of exploration acreages and producing properties overseas to bring in equity oil and gas.
- (iv) Arresting decline from ageing/matured oil and gas fields in the country.
- (v) Substitution of oil through use of non-conventional source of energy such as bio-diesel, ethanol etc. Extraction of Gas from gas hydrates under National Gas Hydrates Programme (NGHP) by evolving suitable production technology.

345-348 Education
Activities undertaken in MCD Areas

4355 [SHRI J.M. AARON RASHID: Will the Minister of MINORITY AFFAIRS be pleased to state:

(a) the numbers of schools of senior secondary level established in the Minority Concentrated Districts (MCD) of the country under Multi Sectoral Development Plan during the current year;

(b) the number of Polytechnic and ITI set up in these districts during the current year, State-wise;

(c) whether the Government is considering to set up Central Government sponsored skill training institutes and start Swarna Grameen Swarozgar Yojna in the Minority Concentrated Districts; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CORPORATE AFFAIRS AND MINISTER OF STATE OF

THE MINISTRY OF MINORITY AFFAIRS (SHRI SALMAN KHURSHEED): (a) and (b) During the current financial year (2010-11), thirty six (36) schools of senior secondary level, twelve (12) Industrial Training Institutes and seven (7) units of polytechnic institutes have been approved so far for minority concentration districts (MCDs) in the country under Multi-sectoral Development Programme (MsDP). Under the scheme of 'Sub-Mission on Polytechnics under Coordinated Action for Skill Development' of the Ministry of Human Resource Development one unit of polytechnic has been sanctioned for one MCD (Kishanganj) in Bihar during 2010-11. Details are at Statement.

(c) and (d) Under Swaranajayanti Gram Swarozgar Yojana (SGSY), the Ministry of Rural Development has decided to set up Rural Self Employment Training Institutes (RSETIs), one in each district of the country, for skill development of rural youth below poverty line (BPL). SGSY is being implemented since April, 1999, in all the States of the country except in Delhi and Chandigarh.

Statement

Sl. No.	State	District	Senior Secondary Schools	Polytechnic Institute	Industrial Training Institute (ITI)	
1	2	3	4	5	6	
1.	Uttar Pradesh		Under MsDP M/o Minority Affairs	Unde MsDP M/o Minority Affairs	Under Sub- Mission on Polytechnics under Coordi- nated Action for Skill Development' M/o HRD	Under MsDP M/o Minority Affairs
		Rampur	5			
		Barabanki	4	1	2	
		Saharanpur	4			
		Ghaziabad	2	1		
		Bahraich	3			
		Pilibhit	1			

1	2	3	4	5	6
		Meerut	3		
		Bareilly	1	1	
		Siddharth Nagar	2		1
		Shajahanpur	1	2	
		Moradabad	4	1	
		Muzaffar Nagar	4	1	
2.	Bihar	Kishanganj		1	
3.	Uttarakhand	Hardwar	2		3
		Uddham Singh Nagar			2
4.	Odisha	Gajapati			2
5.	Andaman and Nicobar Islands	Nicobar			1
6.	Jharkhand	Ranchi			1
Total			36	7	12

[Translation]

**347-350 LPG
Circulation of Fake Gas Cylinders**

4356. SHRI ASHOK KUMAR RAWAT: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the fake gas cylinders are in vast circulation in the country including Delhi;

(b) if so, the number of such cases unearthed during each of the last three years and the current year; and

(c) the steps being taken to check the circulation of fake cylinders?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA) (a) to (c) Public Sector Oil Marketing Companies (OMCs) have not reported instances of large

scale circulation of fake LPG cylinders in the country. However, there have been some instances when spurious cylinders were detected by the OMCs at the distributors' premises. During the years 2007-08, 2008-09, 2009-10 and April – June, 2010, OMCs have detected 1445 number of spurious cylinders in the country. The year-wise and state-wise details are at statement.

OMCs are procuring LPG cylinders from cylinder manufacturers who are approved by the Oil Industry Technical Committee (OITC) and have valid manufacturing licences from the Bureau of Indian Standards (BIS) and the Chief Controller of Explosives (CCOE). Strict control is exercised by BIS over the manufacturing process. LPG cylinders procured by OMCs meet the required quality standards.

LPG cylinders received from distributors/ transporters at the bottling plants are mandatorily checked for quality and genuineness to avoid the entry of fake and outlived

cylinders in circulation. On detection of sub-standard / spurious cylinders, these are confiscated and thereafter de-shaped/crushed to prevent their re-entry into circulation.

Apart from the legal action which could be taken against any supplier of spurious LPG equipment, in case

any distributor is found in possession of spurious equipment or inducts such equipment in the distribution system, Marketing Discipline Guidelines provide, inter-alia, for confiscation of equipment, imposition of fine and recovery at penal rates for the first and second offences and termination of distributorship in the event of a third offence.

Statement

State-wise Number of Spurious LPG Cylinders Detected By OMCs During the years 2007-08, 2008-09, 2009-10 and April-June 2010

State/UT	2007-08	2008-09	2009-10	April-June 2010
Andhra Pradesh	19	4	1155	-
Gujarat	-	2	-	1
Madhya Pradesh	-	80	2	-
Odisha	-	-	166	-
Rajasthan	2	2	1	-
Uttar Pradesh	6	2	2	-
Tamil Nadu	-	-	1	-
Total	27	90	1327	1

[English]

349-350
Railways
Wi-Fi Systems in Trains

4357 SHRI M. KRISHNASSWAMY: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways are planning to introduce Wi-Fi Systems in trains;

(b) if so, the details thereof; and

(c) the amount of revenue that the Railways expect to earn through this and other similar projects?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) Yes, Madam.

(b) A pilot project for Internet facility using Wi-Fi in

three rakes of Delhi-Howrah Rajdhani Express has been included in the Railway Budget 2010-11.

(c) As this is a pilot project only, revenue generation has not been envisaged at this stage.

350-352
Production Sharing Contract for Oil in Nigeria

4358 SHRI SANJAY DINA PATIL: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Oil and Natural Gas Corporation (ONGC)-Mittal Energy Limited (OMEL), a joint venture of ONGC-Videsh Ltd. (ONGC-VL) and Mittal Investment Sari has entered into a production sharing contract for oil exploration of oil in Nigeria;

(b) if so, the details thereof;

(c) the current status of the exploration and the time by which oil production is likely to commence in each of the blocks awarded to OMEL;

(d) the details of infrastructure projects OMEL has undertaken to develop in Nigeria;

(e) whether there has been a delay in completion of these projects; and

(f) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) and (b) ONGC-Mittal Energy Limited (OMEL), a joint venture of ONGC Videsh Limited (OVL) and Mittal Investment Sari (MIS) entered into two Production Sharing Contracts (PSC) with the Nigerian National Petroleum Corporation (NNPC) for exploration in two deepwater offshore Blocks OPL-279 and OPL-285 on 23rd February 2007.

(c) Presently both the blocks are in the first exploration phase of 5 years effective from 23rd February 2007. OMEL drilled the commitment well Kuyere-1 in block OPL-279 during January-February 2010 and discovered hydrocarbons. As commerciality of the present discovery on stand-alone basis may be challenging, OMEL is studying the potential of further prospects in the block. OMEL also plans to drill the commitment well in the other Block OPL-285.

Production of oil is subject to establishing a commercial oil discovery and further detailed exploration and appraisal work.

(d) OMEL has to develop one of the strategic downstream projects as indicated in the Memorandum of Understanding (MOU) viz. 180,000 barrels (bbl) per day capacity refinery or 2000 Mega Watt (MW) independent power project or an East-West Railway line or any other downstream project as may be determined by the Steering Committee subject to economic viability and technical feasibility of the project. The Steering Committee for downstream projects in its meeting held on 28th January 2010 had approved setting up of a refinery of 180,000

bbl/day capacity for export of petroleum products using Nigerian Crude as feed stock.

(e) and (f) The Steering Committee for downstream projects has approved on 22nd July 2010 to carry out detailed feasibility study for setting up a 180,000 barrels per day refinery project, for which action is in progress.

Answers
Misbehaviour in Flights

4359. *352*
[DR. CHARAN DAS MAHANT:
SHRI J.M. AARON RASHID:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether in-flight misbehaviour/unruly incidences are growing and there is a need for more stringent laws to prevent such misdemeanour;

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

(c) the corrective action taken in the matter?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (c) Some cases of passenger misbehaviour have been reported. These cases are handed over to the local police for further action. Rule 29 of the Aircraft Rules, 1937 deals with the acts likely to imperil the safety of an aircraft. In order to incorporate necessary provisions in the Aircraft Rules, 1937 regarding assault and other acts of interference against a crew member and assault and other acts endangering safety or jeopardizing good order and discipline, a Gazette notification for pre-publication has been published on 29-07-2010 seeking suggestion/objections on the same.

352 - 355 *Railways*
Theft and Crimes in Kerala Bound Trains

4360. [SHRI K. SUDHAKARAN:
SHRI M.K. RAGHAVAN:
SHRI ANANTHA VENKATA RAMI REDDY:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have conducted an enquiry into the recent incident of looting at Nizamuddin Railway

Station wherein a large number of passengers of Kerala bound Duronto Express got looted;

(b) if so, the details thereof and whether any enquiry has been conducted into the said incident;

(c) if so, the details thereof;

(d) the details of incidents of looting, theft and other crimes taken place in Kerala bound trains and in South Central Railway during last two year's, year-wise;

(e) the details of compensation provided by the Railways in each such case, year-wise; and

(f) the measures taken to prevent such incidents in future along with the action taken against railway official found involved in such incidents, if any?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) to (c) No incident of loot of passengers of Kerala bound Duronto Express was reported at Nizamuddin Railway station recently. However, an incident of theft of belongings of few passengers of Train no. 2284 Nizamuddin-Ernakulam Duronto Express took place at Nizamuddin Railway station on 26-06-2010 at about 21.00 hrs., when there was a sudden electricity failure before the departure of the train. Government Railway Police/Nizamuddin apprehended one luggage lifter red handed with one stolen trolley bag. In this regard a case vide crime no. 61/10 dated 27-06-2010 under section 411 Indian Penal Code was registered at GRPS/Nizamuddin.

On arrival of the train at Ernakulam Railway station on 29-06-2010, one of the passengers lodged a complaint with Government Railway Police/Ernakulam regarding theft of his luggage and a case vide crime no. 047/10 dated 29-06-2010 under section 379 Indian Penal Code was registered. The case was transferred to Government Railway Police/Nizamuddin, where a case vide crime no. 73/2010 dated 28-07-2010 under section 379 Indian Penal Code has been registered.

(d) The details of incidents of loot, theft and other crimes took place in Kerala bound trains over Indian Railways during the years 2008 and 2009 are as under:—

Year	Loot	Theft	Other crimes
2008	1	315	66
2009	4	308	93

Cases reported in South Central Railway during the years 2008 and 2009 are as under:—

Year	Loot	Theft	Other crimes
2008	—	1	—
2009	—	10	—

(e) The details of compensation paid in cases of Robbery/Dacoity and looting/theft are as under:—

Year	Amount of compensation paid (Rs. In lakhs) in case of	
	Death/Injury of passengers in Robbery/Dacoity	Looting/theft
2007-08	8.14	Nil
2008-09	5.8	Nil
2009-10	0.25	Nil
2010-11 (upto July)	2.24	Nil

(f) The following measures are being taken for the security of passengers:—

- 1275 trains are escorted by RPF daily on an average, in addition to 2200 trains escorted by Government Railway Police of different States.
- An Integrated Security System consisting of electronic surveillance of vulnerable stations through CCTV Camera Network, access control, Anti-sabotage checks has been approved to strengthen surveillance

mechanism over 202 vulnerable Railway stations.

3. Regular coordination meetings are held with State Police at all levels to ensure proper registration Bind investigation of crime by Government Railway Police (GRP).
4. Public awareness against crime like Drugging of passengers is done through regular announcements at stations and in trains.
5. An amendment is under examination in the RPF Act to enable RPF to deal with the passenger related offences more effectively.

No Railway official has been found involved in the above incidents.

[Translation]

Railways 355
Proposal for Running New Trains

4361 [SHRI GHANSYAM ANURAGI: Will the Minister of RAILWAYS be pleased to state:

- (a) the details of proposals for running new trains pending with the Railways as on date;
- (b) whether the Railways propose to run a new train from Kanpur (Uttar Pradesh) to New Delhi via Urai Jhansi;
- (c) if so, the details thereof; and
- (d) the time by which the Railways propose to start a new train on the said route?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) Introduction of new train services is an ongoing process. New train services announced in the Rail Budget are introduced during the course of the financial year on the basis of availability of rolling stock, completion of gauge conversion works, new lines, development of requisite facilities, etc.

- (b) No, Madam.
- (c) and (d) Do not arise.

Judiciary
Women Courts

356
4362. [SHRI JAI PRAKASH AGARWAL: Will the Minister of LAW AND JUSTICE be pleased to state:

- (a) the number of women courts set up so far in the country to dispose of the cases related to the atrocities committed on women, State-wise;
- (b) whether there is any proposal to set up some more women courts in States; and
- (c) if so, the details thereof, State-wise?

THE MINISTER OF LAW AND JUSTICE (SHRI M. VEERAPPA MOILY): (a) No such data is being maintained centrally.

(b) and (c) Subordinate courts are set up by the State Governments in consultation with the respective High Courts. No proposal to set up women courts is under consideration of the Central Government.

[English]

Railways
Janambhoomi Express

356
4363 [DR. KIRIT PREMJBHAI SOLANKI: Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Railways have received any proposal to operate "Janmabhoomi Express" from Jamnagar to Udhampur and one Duronto train between Jamnagar and New Delhi via Rajkot, Viramgam and Mehsana; and
- (b) if so, the details thereof and the action taken by the Railways thereon?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) and (b) Representations to operate "Janambhoomi Express" between Jamnagar and Udhampur and Duronto train between Jamnagar and New Delhi have been received and have not been found feasible for implementation due to operational constraints. Janambhoomi Express train announced in the Railway Budget 2010-11 will run between Ahmedabad and Udhampur.

12.01 hrs

PLT

PAPERS LAID ON THE TABLE

[English]

MADAM SPEAKER: Now, Papers to be laid on the Table.

THE MINISTER OF LAW AND JUSTICE (SHRI M. VEERAPPA MOILY): I beg to lay on the Table:-

- PLT
357
- (1) (i) A copy of the Annual Report (Hindi and English versions) of the Bar Council of India, New Delhi, for the year 2008-2009, alongwith Audited Accounts.
- and
- (ii) Statement regarding Review (Hindi and English versions) by the Government of the working of the Bar Council of India, New Delhi, 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-2943/15/10]

PLT
357

THE MINISTER OF STATE OF THE MINISTRY OF CORPORATE AFFAIRS AND MINISTER OF STATE OF THE MINISTRY OF MINORITY AFFAIRS (SHRI SALMAN KHURSHEED): I beg to lay on the Table a copy of the Memorandum of Understanding (Hindi and English versions) between the National Minorities Development and Finance Corporation and the Ministry of Minority Affairs for the year 2010-2011.

[Placed in Library, See No. LT-2944/15/10]

PLT
357

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI SRIKANT JENA): I beg to lay on the Table:-

- PLT
357
- (1) (i) A copy of the Annual Report (Hindi and English versions) of the Institute of Pesticide Formulation Technology, Gurgaon, for the year 2008-2009, alongwith Audited Accounts.
- and
- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Institute of Pesticide Formulation Technology, Gurgaon, 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-2945/15/10]

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIAPPA): I beg to lay on the Table:-

- PLT
358
- (1) (i) A copy of the Annual Report (Hindi and English versions) of the Rail Land Development Authority, New Delhi, for the year 2006-2007, alongwith Audited Accounts.
- and
- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Rail Land Development Authority, New Delhi, for the year 2006-2007.
- (2) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library, See No. LT-2946/15/10]

- PLT
358
- (3) (i) A copy of the Annual Report (Hindi and English versions) of the Rail Land Development Authority, 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 Rail Land Development Authority, New Delhi, for the year 2007-2008.
- (4) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (3) above.

[Placed in Library, See No. LT-2947/15/10]

12.02 hrs.

Committee

STANDING COMMITTEE ON SOCIAL JUSTICE AND EMPOWERMENT

7th to 9th Reports

[Translation]

SHRI DARA SINGH CHAUHAN (Ghosi): Madam

Speaker, I beg to present the following Reports Hindi and English versions) of the Standing Committee on Social Justice and Empowerment (2009-2010):-

- (1) Seventh Report on Action Taken by the Government on the observations/recommendations contained in the Third Report on Demands for Grants (2009-10) of the Ministry of Minority Affairs.
- (2) Eighth Report on Action Taken by the Government on the observations/recommendations contained in the Second Report on Demands for Grants (2009-10) of the Ministry of Tribal Affairs.
- (3) Ninth Report on Action Taken by the Government on the observations/recommendations contained in the First Report on Demands for Grants (2009-10) of the Ministry of Social Justice and Empowerment.

12.02½ hrs.

Committee

STANDING COMMITTEE ON DEFENCE

8th Report *Presented*

[Translation]

359

SHRI SATPAL MAHARAJ (Garhwal): Madam Speaker, I beg to present the Eighth Report (Hindi and English versions) of the Standing Committee on Defence (2009-10) on 'Construction of Roads in the Border Areas of the Country'.

12.02¾ hrs.

STATEMENTS BY MINISTERS

- (i) **Status of implementation of the recommendations contained in the 98th Report of the Standing Committee on Transport, Tourism and Culture on action taken by the Government on the recommendations/observations contained in the 83rd Report of the Committee on 'Functioning of Commission**

of Railway Safety', pertaining to the Ministry of Civil Aviation*

[English]

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): Madam, I am laying the statement regarding the status of implementation of the recommendations contained in the 98th Report of the Standing Committee on Transport, Tourism and Culture on action taken by the Government on the recommendations/observations contained in the 83rd Report of the Committee on 'Functioning of Commission of Railway Safety', pertaining to the Ministry of Civil Aviation.

The 98th Report on the Department-related Parliamentary Standing Committee on Transport, Tourism and Culture contains 10 recommendations. Of the eight accepted/partially accepted recommendations, action had been completed in six cases. A Statement indicating the action taken/status of the remaining two recommendations in the Standing Committee Report is annexed.

12.03 hrs.

- (ii) **Status of implementation of the recommendations contained in the 6th Report of the Standing Committee on Social Justice and Empowerment on Demands for Grants (2010-11), pertaining to the Ministry of Minority Affairs****

[English]

THE MINISTER OF STATE OF THE MINISTRY OF CORPORATE AFFAIRS AND MINISTER OF STATE OF THE MINISTRY OF MINORITY AFFAIRS (SHRI SALMAN KHURSHEED): Madam, I am laying the statement regarding the status of implementation of the recommendations contained in the 6th Report of the Standing Committee on Social Justice and Empowerment on Demands for Grants (2010-2011), pertaining to the Ministry of Minority Affairs.

The Standing Committee on Social Justice and Empowerment (Fifteenth Lok Sabha) presented its Sixth Report on the Demands for Grants for the year 2010-11,

*Laid on the Table and also Placed in Library. See No. LT- 2948/15/10.

**Laid on the Table and also Placed in Library. See No. LT- 2949/15/10.

relating to the Ministry of Minority Affairs, to the Lok Sabha on 20th April, 2010. The recommendations were considered and the action taken by the Government on the recommendations were submitted to the Committee on 9th August, 2010.

The Report contained 17 recommendations. The present status of implementation of all these 17 recommendations is indicated in the Annexure, which is laid on the Table of the House.

12.03¼ hrs.

- (iii) (a) **Status of implementation of the recommendations contained in the 5th Report of the Standing Committee on Chemicals and Fertilizers on 'Production and availability of medicines to deal with Swine Flu', pertaining to the Department of Pharmaceuticals, Ministry of Chemicals and Fertilizers***

[English]

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI SRIKANT JENA): Madam, I am laying the statement regarding the status of implementation of the recommendations contained in the 5th Report of the Standing Committee on Chemicals and Fertilizers on 'Production and availability of medicines to deal with Swine Flu', pertaining to the Department of Pharmaceuticals, Ministry of Chemicals and Fertilizers.

The Fifth report on "Production and Availability of Medicines to deal with Swine Flu" of the Standing Committee on Chemicals and Fertilizers was presented to Lok Sabha on 15 December, 2009. The Report contains 15 Recommendations (from Sl. No. 44 to Sl. No. 58).

12.03½ hrs.

- (iii) (b) **Status of implementation of the recommendations contained in the 4th Report of the Standing Committee on Chemicals and Fertilizers on Demands for Grants (2009-10), pertaining to the Department of Chemicals and Petrochemicals, Ministry of Chemicals and Fertilizers.****

*Laid on the Table and also Placed in Library. See No. LT 2950/15/10.

**Laid on the Table and also Placed in Library. See No. LT 2951/15/10.

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI SRIKANT JENA): Madam, I am laying the statement regarding the status of implementation of the recommendations contained in the 4th Report of the Standing Committee on Chemicals and Fertilizers on Demands for Grants (2009-10), pertaining to the Department of Chemicals and Petrochemicals, Ministry of Chemicals and Fertilizers.

The Standing Committee on Chemicals and Fertilizers examined the Demands for Grants of the Department of Chemicals and Petrochemicals (Ministry of Chemicals and Fertilizers) for the year 2009-10 and presented their Fourth Report to Lok Sabha on 15-12-2009. The Report contains 14 Recommendations.

12.03¼ hrs.

- (iii) (c) **Status of implementation of the recommendations contained in the 1st Report of the Standing Committee on Chemicals and Fertilizers on Demands for Grants (2009-10), pertaining to the Department of Pharmaceuticals, Ministry of Chemicals and Fertilizers****

[English]

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI SRIKANT JENA): Madam, I am laying the statement regarding the status of implementation of the recommendations contained in the 1st Report of the Standing Committee on Chemicals and Fertilizers on Demand for Grants (2009-10), pertaining to the Department of Pharmaceuticals, Ministry of Chemicals and Fertilizers.

The Standing Committee on Chemicals and Fertilizers examined the Demands for Grants of the Department of Petrochemicals (Ministry of Chemicals and Fertilizers) for the year 2009-10 and presented their First Report to Lok Sabha on 8-12-2009. The Report contains 24 Recommendations.

12.04 hrs.

362
CALLING ATTENTION TO MATTER OF
URGENT PUBLIC IMPORTANCE

Situation arising out of economic blockade imposed by Naga Organisations on the National Highways Nos. 39 and 53 in Manipur and steps taken by the Government in this regard (C.A)

*Laid on the Table and also Placed in Library. See No. LT 2952/15/10.

[English]

MADAM SPEAKER: The House shall now take up Item No. 11, Calling Attention.

...(Interruptions)

MADAM SPEAKER: Shri Gurudas Dasgupta—not present.

Shrimati Bijoya Chakraborty

...(Interruptions)

MADAM SPEAKER: Let us have the Calling Attention, please.

...(Interruptions)

MADAM SPEAKER: We will do this in the 'Zero Hour'.

...(Interruptions)

SHRIMATI BIJOYA CHAKRAVARTY (Guwahati): Madam, I call the attention of the Minister of Home Affairs to the following matter of urgent public importance and request that he may make a statement thereon:

"The situation arising out of economic blockade imposed by Naga Organisations on the National Highways Nos. 39 and 53 in Manipur and steps taken by the Government in this regard."

THE MINISTER OF HOME AFFAIRS (SHRI P. CHIDAMBARAM): Madam Speaker, the first phase of the economic blockade of National Highways No. 39 started from April 6, 2010 and of NH 53 from April 11, 2010 on the call of United Naga Council (UNC) and other Naga bodies of Manipur protesting against the holding of elections to the six Autonomous District Councils in the State of Manipur. Subsequently, other Naga groups joined the blockade.

As movement along NH 39 was hampered, limited quantities of essential commodities, including petroleum products and food grains, were transported through other routes. Indian Air Force (IAF) airlifted 493 quintals of rice from Guwahati by 11 sorties in May 2010. 42.8 metric tonnes of life-saving drugs was airlifted by Logistic Post Cargo and IAF aircraft. 80 kilo litres of POL products were also airlifted between May 21-22, 2010. Since the Naga bodies had also declared blockade of NH-53, the

State Government had initially arranged transportation of essential commodities, with assistance from Government of Mizoram, through the very long and circuitous NH-150, Silchar-Aizwal-Churachandpur-Imphal. The State Government started movement of essential commodities including rice and sugar through NH-53 since May 22, 2010.

The leaders of the Nagaland Students Federation (NSF), after their meeting with the Union Home Minister and the Prime Minister, withdrew their agitation and lifted the blockade on June 15, 2010. The Central Government made available additional Companies of Central Paramilitary Forces to the State Governments of Manipur and Nagaland. The blockade was finally lifted on June 18, 2010.

The shortage of essential commodities continued in Manipur due to the decision of the Transporters' and Drivers' Council, Manipur that they would not ply trucks/public carriers/oil tankers/buses and any public vehicles on NH-39 passing through the State of Nagaland, unless their pre-conditions were met.

The United Naga Council of Manipur (UNC) sent a memorandum dated July 27, 2010 seeking action on their demands failing which they would resume the blockade with effect from the first week of August, 2010.

Chief Minister, Manipur, organized a round table of talks with representatives of Naga bodies/academicians, etc., for discussing the amendments to the Manipur (Hill Areas) District Councils Act, 1971. The first round table was held on August 3, 2010 at Imphal and the second on August 7, 2010 at Senapati, in which representatives of the Central Government also participated. The round table talks were, however, not attended by the representatives of the Nagas.

In view of the call for resumption of economic blockade, additional 12 Companies of Central Paramilitary Forces were made available to the State Government of Manipur. In addition, two Companies of CRPF have been made available for escorting to and from movement of trucks/tankers along NH-39 from Dimapur to Imphal.

The Cabinet Secretary is regularly taking stock of the situation in the meeting of the Committee of Secretaries. An inter-Ministerial team led by the Secretary (Border Management), Ministry of Home Affairs visited

Assam and Manipur on July 30 and August 1, 2010 to ensure that adequate arrangements for smooth flow of food grains and petroleum products are put in place. It was decided that trucks would be requisitioned by the State Governments and payments would be made by FCI at the rates fixed by the State Government concerned. The arrangements for transportation of food grains through NH-39 and NH-53 under escort have become operational. Transportation of food grains to Jiribam by Railways has also commenced. Considering that the condition of NH-53 which links Imphal to Silchar via Jiribam is poor, the stretches being single-laned and extremely prone to landslides, Border Roads Organization (BRO) has been directed to take all measures to keep both NH-39 and NH-53 open for traffic so that transportation of essential commodities do not get disrupted. Ministry of Road Transport and Highways has made an additional provision of Rs. 10 crore for the repairs of NH-53.

From August 4, 2010 till August 17, 2010, 71 tankers of POL, 207 tankers of Diesel, 10 tankers of Kerosene, 7 tankers of ATF, 78 tankers of LPG, 120 trucks of food grains, 14 trucks of medicine and 6 trucks of cement have reached Imphal through NH-39 and CRPF escort. Besides, 32 oil tankers, 20 trucks of food grains and 8 trucks of medicine are standing by near Kohima along NH-39 waiting for stretches affected by landslides and sinking of roads to be cleared.

In view of the improving stock position of POL products, State Government has revoked its earlier order of rationing of POL products and has permitted open sale of petrol and diesel through retail outlets/petrol pumps with effect from August 11, 2010.

All measures are being taken to ensure that essential commodities are available in adequate quantities in all parts of Manipur. The Ministries concerned are monitoring the situation on a daily basis and will take necessary steps to maintain adequate stocks of food grains, POL and other essential commodities in Manipur.

[Translation]

SHRIMATI BIJOYA CHAKRAVARTY (Guwahati): Madam, I am thankful that you have given me an opportunity to speak on Manipur issue during Calling Attention Motion. I disagree with the statement which the Hon'ble Minister has given here as the piece meal

arrangement which you are making cannot protect a state.

Today the situation in Manipur is same as it was prevailing earlier. Manipur about which we are talking has a history of 2000 years which had social cohesiveness, its dance and music are famous not only in India but the world over. Today the same Manipur is witnessing firing and explosion of hand grenade. Manipur is echoing with the helpless cry of innocent citizens.

The situation in Manipur is such that people are living under the shadow of terror. You would be surprised to hear that Manipur was blocked not for a day or two or a month but for 70 days. Everyone can imagine as to what would be the condition of state if it is blocked for 70 days. We all know how blockades affect our daily lives and our economy. National Highway no. 39, which is the lifeline of Manipur, connects Manipur with Assam via Nagaland. National Highway leading to Nagaland was blocked. National Highway No. 53 was also blocked which resulted in shortage of essential commodities. The most important thing is that 'Bandh' was called by the All Naga Students' Association of Manipur and United Naga Council. These people had blocked national highways from 11th April to June. Today the hon'ble Minister has said that blockade has been lifted, but it is not so. The highways have been blocked again for 20 days in August and the Naga Groups have again threatened for fresh blockade.

Through you, I would like to know from the hon'ble Home Minister as to whether he is aware,

[English]

I would like to know whether the Government has the control over the hill districts of Manipur where lots of extremist groups operate and have got the control over the entire Manipur both inside and outside. Moreover, as the hon. Minister has claimed, there is no railway connectivity in Manipur. So, this is a great hardship for the people of Manipur.

[Translation]

Blocking of the these two national highways i.e. NH-39 and NH-53 means an entire state has been totally cut off from the rest of the states. No vehicles, whether it is a truck, small car or ambulance, were allowed to pass during blockade. This economic blockade on national highways had lasted not for 1-2 days but for 70 days.

This state is also a part of India. The State which was blocked for full 2½ months. [English] This has given a serious blow to the day-to-day economic life of the people of Manipur. Transportation of essential commodities of daily livelihood and petroleum products like petrol, diesel, kerosene, LPG, medicine and other essential commodities which are transported by hundreds of trucks and all the passenger bus services have been completely blocked.

[Translation]

Today, the condition of people in Manipur is such that they are compelled to purchase essential commodities including drugs by giving more than 50% extra cost. There is no PDS in place in Manipur hence black marketing is rampant. In Manipur, the prices of petrol and diesel have increased from Rs. 400 to 600 and Rs. 300 to 400 respectively. Besides, the price of gas cylinder has reached Rs. 1000/ from Rs. 800. Even today, life saving drugs are not available there and there is no electricity which have resulted in closure of hospitals due to which operations cannot be carried out. Even if a person is seriously ill, he cannot be taken to other place as all the roads have been blocked. I would like to tell for the information of the House that despite deployment of police and para military forces in the region, all the roads have been blocked.

Even schools and colleges remained closed for 4-5 months in Manipur Murder, loot, extortion, kidnapping is common in Manipur. If one goes out somewhere in the morning we are not sure that he would return in the evening it.

.....*State Government employees calmly perform their duties sitting in their offices and they never pay attention to this matter, concerning the plight of the people.

[English]

MADAM SPEAKER: That word should be expunged.

[Translation]

SHRIMATI BIJOYA CHAKARVARTY: Madam, I want to ask-who blocked national highway, what for it was blocked, which group is responsible for it and who collected 'goonda tax'. Rs. 10-15 thousand were collected

*Expunged as ordered by the Chair.

from all the trucks, but who collected it? If the government has a political will, it can control it, stop it. But so far it has not been done. There is nothing substantial in minister's statement. Whom the people should trust, see the government is allowing certain elements to cut off a particular area from rest of the country in independent India.

Today, the situation has become such that ten thousand businessmen are forced to flee Manipur. They have been compelled to do so. Ten thousand businessmen engaged in various activities there have been compelled by extremists to run away from there. Many people have been murdered. Biharis who have gone there for earning their bread have been done to death. 6 days ago some Manipuris were killed, Businessmen have been compelled to leave Manipur ...(Interruptions). Who purchased their property? It is necessary to inquire into this matter. People of Manipur have been butchered like cows and bufaloes and CBI has failed to take cognizance of it. Had an offender been killed, perhaps CBI would have rushed there, but when innocent Manipuris have been killed, no one is bothered about it.

AFSPA is in force in Manipur. This act has been in force there since 1960 and it remained in force in all the districts till 1980. Manipur's population is just 20 lakh. Paramilitary force was deployed there. Paramilitary forces personnel also killed...(Interruptions) in the name of citizenship rights and encounter...(Interruptions). Therefore, I request the government to revoke AFSPA as it has been in force there for the last 41 years ...(Interruptions).

MADAM SPEAKER: Please keep silence.

...(Interruptions)

SHRIMATI BIJOYA CHAKARVARTY: The Government has done a sin by enforcing AFSPA in Manipur ...(Interruptions).

MADAM SPEAKER: Please be silent. Now Calling Attention is going on.

...(Interruptions)

MADAM SPEAKER: Mulayam Singh Ji, please don't interrupt.

...(Interruptions)

MADAM SPEAKER: Be silent.

...(Interruptions)

SHRIMATI BIJOYA CHAKARVARTY: Madam, hon. Sushma Ji visited Manipur and was there for two days. She met with several groups in those two days and gathered information about worsening law and order in Manipur. People are apprehensive that government has some links with extremists, they suspect what is the connection between extremists and right from Chief Minister to the minister. Earlier there were only 6 extremists groups in Manipur and now their number has swelled to 41.

Madam, my submission is that AFSPA must be revoked in Manipur sooner than later. I want to tell one more thing, people of Manipur don't want to lose territorial integrity with India. In 1953, the then Prime Minister, Jawahar Lal Nehru had hurt the people of Manipur when he presented beautiful Kabri valley of Manipur to Myanmar when Prime Minister of Myanmar was on a visit to India. That injury still persists in the heart of Manipuris. If we don't want to interfere with territorial integrity of Manipur then AFSPA would have an adverse impact. Therefore, I urge the hon. Home Minister to pay attention to it.

Madam, I would conclude after making three points—Peace is must in Manipur and it can't be purchased from the market. For peace, we have to understand the psyche, state of mind and needs of the people. National Highway—39 must be freed from the control of extremists.

NH—53 still is in a dilapidated condition. It is an alternative highway. It must be repaired urgently. Railway connectivity should be provided upto Manipur. We must try to know as to why number of extremists groups are multiplying, who is funding or promoting them. These should be rooted out. AFSPA should be withdrawn from Manipur. Manipur government should immediately be dismissed. I conclude my speech with these demands.

[English]

MADAM SPEAKER: Shri Basu Deb Acharia, please ask one clarificatory question.

SHRI BASU DEB ACHARIA (Bankura): Madam, the situation has not improved in the State of Manipur. There had been a blockade for long 68 days. Afterwards,

blockade has been imposed in the State on two highways, NH-53 and NH-39. These highways along with NH-150 are the lifelines of Manipur. This imbroglio has been created because of the demand of NSCN (IM) for Nagalim, Greater Nagaland, comprising of four tribal Districts of Manipur—Ukhrool, Senapati, Tamenglong and Chandel—and also a small portion of Assam on Assam-Nagaland border, and an unspecified portion of Arunachal Pradesh also. This demand is not realizable, everyone knows that. None of the States would agree to part with a portion of their State. In 2001, 18 Manipuri youths were shot dead for opposing this demand for Nagalim, Greater Nagaland. Because of the 68 day blockade, prices of all essential commodities touched the sky.

[Translation]

MADAM SPEAKER: Basu Deb Acharia ji you ask your question.

[English]

SHRI BASU DEB ACHARIA: I am coming to the question, Madam. It is a very important issue. The situation is very bad there.

MADAM SPEAKER: Please come to the question.

SHRI BASU DEB ACHARIA: The price of LPG increased to Rs. 1500 per cylinder, kerosene oil Rs. 80 per litre, diesel Rs. 70, petrol Rs. 90, onion Rs. 25 per kg, rice Rs. 28, egg Rs. 6, potato Rs. 30 a kg, sugar Rs. 45 a kg, urea Rs. 700 per bag.

When this blockade continued I met the hon. Home Minister along with our leader who is in charge of Manipur State, and he expressed inability of the Central Government. Why did the Central Government remain a silent spectator for 68 days and fail to persuade NSCN (IM) to lift the blockade?

MADAM SPEAKER: Shri Acharia, please ask your question and take your seat.

SHRI BASU DEB ACHARIA: The Central Government has failed to take proper action to persuade the NSCN (IM) to lift the blockade. This is the situation in spite of 14 year-long dialogue between the NSCN(IN) and the Government of India.

MADAM SPEAKER: Shri Acharia, please conclude. You have to ask your question for clarification, and then, conclude.

...(Interruptions)

SHRI BASU DEB ACHARIA: Nothing has been reported. What has happened to that? Neither Parliament has been reported nor people were informed.

MADAM SPEAKER: Please do that.

...(Interruptions)

MADAM SPEAKER: Nothing will go on record. Please take your seat.

(Interruptions)...*

[Translation]

MADAM SPEAKER: Shailendra Kumar Ji your start speaking.

...(Interruptions)

SHRI SHAILENDRA KUMAR (Kaushmbi): Madam, I am thankful to you for allowing to speak on Calling Attention...(Interruptions). Dada Ji you take your seat. Nothing is going on record...(Interruptions)

[English]

MADAM SPEAKER: Shri Acharia, your speech is not going on record.

(Interruptions)...*

[Translation]

MADAM SPEAKER: Basu Deb Acharia Ji, now you sit down.

...(Interruptions)

[English]

MADAM SPEAKER: Only what Shri Shailendra Kumar is saying, would go in the record.

(Interruptions)...*

[Translation]

MADAM SPEAKER: Basu Deb Ji, donot do so. You are such a senior leader, you take your seat.

...(Interruptions)

[English]

MADAM SPEAKER: Nothing will go on record.

(Interruptions)...*

MADAM SPEAKER: Shri Acharia, you are exceeding your time limit. You are giving a very long speech. You know that in Calling Attention debate, you just have to ask a question. Please ask a question.

SHRI BASU DEB ACHARIA: I am asking the question.

MADAM SPEAKER: Only question would go on record.

...(Interruptions)

SHRI BASU DEB ACHARIA: Yes, Madam. I am only asking the question. I would like to know from the Government this. There are two National Highways – Rs. 10 crore is quite insufficient. These are single-lane National Highways. ...(Interruptions)

[Translation]

MADAM SPEAKER: Basu Deb Ji, what are you doing? You think yourself, what are you doing? You ask the question only.

...(Interruptions)

[English]

SHRI BASU DEB ACHARIA: I would like to know how much funds would be provided by the Government for widening and strengthening of these Highways. A number of trucks were damaged during *Bandh* by the agitators.

MADAM SPEAKER: Thank you. Don't just go on. What is this? Nothing will go on record.

(Interruptions)...*

MADAM SPEAKER: You are just not asking the question. Nothing will go on record.

*(Interruptions)...**

[Translation]

MADAM SPEAKER: Basu Debji, now you take your seat. You sit down. Shailendra Kumar Ji, now you speak.

...(Interruptions)

SHRI SHAILENDRA KUMAR: Madam Speaker, I am thankful to you for having permitted me to speak on Calling Attention. As everything has been said, therefore, I would ask only questions to the hon. Minister of Home Affairs. This movement has started from 11 April Naga Leader T. Muiyaa is their leader. Hon. Chief Minister has said that he can't go to his home town. This movement has started from there. Manipuri population is 25 lakh. Manipuri people have suffered a lot and they are not getting essential commodities. People are not able to get medicine even. There is chaos everywhere. An honorable Ex. Member of Parliament, Chenna Mai informed me telephonically that situation is very bad in Manipur. There are 32 Naga tribes, half of them live in Nagaland and more than half, in Manipur, Assam and northern Myanmar. Situation over there is getting from bad to worse. Movement is getting momentum slowly. Under the Chairmanship of hon. Chief Minister a round table conference was held with their movementeers. Subsequently, it was learnt through reliable sources that a meeting was held with the agitating naga leaders under the chairmanship of hon. Prime Minister and Minister of Home Affairs. But so far it has not become clear as to what the Naga leaders demanding in the said meeting and how far their demands were met? Will our home minister go there and have talks with the people about the state of affairs or would the government like to talk to agitating naga leaders and take some effective measures? Is the government making any efforts for bringing normalcy in the state? I conclude my speech with these words.

[English]

DR. THOKCHOM MEINYA (Inner Manipur): Madam Speaker, thank you.

I belong to the State of Manipur and I would like to seek the indulgence of the House before I put my very pointed question.

The situation in Manipur, as has been given in the statement of the hon. Minister is up-to-date now; facts had already been mentioned. But I would like to point out the fact that the 69-day long blockade and the 52-day blockade in 2005, and the present blockade of 20 days from 4th August, have hampered much. Who suffered due to these? It is the common men. The women were trying very hard to keep their kitchens burning. Of course, the prices escalated there. For all these, whatever the Government of India and whatever the Home Ministry had done so far, have already been stated by the hon. Home Minister.

Here, I would like to suggest this. The blockades have become a phenomenon in that part of the country, we have got only two lifelines; and even though these lifelines are being maintained, there are huge landslides; the mountainous terrains are very difficult. So, I suggest that the Union Government should advise the State Government to keep enough stock, at least for a period of three months, to mitigate such a situation, whenever there are blockades. We cannot stop these blockades. As has been rightly pointed out, the number of incidents has gone up; the number is not ten now. It will be in 40s now. All sorts of problems are there. So, the Government of India in consultation with the Government of Manipur should think in terms of having a buffer-stock for at least a period of three months so that the situation can be mitigated. This is one question which I would like to put.

National Highway 53 is the alternative; this has to be improved on a war-footing. National Highway 39 should be given National Highway Protection Force so that all these highways can be protected from all these blockades and *bandhs*. Till then, whatever the paramilitary forces and others are now being used, it is okay; it is now going on and it could be continued. At the same time, our only National Railway Project from Jiribam to Tupul to Imphal is yet to be completed. It was targeted to be completed by 2012, but this has been postponed to 2014. I suggest that this should be speeded up and completed very soon. Everybody knows the sufferings of the people and I do not want to repeat them here.

The democratic Government is working there; hon. Chief Minister of Manipur has been working with his back on the wall to face the situation. What the hon. lady Member said about imposition of the President's Rule, it is not a fit case for imposition of President's Rule. It is because we have got a stable Government; the hon.

Chief Minister is continuing for the last almost eight years with full command. So, that demand is not at all acceptable.

With these few words, I would like to draw the attention of the hon. Home Minister and the Government of India so that arrangements are made so as not to repeat such difficult days in future. Thank you very much.

SHRI P. CHIDAMBARAM: Madam Speaker, I am grateful to the hon. Members for calling the attention of the Government to the situation in Manipur and for giving me an opportunity to state the facts.

Madam, the problem in Manipur is an old problem. There are certain districts of Manipur which are predominantly of Naga tribes. There has been a very old dispute between the Nagas on the one hand and the Meiteis on the other; and there are other tribes too. This has spilled over into the political arena. This has also affected economic activity in Manipur. We have two problems in Manipur that have to be addressed—one is we must find out a solution to the demands made by the Nagas; and the second is, while efforts are being made to find a political solution, there must be no violence in Manipur or in any other part of the North-East.

Madam, Shri Basudeb Acharya has mentioned about what happened in 2001. On a Statement made in 2001, violence broke out and many people were killed. The Statement had to be retracted within 24 or 48 hours. It is very important that we not say or do anything which will trigger violence once again. So, the Government's first goal is to ensure that there is no violence in Manipur or in any other part of the North-East. In fact, if you will pardon me, let me say that the level of violence in Manipur in 2010 is the lowest in almost a decade. Let me just give you one number. In 2008, 466 civilians were killed, for one reason or another, in Manipur. In 2009, this number came down to 264 and in 2010, in the first seven months, up to July 31, the number is only 47. It is almost a 90 per cent decline in violence resulting in civilian killings in the last two years. Likewise, Meghalaya, Tripura, Arunachal Pradesh, Mizoram and Nagaland are by and large free from killings of civilians. Violence levels are very low. There is some violence in Assam and some violence in Manipur. But our first goal, on which I think all hon. Members will agree is to ensure that there is no violence, there are no killings and civilians are not killed. So, our approach has been to ensure that there is no violence and no killings.

Having created the condition where there is no violence, we want to find a political solution to the question that has been troubling Manipur for many years. Let me make it very clear that the Government of India's policy, successive Governments policy is that there is no question of, in any way, affecting the integrity of the State of Manipur. The area that is under Manipur will remain in Manipur. There is no question of affecting the territorial integrity of Manipur. However, the demands made by the Nagas, whether articulated by the NSCN-IM or by other Naga Groups must be addressed. The present blockade and the earlier one in April-May arose out of elections to the Autonomous Hill Districts Council of Manipur. The NSCN-IM and other Naga Groups wanted a boycott of those elections. In fact, there have been even one or two statements, subsequently disowned by the Groups but the statements were made, threatening candidates and warning them that if they contested elections they would not be spared. Nevertheless, elections took place. The participation in the elections ranges from modest to very good. Elections have taken place but some of the Naga Groups do not recognise these elections and they want these election results to be rescinded. On the other hand, the candidates who have been elected have assumed Office, some in Imphal and some in their District Councils and they want to get on with the business of administering those Councils.

We have persuaded the Government of Manipur to hold talks with the Naga Groups. I have said in my statement, the Government of Manipur held two Round Tables. Civil society organisations, academicians, political parties and others participated in these two Round Tables but the Naga Groups boycotted these two Round Tables. The Government of India's representative also attended the Round Tables and we have made efforts, both through formal channels and through informal channels to try to persuade the Naga Groups to come to the talks; to tell us what their problems with the ADC Act is and whether further changes have to be made. But they have boycotted the meetings.

Now we are making another effort to ask them to come to the talks. But they say that they will not come to the talks if the Government of Manipur invites them for talks. They want the Government of India to invite them for talks. Please understand the Government of India cannot overreach the Government of Manipur and invite them for talks. The Government of Manipur has to be present in the talks. These are elections to the

Autonomous Districts Council. But efforts are being made to bring the Naga Groups to the Table so that we can talk out our differences.

The larger question is how do we find the final solution to the demands of the Nagas. Every State in India is a plural State and I think we cannot wish away the pluralism. There are Nagas in Manipur. There are Nagas in Assam and Arunachal Pradesh. It is inconceivable that we can break up the States. Therefore, we will have to find solutions within the Constitution that will assure the Nagas' dignity, honour, equal rights and equal place even while preserving the integrity of the States. This is a difficult problem; a problem which successive Governments have grappled with, the problem that we are trying to grapple with. I think we need patience. We need to be sensitive. We need to be patient before we find the solution.

NH-39 and NH-53 are open. If there is any obstruction today it is because of the landslide and the torrential rains in that area. Otherwise, as I have given in my Statement, both routes are open. NH-39 is the better, shorter and more useful route and that is why we have strictly instructed that all trucks carrying food grains and all trucks carrying petroleum products shall use NH-39. NH-53 is a National Highway in a much poorer condition. It is a longer and more circuitous route yet we want to strengthen NH-53. I am happy to inform the House, after consultation with the Government of Manipur, the Ministry of Road Transport and the Border Roads Organisation, we have worked out a comprehensive plan to upgrade 220 odd kms of NH-53. That is going to the Cabinet Committee on Security in the next few days. NH-39 has been affected now only because of the collapse of a bridge and some landslides and torrential rains. But the Border Roads Organisation is working round the clock to set it right. These obstacles will come up from time to time depending on the weather but we will set it right and again the trucks will begin to move. We want both NH-39 and NH-53 to be the life-lines for supplies to Manipur. It is not one versus the other. We will ensure that both NH-39 and NH-53 are upgraded and strengthened so that we have two life-lines to Manipur, not one.

A mention was made about AFSPA. It is a very difficult issue. As you know, the Ministry of Home Affairs has proposed amendments to AFSPA but we have to consult everybody, carry everybody with us before the amendments are made.

Madam, as I said, our goal is to ensure that there is no violence and no killings in Manipur. We have substantially succeeded in that and I wish everybody, including me, should not say or do anything which will trigger violence once again. Once there is peace, and there is relative peace today, we will try to bring the rival points of view to the Table. The Government of Manipur has a point of view. The Naga Groups have a point of view. The NSCN-IM has got a much larger goal. We are trying to bring them to the Table, make them talk to each other and resolve these issues. I am confident that at least the problem affecting the Autonomous District Council, the law, the manner in which the elections were conducted, can be resolved if they come face to face.

The larger issue of addressing the Naga demands, as you know we have appointed an interlocutor. Talks are underway between the NSCN-IM and the interlocutor. Halting progress has been made but at least I am happy that while talks are going on there is no violence in Nagaland. In fact, in the year 2010, so far, 'touch wood' there has not been a single civilian killed in Nagaland. There has been for the first time zero killings in Nagaland. Talks will take time. We must be patient but I will ensure, as I have said in my statement, no effort will be spared to ensure that supplies reach Manipur. There is, of course, black-marketing. There is high price. We have told the State Government that they must crack down on the black-marketeers and ensure that the Government's Departments work round the clock to ensure that whatever supplies reach Manipur are distributed fairly and justly at fair prices. We are doing our best. The situation is difficult and compounded by the weather. But I am sure the situation will improve.

[Translation]

SHRIMATI SUSHMA SWARAJ (Vidisha): Madam Speaker, the Home Minister in his reply on the situation in Manipur has said that the government wants to do this and that. I would ask only one question to the hon. Minister—what the government has done so far? Today's calling attention is with regard to economic blockade. My simple and direct question is regarding 67 days economic blockade in Manipur. Not even once the Home Minister went there, not even once state minister of home affairs and not even once any central representative went there. I want to ask the Home Minister—had there been similar type of economic blockade in north region or south region state, would the government have shown same kind of

apathy towards it? Why in Manipur, because it is the situated in far north-east and news hardly reach from there. Even media does not report it as those states are not in its priority. But the government knew it. Manipur faced hardship for 67 days. They had nothing to eat, no petrol, no rice, no kerosene. What did the government do at that time? How can I trust it? Now, the minister says that the government wants to do this and that. What did the governments do during these 67 days. It is my direct question to you. Why did the government show apathy towards Manipur?

[English]

SHRI SUDIP BANDYOPADHYAY: Madam, I just want to ask one question.

MADAM SPEAKER: Your name is not there. If I give you a chance, then every one will get up. Please sit down. This is Calling Attention.

...(Interruptions)

[Translation]

MADAM SPEAKER: Sudip Bandyopadhyay ji, only those, whose name is called speak during Calling Attention.

...(Interruptions)

[English]

MADAM SPEAKER: She was given a chance because she is Leader of the Opposition.

SHRI SUDIP BANDYOPADHYAY: The NSCN(IM) was the major threat to the North-Eastern region. It is good enough and NSCN(IM) used to operate from abroad. It was not like today. When Advaniji was the Home Minister, he had clarified on the floor of the House several times the role and the performance of the NSCN(IM). They used to come to Delhi on several occasions for bilateral discussions. I only want to know whether you held any discussions with the NSCN(IM) sitting in Delhi at the Home Ministry. As you are proposing or the Government is proposing to interact with the Maoists of the country if they give up their arms and violence, has the NSCN(IM) accepted the proposal of Government of India and has it come forward for a round table discussion in the North Block of this country?

SHRI P. CHIDAMBARAM: Madam, I do not know why the Leader of the Opposition should charge the Government with inaction and inactivity after I made the detailed statement saying all that have been done to ensure that supplies were rushed to Manipur. She may have a different view but I have explained our approach. This is not a problem that cropped up in the last few weeks or few months. This problem has been there since the States were created. Our goal is to first ensure that there is peace and killings come to an end or substantially come to an end. On that I can claim with pride that the record of this Government as far as North-East is concerned, is far superior to the record of any Government. I have given you numbers. During that entire period when there was a blockade—the dates are given—there was one incident where two people were killed. If we had said or done anything in a provocative manner or neglected them, there would have been more violence and more killings. That did not happen. It is not correct to say that no one visited Manipur. ...(Interruptions)

MADAM SPEAKER: Let him speak.

...(Interruptions)

SHRI P. CHIDAMBARAM: Madam, she has asked a question and I am answering. I did not interrupt her. She must show me the courtesy.

MADAM SPEAKER: Let him reply.

SHRI P. CHIDAMBARAM: She has asked the question and I am answering.

The Home Secretary visited Manipur and spent two days there. The Gol representative, who is the interlocutor for the Naga talks, visited and spoke to both the Chief Minister as well as some other groups briefing them about what progress has been made and therefore they should not continue this agitation and blockade. I have received delegations from Manipur including Naga delegations in Delhi. The hon. Prime Minister met the Naga delegation. It is at our instance that they agreed to life the blockade. During the blockade period the charge is that supplies were not made. That is not correct. During the blockade period, supplies were made. We did everything possible to ensure that supplies were made. ...(Interruptions)

SHRI BASU DEB ACHARIA: That is not correct
...(Interruptions)

SHRI P. CHIDAMBARAM: Therefore, it is not correct to say that the Government has not been sensitive or active in the matter. As I said to the question, we are holding talks with the NSC(IN). We have appointed an interlocutor. Talks are going on. The Media has reported the talks. Talks are going on in Delhi. Shri Muivah has met the hon. Prime Minister. He has met me twice. Talks are going on. The talks are on the larger issues which the Nagas are demanding. One part of the issue is the Nagas in Manipur. Since we are discussing a Calling Attention on Manipur, I will confine myself to the issue of the Nagas in Manipur. The larger issue of the Naga demands is also all there. That is being talked about. We will not spare any effort to ensure that adequate supplies are made to Manipur through NH-39 and through NH-53 and if necessary, as I said, through air lifting. But one of the two goals is that there must be no violence in Manipur and killings must come to an end and nothing must be said or done to trigger killings once again and while there is peace we will make every effort to ensure that supplies are made as well as Government of Manipur and the Naga groups meet to sort out their problems.

12.47 hrs.

SUBMISSION BY MEMBERS—Cont'd.

(ii) Rebate on Khadi

[Translation]

SHRI JAGDAMBIKA PAL (Domariyaganj): Madam Speaker, it is raining outside and water is oozing here.

...(Interruptions)

SHRI MULAYAM SINGH YADAV (Manpuri): Madam Speaker, I am raising a very important issue. It is important as it is concerning the father of the nation Mahatma Gandhi. How khadi village industries started? Why did Gandhi Ji attract whole country's attention to spinning wheel. The poor rural folk, be they women or men, who can't get any job and who can't go outside, specially rural women can spin cotton manually on spinning wheel and they were getting job by spinning cotton. It is providing job to lakhs of people and subsidy is being given for it. Every year subsidy is available on purchase of khadi form 2nd of October, i.e. Gandhi's birthday and we ourselves wait for this date for purchasing khadi. You

may not believe that we purchase khadi clothes once in a year. We purchase it only after 2nd October as subsidy is available on khadi items from this date onwards. Withdrawal of such subsidy would harass the poor and they will spin cotton sitting in their homes as they don't get any job. On spinning they supply thread to Gandhi Ashram. They won't get job as Gandhi Ashram is going to be closed. ...(Interruptions) Therefore, this matter is concerning Gandhi Ji. We know that poor people spin cotton on charkha all over India as we are wearing khadi cloths. We are concerned as we purchase clothes from Gandhi Ashram and at least 80-85 per cent people purchase it. Now only 60-70 per cent people only would purchase it. May be, only five per cent people may purchase. It is a conspiracy to shut down Gandhi Ashram....(Interruptions)

It is concerning Gandhi Ji as he has shown us a way. Anti-Gandhi people are taking such type of decisions. But, the government is acting in this way? Till today, they have been ruling the country in the name of Gandhi Ji. Godse killed Gandhiji physically and now they are killing him ideologically. Please take it seriously, interfere in this matter and save Gandhi Ashram. Women of middle and poor class spin on Charkha in their homes and supply to Gandhi Ashram. This much I have to say and I request the Government to immediately announce 30 percent subsidy to save Gandhi Ashram...(Interruptions)

SHRI SHAILENDRA KUMAR (Kaushambi): Madam Speaker, I associate myself.

SHRI M.B. RAJESH (Palckkad): Madam Speaker, I associate myself...(Interruptions)

MADAM SPEAKER: Shri Gopinath Pandurang Munde.

...(Interruptions)

[English]

MADAM SPEAKER: Nothing will go on record.

(Interruptions)...

[Translation]

MADAM SPEAKER: You sit down. Let him speak.

MADAM SPEAKER: You sit down. Let the hon. Minister speak. Raghuwansh Prasad Ji, why are you speaking

*Not recorded.

with such force. Don't speak on top of your voice.

...(Interruptions)

MADAM SPEAKER: Munde Ji, why are you yielding. You have to speak. Speak out your mind.

...(Interruptions)

MADAM SPEAKER: Hon. Minister wants to say something. Hon. Minister, do you want to speak?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING AND THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI V. NARAYANSAMY): Yes.

MADAM SPEAKER: He will speak only when you yield. Mulayam Singh Ji, you sit down.

SHRI MULAYAM SINGH YADAV: Allow Shri Lalu Ji also to speak...(Interruptions)

MADAM SPEAKER: No. How you can allow him to speak? You sit down.

...(Interruptions)

SHRI LALU PRASAD (Saran): I shall speak with your permission, not with his...(Interruptions)

MADAM SPEAKER: You sit down.

...(Interruptions)

[English]

SHRI V. NARAYANSAMY: The hon. senior leader, Shri Mulayam Singh Yadav, has raised a very important issue. He has raised the issue about the rebate that has been given to khadi...(Interruptions)

[Translation]

SHRI MULAYAM SINGH YADAV: I have spoken in Hindi...(Interruptions)

MADAM SPEAKER: Mulayam Singh Ji, let him speak in the language of his choice.

...(Interruptions)

SHRI MULAYAM SINGH YADAV: Alright.

[English]

SHRI V. NARAYANSAMY: I understand the sentiments of the hon. Member on the issue which he has raised. I will convey the feelings of the hon. Member to the hon. Minister to reconsider the issue.

...(Interruptions)

[Translation]

SHRI GOPINATH MUNDE (Beed): Madam Speaker, I am grateful to you for allowing me to speak on this important topic. In the last three months, at about 952 lives have been claimed by Swine flue and Malaria in the country. Most of the deaths have occurred in Maharashtra, Karnataka, Andhra Pradesh, Rajasthan and Delhi where more than 100 people have died. It is said that excessive rain contributes to the spread of Swine flue and Malaria. The problem is, the states do not have vaccines against Malaria and Swine flue. The hon. Minister has stated that there is a vaccine available in the market which acts as a deterrent against Swine flue for an year. But this vaccine, which is priced at Rs. 350/- is not available in the market. Swine flue or Malaria unfaillingly claim the victims. Th problem is more serious is Maharashtra where more than 450 people have died.

13.00 hrs.

Both the State and the Central Government have failed to save lives. No private hospital or private doctor is equipped enough to diagnose Swine flue. This facility is available only in Government hospitals. There are just 3 or 4 laboratories with this facility in Maharashtra which has the population of 12 crore poeple. People stand in long queues for testing Swine flue or Malaria. Why the Government do not allow these tests in private hospitals or provide such facilities in Government dispensaries. This has made Malaria, Dengue and Swine flue deadly diseases. Therefore, the State Government and the Central Government should jointly formulate a plan to tackle this menace.

Madam, I want to tell that these diseases strike the poor people mostly. Hence we should make efforts in advance to help then and prevent these diseases. The

medicine of Malaria which used to arrive in May, has not been consigned by the Central Government to the states in the last three years. This has posed a big danger to the people's lives. 956 people have died so far. Thousands are ill and they are not diagnosed. The Centre as well as the state government should make efforts jointly and chalk out an action plan.

MADAM SPEAKER: Dr. Prasanna Kumar Patasami, Shri Ram Kishun, Neeraj Shekhar and Shri Arjun Charan Sethi associate themselves with this issue.

[English]

I have a very long list of hon. Members who want to speak in the "Zero Hour."

...(Interruptions)

[Translation]

MADAM SPEAKER: You please sit down and let me speak. I want to give opportunity to everyone to speak in the Zero Hour. If the House agrees we can skip lunch hour. I want to give opportunity to everyone to speak. Kindly listen other Members patiently.

[English]

SHRI DATTA MEGHE (Wardha): Madam Speaker, what about Matters under Rule 377?

MADAM SPEAKER: We will do that also, but let me do the "Zero Hour."

Shri Ramen Deka.

SHRI RAMEN DEKA (Mangaldoi): Madam Speaker, thank you.

I would like to draw the attention of the House and the Government to an important and urgent issue relating to the security of the country. On August 17th, North-East Television, a premier channel in the North-East, reported that missiles and war equipment move towards Arunachal Pradesh border. Please listen to me. I appeal to all hon. Members to listen to this issue.

The source of broadcasting is Pentagon report. I would like to know whether the Government of India is aware of these things. If they are aware of these things, what steps have they taken at the ground level and at

the diplomatic level. Neither the hon. Home Minister nor the hon. Defence Minister is present here. I would urge upon you to prevail upon the Government to give a statement on this issue because it is a very serious issue. We should not forget the 1962 war.

I do not want to quote that infamous statement of Pandit Jawaharlal Nehru, which always hurts the people of Assam and the people of the North-East. It is a very serious issue. Infrastructure is not there. Army cannot move. Day before yesterday I raised the issue regarding NH 52. It is not in a good condition. If war breaks out then the Army's movement will be very less. We are here not for you, in 1962 Chinese soldiers left the war field. That is why we are here. In the 1962 war, we failed to protect the North-Eastern region. The Members from West Bengal are sitting here. They are also not safe.

China will attack from Myanmar. Their missiles can attack West Bengal from Myanmar. All of us are in the range of their missiles. But the Government is keeping mum over this serious issue.

So, I again urge upon you to prevail upon the Government. The hon. Home Minister or the hon. Defence Minister should assure this House that the country is safe. Soft peddling will not do any good. A stringent view in this regard is required because our border is porous. We have international borders. Myanmar is there and Bangladesh is there. Bangladeshis have changed our demography. But the Government is silent.

Madam SPEAKER: Those who want to associate with the matter raised by Shri Ramen Deka may kindly send slips.

Dr. Rajan Sushant, Shri Harin Pathak, Shri Arjun Ram Meghwal, and Shri Hukumdeo Narayan Yadav are allowed to associate with the matter raised by Shri Ramen Deka.

DR. M. THAMBIDURAI (Karur): Madam Speaker thank you very much for giving me an opportunity for raising an important issue.

The decision of the Central Government affects the rights of the State Governments and also the people of the States.

Recently, the Press has reported that the Ministry of Health as well as the Ministry of Human Resources

Development decided that they are going to conduct All India Common Entrance Examinations for the medicine, engineering and other courses.

Madam, Education may be in the Concurrent List, but the professional courses are meant for the needs of the local people of the States. We require a lot of doctors and engineers. The State Governments are planning and building the medical and engineering colleges to cater to the needs of the States. Now, in the name of conducting Common Entrance Examination and also in the name of Education having in the Concurrent List, the Central Government has taken this decision. In this connection, my Leader, hon. Amma Dr. J. Jayalithaa, has given a statement yesterday opposing the decision taken by the Central Government to conduct the All India Common Entrance Examination for the professional courses.

Madam, she raised five issues. First of all, she raised the issue of reservation policy. Tamil Nadu is following the reservation of 69 per cent from Puratchi Thalaivar Dr. MGR period onwards. Now, if the Central Government decides about conducting Common Entrance Examination, then we have to follow 50 per cent reservation. Madam, hon. Dr. J. Jayalithaa, the then Chief Minister of Tamil Nadu passed a Resolution in the Tamil Nadu Assembly to protect the 69 per cent reservation and she brought the Bill here and with the help of the Parliament, she got it included in the Ninth Schedule of the Constitution.

Madam, I have three issues. The Supreme Court also upheld the decision of the 69 per cent reservation. Now, because of the Common Entrance Examination, it will affect common people.

Madam, the Central Government is unnecessarily interfering in the rights of the State Governments. That has to be protected. Now, there is no Entrance Examination for the professional courses in Tamil Nadu. We are following the admission procedures based on the students' performance in the plus two examination. If the Central Government keeps the Common Entrance Examination, then we cannot give importance to the students' performance in the plus two examination. This issue was also raised by my leader in her statement. Therefore, it also affects the rural students who have to appear in the Common Entrance Examination.

Madam, the students have to give the test either in Hindi or in English language. But in my State, most of the students are staying in the rural areas and they are

studying plus two examination in the Tamil medium. How can they write the Common Entrance Examination either in Hindi or in English? It will be disadvantageous to poor rural students.

Therefore, we are urging the Central Government to roll back the decision regarding conducting All India Common Entrance Examination for Medicines and Engineering which affects our common people. ...*(Interruptions)*

MADAM SPEAKER: Please conclude. Your time is over.

DR. M. THAMBIDURAI: Madam let the Government respond. ...*(Interruptions)*

DR. RAM CHANDRA DOME (Bolpur): Madam, it is a very important issue. I would like to associate with him.

MADAM SPEAKER: You please send your name to the Table.

DR. M. THAMBIDURAI: In the name of conducting the Common Entrance Examination, the Central Government has taken away the rights of the State Governments. We cannot tolerate that. So, let the Government respond to protect the rights of the students of the rural areas. Again, reservation policy is also very important. The State Government is all for it. Our Madam Jayalithaa is fighting for the reservation policy for the people of Tamil Nadu. ...*(Interruptions)*

SHRI M.B. RAJESH: Madam, I would like to associate with him.

MADAM SPEAKER: Dr. Ram Chandra Dome and Shri M.B. Rajesh are allowed to be associated with this matter.

[Translation]

SHRI MAHABAL (West Delhi): Madam Speaker, I thank you for allowing me to speak in Zero Hour.

Madam Speaker, you must be aware that a number of commissioned officers, JCDs and ORs laid down their lives in Kargil war in 1999. No one knows how many mothers lost their son, sisters got widowed, fathers lost their sons, brothers got deprived from their brothers. The then NDA Government had announced to grant free rail travel facility to the family members of the martyred

soldiers in accordance with their ranks but that promise just remained a promise.

13.09 hrs.

[DR. M. THAMBIDURAI *in the Chair*]

Mr. Chairman, Sir, you must be aware that a commissioned officer is allowed to travel in AC-I and other ranks are also granted this facility as per their rank. But their family members are not granted this facility after they die.

I feel that even their family servants do not travel in sleeper class. Mamata Ji has been sitting here. The best tribute which we can pay to those soldiers will be the instructions given by the Govt. that the family members of the deceased soldiers will be given free rail travel passes in accordance to their ranks. I request the Govt. to implement it immediately. Thank you.

SHRI LALU PRASAD (Saran): Sir, Mahatma Gandhi, father of the nation, had emphasized the use of khadi, charkha and village industries for the eradication of poverty and unemployment. Today, in the age of globalization, we are looking for alternatives. Bapu had maintained that millions of people earn their livelihood through spinning wheel. He had said that khadi is the symbol of freedom and we accept it. But the Govt.'s policies have a very negative impact on the people depending on village industries and khadi. Millions of tribals belonging to scheduled caste and the poor people, particularly living in Bihar, Calcutta, Uttar Pradesh, Odisha and in forest regions earn their livelihood from weaving industry. The Govt. has used the name of Gandhi. Everyone has got the family name Gandhi, be it Sonia Gandhi, Rahul Gandhi, Varun Gandhi. But the Govt. has deviated from the path shown by Gandhi Ji. We wish that the Govt. should give concession to the village industries. The name of Bapu should live on khadi is the symbol of freedom. The Govt. should clearly spell out its policy before the House...(*Interruptions*)

[*English*]

MR. CHAIRMAN: Nothing will go on record except what Shri Mahendra Kumar Roy says.

(*Interruptions*)...*

[*Translation*]

SHRI LALU PRASAD: The Govt. is not responding. We therefore, walk out.

13.14 hrs.

At this stage Shri Lalul Prasad and some other hon. Members left the House.

[*English*]

SHRI MAHENDRA KUMAR ROY (Jalpaiguri): Mr. Chairman, Sir, I would like to raise a very important matter of urgent public importance pertaining to drought conditions in parts of West Bengal.

Sir, the State Government of West Bengal has declared 11 districts as drought-affected districts in the State. These districts are, Purulia, Bankura, Maldah, Birbhum, Murshidabad, Burdman, Hooghly, West Midnapur, Nadia, North and South 24 Parganas. These districts have suffered due to an average rainfall deficit of 30 per cent. To face the situation, the State Government of West Bengal primarily allotted Rs. 50 crore. The Chief Minister of West Bengal has written a letter to the Union Agriculture Minister Shri Sharad Pawar to take effective steps to face the challenge. The Centre should immediately release an amount of Rs. 1,400 crore under Mahatma Gandhi National Rural Employment Guarantee Scheme. The Government should send adequate food grain stocks to the affected people and the agriculturists.

I would urge upon the Union Government to send a Central team to assess the situation of the drought affected areas. ...(*Interruptions*)

DR. RAM CHANDRA DOME (Bolpur): Sir, this is a very important issue. ...(*Interruptions*)

MR. CHAIRMAN: Nothing will go on record except what Mr. Madan is submitting.

(*Interruptions*)...*

MR. CHAIRMAN: The Member from your Party has already raised the issue. Please take your seat.

...(*Interruptions*)

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING AND MINISTER OF STATE IN THE MINISTRY

OF PARLIAMENTARY AFFAIRS (SHRI V. NARAYANASAMY): Sir, there will be a discussion on the flood and drought situation in the country. They can raise the issue at that time...*(Interruptions)*

[Translation]

SHRI VIKRAMBHAI ARJANBHAI MADAM (Jamnagar): Mr. Chairman Sir, the Cairn India Co. operates in the region stretched from Barmer to Jamnagar in Gujarat...*(Interruptions)*

The farmers are dying in the country. When the farmers die, we condone their deaths in the Parliament. We seek compensation to wipe out their tears. In Jamnagar, Gujarat, the atrocities of Cairn India have reached to such an extent that there is likelihood of a big trouble in the coming 20-25 days. The farmers will be shot at. The Govt. has not been giving any attention to their plight. I have raised my voice again and again but the farmers are suppressed with the help of *mafia* and administration. The ordinary farmers do not know anything about the law. They are arrested and put behind the bars for a number of days. The farmers should be given compensation for their land. In Aligarh, the farmers are being given compensation to the tune of Rs. 4 lakh...*(Interruptions)*

[English]

MR. CHAIRMAN: Please wind up now. Do not give a long speech. Many hon. Members are waiting to raise their issues and we have to take up other business also. What do you want from the Government?

[Translation]

SHRI VIKRAMBHAI ARJANBHAI MADAM: Sir, Cairn India Ltd. has been acquiring the land of farmers at just Rs. 40,000 per bigha. The company has been harassing the farmers with the help of mafia and police. I demand that there should be an investigation into the functioning of the Company. The Company has defrauded the Govt. by millions of rupees. It should be investigated into and the farmers should be given justice. Otherwise, there will be a big movement.

[English]

SHRI S.S. RAMASUBBU (Tirunelveli): Mr. Chairman Sir, thank you very much for giving me this opportunity to raise the issue regarding the retail trade in our country.

As our country is having huge resources, opening up of multinational brands, through Foreign Direct Investment, from multinational companies will jeopardize not only retail trade but also the farming community in our country.

India is having 1.5 crore retail trade units which cater employment directly to four crore persons and indirect employment to 16 crore persons and a huge section of Indian population prefer this trade and depend upon this retail trade. The entire retail trade business amounts to Rs. 16 lakh crore to Rs. 18 lakh crore per annum and is likely to touch Rs. 20 lakh crore shortly. Groceries and food grains retail sector contribute Rs.8 lakh crore to Rs. 10 lakh crore.

The argument is that the MNCs would provide better chances for consumerism by checking price rise, will give healthy competition and the farmers will get better price for their produce. It is not true. With the advent of MNCs, the retail trade was totally wiped out of England.

Another most important thing that needs to be considered is opening up the doors for MNC soft drink companies in India. As soon as they entered, there was no healthy competition. They purposefully procured the empty bottles of the local players. And they broke them into pieces as the bottles were the main investment of these local players. This led to the closure of many local soft drink brands. After stabilizing in a field, what they fix will be the price and no one can question that. The companies who are supplying goods to these big players are providing them more percentage of gain and commission than the retail traders. In view of this factor, the retail traders who are already in existence in the field are finding it very difficult to compete with the big companies and hence they are almost on the verge of closing their outlets. This is also the case with the farmers.

I would, therefore, urge upon the Union Government to impose a permanent ban in FDI in retail trade on groceries, food grains, fruits and vegetables and to safeguard the livelihood of crores and crores of people and small retail traders.

[Translation]

SHRI SATPAL MAHARAJ (Garhwal): Mr. Chairman Sir, I thank you for giving me an opportunity to speak. The excessive rains in Uttarakhand has put severe strain on

the administration. The roads are damaged. Thousands of pilgrims are stranded at Badrinath and Hemkunt Saheb. The children are crying for milk. The people are not getting food.

Sir, I, through you, would like to say that, in Bhatwari Tehsil of Uttarakhand, 200 families have been dislocated because of the deavage of land. 40 shops have been destroyed in Pithoragarh, the heavy rainfall has washed away the Kailash Mansarovar pilgrimage route. In Kalimath, the Kali Ganga river has breached the 20 metre stretch of the road. The Guptakashi-Chenagarh, Vijay Nagar-Bhatwari, Bhiri-Parkandi and Tilwara-Bavai motor routes are completely disappeared. A number of houses in Thailiasaini Tehsil of District Paurhi-Garhwal have been damaged. The cloud burst in village Kunjoli and Beeronkhal has damaged several houses. The Utrakashi-Mori Tuni motor route has been breached. The Hon. Prime Minister has given Rs. One lakh to the families of the dead and Rs. 50 thousand to the injured in Bageshawar.

Sir, through you, I wish to thank him and request him to deploy army and ITBP there. The Centre should give maximum financial help for disaster management so that people are provided food material and relief. Thank you.

SHRI RAVINDRA KUMAR PANDEY (Giridih): Mr. Chirman. Sir, I thank you for giving me an opportunity to speak. Most of the states are affected from floods and drought. In a number of districts of Jharkhand, the Kharif crop has not been sown. In some districts, after plantation, the paddy has dried up and burnt. It has put the farmers in financial distress.

Sir, I, through you, would like to say in the House, that the farmers of Jharkhand have not been paid any balance amount under crop insurance scheme for the past two years and it has further put a number of farmers under severe financial strain.

Sir, I, through you, would like to request the Govt. to immediately pay the balance amount of the crop insurance scheme to the farmers of Jharkhand. The Govt. should lunch relief work in the areas declared recently as drought – affected zone. The affected families should be provided ration free of cost. Their loans may be waived off and fresh loans may be issued to them on easy interest rates.

[English]

SHRI ARJUN CHARAN SETHI (Bhadrak): Thank you, Mr. Chairman for giving me an opportunity to highlight one of the very important issues in this august House.

Recently, I had asked a question to the Minister of Environment and Forests. You will be surprised to know, that the reply I have received from the Government is that they have acquired 38,000 hectares of land for having a multi-purpose irrigation project; and in Andhra Pradesh, 1,77,000 odd population will be affected in Andhra Pradesh; also in Chhattisgarh, more than 11,000 people will be affected; and in Orissa, more than 6000 people will be affected. The hon. Minister has stated this in reply to my question yesterday only.

My question is: "What specific measures have been taken by the Government to ensure the rights of the tribals or the people who will be uprooted by the construction of this particular project?" The reply has come, and, Mr. Chairman, Sir, you will be surprised to know the reply. I quote:

"For the diversion of forest land, Government of Andhra Pradesh is required to raise Compensatory Afforestation over the equivalent non forest land handed over to the State Forest Department at the cost of the user agency. For settlement of the rights in terms of Scheduled Tribes and Other Traditional Forest Dwellers (Recognition of Forest Rights) Act, 2006, no claims have been received under RoFR Act, 2006 in the diversion/submergence area of Polavaram project."

Sir, how can it be? Nearly 1,77,000 people will be uprooted in the State of Andhra Pradesh; 11,000 and odd people will be uprooted in Chhattisgarh; and also nearly 6,000 people will be uprooted in my State, that is, Orissa, then how can he say that no claims have been received? That means, I should say that the State Governments concerned have not given any opportunity to the dwelling people or to the tribals to claim their compensation for their land.

Sir, this is certainly a very serious one. ...(*Interruptions*)

MR. CHAIRMAN: Please conclude now.

SHRI ARJUN CHARAN SETHI: Sir, I have not yet started it. ...(*Interruptions*)

MR. CHAIRMAN: You know very well that you can take only two minutes' time in 'Zero Hour'.

...(Interruptions)

SHRI ARJUN CHARAN SETHI: Sir, I do not want to speak against any particular Government but I want that the Act that we have made for ensuring the rights of the dwelling tribals in the country should be implemented. ...*(Interruptions)*

SHRI PINAKI MISRA (Puri): Mr. Chairman, Sir, we associate ourselves with our hon. Leader. ...*(Interruptions)*

MR. CHAIRMAN: You can send a slip for associating with him.

SHRI PINAKI MISRA: Sir, the hon. Minister should make a site visit because he has promised that a wall would come up ...*(Interruptions)*

MR. CHAIRMAN: You can send a slip for associating with him on this issue.

...(Interruptions)

DR. PRASANNA KUMAR PATASANI (Bhubaneswar): Sir, I have given a notice. ...*(Interruptions)*

SHRI ARJUN CHARAN SETHI: Sir, I have a fact-finding Report. This team was led by no less a person than Dr. B.D. Sharma, former Commissioner of the National Commission of Scheduled Castes and Scheduled Tribes, who visited this area along with his eminent followers for four days. They have given the details of the facts which they have seen.

Sir, method of coercion has been adopted. No Gram Sabha has been conducted. No avenues have been provided to the people to express their grievances. In my State, nearly 6,000 tribals will be uprooted. Do you mean to say that the Orissa Government will not claim for the losses on behalf of the Scheduled Tribes who will be uprooted? Sir, this is something unheard of.

Sir, I am very much thankful to the hon. Minister, Shri Jairam Rameshji. He has answered to the letter which I have written to him saying that everything will be done to protect the rights of the tribals. How can it be? When they are divested of their land, how can their rights be protected? This is something unheard of.

Moreover, this matter is pending in the Supreme Court of India. It is being adjudicated by the Supreme Court. How can the Ministry give the final environment and forest clearances for this project? This is a very serious issue. ...*(Interruptions)*

Therefore, I would request the Government that they should make a statement on the floor of the House.

MR. CHAIRMAN: The names of S/shri Rudramadhab Ray, Yashbant Laguri, Laxman Tudu, Mohan Jena, Prasanna Kumar Patasani, Pinaki Misra and B. Mahtab will be associated on this issue raised by Shri Arjun Charan Sethi.

[Translation]

SHRIMATI RAMA DEVI (Sheohar): Sir, I am greatly thankful to you for allowing me to speak. I am going to raise a very important issue.

Gandhi Setu has a special significance amongst historical and long bridges of Bihar. Built on river Ganga, it is only bridge connecting north Bihar and south Bihar. Large Number of vehicles carrying lakhs of people uses this bridge daily. It was built thirty years ago. Bihar Government undertakes repair works on it in parts causing inconvenience to the people and likelihood of accidents remains always. Therefore, there is an urgent need for repairing the bridge and for making smooth flow for traffic on it. This bridge is on national highway number – 19 and it is 5.74 kms long. State Government of Bihar has sought Rs. 106 crore for carrying out repair work of the said bridge and the said request has been pending for long. It is quite essential to repair this bridge in public interest.

Since 2001 repair work on this bridge has been going on in parts and the experts of Union Ministry of Road Transport and Highways have suggested to undertake repair work of entire bridge in one go. If central hinge bearing and eternal prestressing is changed once than the bridge would be safe for another 30 years and the travellers will get rid of their woes. Since this bridge is on national highway, therefore, Central Government too shares responsibility for its repair and maintenance. By when the said repair work is likely to be done? Hon. Mulayam Singh Ji also had raised this issue.

[English]

MR. CHAIRMAN: Hon. Members, the rest of the Zero Hour matters will be taken up at the end of the day.

...(Interruptions)

13.30 hrs.

MATTERS UNDER RULE 377*

[English]

MR. CHAIRMAN: Hon. Members, Matters under Rule 377 shall be laid on the Table of the House. Those Members, who are desirous of laying their matters under Rule 377 on the Table of the House, may send slips at the Table within 20 minutes. Only those matters for which slips have been received at the Table shall be form part of the proceedings and rest of the matters shall be treated as lapsed.

- 397 Disease
(i) **Need to take effective steps to eradicate Pneumonia in the country**

[Translation]

397 (MUR 377)
SHRI DATTA MEGHE (Vardha): I would like to draw attention of the Government to recent survey of World Health Organization (WHO) wherein it is estimated that 20 lakh children die of pneumonia in the world every year and out of it 27 per cent, i.e. appromaxately three lakh children die in India every year. Afghanistan, Pakistan, China and Bangladesh are most affected by Pneumonia, and India comes after these three countries. For inviting attention of the people toward Pneumonia it was decided to celebrate 2nd November as World Pneumonia Day for the first time. The reality is that more number of people die of Pneumonia than AIDS, measles or malaria but at policy level nothing concrete is being done for checking it.

World Forum for tackling Pneumonia is taking initiative the world over for drawing the attention of the governments towards treatment and eradication of Pneumonia through a vaccination programme. As per a report of WHO one child dies of Pneumonia every minute in India.

In view of it. I urge the Government to take effective steps and start a vaccination programme for eradication of Pneumonia as is being done for eradication of other disease.

- Shipping
(ii) **Need to trace missing ships M.V. Rezzak, M.V. Jupiter 6 and M.T. Fantasy-I with seamen from Minicoy Islands aboard**

[English]

398 (MUR 377)
SHRI HAMDULLAH SAYEED (Lakshadweep): I would like to draw the kind attention of the Government towards a Cargo ship M.V. Rezzak carrying steel billets from Russia to Turkey alongwith 25 Indian crew aboard missing since 18 February, 2008. This ship belonged to the mini island of Minicoy. Two years back also, a ship named M.V. JUPITER 6 also went missing with 4 Minicoy seamen among others on board. During the month of 2009 another ship named M.T. FANTASY I was also reported missing on board with seamen from Minicoy. There is feeling among the islanders that because of its remoteness and smallness these tragedies have failed to evoke the sympathy, response and reaction from the authority. There has been no effective search conducted for the missing ships and no hectic operations conducted through the diplomatic channels. There has been no action to compensate the bereaving families.

I would request the Central Government to dispel this impression of the islanders and respond positively by taking immediate action for a proper search and rescue operation by the Turkish and Russian Coast Guard using the International diplomatic channels. It should also be ascertained as to how a ship could sink without transmitting distress signal and without any debris being found and how the ships manned by crew recruited by the same agency viz. CMR Shipping Management Mumbai went missing and what was the role of shipping agency and whether there is an involvement of international mafia in the missing of ships for claiming huge insurance money or it is an act of Pirates. I would request the Central Government to take immediate action to announce an interim compensation of Rs. 10 lakhs to the families of each of the seamen as they were all very young, married and sole bread-earners of their families.

- 398
(iii) **Need to curb the medical practice being done by unqualified persons posing as doctors in rural areas of the country**

4-8-15
6 Jan
SHRI ANTO ANTONY (Pathanamthitta): Health sector in our country is being seriously damaged due to medical practice being done by unqualified persons

posing themselves as doctors and use of expired medicines. According to the latest reports, there are nearly two and a half lakh quacks in the country. Most of the quacks are working in rural and remote areas. They are fleecing the rural folk by exploiting their innocence. These quacks are functioning as the major conduit to inject fake and expired drugs with altered labels which can be fatal to mankind. I, therefore, request the Government to intervene in the matter and devise mechanism to prevent these unhealthy practices in our country.

399

(iv) Need to ensure payment of dues to sugarcane growers by sugar mills in Uttar Pradesh

[Translation]

(MUR 377)

SHRI JAGDAMBIKA PAL (Domariyaganj): The Central Government announces minimum support prices (MSP) for sugarcane to ensure remunerative prices to farmers in different states of the country. Proportionate to that, various states announce their own support price and ensure the payment from sugar mills accordingly. As per the provision of the India Sugarcane (Control) Act, 1953, the sugar mills are bound to make payment to the farmers within fifteen days after supply of sugarcane to them. If the sugar mills fail to do so, they are required to pay to the farmers interest at the rate of 14 percent along with the price of sugarcane. But, in Uttar Pradesh, the farmers have not been given payment of their sugarcane produce for the year 2009-10 till date. The sugar mills owe Rs. 500 crore to the sugarcane growers in the state. Sugarcane being the only cash crop in the Uttar Pradesh, the farmers depend upon income from it to meet their liabilities and necessities. This payment is not being made to the farmers because of the indifference of the States towards the farmers and their other preoccupation. I seek the intervention of the Central Government to ensure the payment of the sugarcane supplied to the sugar mills by farmers in Uttar Pradesh according to the MSP announced in the State.

399

(v) Need to provide financial assistance to the Government of Kerala for the modernization of Kerala State Road Transport Corporation

[English]

(MUR 377)

SHRI KODIKKUNNIL SURESH (Mavelikkara): The Kerala State Road Transport Corporation is providing transport facilities to lakhs of people not only in urban areas, but also in the rural, tribal and the hilly areas.

Due to various reasons, operational and administrative, high cost of diesel and petrol and increase in the rates of spare parts, the Kerala State Road Transport Corporation is facing serious financial crisis. Even though the Kerala Government is providing financial assistance from time to time, but it is not sufficient. Therefore, the financial liability of the Kerala State Road Transport Corporation to the oil companies, companies supplying spare parts are very high. The salaries, pensions and other allowances to the staff and pensioners are adding burden to the Corporation. The Kerala State Road Transport Corporation is not getting any financial aid from national or international organization to support the Corporation for modernization and for purchase of new buses.

The conditions of buses are very poor and the new technologies have not been introduced in the State till now.

In this situation, to give boost to the public utility service like Kerala State Road Transport Corporation, the Union Government should provide financial assistance to them to overcome the present financial crisis.

I, therefore, urge upon the Union Government to provide financial assistance to the tune of Rs. 1,000 crores immediately to the Kerala State Road Transport Corporation for providing better services to the people of Kerala.

400

(vi) Need to augment the ^{Railways} rail services in Khajuraho and start the work on Panna-Khajuraho and Panna-Satna railway lines in Madhya Pradesh

[Translation]

(MUR-377)

SHRI JITENDRA SINGH BUNDELA (Khajuraho): The number of trains to and from the world famous tourist place Khajuraho may be increased. The frequency of trains may also be increased introducing AC-I and AC-II coaches in these trains alongwith the commencement of work on Panna-Khauraho and Panna-Satna rail liners, may also be undertaken early.

400-401

(vii) Need to ensure uninterrupted ^{Telephone} mobile services of B.S.N.L. in Sheohar, Purvi Champaran and Sitamarhi districts of Bihar

SHRIMATI RAMA DEVI (Sheohar): The mobile towers in my Constituency arid Sitaa marhi are turned off

between 12 midnight and 4 a.m. Because of this, mobile Rhines cannot be used in any emergency. Usually, mobile towers continue to operate 24 hours, but these three district are an exception in this regard. I have come to know that the persons, with whom the BSNL has entered into contract to operate mobile towers, stop the generators to reduce the consumption of diesel which brings the mobile services to a halt for four hours.

I, through the House, would like to request the Government to investigate this matter and issue orders to ensure the availability of mobile services in these three districts 24 × 7.

- Railways*
- (viii) **Need to provide stoppage point to various trains at Khanapur, Karnataka and extend Belgaum-Miraj-Belgaum passenger train upto Londa Junction**

[English]

401

(MUR-377)

SHRI ANANT KUMAR HEGDE (Uttar Kannada): Khanapur Taluka is a huge sprawling hilly Taluka in Karnataka which borders Maharashtra and Goa. Presently following trains are passing through Khanapur:—

- 7415/7416 Kholhapur-Tirupati Haripriya Express.
- 2779/2780 Vasco Da Gama-Hajrat Nijamuddin Express
- 1097/1098 Pune Ernakulam Express.
- 1017/1018 Dadar-Bangalore Chalukya Express

On behalf of the people of my constituency, I urge that above trains be given stoppages at Khanapur station, for which, we have been demanding since many years. As these trains will be convenient for the people of Khanapur Taluka to commute between Goa and Maharashtra.

- 401*
- (ix) **Need to check the import of expired and banned insecticides and weedicides in the country**

[Translation]

(MUR-377)

SHRI HUKMADEO NARAYAN YADAV (Madhubani): Pesticides and weedicides manufactured by the foreign companies are being imported into India. There are a number of companies in this field who have got medicines

with expired dates. A number of countries have banned those medicines and the companies have been fined for selling expired medicines. Those companies are selling those very medicines in India. The Ministry of Agriculture should get those medicines tested in the laboratory. This has led to extremely adverse impact on environment too. The manufacturers and public representatives have written letters and reminders for this purpose. If timely action is not taken, the farmers will be ruined.

- 402 Education*
- (x) **Need to open a Kendriya Vidyalaya in Nawada, Bihar**

(MUR-377)

DR. BHOLA SINGH (Nawada): The Nawada district in Bihar has been facing the scourge of extreme neglect for years together. This district belongs to the *dalits*, *mahadalits*, most backward, backward, minorities and weaker classes in toto. Due to drought prevailing over the years, they have not been able to get even two square meals a day. There is no arrangement of modern and quality education for their children. Recently, 8 *bigha* land has been registered by a person for a Kendriya Vidyalaya in Nawada. Not only this, a building has also been arranged free of any rent to get a Kendriya Vidyalaya run over there. The Union Government has been contacted a number of times in regard to setting up a Kendriya Vidyalaya. However, no positive achievement is in view so far in this regard. There are about 1500 family members of the employees of the Central establishments in Nawada. Their children are deprived of quality education due to lack of Kendriya Vidyalaya. Therefore, through the House, I request the hon. Minister of Human Resource Development to take positive initiative for setting up Kendriya Vidyalaya in Nawada.

- Loan*
- (xi) **Need to introduce micro-credit scheme for farmers in the country**

[English]

402 (MUR-377)

DR. RATNA DE (Hooghly): Micro credit has played a major role in Bangladesh in mitigating poverty. Indian agriculturist have been reeling under poverty and they face huge difficulty in getting loans from commercial and Cooperative banks at low rate of interest. Suicides of farmers are on the rise in spite of many good schemes of Central Government. Bangladesh has undoubtedly succeeded in mitigating poverty through micro-credit. India may emulate from Bangladesh the concept of micro credit and replicate the same in villages of the country. I am sure micro credit would help Indian farmers. Still

farmers in the villages are at the mercy of moneylender who charge exorbitant rate of interest with the result that their loan amount and interest shoot up which forces them to commit suicide although farmers' loan have been waived in the Central Governments last dispensation. I would request the Hon'ble Minister to take steps to study the concept of Micro-credit of Bangladesh in its entirety and make efforts to adopt it in India.

⁴⁰³
(xii) Need to release funds under Pradhan Mantri Gram Sadak Yojana for completion of on-going road projects in Orissa (MUR-377)

SHRI RUDRAMADHAB RAY (Kandhamal): The Pradhan Mantri Gram Sadak Yojana (PMGSY) was launched with the objective of connecting all far flung villages in the backward and remote areas, a step to bring the habitants of these areas into main stream of life. A number of roads has been constructed under the said Yojana in Orissa but it is still lowest and need much more to be done. I would also like to urge upon the Government that sufficient funds should be allocated for maintenance of these roads. Further, the release of funds for completion of the on-going projects should not be linked to maintenance.

⁴⁰⁴
(xiii) Need to construct dams for providing irrigation and drinking water facilities in Hingoli Parliamentary Constituency, Maharashtra

[Translation]

^{403-404 (MUR-377)}
SHRI SUBHASH BAPURAO WANKHEDE (Hingoli): The irrigated land is quite less in eleven tehsil areas coming under the three districts of my parliamentary constituency Hingoli. If dams are constructed at various places on the Panganga river of my parliamentary constituency, the drinking water problem of Umardhed, Mahagaon, Hadgaon, Himayat Nagar, Mahur, Kinwat, Hingoli, Kalmanuri tehsil areas could be solved. Panganga dam barrage has been constructed over this river, but lakhs of cusecs of water is flown into the river every year when the water level reaches upto the brim. If that water is conserved, the area of irrigated land could be enhanced.

At the following proposed places, Kolhapuri dam should be built: (1) (Uchegaon, Talani, Manula, Matala, Belgawhan and Kothla under the Hadgaon tehsil (2) Madanapur, Takli, Unkeshwar under the Mahur tehsil (3)

Belkhed, Teevrang, Tiwadi, Devsari, Karanji, Panthara, Tembhi, Hiwara under the Umerkhed and Mahagaon tehsil.

To solve the problem of drinking water, dams should be built in public interest over Kayadhu river at Samanga, Salegaon, Shewala, Sengaon, Jambhrun, Rodgi, Narsi Namdev under Sengaon tehsil, Tapovan, Kanhergaon Naka under Hingoli tehsil, Nalegaon, Matha under Audha tehsil. If the said dams are built, irrigation could be done in about seven thousand hectare land and drinking water could be provided to a large number of people of the various villages under these tehsil areas.

⁴⁰⁴
(xiv) Need to allocate more funds for development of Pulicat Lake under Destination Development Scheme in Thiruvallur district of Tamil Nadu

[English]

^{Water Body}
DR. P. VENUGOPAL (Tiruvallur): Pulicat Lake Bird Sanctuary is a famous 481 Sq. Km protected area in Thiruvallur district of Tamil Nadu near Chennai. Pulicat lagoon is the second largest brackish-water eco-system in India. The lagoon has rich flora and fauna diversity, which supports active commercial fisheries and a large and varied bird population. The lake, on an average, attracts over 15,000 tourists per month during peak season and the number of visitors has increased recently after the construction of a bridge across the lake. Pulicat lake development was taken up under the Destination Development Scheme as it has good potential. The Tourism department had obtained Central assistance of Rs. 2.6 crore in 2008-2009. But the proposed work of developing the area for the benefit of bird watchers, visitors and for boating activity has not been completed. I appeal to the centre to allocate more funds and make it a world class eco-tourism centre.

⁴⁰⁴⁻⁴⁰⁵
(xv) Need to collect disaggregated figure of each minority group regarding their job share

^(MUR-377)
SHRI MOHAMMED E.T. BASHEER (Ponnani): I wish to point out that disaggregated data of each minority group on job share has not been collected by the authorities. It goes without saying that the non-availability of disaggregated figure of minorities would create a lot of confusion and misunderstanding. There are different classifications of minorities, such as Muslims, Christians, Parsees, Sikhs and Buddhists. Until and unless we give

disaggregated data, we cannot assess the exact development position of minority groups. A general projection without the breakup will not be sufficient for planners or policy makers. Moreover, it would be an injustice in the case of most backward sections of the backward communities. So, I urge upon the Government to give necessary directions to concerned authorities to collect and maintain disaggregated figure of each Minority group on job share etc.

405

(xvi) Need to enact a comprehensive legislation giving rights and privileges to NRIs relating to divorce, adoption and property inheritance at par with Resident Indians

(MUR-377)

SHRI JOSE K. MANI (Kottayam): India is a major source of skilled, semi-skilled and unskilled manpower for most of the developed nations. Their hard work and diligence stands them in good stead in their foreign homes. In the process, these Non-Resident Indians (NRIs) contribute enormously to the growth of the host country while earning valuable foreign exchange for India in the form of remittances and investments. They also help their families back in India to lead a good life. Yet, these NRIs do not get to enjoy many of the rights and privileges under India's existing laws such as divorce, adoption and property inheritance, among others.

Keeping in view their contribution to Indian economy, the Government should provide them with a dignified and suitable status at par with the community settled in India. For this, it is necessary to enact an exclusive and comprehensive legislation to protect and promote their interests and well-being. Such legislation should evolve a mechanism for dispute resolution between NRIs and Indian Citizens living in the country though bilateral applicability of such laws both in India and the host country. I would, therefore, urge the Centre to seriously consider this proposal in the larger interest of NRI community.

MR. CHAIRMAN: Now, the House will take up Supplementary Demands for Grants (Railways).

Shri Harin Pathak.

...(Interruptions)

SHRI M.B. RAJESH (Palakkad): Sir, the hon. Speaker

had assured us that everyone would be given a chance to speak about their matters concerning Zero Hour...(Interruptions)

MR. CHAIRMAN: They would be taken up at the end of the day.

...(Interruptions)

SHRI M.B. RAJESH: This is not fair...(Interruptions)

MR. CHAIRMAN: Now, the House will take up Supplementary Demands for Grants (Railways).

Shri Harin Pathak.

...(Interruptions)

SHRI M.B. RAJESH: Sir, you took enough time. This is not fair. This is a discrimination...(Interruptions)

MR. CHAIRMAN: There is no discrimination.

...(Interruptions)

MR. CHAIRMAN: Nothing will be recorded.

(Interruptions)...*

SHRI M.B. RAJESH: I register my protest...(Interruptions)

MR. CHAIRMAN: Shri Harin Pathak, please start.

...(Interruptions)

MR. CHAIRMAN: As I have already told, rest of the matters of Zero Hour would be taken up at the end of the day.

...(Interruptions)

MR. CHAIRMAN: Yes, Shri Harin Pathak.

SHRI HARIN PATHAK (Ahmedabad East): Let the House be in order

...(Interruptions)

[Translation]

SHRI DARA SINGH CHAUHAN (Ghosi): Mr. Chairman, Sir, the subject is quite important. When will

*Not recorded.

it be taken up in the last time, this is very important

[English]

MR. CHAIRMAN: He has already started. You were not there when your name was called.

...(Interruptions)

[Translation]

SHRI JAGDAMBIKA PAL (Domariyaganj): Our veteran Member of Parliament is sitting on a dharna in Aligarh as the compensation being given to the farmers for their land...(Interruptions)

[English]

MR. CHAIRMAN: Shri Harin Pathak, please speak.

...(Interruptions)

SHRI HARIN PATHAK: Thank you, Sir ...(Interruptions)

MR. CHAIRMAN: Shri Pathak, you please speak.

...(Interruptions)

[Translation]

SHRI DARA SINGH CHAUHAN: The Union Govt. has been meting out step motherly treatment to the states here Congress Govts. are not in power. Particularly, in Uttar Pradesh, the biggest state, is facing power crisis today....(Interruptions)

[English]

SHRI HARIN PATHAK: But let the House be in order...(Interruptions)

MR. CHAIRMAN: I have already told that everybody, who has given notice, would be given chance at the end of the day. It is the usual custom; it is not a new thing that I have done. Usually, Zero Hour is taken up at the end of the day. Therefore, there is no discrimination.

...(Interruptions)

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF WATER RESOURCES (SHRI PAWAN KUMAR BANSAL): Sir, we have taken an hour and a half

on Zero Hour only and eight to nine days have got knocked off from the entire Session. There is some important legislative business, as already mentioned, relating to the Railways to be transacted.

I would request that now we must begin with the Supplementary Demands for Grants (Railways). Then, at the end of the day, in the evening, you may take up, in addition to it, anything which you wish to take up.

MR. CHAIRMAN: Okay.

...(Interruptions)

SHRI PAWAN KUMAR BANSAL: Sir, there is lot of important legislative business also pending in the House. Mainly, the hon. Leaders from various parties have been assuring us that they will cooperate with us in clearing all those matters. ...(Interruptions) What is this?...(Interruptions)

MR. CHAIRMAN: Mr. Harin Pathak, you carry on.

...(Interruptions)

[Translation]

SHRI DARA SINGH CHAUHAN: Please accommodate the remaing Members during the zero hour in evening...(Interruptions)

[English]

MR. CHAIRMAN: We are going to call you in the evening. All the Members will get a chance.

...(Interruptions)

MR. CHAIRMAN: No. Mr. Harin Pathak, you start your speech.

...(Interruptions)

MR. CHAIRMAN: No, all are important matters. Each Party has given notice.

...(Interruptions)

MR. CHAIRMAN: Mr. Harin Pathak, you start please.

...(Interruptions)

[*Translation*]

SHRI HARI PATHAK: Mr. Charman, Sir, I Thank you...(*Interruptions*) would like to put forth my views on supplementary demands for grants for the year 2010-2011...(*Interruptions*)

[*English*]

MR. CHAIRMAN: Mr. Harin Pathak, you address the Chair.

...(*Interruptions*)

MR. CHAIRMAN: I have already said that we are going to take up all the matters. This is the usual custom. It is the usual thing that not all the matters will be taken up during 'Zero Hour' time. Some matters will be taken up later in the evening.

...(*Interruptions*)

DR. RAM CHANDRA DOME (Bolpur): I am requesting the hon. Chairman that those who have given notice should be given chance in the 'Zero Hour' to raise their issue. ...(*Interruptions*)

SHRI PAWAN KUMAR BANSAL: They just cannot be taking the entire time on that. It is hijacking the House. They are hijacking the Parliament. ...(*Interruptions*) What is this?

MR. CHAIRMAN: Mr. Harin Pathak, you please speak.

...(*Interruptions*)

SHRI HARIN PATHAK: It will not be audible. ...(*Interruptions*)

MR. CHAIRMAN: Please take your seat. Please go and take your seat.

(*Interruptions*)...*

MR. CHAIRMAN: No, you know this is the normal procedure. This is not an unusual thing that is done here. This is normal procedure. Some Members are given certain time. Then, if there is anything remaining, then they should take the evening time. This is always the procedure. How can you say that the Chair has violated something? No, all parties get it. Your party man from

*Not recorded.

CPI(M) was also given a chance, and he had spoken. How can you say it is partisan? Your party Member, Mr. Roy spoke. Tell me how you can say it is partisan. That is not a correct thing. Do not cast aspersion on the Chair. Your party was also given a chance. Do not say anything like that.

...(*Interruptions*)

MR. CHAIRMAN: Mr. Rajesh, if you are taking only two minutes, I am allowing you as a special case. That is all. Next, Mr. Pathak will speak.

SHRI ARJUN CHARAN SETHI: But the aspersion on the Chair should not be recorded.

MR. CHAIRMAN: That cannot be recorded. Nothing would go on record.

(*Interruptions*)...*

MR. CHAIRMAN: This is the usual procedure that we are following. There is no strict rule. How to run the House? We have to adjust with all the Members. With the cooperation of all, we can run the House.

SHRI SUDIP BANDYOPADHYAY (Kolkata Uttar): But they cast aspersion on the Chair.

MR. CHAIRMAN: That is all removed. Nothing is going on record.

(*Interruptions*)...*

MR. CHAIRMAN: Already the Marxist Party people were given the chance. He cannot say that his party is neglected. How can he say?

Mr. Rajesh, please try to speak and wind up in two minutes.

SHRI M.B. RAJESH: I would like to draw the attention of this august House to a matter of grave concern. ...(*Interruptions*)

[*Translation*]

SHRI JAGDAMBIKA PAL (Domariyaganj): Sir, farmers in Aligarh...(*Interruptions*)

*Not recorded.

SHRI DARA SINGH CHAUHAN: If the is the case, treat everyone equally. What I am saying is also very important...*(Interruptions)*

[English]

MR. CHAIRMAN: There is no notice. Do not waste the time. Please cooperate with the Chair.

...*(Interruptions)*

MR. CHAIRMAN: Mr. Rajesh, if you do like this, then I will call the other Member.

You speak and that will be recorded. Only the speech of Mr. Rajesh will go on record and others will not go on record.

*(Interruptions)...**

SHRI M.B. RAJESH: Recently, an extremist organization called Popular Front of India chopped off the hands of a lecturer in Kerala. Subsequent to this incident, police has intensified its raid and as a result, many shocking information has been obtained. The police seized many CDs and pamphlets from their hideouts. ...*(Interruptions)*

MR. CHAIRMAN: He is on his legs. You are a senior Member. When a Member is speaking, how can you stand and obstruct?

SHRI M.B. RAJESH: The contents of this seizure are antinational. Some of the CDs even contain visuals of executions carried out by Taliban terrorists in Afghanistan. Some of the pamphlets call for the over-throwing of the democratic system and establishment of a theocratic State. It has been reported in the media that even this organization has set up separate courts challenging the rule of law in our country.

The Popular Friend of India is an organization having close links with international terror network. They are receiving huge amounts of money from abroad. They are getting money and coordinating their activities under the cover of NGOs and Human Rights movements. Only Central agencies like NIA or CBI can enquire into their international connections and foreign sources of funding.

*Not recorded.

Unfortunately, due to political patronage extended by some Parties in the ruling coalition at the Centre, the Government of India is not interested. ...*(Interruptions)*

SHRI KALYAN BANERJEE (Sreerampur): Which is that Party?

SHRI M.B. RAJESH: I have not named you. ...*(Interruptions)*

MR. CHAIRMAN: Please take your seats.

...*(Interruptions)*

MR. CHAIRMAN: Nothing is going on record.

*(Interruptions)...**

MR. CHAIRMAN: Please take your seats.

...*(Interruptions)*

MR. CHAIRMAN: Order, please.

...*(Interruptions)*

MR. CHAIRMAN: Shri Harin Pathak may please speak.

...*(Interruptions)*

MR. CHAIRMAN: I request all the Members to please take their seats.

...*(Interruptions)*

13.43 hrs.

At this stage, Shri P.T. Thomas and some other hon. Members came and stood on the floor near the Table.

MR. CHAIRMAN: The House stands adjourned till 2 p.m.

13.43¼ hrs.

The Lok Sabha then adjourned till Fourteen of the Clock.

*Not recorded.

14.01 hrs.

(The Lok Sabha reassembled at One Minute past
Fourteen of the Clock)

[MR. DEPUTY SPEAKER in the Chair]

Budget (General)
DEMANDS FOR SUPPLEMENTARY
GRANTS (RAILWAYS), 2010-2011

[English]

413-552

Demands for Supplementary Grants (Railways) for 200-11 submitted to the Vote of Lok Sabha

No. of Demand	Name of Demand	Amount of Demands for Grants submitted to the vote of the House (Rs.)
2	Miscellaneous Expenditure (General)	100,00,00,000
16	Assets-Acquisition, Construction and Replacement	
	Other Expenditure	
	Capital	998,00,40,000
	Railway Funds	1,00,000
	Railway Safety Fund	10,000
	Total	498,01,50,000

[Translation]

413-420

SHRI HARIN PATHAK (Ahmedabad East): Mr. Deputy Speaker, Sir, I would like to submit in short some points in regard to the Supplementary Demands for Grants of the Railways for the year 2010-11. The reasons therefor are two fold—the health of Didi is also not well and I, too, have some sore throat since yesterday...(Interruptions). The Government has put a supplementary demand of Rs. 498. 15 crore. Last year also, I had got the opportunity to initiate discussion on the railway budget. But the circumstances had unfolded like today at that time also in regard to the railway budget and it was passed in toto without any discussion. You know my difficulty, it becomes difficult to address Didi as the hon. Minister of Railways. Therefore, if I make a mistake somewhere in the parliamentary code of procedure by addressing her directly as didi, you may forgive me...(Interruptions). She

MR. DEPUTY SPEAKER: Motion moved:

“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, 2011, in respect of the heads of Demands entered in the second column thereof against Demand Nos. 2 and 16.”

is not well? I pray to God for her early recovery as West Bengal is waiting for her. However, the condition of the Railways needs urgent amelioration.

She has staked her life to care for the eight crore public and has been constantly doing so, however, the rest 100 crore public remains unattended. After so many experiences, I feel that the Railway Ministry is such a vibrant Ministry to which the spirit and feelings of the public gets connected. Not only coaches and engines of the trains run on tracks, countless families are linked to it.

Some of our Members of Parliament come from Ahmedabad. A Large number of people from Mumbai, Bengaluru, Hyderabad and other parts of our country have settled here. They keep going to their cities. Their mothers, sisters, daughters, daughter-in-laws keep waiting for them

as to when will they come after a year? Their bonding with soil is very sensitive and touching. Railway facilities should be made totally people oriented and linked directly to the public.

Sir, while going through they very first page of demands for grants, I would like to draw didi's attention to it. See today's newspaper. A provision of Rs. 498.15 crore has been made for demands for grants. She has made a commitment for providing Rs. 100 crore for holding Commonwealth Games. What kind of politics is going on in the name of Commonwealth Games and it is not only politics, the biggest issue is corruption which has been tarnishing the image of the entire commonwealth and India. Parliament was staled on this issue for two days. In such a situation what is the logic of providing Rs. 100 crore by the Railways for the games? It is reported in today's Hindustan Times. *[English]* "Top PSUs Withdraw Games Sponsorship" *[Translation]* All the PSUs are withdrawing from sponsorship of games. When leaders of this House have raised questions on financial irregularities in funds being spent on organizing the games, one kind of scam is going on in CWG, then why she is providing a big amount of Rs. 100 crore for games. Rest of the PSUs which have earlier made commitments are withdrawing from sponsorship. NTPC had assured to pay Rs. 50 crore, now NTPC says it would not pay remaining amount. They have already given Rs. 20 crore, further they would not give anything. PGCIL has also declined to pay any money. That is why games committee was looking to her. The newspaper has reported in the concluding para that railway has been trapped. Stop the payment. A provision of nearly Rs. 10000 or 50000 has to be kept for railway safety...*(Interruptions)*

THE MINISTER OF RAILWAYS (KUMARI MAMATA BANERJEE): Mr. Deputy Speaker, Sir, as the hon. Member has raised an important issue, therefore, it has become necessary for me to apprise the house that is was committed in the budget itself. It was announced in the budget and that time there was no such development. Since it was a budget announcement, therefore, it was necessary to make a provision for it in supplementary budget. But we will decide about whether to give money or not and how the money is to be given? Ours is the only department which has not given money so far. *[English]* I can assure the hon. Member that we will do this only after looking at the credentials.

[Translation]

SHRI HARIN PATHAK: The newspaper has further reported that all the PSUs have refused to provide money since the money is being misused, corrupt means are being adopted. It reports:

[English]

"As part of a damage-control exercise, the organising committee had cancelled the contract with SMAM. Other public sector sponsors of the event include Indian Railways, Central Bank of India and Air India."

[Translation]

How money has been taken from all the three. At least you are assured the House that you would think over it. And I feel you should think over it. More debate is set to be hold on commonwealth Games as new scams are coming to light in quick succession.

My second point is with regard to what has been clearly mentioned in Article 74 and 75 of our constitution about the responsibilities of council of ministers. *[English]* *The 42nd amendment says:* "The Chief Executive of the Council of Ministers would be the Prime Minister."

[Translation]

Lalu Prasad ji had presented railway budget in this House on 13th February, 2009. I would like to draw attention of the House to what he had said. He had said that railways accrued a surplus of Rs. 90,000 crore during his five years stint as a minister. It prompted several world class organizations to invite him including prestigious IIM Ahmedabad, where he delivered a lecture also. How nicely he managed is evident from his statement. How could he manage to get surplus funds of Rs. 90,000 crore? Same party's government was again formed after the election. Amendment 42nd says, Prime Minister is the Chief Executive. Ministers have changed but not the style of functioning of the government while presenting the rail budget on 3rd July, Kumari Mamata Banerjee has said that she would bring a white paper with in three months. It would contain prospective structure of railways, its financial condition. Subsequently, a white paper was issued. *[English]* "It said that the surplus funds that Railways had at that point in time on 3rd July, which, as she promised, was 39,500 crore. *[Translation]* The remaining Rs. 50,000 are not traceable. Two different

ministers in the same parts government state differently. One presents a surplus of Rs. 90,000 crore, the other one says it is only Rs. 39,500 crore, what about Rs. 50,000 crore? We want to know – why there is such a huge gap. I want to know why a gap of Rs. 50,000 crore as is evident from the statements of two ministers of the same party's government. I urge the Prime Minister, Finance Minister and the House to give a clarification on it. I have full faith in intention and working of sister Mamata ji. But what is the truth, why such a financial gap, it should be made clear.

When Railway Minister presented the rail budget the prices of petro-products were not hiked at that time, these were increased later on. General budget followed rail budget. Then the prices of petrol and diesel were increased resulting an extra burden of Rs. 900 crore on railways and an additional burden of Rs. 6500 crore in the form of excise duty on petro-products and imposing of service tax on freight. Taking entire hike which was made 3-4 months ago, in account railways had to bear a burden of Rs. 7400 crore. Today while presenting the supplementary demands she has nowhere made a mention about how this additional burden is to be met. First price of diesel was increased. Again it was increased by Rs. 2.25 per litre. It resulted in burden on the whole country along with the railways. Since the railway is likely to suffer such a huge loss, therefore, I would like to ask the hon. Minister as to how will railways implement a number of projects.

In your budget speech, you have mentioned that total length of our railway lines in the country is 108505 kms. Out of it, 53,596 kms. lines length was laid upto 1950 and between 1950 and 2008, say 58 years, only 64,000 kms. lines length has been added. At an average it comes to approximately 180 kms. per year and thus 10419 kms. railway lines have been laid in 58 years. Railways have set a target of laying 25,000 kms. Railway lines length. Keeping previous record in mind, whole budget seems to be unrealistic. The present government has four more years and if every year lines length of 180 kms. is laid then this garget is not going to be achieved in remaining period of this government...(Interruptions). But, it would be matter of pleasure if the said target is achieved. If didi says that it will be achieved, I will be happy. You should surely be happy, I am talking about you only...(Interruptions)

MR. DEPUTY SPEAKER: Please do not talk with

each other. Please look towards the Chair and speak...(Interruptions)

SHRI HARIN PATHAK: I am friendly with everybody, therefore, it is all right...(Interruptions). I am not a businessman and do not enter into deals. However, achieving target of 2500 kms. is impossible. I recalled another financial system. I cannot convey it to them who are sitting in the gallery. The total income which was mentioned in page 23, Para 97 of the last budget, [English] you were expecting Rs. 94,765 crore as total receipts for 2010-11.

[Translation]

MR. DEPUTY SPEAKER: Please wind up your speech now.

SHRI HARIN PATHAK: Mr. Deputy Speaker, Sir, my party has got a time duration of two hours. I shall wind up my speech in 10 minutes; however, let me put forth the necessary points. I shall lay the rest of my demands on the table of the House. I did not get the opportunity last time also, the whole budget session went by and I wanted to draw the attention of the House towards these financial arrangements. I would like the Government to remove the mistakes in this regard...(Interruptions) I am speaking on the budget. It is a separate thing to speak on one's demands, it is quite important to speak on a subject. [English] I am talking about the Railway Budget. If that is not acceptable, then I am sorry. [Translation] I think that I should speak only that which is pertaining to the Railway budget. All will speak in terms of their demands about opening up of a certain gate or constructing a particular railway bridge...(Interruptions) This is my last point concerning the financial aspect and it is the duty of all of us to look into it, mistakes to happen somewhere. If the mistake is mine in terms of what I have read from the last budget, I am ready to accept that. [English] Rs. 94,765 crore was the total receipts, and the total expenditure which you have shown in the Budget, at page 23, was Rs. 87,100 crore. So, the total difference of surplus comes to Rs. 7,665 crore. Instead of that, you have written in your Budget Speech that the surplus would be Rs. 9,782 crore. Maybe, it is a small mistake, but this should be brought to the notice of the House. If it is correct, you may correct it. I am quoting from page 23 of the Budget Speech. [Translation] He mentioned Rs. 9782 crore as surplus therein, while adding both the figures make Rs. 7665 crore. Contending just two-four

points. It is my personal wish that she may rise exceedingly in West Bengal, but the hon. Minister of Railways needs to remain in Delhi. I hope that she would do so. It is my request that the hon. Members may please put forth their points taking full time. You have asked that I need to wind up my speech. There are some demands of Gujarat. I have been elected to this House seven time. On your behest, we do hold meetings with the GM, however the Western Railway GM did not bother to respond to my letter. This has happened with me for the first time. I have been a Member of Parliament for so many years and have remained a Minister also. Praising the Ministry of Railways, I told the GM about some problems of my area. Injustice is being meted out to Gujarat. I have not received the acknowledgement thereof. Now, should I visit Mumbai now? Will every M.P. have to go to Mumbai? At least, he could have answered that this work was not possible.

SHRI VIKRAMBHAI ARJANBHAI MADAM (Jamnagar): I support you in this point that officers do not give reply to us.

SHRI HARIN PATHAK: I request you Didi to ask the officers to keep the honour of the M.Ps. We have not sought contracts, I have not sought such favours in my life, nor will I ever seek so. I have been winning elections for the last 35 years, I will never seek any such favour. I would put forth the problems concerning my area and would not disturb you for smaller issues. I shall not even disturb E. Ahmed Saheb, but the officers should carry out their job. The railway crossings have to be widened. Number of accidents is going up. Two trains arrive on the same track simultaneously. This is not a minor incident. Somewhere, faults do take place. Safety needs to be paid full attention to. I would like to submit that western zone is the largest found mobilize for the railways. Its headquarters are in Mumbai. We have been waging a fight in this regard, but the officers like to remain in Mumbai as it is the tinsel town. Those having domicile over there would like to remain there. More than 90 per cent railway lines cross through Gujarat. Their headquarters should be in Ahmedabad. This is our long standing demand. This will smoothen operation as well. I would like to request you that one zonal office out of the eight divisions in the Western Railways be set up in Ahmedabad Let it not be a political decision, but I would continue to demand that the headquarters of the Western Railways be shifted from Mumbai to Ahmedabad. Besides,

I would like to put forth on the table the other demands of Gujarat before winding up my speech.

MR. DEPUTY SPEAKER: You have submitted your points. You cannot lay your speech.

SHRI HARIN PATHAK: I am submitting my points quickly and if you permit, I would submit my demands directly to the hon. Minister of Railways or read it out quickly.

MR. DEPUTY SPEAKER. Yes, you can submit it to the hon. Minister.

SHRI HARIN PATHAK: I am submitting the demands to the hon. Minister and laying its copy on the table of the House.

MR. DEPUTY SPEAKER: You cannot lay them.

SHRI HARIN PATHAK: I am reading out my demands quickly. *[English]* About 90 per cent of the Railway Line of Western Railway are passing through the State of Gujarat, but the Headquarters of Western Railway is at Mumbai. It is a long pending demand of the people of Gujarat and also of myself that the Headquarters of Western Railway should be shifted to Ahmedabad. There was a survey already conducted to lay third track between Ahmedabad and Mumbai but till date nothing has been done. I request you to pursue this pending issue at the earliest. As it was announced in the last Budget that Ahmedabad, Baroda, Rajkot, Surat and Bhavnagar were declared Multi-functional stations, nothing has been done. Kindly allocate necessary funds for this. 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.

Kindly introduce new trains from Ahmedabad and Gandhinagar, Ahmedabad to Amritsar, Ahmedabad to Kolkata, Gandhinagar to Mumbai. Kindly develop the following stations to reduce the passenger and freight load at Ahmedabad: Sabarmati Railway Station, Degham Railway Station, and Maninagar Railway Station.

I am sending the list to the hon. Minister.

[Translation]

MR. DEPUTY SPEAKER: Those hon. Members who want to submit their written speeches, may lay them on the table of the House.

421-423

SHRI VIJAY BAHUGUNA (Tehri Garhwal): Mr. deputy Speaker, Sir, I thank you for giving me an opportunity to speak. The entire country is proud of the Indian Railway service and we all believe that the Indian Railways would contribute in the development of the country under the efficient leadership of the Prime Minister, Dr. Manmohan Singh and the hon. Minister of Railways coupled with the handwork of the railway employees and the UPA Government would fulfill the dream of Gandhi ji that the remote areas of the country be connected with the railway services.

When our hon. Minister of Railways presented the Railway budget, she clearly stated in her speech that she would not make the railways a commercial entity earning profits, but an institution which contributes in the nation building while fulfilling its social obligation. She also stated in her speech that the country would witness development only when the remote and inaccessible areas of the country are linked with the railway services which would enable them to make their contribution in the national development and get its benefit as well. Our hon. Minister of Railways also stated that there is shortage of resources. The railways are in profit. The matter of dispute is not in terms of the amount of profit before and after the tax deductions. However, the railways are in profit and without raising fares and adding burden to the passengers is providing service to the country.

Investment of private capital is urgently required and our hon. Minister of Railways had assured that she would get such simple rule framed so as to ensure that the private sector in our country may come ahead to contribute with its capital investment. I support the proposed supplementary demands for grants for Rs. 498 crore. It is a matter of great honour for our country that the Common Wealth Games are being held in Delhi. Our Chairperson of the UPA, Shrimati Sonia Gandhi ji has stated that these Common Wealth Games are not of a particular party or person, rather they are a matter of honour for the entire country. The railways have always contributed in the field of sports. The railways are promoting the players of the national and international level. As such, we are pleased that the railways have come forward to accept a lead partnership for Rs. 100 crore, I support it and hope that whenever such Games are held and the honour of our country in sports is involved, the railways would continue to extend its contribution. Proposals have been introduced pertaining to the supplementary demand of Rs. 398 crore, new services to take the construction

work of national projects forward and for new equipments and security. A coach factory in Guwahati with manufacturing strength of 1200 wagons and a wagon workshop in Budhwa is proposed for completion. I support the Motion moved by the Minister of Railways to complete the pending projects like Nagar – Baramula railway line, an additional loop line between Delhi and Ambala, hostels for sportspersons etc. I would like to remind the hon. Minister that the safety and security in railways is the biggest concern. We all are worried with regard to the incidents in trains which pass through naxal affected areas. The hon. Minister should give priority to security and safety in Railways. She should obtain whatever additional grant is required to induct advanced technology like anti-collision device so that rail accidents are prevented. I would also like to request her to carry out inspection of the bridges which are age-old and located in flood and land-slide prone areas. If necessary, she should construct new bridges or carry out repair and maintenance of these old bridges, otherwise, serious accident can occur at any time.

Sir, Uttarakhand is an important state from religious point of view. The God has blessed it with scenic beauty which draw tourists from all around the world. Dehradun is 240 kilometer away from Delhi. It is six hour journey. The Minister may get the Muzaffar Nagar – Haridwar loop line built speedily. The development of Uttarakhand is linked with tourism and hydro power. You, therefore, make contribution in it.

Sir, an AC express train runs between Delhi and Dehradun. Unfortunately, it is in very poor condition. Every bogey of this train, be it AC-I, AC-II or III, is worn out. Hon. Minister, this train route promotes tourism. Therefore, you should take care of its coaches. The food, supplied through contractor or the department to the passengers, fails to meet our expectation and the standards of the foreign travellers. The catering service needs improvement.

Sir, the hon. Minister has proposed a new rail line from Dehradun to Kalsi. This route runs through tribal areas. I represent this area. It is economically and socially a backward area. Uttarakhand has been accorded the status of a special state. The Government of India provides 90 percent loan to the State. If you will compare Uttarakhand with other states and expect it to contribute towards the railway project like other states do, the state will be deprived of new rail lines. Dehradun-Kalsi line

will need the funds to the tune of Rs. 490 crore. Kindly sanction this project in phases so that Utrakhand, the abode of gods and warriors and the fountain of knowledge, get benefit from this line. You are a popular, mass leader. We expect you to help the benefit of rail services reach this remote, and tribal areas. With this, I support the grants demanded by you.

[English]

423-424

* SHRI RUDRAMADHAB RAY (Kandhamal): The Honourable Minister Railway has put up a demand for Rs. 498.01 crores for sanction in Supplementary demand for Railways during 2010-2011. Out of the above amount of 498.01 crore a sum of Rs. 100.00 crore have been earmarked for Common wealth Games-2010. The rest of Rs. 398.01 crore is to meet the additional requirement to progress execution of certain projects identified as National Projects and for taking up certain "out of turn" works during 2010-11.

I am sorry to mention that out of 398.01 crore only a sum of Rs. 2.00 lakhs have been allotted to East Coast Railways as a token allotment to take up 2 works having no importance for public consumption. Orissa is progressively emerging as mining, metals and manufacturing hub of the country. This State contributes in excess of 6000 crore to the revenue of Indian Railways but by allotting a very negligible amount in the supplementary Budget is a complete mockery to the people of Orissa.

The announcement made by the Hon'ble Minister for Railways in her 2010-2011 Budget speech gave us satisfaction that due weightage has been given to Orissa although demand of the State Government was in quite higher side. But the most important aspect is effective utilization of funds allotted to different projects by end of 31st March, 2011. I am mentioning some instances how the Railway has shown very little progress in achieving the target.

(a) Khurda Road-Bolangir new line

A sum of Rs. 120 crore was allotted for 2010-2011 with announcement of Honourable Minister for Railways to complete 0-36 Km by March 2011 and the train will resume up to Begunia. But till date the progress is so

miserable that 70% of the work may not be completed by March 2011. Further, I am sorry to mention that detail estimate from 36-112 km has not been sanctioned by the Railway Board although it has been submitted since last 2 years.

(b) Delang-Puri Doubling

The Hon'ble Minister was very much kind enough to sanction the above doubling work which was lying incomplete since 2006-2007. Although the 1st phase works, Khurda Road to Delang was sanctioned in the year 2003-2004. 6 months are going to pass but final location Survey has not been completed by the East Coast Railway authorities. I am afraid if the work of the project will be started after sanctioning the detailed estimates by March 2011.

(c) Phulbani-Berhampur (Survey)

This is a very important line which was sanctioned for survey in the year 2003-2004. Although PETS has been submitted to the Railway Board, it is yet to be sanctioned.

(d) Sambalpur-Berhampur (Survey)

Although the Hon'ble Minister has made provision for survey, the P.E.T.S. has not been submitted by the East Coast Railway to the Railway Board.

(e) Talchar-Phulbani-Lanjigarh (Survey)

This is a very important line and the Hon'ble Minister has rightly made provision for surveys of this line, but as far as my knowledge goes, the survey work is yet to be started.

(f) Gunupur-Thiruvally (Survey)

Although the Hon'ble Minister has made provision for survey work in 2010-2011, the survey work has not been started. This rail line will pass through Naxal prone areas for which it needs to be given top priority.

While the Hon'ble Minister for Railways has given priority on socially. Describe Rail connectivity projects in the current year's Budget; I expect that the wishes of the Hon'ble Minister is brought into action by effective performance.

*Speech was laid on the Table.

425-426

*SHRI GANESHRAO NAGORAO DUDHGAONKAR (Parbhani): I am taking liberty to you for putting demand of people in my Lok Sabha Constituency, Parbhani. I am requesting you to consider the following demands to include in your Railway development in my Lok Sabha Constituency, Parbhani:—

- (1) To make provision of double railway track in Parbhani to Mudkhed to save the time crossing as it is heavily loaded.
- (2) Purna Jn.—ample land is available to you at this Station. People are demanding a Locomotive Diesel Workshop at Purna Jn. Station.
- (3) 100 Coaches should be allocated to Nanded DRMS.
- (4) To make the provision of Block Station at Dhondi, Singnapur—this is in belt of Parbhani—Gangakhed Railway Station.
- (5) Coach Mid-life rehabilitation MLR Workshop at Purna.
- (6) To make the provision of Railway Over-Bridge at Manwat, Sallu, Gangakhed, Partur.
- (7) Parbhani is the hub of various religious temples. Most of the people visit following Temples:
 - (i) Aundha Nagnath (Shiva Temple)
 - (ii) Parli Railway Station – Shiva Temple
 - (iii) Nemgiri-Jain Temple
 - (iv) Narsinh Temple – Pokharni
- (8) Please set a Jumbo rack load station should be established at Purna Jn. And Parbhani, Land is available at both stations.
- (9) New Express train should be introduced:
 - (i) Nanded-Mumbai Superfast train
 - (ii) Nanded-Pune should be made regular
 - (iii) Nanded to Secunrabad (Train-564) should be extended to Parbhani
- (10) To make provision of PRS at Jintur as early as possible.

- (11) To make the provision of maintenance facility at Parbhani Jn.

[Translation]

Please accept these demands of my area Marathwada and Lok Sabha Constituency, Parbhani.

426-428
*SHRI A.J. NANA PATIL (Jalgaon): I thank you for giving me an opportunity to speak on Supplementary Demands for Grants on Railways and place the demand of my Constituency before the House.

I wish to draw attention of the hon. Minister to an important matter. Usually, she used to take interest in such matters, but, God knows, why she has been neglecting this issue. Madam, I am talking about sports quota in jobs. I have received a number of applications and I have also made some correspondence with the hon. Minister on this issue but no action has been taken on this matter. Madam, I get suprised when I meet these player. Why we fail to encourage these players when they wholeheartedly devote their time, money and energy to the sports? They play for their country, but, unfortunately, now they neither have money nor time to get settled in life. In such circumstances, it becomes imperative for us to support them by giving them jobs as per their merit. Secondly, I wish to talk about jobs given on compensatory ground. We pursue the policy of two children only. When an earning member of the family, who is in Government job, dies, he leaves his wife and two young children to fend for themselves. The Government has made a provision to give jobs an compensatory ground and 5 percent quote in jobs has been earmarked for this purpose. I would like to ask whether these families are getting jobs from that quota? The answer is no. Only those poeple, who manage to get recommendations from the big people get jobs while the most needy do not get anything at all. The dependents of the deceased are consoled that they will get Government job on compensatory grounds. But when they start making rounds of Government officers, no Government officer show mercy on them. I would like to make demand from the hon. Minister for Railways and the Government that there should be a time limit of one year within which the job should be provided to any qualified person of family.

The Railways have been suffering from huge losses even after meeting demands of the people. In 2009-10, the delay in providing coaches caused a los of Rs. 79

crore. This loss is reported by the Controller and Auditor General in its fresh report. The people of my constituency, Jalgaon, have been demanding this time and again, but nothing is being done. Madam, I would like to request the hon. Minister for Railways that one AC-I and two AC-II coaches should be added to the Goa Express and Karnataka Express trains which run between Delhi and Jalgaon. Further, additional coaches should be added to them. Some trains like Goa Express may be given halt at Jalgaon, Chaalisgaon, Dharangoon. These are our little demands which can be easily fulfilled and will help the Railways in earning revenue because Jalgaon is a commercial and educational centre. I request the hon. Minister to accept these demands immediately.

We all know very well that sometimes, due to single lines, trains keep standing because other trains have to pass by. This causes huge revenue loss to the Railway. Even the Chief Controller has admitted this fact but he says that the decision for doubling the rail lines is taken by the Railway Board. I would like to ask from the hon. Minister as to the steps being taken by the Government to plug this revenue loss. Further, strikes in the Railways is another factor which causes loss. Two-days strike in Mumbai crippled not only the city but also the entire country. What is the planning of the Government to ensure that this type of strike do not recur. Whether the demands of the employees have been acceded to or instructions have been issued to them to desist from such activities in future.

It has also affected the carriage of goods through railways in naxals affected areas. Because of this, the Railways has failed to meet targets I wish to know from the hon. Minister about the action plan formulated to save the Railways from the losses being caused by it.

Amravati Express has got just 12 coaches. Amravati, being a small station has been made to suffer from such shortcomings. I demand that 5 additional coaches be added in this train from Bhusawal station. This train terminates at Surat. I demand that this train be extended upto Ahmedabad. This train should be provided stoppage at Amlaner and Dharangaon. It will benefit the local people and provide revenue to the Govt. I request the hon. Minister for Railways to accede to my demands.

Pacharo and Chaalisgaon are two big cities in my Constituency Jalgaon. A number of trains pass through these cities. I don't seek new trains for these cities but,

I just seek that a halt be provided to the trains passing through these stations. It will vastly benefit the local people. The list of such trains is as follows:

1. Sachkhand Express should be given stoppage at Jalgaon-Chaalisgaon.
2. Goa Express should be given stoppage at Chaalisgaon and Jalgaon.
3. Mahanagari Express should be given stoppage at Chaalisgaon and Pachaura.
4. Vidarbha Express which starts from Nagpur should be given stoppage at Pachaura.

Hon. Minister, there is an old small gauge rail line from Pachaura to Jamner in my Constituency. I request to convert it into broad gauge and extend this line upto Muktainagar. This is an important line for the labourers and farmers of my Constituency. Since independence, no Railway Minister has given attention towards this area. I hope that hon. Minister shall fulfill our demand swiftly.

Eight year ago, an announcement was made to develop Jalgaon Railway Station as a model railway station, but till now, no action plan has been formulated to implement this decision. I demand of the Hon. Minister that an action plan for this purpose be prepared, requisite funds be allocated and this decision be implemented quickly. No action has been taken in this respect for the last eight years. What are the reasons therefore? The Govt. merely makes announcements to earn accolades. If the Govt. is really sincere, it should immediately allocate funds for this project.

The people of Jalgaon have a long pending demand to start a new train from Mumbai to Bhusawal and back. As I said earlier, Jalgaon is an important trading and educational hub. There is a thriving banana industry. I demand that this new train be introduced to fulfill the demands of the people.

Secondly, Godawari Express, which runs from Mumbai to Manmad, be extended from Manmad to Bhusawal. No additional rack is required for this purpose. I, therefore seek that this train be extended upto Bhusawal.

428-430
SHRI SHAILENDRA KUMAR (Kaushambi): Sir, I am thankful to you for giving me an opportunity to speak. I strongly support the Supplementary Demands for Grants

sought by the hon. Minister for Railway. The demands are to the tune of Rs. 498 crore.

There are so many problems and so many solutions. The Ministry takes action on those problems. I wish to put across the problem besetting my Constituency as well as suggest the solution to solve them. My Constituency is spread in Kaushambi and Pratapgarh in Uttar Pradesh. A very important train the Ganga-Gomti Express, Triveni Express and Intercity Express train ply between Allahabad and Ludhiana. This train should halt at Garhi, Manikpur, and Lalgopalganj stations. This is public demand, not ours. When we visit our Constituency the people demand that we get this work done from the Minister for Railways.

Secondly, a sit-in and demonstration was held at Sirathu, falling in district Kaushmbi, to press for public demand that the railway crossing, which remains closed for hours together, should be opened as quickly as possible. At that time the ADRM had listened our grievance and, on my insistence, the agitation was ended. It causes a lot of disruption to the public life. The Sirathu, Bharwari, Kaushmbi and Manauri railway station failling in Uttar Pradesh need to be beautified.

Besides, a number of trains run between Mughal Sari and Delhi as it is a main railway line. Kaushambi is newly created district. These trains should be given stoppage at this station. Kanpur city is 100 km away from Kaushambi. It is an industrial area and people go there for business. It will also add revenue to the Railways kitty.

Sir, there is long pending demand to build rail overbridge at Rohi (Bharbari). The Rohi railway crossing is adjacent to the Bharbari railway Station. I have spoken on this issue earlier also, but this has not been built so far. The traffic jam lasting for hours is a perennial problem at Manuri, Bharwari, Sirathu, and Khaga railway stations. Rail overbridges should be built on these stations. The Railways may build foot overbridge or large bridge at its own wish. The State Govt. is ready to support them.

Now, one point has emerged that coordination and respect for each other is highly essential between officers, Members of Parliament, the people's representatives. When I went to meet DRM of my district he paid little head to me and he said that people may be coming to you and you have to take care of them. What I mean to

say is that he talked with rudeness. I was about to lodge a written complaint. Chairman, Members of Railway Board are present here. It is true that wherever a letter is written to the board, no reply is given. Officers of railways talk with rudeness. Therefore, I want the hon. Minister as well as officers to take cognizance of it and they should develop a habit of respecting people's representatives. We are not fond of going to the officers. We are compelled to go to them for redressal of complaints from public. Therefore, I would like to draw your attention to it.

I would like to make one important point NCR is in Allahabad. Payment of contractors hired by the railways, be it by DRM or NCR, has not been made so far. Chairman, Railway Board is sitting here, I had talked to him on telephone also. Since payment of poor small level contractors has not been made, therefore, they are not able to take up this work further. In view of it I would like that payments to the contractors working with NCR, DRM office should be made immediately.

There is one problem relating to Gajupur. A manned or unmanned railway crossing should be provided at Ahladpur located at approximately 11 kms from Audihar Jn on Jaunpur rail route of NE Railway.

Next point I would submit to the hon. Minister in writing so that action is taken on that.

Strongly supporting the supplementary demand of Railways for grants prescribed by the hon. Minister of Railways, I conclude my speech.

430-432
DR. BALIRAM (Lalganj): Mr. Deputy Speaker, Sir, I on behalf of my party strongly support supplementary demands for grants of Railway presented by the hon. Minister and at the same time I want to convey to the hon. Minister that Poorvanchal region of U.P. has been grossly neglected.

Mr. Deputy Speaker, I get elected from district Azamgarh, people form this district are living in metropolitan cities but there is no train from Azamgarh to Delhi, Kolkata or Mumbai so that they can travel to these cities. My submission is that a direct train to these cities from Azamgarh should be introduced.

Sir, I want to congratulate and thank hon. Minister of Railways as a new train, Shalimar Express likely to be introduced between Gorakhpur-Mau-Varanasi-Kolkata. My submission is that this train should be diverted from Mau

and then run between Varanasi-Azamgarh via Azamgarh-Shahganj-Jaunpur. Though it entails some additional distance, but it would be lesser than 100 km.

If the train is diverted it would connect several more districts thereby benefiting large number of people to commute.

Mr. Deputy Speaker, Sir, hon. Minister has announced that Azamgarh station would be a model station. No doubts, work on station, platform is going on, but the booking office has developed cracks and it may collapse anytime. A number of officers of railways are sitting here. Taking cognizance of it, they should inquire into it and ensure that material of good quality is used. I have demanded construction of two platforms, whereas, only one has been constructed. Many times trains are stopped on other one track, therefore second platform is also needed. In absence of over bridge people have to cross railway lines. In view of, it, I urge the hon. Minister that second platform should also be constructed along with an over bridge so that passenger do not face problem.

Mr. Deputy Speaker, Sir, Kafiyat Express runs between Azamgarh and Delhi. Sometime, I too travel by this train. This train departs from here at 4.30. It is suitable time, but from Delhi it departs at 7 O'clock reaching Azamgarh at 11-12 O'clock. This time is not suitable. My submission is that departure time of Kafiyat Express from Delhi should be changed to 4 P.M. so that we can catch it even after finishing our routine job. This train covers the distance in 13-14 hours. There is no pantry car in it. I demand that a pantry car should be attached to it.

Mr. Deputy Speaker, Sir double line should be laid between Azamgarh-Shahganj-Ambedkar Nagar. Doubling of this line would facilitate movement of trains.

Mr. Deputy Speaker, Sir, there is a distance of 200 km from Barabanki to Jaffrabad. There is a single line between these two stations. I urge the hon. Minister that railway line on this stretch should be doubled.

Mr. Deputy Speaker, Sir, work for construction of an overbridge in Azamgarh, near railway line, was started. Work has been stopped for one-and-a-half year, only some pillars have been put up. My submission is that if any difficulty has cropped up, it should be resolved with the officers and the work should be completed expeditiously.

In the end, I again support supplementary demands.

~~432-434~~
SHRI DENESH CHANDRA YADAV (Khagaria): Mr. Speaker, Sir, I rise to speak on supplementary demand for grants for railways. Since debate on rail budget is going on, therefore, I want to raise problem of my parliamentary constituency and my state. I would like to convey to the hon. Minister of Railways that whenever, railway's budget or supplementary demands for grants come up for discussion during 15th Lok Sabha's time, raised demands of Bihar state especially my parliamentary constituency Khagaria, Supaul, Madhepura but I am pained and surprised that most of the problem remain unresolved.

Mr. Deputy Speaker, Sir, the M.P. is accountable and he raises the issue concerning his area, state with a hope that the hon. Minister would definitely pay attention to and would do something. But now-a-days that old tradition is dying.

Mr. Deputy Speaker, Sir, I would like to cite an example. The hon. Minister has announced in this very House during her speech on rail budget that one PRS station will be opened in each parliamentary constituency on the recommendations of Members of Parliament. I had suggested for such PRS facilitate at Mahesh Khat station on Masi-Katihar stretch of east central railway. I wrote a letter also in this regard. It was discussed in advisory committee of the railways but I am dismayed to say that so far no PRS facilities have been made available there. My constituency is facing number of problems. Earlier there was no broad gauge line in Kosi but since meter gauge has been converted into broad gauge, there has been acute shortage of train services. 364 Down Samastipur-Khagaria passenger arrives at Khagaria at 11 O'clock and from there it becomes 364 UP and goes to Samastipur. Its rack along with engine remains in Khagaria for 5 hours. I had requested the hon. Minister earlier that this train should be extended upto Saharia, 50 kms from Khagaria as it is commissioner's headquarters. So far nothing has been done in this regard.

Mr. Deputy Speaker, Sir, all the on going projects in that area are incomplete. In this fifteenth Lok Sabha whenever we demand for rail projects, it is not that we demand for anything new like new railway section, new rail routes, but we urge the hon. Minister to expeditiously complete the projects on which work is already going on.

For example, from Khagaria to Kushesar is a just 44 kms long stretch on which Rs 162 crore were required to be spent. Till now Rs. 68 crore have been spent on it but further work has been stopped now. Similarly from Sakri to Hasanpur is a 79 kms stretch on which an expenditure of Rs. 175 crore is to be incurred out of which Rs. 128 crore have already been spent thereon. I think only a small sum of money is now required to be spent on it, therefore, first it should be completed, but work is at a stand still. Another railways stretch touching Nepal border is Sakari-Lokaha Bazar-Nimali-Saharsa-Forbisganj which is a 206 kms long stretch involving an expenditure of Rs. 355 crore. But, only Rs. 11 crore have been spent on it so far. As per the action plan of the railway, work on this stretch is scheduled to be completed by 31 March 2012. Until and unless bridge on this stretch is constructed the work can't pick up speed owing to which we can't even imagine of completing it in March 12. Similarly Rs. 348 crore are to be spent on Mansi-Saharsa-Dauram-Madhepura-Purnea a stretch of 143 Kms. Rs. 298 crore have already been spent on it while it has been possible to pay broad guage only up to Madhepura.

Sir, there is a plan to set up Green filed Electric locomotive Factory in Madhepura. I am happy that the hon. Minister of Railways has decided about some rail projects to build and operate them through model. The hon. Minister has made a mention of it in rail budget speech but the pace of work in this direction is not so fast as it should have been. So far no action has been taken either with regard to factory at Madhepura or upgradation of Patna railway station to make it a world class station. People are eager to see what type of station it would be? But the work thereon is yet to take a start. Therefore, I want to say that the pace of work on these projects is not at all what it should have been?

Sir, Saharsa junction is an important junction of East Central Railway. In Samastipur division, railways earn maximum revenue form Saharsa station. A washing bay is to be constructed here. Entire funds required for its construction have been provided in the budget. According to reply of an unstarred question, work on it was scheduled to be complete in last financial year but it has not been completed so far.

MR. DEPUTY SPEAKER: Please conclude.

SHRI DINESH CHANDRA YADAV: Sir, last fiscal year was over several months back but construction work has not been completed so far.

Sir, similar is the case of railway crossing no. 31. The work on Saharsa-Pachgachhiya crossing number 31 has not been started so far. Entire fund for chukati crossing number 28 was given and the work was to be completed during last fiscal year, but it has not been completed so far. I want to urge the hon. Minister of Railways to complete work on these projects expeditiously.

Sir, in the end, I would like to remind you about the problems of my area. Khagari Junction is situated in headquarters. A direct train starts from Katihar and stops at Barauni. Long distance trains such as 5631/5632 Bikaner-Guwahati Express, 2501/2502 Delhi-Guwahati Sampark Kranti Express, 5715/5716 Garibnawaz Express have no stoppage at Khagaria station. Therefore, I reiterate that these trains should be provided stoppage at Khagaria. Earlier also I had made a similar request and I would keep demanding it unless my request is not acceded to. It is main problem of my constituency. I am an MP from there people of my constituency wants to know that being an M.P. what I am doing for solving the problems of people of this area. The hon. Minister should realize my problem and provide stoppage of these trains at Khagaria. Proper lighting should be provided at Khagaria station. Enquiry office there is not functioning properly. Therefore, my submission is that proper arrangements should be made in this regard. Though high mask light pillar has been put up, but now there are no bulbs on it. Proper arrangements for light should be made.

The passengers on Saharsa-Patna route feel the need for a night train on this route. Also, there is no train between Saharsa-Samastipur between 4 O'clock in the evening and 5 O'clock in the morning. Therefore, there is a need for introducing a night train on this route also. 2523/2524 Jalpaigudi superfast should be provided stoppage at Hasanpur Road Station. So far no attention has been paid to my requests, now I hope the hon. Minister of Railways would definitely pay attention towards it.

With this request, I conclude my speech.

⁴³⁴⁻⁴³⁵
*DR. KIRIT PRÉMJBHAI SOLANKI (Ahmedabad West): These demands are for an amount of Rs. 496.01 crore for various works in the country. I would like to draw your kind attention regarding injustice to the State of Gujarat in every Budget and such demands also.

— Recently there was heavy rains in Gujarat and Ahmedabad also. There is demand to Railway

*Speech was laid on the Table.

tracks at several places. I propose to allocation of money and urgent restoration of track at earliest.

- Ahmedabad, Kalapur Railway Station is having heavy traffic as well as it is situated in a congested area. Hence, I repeat my demand to develop Sabarmati Railway Station as a major terminal Station from where many long route trains can be operated.
- I also demand official stoppage at Sabarmati Railway Station including Rajdhani Swarn Jayanti Express. It will facilitate many passengers of Ahmedabad city as well as Gandhinagar, the capital city of Gujarat.
- There are many other pending issues of Gujarat which can be sorted out.
- Regarding allocation of Rs. 100 crore as being lead partner for Commonwealth Games, 2010 is good since it is a national pride, but due scrutiny should be done because there are many allegations on CWG Administration.

I would like to draw the attention of the Railway Minister to consider balanced allocation and development throughout the country and Gujarat also.

435... 439
DR. RAM CHANDRA DOME (Bolpur): Mr. Deputy Speaker, Sir, thank you.

I rise to take part in the discussion on Supplementary Demands for Grants for expenditure of the Central Government on Railways for 2010-11. A demand of about Rs. 498.015 crore has been put forward in the Supplementary Budget. Miscellaneous expenditure of Rs. 100 crore would be for the Commonwealth Games, 2010. About Rs. 398.015 crore has been earmarked for some national projects and for certain out of turn works during 2010-11. Those are regarded as new services and new instruments of services. I have some observations which I want to put forward here.

The prime concern of the Railways is the safety and security of the passengers. The CAG Report also recommended that the safety related vacant posts should be filled up on priority. About 90,000 posts related to safety and security of passengers are lying vacant. This should be taken care of on priority basis.

On the status of railway recruitment, I would like to say that about two lakh vacant posts in the general category and also in the safety category have fallen vacant. These posts are lying vacant for long. But these posts are not being filled up. On the other hand, new trains are being introduced. The posts of drivers, guards, gangmen, etc. are lying vacant. So, work stress is there. That is an important human factor which causes railway accidents.

Special Recruitment Drive is a long-pending for the Scheduled Castes and the Scheduled Tribes is a long pending programme. What is its status? These days no recruitment is taking place. The victims are the Scheduled Castes and the Scheduled Tribes. The posts meant for the Scheduled Castes and the Scheduled Tribes, especially in "C" and "D" categories are not being filled up for a long time. Many a time, these posts are converted to general category. So, these aspects should be taken care of.

In this respect I want to say that in Niluwa, in our Eastern Railway, one Special Recruitment Drive was done in 1997 for posts meant for the Scheduled Castes and the Scheduled Tribes. About 285 posts were there. A panel was prepared. Thereafter, there was a court case. The court case has been disposed of. But they are not giving them appointment. This should be taken care of. Those people should be given immediate appointment.

Let me now come to the quality of food to the passengers. This aspect should be taken care of. IRCTC is responsible for maintaining the quality of food supply in the Railway.

15.00 hrs.

But presently the right of the IRCTC has been snatched. A total of about 4,500 people are working in the IRCTC and their employment fate is uncertain. So, this should be taken care of. These people should not be discarded. ...*(Interruptions)*

MR. DEPUTY SPEAKER: Please conclude.

...*(Interruptions)*

DR. RAM CHANDRA DOME: Sir, recently in my State two accidents took place. ...*(Interruptions)*

MR. DEPUTY SPEAKER: Please do not disturb him. Let him speak.

...*(Interruptions)*

DR. RAM CHANDRA DOME: What is this?
...(Interruptions)

MR. DEPUTY SPEAKER: Please sit down.

...(Interruptions)

MR. DEPUTY SPEAKER: Nothing will go on record.

(Interruptions)...*

DR. RAM CHANDRA DOME: Sir, I have not said any objectionable words. ...(Interruptions) But what is this? Sir, I want your protection. ...(Interruptions)

MR. DEPUTY SPEAKER: Please conclude.

...(Interruptions)

MR. DEPUTY SPEAKER: Please sit down.

...(Interruptions)

DR. RAM CHANDRA DOME: The CBI investigation is going on. ...(Interruptions) Already 13 people have been arrested. Who are those people? ...(Interruptions)

MR. DEPUTY SPEAKER: Please conclude. Please sit down.

...(Interruptions)

MR. DEPUTY SPEAKER: Please conclude.

...(Interruptions)

MR. DEPUTY SPEAKER: Please sit down. Please conclude.

Nothing is going on record.

(Interruptions)...*

MR. DEPUTY SPEAKER: Please sit down.

...(Interruptions)

MR. DEPUTY SPEAKER: Please sit down. I have called Shrimati J. Helen Davidson.

...(Interruptions)

MR. DEPUTY SPEAKER: Nothing will go in record.

(Interruptions)...*

MR. DEPUTY SPEAKER: Please sit down. Please sit down.

Nothing is going on record.

(Interruptions)...*

MR. DEPUTY SPEAKER: Please sit down. Please sit down. Shri Kalyan Banerjee, please sit down. You are a senior Member.

...(Interruptions)

MR. DEPUTY SPEAKER: Nothing is going on record.

(Interruptions)...*

MR. DEPUTY SPEAKER: Hon. Members, please sit down.

...(Interruptions)

[Translation]

MR. DEPUTY SPEAKER: Nothing is going on record. You please sit down.

(Interruptions)...*

[English]

MR. DEPUTY SPEAKER: Please sit down.

...(Interruptions)

MR. DEPUTY SPEAKER: Please conclude.

...(Interruptions)

[Translation]

MR. DEPUTY SPEAKER: You please sit down.

...(Interruptions)

[English]

MR. DEPUTY SPEAKER: Hon. Members, please sit down. I am on my legs. Do not interrupt.

...(Interruptions)

MR. DEPUTY SPEAKER: Please address the Chair.

...(Interruptions)

[Translation]

MR. DEPUTY SPEAKER: Whatever you are speaking is not going on record.

(Interruptions)...*

[English]

MR. DEPUTY SPEAKER: Shrimati Helen Davidson, please speak.

...(Interruptions)

[Translation]

439 → 440
 **SHRI NARANBHAI KACHHADIA (Amreli): Mr. Deputy Sir, through you, I would like to know from the hon. Minister about the metre gauge railway lines across the country and particularly in Gujarat and in my constituency of Amreli where the metre gauge tracks of the British era are persisting even now and broad-gauge facilities are not available till date. Does the Department of the hon. Minister propose to take any further action in this regard? So far as I know broad-gauge have been approved from Khijrit to Amrela and Amrela to Junagarh. If it has been sanctioned, by when the work is likely to commence thereon. If the sanction has not been given, is it likely to be given or not? As of now, no railway facility is available for my area-Amreli. If we have to go somewhere, we have to board the train from Ahmedabad. Secondly, in the Gariaghat Taluka of my constituency, people have not even seen railway tracks, let alone trains and we say without any substance that our country is great. Today, we invest crores of rupees in the Common Wealth Games, but people are getting no facilities. Thousands of poor families and poor labourers are not getting any facilities and the number of poor in the country is rising.

All over the country and particularly in Gujarat and in my constituency area of Amreli, the condition of the railway crossings is poor. On both the sides of the crossing, there are so large pits that it is hard for vehicles to ply and risk of their collision always remains. The personnel of the PWD do not repair them saying it is

within the jurisdiction of the railways. Secondly, since the time of the laying of the railway tracks, the way of the farmers to their fields has been decided to be blocked.

I would like to submit to the hon. Minister that as the age-old way to their fields has been blocked, farmers of my constituency have failed to sow in their fields this year. I got the way unblocked after much effort. The water resources of the country have risen as of now, but railways are non-existent in my area even now. The available ones are lying without improvement and they should be upgraded. The roads should be widened and under-bridges and over-bridges wherever required are non-existent. Such facilities should be made available.

Hon. Minister there is no need of Common Wealth Games rather attention should be paid towards providing facility to the common man and the poor. The Congress leader of the UPA Government had stated that out of the funds released from Delhi, only 15 percent reach the poor workers residing in the villages of India. So, in my view if the Common Wealth Games are being held in Delhi and crores of rupees are being spent thereon while crores have been siphoned off there from, my India is still great!

440 → 442
 *SHRI MAHENDRASINGH P. CHAUHAN (Sabarkantha): The railways are the vehicle of development of our country. It is the bottom-line of development in the country. Wherever the railways provide access, development emerges. Without railways, the development is incomplete. Wherever the railways have not been developed, there is darkness of backwardness as no industries emerge without the railways.

Even after 64 years of independence, railways have not witnessed as much development as it should have been. If we compare the development of railways before and after independence, the work undertaken by the British appear greater. Why is it so? Besides, the development of railways should be uniformly across the country, which has not been so. All the Railway Ministers have given more priority to their areas and states, while injustice has been meted out to several backward areas such as my Sabarkantha.

My constituency of Sabarkantha at the borders of Gujarat and Rajasthan is a neglected and backward area. This is dominated by tribals, dalits, OBCs and the

*Not recorded.

**Speech was laid on the Table.

*Speech was laid on the Table.

weaker sections. No development has been undertaken in my area even after 64 years of independence and the reason behind this is the injustice by the railways. The BRGF grant being given by the Union Government for the development of the backward areas incorporates my area which can make you easily understand as to how much backwardness is prevailing over there. Even after 64 years of independence, there is no direct rail route to Delhi or Mumbai from my area and we have to travel to Ahmedabad, Mehsana or Aburoad which are all far off.

Whenever the railway budget is introduced in the Parliament, all the Members rise to make a demand for facilities in their respective areas and the Railway Minister simply assures everyone. However, due to financial constraints, she cannot fulfil the wish of all. We got disappointment. It is my polite submission that as through toll tax, facility of metalled roads in the country has witnessed a good development and despite paying toll tax, people are happy on account of receiving good facility as it has saved time and averted accidents, similarly, through B.O.T or P.P.P. mode or through any other measure railways should be developed. The Government has not hiked the fares, but the facilities have also not increased which the people are demanding. Today, people need facilities. This is my demand that even through the levy of passenger cess, railway tracks should be developed.

1. In my area, guage conversion of the Ahmadabad-Himmatnagar-Udaipur railway route has been sanctioned two years back. However, due to lack of budget support, work has not commenced. Provision should be made to get the work immediately commenced.
2. The Shamalaji – Bhodasa stations should be linked where the distance is just 22 kms. A new railway route from Delhi to Mumbai could be got through it which would be of 200 kms less distance and would prove quite beneficial for the people of Rajasthan, Gujarat and Maharashtra. It would generate good revenue for the railway as well.
3. The railway track between Himmatnagar-Khedbrahma should be extended upto Ambaji Aburoad and guage conversion should also be carried out thereof.
4. Ahmadabad-Gandhinagar broad-gauge railway

line is available. That should be connected to the Prantiz station so that short distance route could be made available from Ahmadabad-Gandhinagar to Sabarkantha and Rajasthan. The distance between Gandhinagar and Prantiz is just 25 to 30 kms.

With these demands, I support the demands for grants of the railways.

[English]

442-444
SHRIMATI J. HELEN DAVIDSON (Kanyakumari): Mr. Deputy Speaker, Sir, I am very much grateful to you for giving me an opportunity to speak on the discussion on the Supplementary Demands for Grants (Railways), 2010-11. ...*(Interruptions)*

Sir, I am also very much grateful to my leader Dr. Kalaingar M. Karunanidhi Avarikal for always pursuing the matters and the needs of my State with the Union Government for the speedy implementation of the railway projects all over the State of Tamil Nadu and also pursuing the matters to enhance the allocation of funds for various ongoing and pending projects of railways. ...*(Interruptions)*

In this regard, I would like to say that I support the Government on this discussion on the Supplementary Demands for Grants (Railways) and I have some points to raise in the greater interest of the people of our State and my constituency. I urge upon the Government to allocate funds for the doubling of the railway line project between Madurai-Nagercoil and Thiruvananthapuram-Kanyakumari in the forthcoming Budget.

Sir, you are aware that Kanyakumari, the southernmost point of India, is one of the most important tourist spots as well as pilgrimage centres of our nation. More than twenty lakh tourists including foreigners from all over the world and India are visiting Kanyakumari, which is being developed as one of the very important tourist destinations. But transportation has become an inconvenience to the passengers because of not having proper development of the infrastructure facilities in the railway stations of my Kanyakumari constituency, particularly not having the double-line between Thiruvananthapuram-Kanyakumari and Madurai-Nagercoil sections.

The reconnaissance engineering-cum-traffic survey for doubling of track between Thiruvananthapuram Central and Kanyakumari was sanctioned by the Railway Board.

Accordingly, a survey was undertaken and the report was sent to the Railway Board on 31-7-2009. It is reported by the Southern Railway that the Railway Board on 01-12-2009 had decided to shelve this proposal for the present.

Hence, I would request the hon. Railway Minister to kindly consider this proposal for the speedy implementation of the railway project of doubling the line between Thiruvananthapuram and Kanyakumari.

During the past years, the Indian Railways in different phases announced doubling between Chennai Egmore and Madurai. But beyond Madurai, the fate of doubling is not known. Though the Southern Railway had endorsed and acknowledged that the Chennai Egmore-Nagercoil stretch is the highest revenue earning sector of the Southern Railway, the Indian Railways has not come out with any plan to make the Madurai-Nagercoil and Vanchi Maniyachi-Tutucorin stretches become double lines. Moreover, these stretches are highly saturated single line sections with a line capacity of 103.8 per cent as on 2008-09. I, therefore, request the hon. Minister to take necessary steps on war footing to make the Madurai-Nagercoil section a double line.

Doubling with electrification is essential from Chengalput to Dindigul, Madurai to Kanyakumari, Vanchi Maniyachi to Tutucorin to reduce traffic. A target of 800 kms. has been fixed for gauge conversion in 2010-11 including the following sections of Tamil Nadu namely, Tirunelveli-Tenkasi of Quilon-Tiruchendur and Tenkasi-Virudhunagar, Mayiladuturai-Thiruvavur of Mayiladuturai-Karaikudi and Dindigul-Palani of Dindigul-Pollachi-Palakkad. I request the Railway Ministry to take up the gauge conversion work of Tiruvannamalai-Katpadi-Villupuram section also.

Sir, in 2008-09 Railway Budget, the Railway Ministry had announced a survey for a new broad gauge line connecting Karaikudi and Kanyakumari via Ramanathapuram and Tutucorin along the East Coast. Subsequently the Ministry invited bids for the survey. I, therefore, request that the project should be taken up immediately by providing sufficient funds for the same.

Then, the electrification work of Trivandrum-Kanyakumari section has been sanctioned at a cost of Rs. 5,238.80 lakh. I request the Minister to speed up this work and complete it at the earliest.

The Bangalore-Nagercoil Express (6537/6538) announced in the 2010-11 Budget as a weekly train should be made as a daily or tri-weekly Express with the timings of its arrival in Bangalore and Nagercoil by 10.30 a.m. in both directions to facilitate the public of both Karnataka and Tamil Nadu.

Coimbatore Junction is the second highest revenue generating junction for the Southern Railway accounting to almost 50 per cent of the Salem Division's income. There is a longstanding demand for introduction of a new train between Coimbatore and Bangalore. So, I would request that the same may be introduced soon.

Then, sufficient funds should be allotted for the development of infrastructure facilities at Nagercoil Town, Kanyakumari and Tutucorin Railway Stations.

Sir, all the unmanned Railway Crossings in our country should be manned, equipped and persons should be deployed in order to avoid accidents. Many accidents had occurred at unmanned Railway Crossings in the past. So, if we deploy people at all these unmanned Railway Crossings, we will be able to reduce accidents in future.

Sufficient RPF personnel should be deployed in all the Railway Stations in India where more than 1,000 passengers come and go. Also, proper security should be given in all the trains in order to prevent criminal activities.

With these words, I conclude.

[Translation]

444 - 445

*SHRI DEVJI M. PATEL (Jalaur): The Jalaur and Sirohi districts which fall under the North Western Railways face following problems with regard to the railways:

1. Start Bhilarhi-Samdarhi passenger trains service as early as possible. This will facilitate the movement of the tourists visiting Jalapur Sirohi districts and fetch the railways a good measure of revenue during summer season as the is peak season for tourism.
2. The residents of Barmer Jaiselmer and Jalaun live in Gujarat, Maharashtra, Karnataka, Tamil Nadu, Bengal etc and run their business in those state. They frequently visit Rajasthan but

face a lot of problems because of the lack of direct rail services. Therefore, the Railways should introduce direct trains services from Jalaun and Palanpur.

3. A huge quantity of oil, gas and coal reserves have been found in Barmer, Jaisalmer – Jalaun districts. So, these district hold a bright future in matters of industry and national and international trade. A rail line from Jaisalmer to Kandla can connect western Rajasthan to the major cities and Saurashtra region of Gujarat.
4. The Bhilarhi rail line should be connected with Jalaun via Sirohi and Aburoad so that tourists of pilgrims of Gujarat are benefited.
5. A rail line from Jaisalmer to Barmer via Gandhav, Sanchor and Kandla should be laid down. It will facilitate the movement of traders, labourers and tourists of western Rajasthan.
6. A railway reservation centre may be opened at Sanchor for convenience of tourists and traders. It will also help industry and trade which is likely to get a filli in western Rajasthan because of drilling of oil, gas and coal from the districts of Barmer, Jaisalmer and Jalaun.
7. A railway underpass should be constructed near Railway Station of Bhinmal.
8. Railway over-bridges should be constructed in Pindwara and Sarupganj cities in district Sirohi. The Railway crossings has witnessed unfortunate incidents in the past. The construction of over bridges will ensure smooth movement of traffic in these cities.

I through the House, request the Government to develop the North-Western Railways in a smooth manner.

[English]

445-447
****SHRI C. SIVASAMI** (Tiruppur): Sir, our Railway's play a major role in the development of the country. Almost every town in Tamil Nadu in the southern part of the country is significant in one way or the other by

 **English translation of the Speech laid on the Table originally in Tamil.

virtue of its being either an industrial town or a pilgrim town or a place of tourist importance. Every town in Tamil Nadu gets linked with other parts of India only by the Railways. Hence, there is an imperative need to take up several new railway projects in Tamil Nadu. In the past it was announced that new railway lines will be laid between Erode and Palani and between Erode and Mysore. But those schemes have not been taken up all these years. It is rather paining and disappointing. Hence I urge upon the Railway Ministry to pay special attention to fulfill all its promises.

Tiruppur town in Tamil Nadu is famous for the knitting industry. Thousands of people come to this place on business from several parts of the State and from different parts of the country, but Tiruppur Railway Station, which needs to be improved, could not meet the needs of the passengers. Hence I urge upon the Railway Ministry to include Tiruppur Railway Station under the Adarsh Programme to upgrade it to a World class station, as Tiruppur industrial town earns hundreds of crores of foreign exchange. Two wheeler parking slot in Tiruppur Railway Station has not been entrusted with anyone on contract. Auction for the same has not been done. I urge upon the Railway Ministry to take suitable action to stop certain people continuing by circumventing the law. A new Computerized Advance Railway Reservation Centre may be operated in Tiruppur North Bus Stand. The industrialists of Tiruppur town have also come forward to extend their cooperation to the Railways to make Tiruppur Station a World class station. Hence I urge upon the Railway Ministry to facilitate a delegation led by the local MP to meet the Board officials concerned in this regard.

Tiruppur town is the capital of the newly carved out Tiruppur District. Thousands of traveling public find it difficult to go to major towns for want of exclusive trains originating from Tiruppur. Hence I request the Railway Minister to introduce a new Express Train between Chennai and Tiruppur. There is an apprehension in the minds of the local people that certain Railway officials in collusion with private bus operators are shelving the plan to operate additional passenger train service between Salem and Coimbatore. So, the Railways must initiate steps to run frequent train service between Salem and Coimbatore via Erode and Tiruppur. You may also kindly introduce a new train between Tiruppur and Tiruchendur via Erode, Karur, Madurai and Tirunelveli.

The operation of passenger train between Coimbatore and Mettupalayam is often stopped causing great inconvenience to the general public. The people are greatly agitated about it. Hence immediate steps must be taken to operate this train service. First Class Non-A/c compartment was available in Cheran Express Train running between Chennai and Coimbatore. Considering the public demand, this compartment may be attached again. Urging upon the Railway authorities to arrange for grievance redressal meetings for the rail users in Tiruppur, Uthukuli, Ingur and Perundurai that come under my constituency, let me conclude.

447-449
 *SHRI P. KUMAR (Tiruchirappalli): On behalf of AIADMK Party and on behalf of my Constituency people, I put forth my views on the Supplementary Demands for Grants for the Ministry of Railways for the year 2010-2011.

In my Trichirappalli Constituency, Sri Rangam is a famous and major pilgrim centre and has one of the largest temple complex in India. It also attracts a mass of devotees and visitors from all over the world. To facilitate the people from in and outside the country, the present status of the Railway Station is to be upgraded. The basic amenities provided at present in the Railway Station is not enough to cater to the needs of pilgrims alighting at Sri Rangam. The basic amenities upgradation of present platform, proper drinking water facility and toilet facilities should be provided with modern facilities. Pudukottai, a major District Headquarters in my Parliamentary Constituency in Tamil Nadu is having more than 15 lakh population. This district is the most backward district in Tamil Nadu and people of this district are traveling to adjacent districts for job opportunities. Their mode of travel is train. The present basic amenities provided at Pudukottai Railway Station is not sufficient to meet their demands. I appeal through this House to announce Pudukottai Railway Station as Adharsh Railway Station and to allocate funds in the current Budget itself.

Sri Rangam railway line divides the city into two parts. The moving traffic is facing very difficult to cross the railway line from Singaperumal Koil Street to Government Boy's Higher Secondary School. There is a long pending demand for construction of ROB at this Railway gage. The Government should come forward to

allocate necessary finances for the construction of ROB at this Railway gate. At present one ROB is sanctioned in between Aristo Hotel Rountana to Edamalaipati Pudur over bridge and Rs. 25.14 crore financial allocation have already been set aside for the construction of ROB. Till now the tender for the construction is not finalized. I request the Government to speed up the work and to complete at an early date.

In the National Highways (NH 210) in between Trichi and Pudukottai near Rasa Vayal level crossing is very traffic congested area and needs Railway Over Bridge to ease the congestion. I request the Hon'ble Minister to consider my demand and necessary sanction may be accorded for the said ROB in the current Budget itself. Likewise, the demand for construction of ROB in Manjathidal Railway Station at Trichirappalli which is to be considered on priority basis.

'Rock Fort Express' which is called as 'Malai Kottai' Express in Tamil Nadu was originally plying between Trichirappalli-Chennai-Trichirappalli (Train No. 6178/6177) for decades. People from Trichirappalli and nearby Pudukottai Districts are benefitted by this train. Due to gauge conversion on the main line and lack of train connectivity from Thanjavur to Chennai, the train was first extended up to Thanjavur in July, 2000 and later on to Kumbakonam in September, 2004. Now the gauge conversion have been completed on the main line and Thanjavur and Chennai are connected by various trains. After restoration of train connectivity on main line, the Rock Fort Express extended up to Kumbakonam is to be resumed from Trichirappalli to Chennai. Due to the extension of Rock Fort Express, the people of Trichirappalli and Pudukottai are unable to get reservation. On behalf of people of my Parliamentary Constituency, I appeal to the Government to resume the operations of Rock Fort Express from Trichi-Chennai-Trichi.

NEW LINE:

There is a need for new railway line from Thanjavur to Pudukottai via Gandarvakottai. Gandarvakottai is one of the Assembly segment and one among the Taluk Headquarters.

There is a long pending demand for the stoppage of Train No. 2635-2636 (Vaigai Express) at the famous pilgrim centre Sri Rangam. Lot of pilgrims from northern parts of our country are use to come to Rameswaram in Tamil Nadu. Likewise lot of pilgrims are leaving for

Varanasi and Bhuvanewar from south. The number of pilgrims from Pudukottai and adjacent places to Varanasi are on the increase. There is a demand for stoppage of Train No. 4259-4260 and 8495-8496 passing through Pudukottai. I request the Ministry of Railways to consider the demands of the people and do the needful at an early date.

NEW STOPPING:

All the express trains passing through Golden Rock railway station are not stopping resulting in huge inconvenience to the public who are traveling from Golden Rock to some other places. I request the Hon'ble Railway Minister to order for a stoppage of all trains to stop at Golden Rock.

In order to ease the passenger traffic from Trichirapalli, I request the Government for introduction of new trains from Trichi to Kanyakumari, Trichi to Chennai, Trichi to Bangalore at night hours from Pudukottai to Chennai in day time.

The Railway Workshop at Golden Rock, Trichi may be upgraded as Railway Coach Manufacturing Factory as ICF, Perambur at Chennai.

*SHRI K. SUGUMAR (Pollachi): I would like to draw the attention of the Government regarding the urgent need for the modernization of the Railway Junction in Coimbatore, one for the industrial city that handles thirty express trains and ten passenger trains with the arrival and departure of about forty thousand passengers every day. But adequate passenger amenities are not there. As the platforms are at a high rise area, passengers have to use a tunnel like underground sub-way and climb up the stairs to reach the platforms. Great inconvenience is caused to the aged and incapacitated. So, there is an urgent need to provide escalators there. In front of the Railway Station, due to heavy traffic, passengers are unable to reach the junction by crossing the road. So, foot over bridge in front of the junction is very much needed. Washroom facilities are also insufficient. Hence, the toilets in the stationed trains are used by the public making the Coimbatore Railway Junction a dirty junction. Only at 4 places, drinking water facility has been provided for the entire junction. It is apprehended that this willful neglect may be to benefit the bottled-water sellers there sell at least five thousand

bottles of water a day. It is also reported in the newspapers that supplied water is not processed or treated properly and hygienically. This may give rise to sudden outburst of water-borne diseases on an epidemic scale as people from several towns and cities across the country through this Railway Station. IRCTC canteens are not functioning properly. I request you to allot these shops to private vendors in Chennai. Required number of retiring rooms are not there forcing the traveling public to use platforms as open dormitory. Automatic platform ticket vending machines are to be installed. Hence, I urge upon the Government to direct the Ministry of Railways to ensure the basic amenities in Coimbatore Railway Station.

^{450 - 452.}
SHRI ARJUN CHARAN SETHI (Bhadrak): Mr. Deputy Speaker, Sir, as I have a very short time at my disposal, I will confine my observations to issues relating to my State and I would make few suggestions to the Government.

At the outset, I would like to bring to the notice of the hon. Minister that in the Budget Session, the Railways had projected some amount for construction of certain new railway lines in the State of Orissa and the House voted those demands. But I am sorry to mention here that the Railway Board has written a letter to the East Coast Zonal Railway.

I quote:

"The Railway Board has directed Rail Vikas Nigam Limited for bankability study for arranging finance from private sources."

Sir, a sum of Rs. 120 crore has been voted for Khurda-Bolangir rail link in the State of Orissa. The hon. House has voted for it. I am sorry to say, how can the Railway Board prevail upon the decision of this House. The House has voted for this Demand of Rs. 120 crore for construction of Khurda-Bolangir rail link in Orissa and it seems the Railway Board thinks that it is superior to this august House and they have written it.

Sir, I would like to impress upon the hon. Minister, Shri Muniappa, who is a very senior parliamentarian. He knows the difficulties of a State Government. It is also in the interest of the State where he comes from as far as Railways is concerned. How can it happen?

The hon. Law Minister is present here, he is a very learned person and I must admire him. But this should

be studied. How can it be done on the instructions of the Railway Board? This is the paper I have got from a very reliable source. I would request the hon. Minister to try to make an observation on this point while replying to the debate.

Another issue is with regard to construction of Haridaspur-Paradip new broad-gauge line in the State of Orissa. It connects Cuttack-Paradip and Haridaspur-Paradip major ports. This is a line for Paradip Port to ease the congestion there in the port.

I would just like to quote another thing from the note which has been provided to me:

“The project being executed on PPP mode consisting of ten parties, Government of Orissa, Rail Vikas Nigam Ltd, Paradip Port Trust, Rungta Mines Ltd., Essar Mining and Industries, Jindal Steel, Steel Authority of India, to expedite the land acquisition and keeping the viability of the project, the State Government and the RBNL Authority has decided to pay ex-gratia to the land losers for which a committee has been formed for finalization. A reference on this survey has been made to Railway Board for payment of ex-gratia.”

This decision has been pending for now but I am told that it has been pending for a period of one year. I would request the hon. Minister to look into this to make the required payment of ex-gratia on recommended.

There are many new lines and I have many things to speak, but since the time at my disposal is very limited, I will not take much time of the House. I would like to draw the attention of the hon. Railway Minister that we have been writing letters as Members of Parliament but no reply is coming. That is also a problem for us.

Mr. Deputy Speaker Sir, with God's blessings, with the blessings of my people and my Leader, I have been here for a long time and I have never seen such a callous attitude on the part of the Ministers of Railway. I would request the hon. Minister to give in writing if something is not feasible. If that is the reason, we should get a reply too.

Sir, when Mr. Nitish Kumar was the Railway Minister, Bhadrak Railway Station was declared a modern railway station in East Coast Railways.

I have been writing so many letters on that subject. There was also a meeting in the presence of the hon. Chief Minister of Orissa. But I am sorry that that decision has not yet been implemented. So, I would request Muniappaji—you are very good friend of mine; we have been here since 1971—to please help me in this regard.

There are many other issues but I would not like to prolong my speech. With these words, I again thank you, and also support the Supplementary Demands for Grants (Railways).

^{452 - 453}
*SHRI S.S. RAMASUBBU (Tirunelveli): I express my views on Supplementary Budget of Railways. The Railway Department is very important in giving employment opportunities and also conveyance for public.

The financial provisions for various works of railways are inevitable. Tamil Nadu is lagging behind in the development of railway network in the country and adequate attention is not given to the State by the Railways.

Various Railway Works in gauge conversion, doubling, electrification and new lines pertaining to the State are running much behind schedule due to inadequate fund allocation and cost escalation.

One of the important projects is doubling and electrification of Madurai to Tirunelveli, Tirunelveli to Tuticorin and Tirunelveli to Kanyakumari. Our Tirunelveli, Tuticorin and Madurai, Virudhunagar and Nagercoil area are accessing more potential for revenue earnings to railway department.

A halting station at Kavalkinaru Station is badly needed by the people from that area. It is surveyed and it is announced that it is having more potential to establish Station at Kavalkinaru which is situated southern most area of my constituency. The ISRO at Kavalkinaru, Schools and Colleges, very big flower market, Koodankulam Atomic Energy Plant which are situated near this railway station. So, I bring it to the attention of our honourable minister to speed up the work of railways station at Kavalkinaru near Valloor.

In the Railway department, recruitment in various sections is going on. The rural unemployed people should be given more opportunities to work in railways.

Gauge Conversion work from Tenhasi to Tirunelveli is progressing very slowly. It must be expedited by railway department. Highway over bridge at Kulavanikar-puram and Thalcharnallur of Tirunelveli town is a long pending request of our people.

The Railway Station of Nanguneri is very badly maintained and managed. The link road to the station is dilapidated. There is no provision for better toilet facilities— are more inconvenient for the public during night time. Computerization of issuing tickets and other electronic facilities are also needed in the Nanguneri Station. The construction work of Panagudi and Nanguneri Stations must be completed expeditiously.

The Bangalore and Nagercoil Express, Chendur Express plying through Tirunelveli, should be operated regularly or it may be at least 5 days in a week.

15.22 hrs.

[SHRI ARJUN CHARAN SETHI *in the Chair*]

[Translation]

453-455

*SHRI CHANDRAKANT KHAIRE (Aurangabad): Sir, I would like to draw the attention of the hon. Minister for Railways towards the long pending demands of the region of Marathwara, Maharashtra during the discussion on Supplementary Demands for Grants of Railways. In this connection, I had submitted a memorandum to the hon. Minister on June 24, 2010. The hon. Minister had assured me to fulfill these demands, but, none of our demands have been included in these Supplementary Demands. I, again, wish to put across my demands because the Marathwara is the most backward region in respect of railways and no one pays attention towards it. My demands are as follows:

1. New rail line should be surveyed between Rotegaon and Juntamba. The distance between two location is just 32 Km, and it can connect Marathwara to the western parts of Maharashtra.
2. Survey work for a rail line between Jalana and Khamgaon should be started. Allocate necessary funds to survey Sholapur-Jagaon rail line which is proposed to run via Tuljapur – Usmanabad – Beed – Paitan – Shambhaji Nagar (Aurangabad) – Silorh – Ajanta. Issue instruction to the railway

officials to start this work as the work on this line has not started till now.

3. For a very long time, we have been demanding to start survey for Putamba – Manmad Railway line via Shambhaji Nagar (Aurangabad). No action has been taken on this matter till now. The hon. Minister is requested to start this survey immediately.
4. Train No. – 0778-A runs a week between Secunderabad and Ajmer, but the Railways has announced to discontinue this train. I request to continue this train as it is a very profitable rail section.
5. The Nandigram Express which runs between Nagpur – Mumbai – Nagpur has got low capacity. The number of travellers is huge. I request to add three sleeper and one general coaches with it so that more and more passenger utilize it.
6. There is no train service between Akola and Mumbai. It causes inconvenience to the passengers. I request that a train service be launched between this section.
7. A Janshatabdi Express (2071/2072) Is running for the past two years between Shambhaji Nagar (Aurangabad), which is my Constituency, and Mumbai. This train should be halted at Latur and Rotegaon, because the local people are deprived of the benefit of this train which provides better connectivity with Mumbai. Further, 3 new coaches should be added to increase its capacity. I hope, the hon. Minister will accomplish this work promptly.
8. A train number 7036 runs from Secunderabad to Bikaner via Adilabad and Jalgaon. The route of this train may be diverted to Nander – Shambhaji Nagar (Aurangabad) – Manmad so that the passengers of this region also take benefit of this train.
9. Train No. 7610 from Purna to Patna may be extended to my constituency Shambhaji Nagar (Aurangabad) in the interest of the local passengers.

10. The train No. 6593 Nanded – Dadar – Nanded my originate from Shambhaji Nagar (Aurangabad) on three days in a week and from Nanded in remaining from days of a week. This will benefit the people of both regions.
11. I would like to ask the reasons behind the decision to discontinue the train No. 0736 Nanded – Dadar – Nanded. A request the hon. Minister to reconsider this decision as a number of people are benefiting from this decision. These people may rise in violent protest against this decision.
12. Marathwara has a number grievances regarding Railways but only this much, I like to ask from the hon. Minister. At the end, I wish that Nanded division be linked to Central Railway (Mumbai).

Nandura (Buldhana District, Maharashtra) and Thane Stations for the trains running in the directions from Nagpur to Mumbai and from Mumbai to Nagpur till the situation will be back on the normal running for the trains from Howrah.

Railway authorities are not keen on providing the racks for transportation of fertilizers in time bound period resulting in huge loss to the agriculture produce. This proves that the authority is only working on the Economic Viability and not considering the other aspect of Social Responsibility. These two considerations have mentioned in the recent Railway Budget 2010-2011.

Once again I put forward my demands and request to envisage the matter. The followings are some important issues to be taken care of in due course of time and I am sure Hon'ble Madam will certainly help to resolve these issues.

[English]

455-458

*SHRI HARIBHAU JAWALE (Raver): First of all, I want to express my sincere thanks to Hon'ble Sister Ku. Mamataji for considering my request to provide the infrastructure facilities for the development work of Goods Shed Loading-Unloading Bay at Jalgaon Station, Central Railway, Maharashtra State. This development will resolve the major problems of the approach up to the rack point and it will be easier for the helpers and the loaders-unloaders to handle the material at rack point. At the same time, I had requested to provide the necessary roof-shed and the drinking water facilities with sufficient lighting arrangements in the night for the porters and helpers workings at rack point for twenty four hours, as in the extreme weather conditions round the year at Jalgaon, these helpers and porters have to carry out their work of loading-unloading.

I wanted to bring to the kind notice of Hon'ble Railway Minister that the trains running in the directions of Mumbai, Pune and Ahmedabad from Howrah are running 8-10 hours late from their scheduled time for the last 40-50 days. Because of these late running trains having stoppage at the stations like Nandura, facing lot of inconvenience and difficult situation for the daily travelers, servicemen, businessmen and specially students from the different discipline on either directions of the route from Akola to Bhusawal and vice versa. I request the Hon'ble Minister to please provide stoppage at

1. To attack one 3AC, Two-Sleeper and Two-General class coaches from Bhusawal to Amravati-Mumbai Express (2111-2112). To provide stoppage at Nandura and Thane.
2. To provide stoppage at Nanudra and Thane stations for the trains running from Nagpur and Amravati towards Mumbai and back.
3. Bhusawal-Mumbai Passenger (353-354) which was earlier running and closed the operation by the authority should be immediately put in to operation.
4. Please provide stoppage at stations for respective trains as specified below. Malkapur for Nagpur-Pune Superfast and Gitanjali Express. Raver for Kamayani and Patna-Pune Express.
5. 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 children, the long standing demands of the civilians of Jalgaon District.
6. To issue new licenses and registered coolies on the crowded stations as the number of coolies has reduced because some senior coolies have been promoted in the Railway Service on Gang Man post in the last Budget 2008-2009.

7. To provide the air conditioned cargo station at Savda and Raver (the largest growers and suppliers of Banana towns in Jalgaon District of Maharashtra State in the country) for faster transportation of highly perishable and the cheapest fruit, Banana.
8. To improve Railway connectivity and infrastructure development, based on the two consideration as stated in the face of the Budget, the conversion of Pachora-Jamner Narrow Gauge to Broad Gauge with extension up to Malkapur via Bodwad-Nadgaon (the home town of our Honourable President of India, Smt. Pratibhatai Patil).
9. To speed up the survey for the New Railway Line connectivity from Solapur to Jalgaon via Ajantha Caves, to promote the tourist activity and save long running distance.
10. As the local trains frequency increased for Mumbai, Pune to Lonavala local trains frequency should be increased as these trains are passing through all the industrial belt, lot of daily travels specially for Mahila travels for working purpose.
11. As the number of air conditioned wagons are going to be increased, as declared in the recent Railway Budget for transportation of Fruits and 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 Railway's own land is available in the vicinity of Bhusawal.
12. Also to consider the Helper-Vendor working for railway's canteen and serving the passengers since long, for Railway service under Group IV category on the same basis as considered for Registered Coolie and for the Commission Vendors in the year 2001.
13. To avoid at all stations sale of food items which are banned and still regularly supplied and sold on the stations with the blessings of the Railway authorities working for the concerned with RPF and GRP staff.

14. To start New Rajdhani Express on the route New Delhi-Gwalior-Bhopal-Itarsi-Bhusawal-Manmad-Mumbai or Nanded.

458-459
 *SHRI SUBHASH BAPURAO WANKHEDE (Hingoli):

Mr Deputy Speaker, Sir, I rise to speak on Supplementary Demands for Grants in respect of Railways. Representatives of people from Maharashtra have demanded some railway lines for the State. However, these railway lines are pending for several years. 27 projects pertaining to gauge conversion, doubling, new railway lines are pending with the Railways for several years. Even though these projects have been pursued by MPs belonging to all parties, these projects have not been taken up. Even funds have not been made available for these projects. All these projects which include new railway lines are pending despite demand made by public representatives of Maharashtra.

Mr Deputy Speaker Sir, out of 27 projects, survey has been completed in respect of only 5 projects which include Parali-Vajinath, Nanded Vardha-Pusad, Shendva Pune-Nasik, Gadchiroti etc. Despite pursuing these projects by MPs, these projects have been considered or any financial provision made for these projects by Hon. Railway Minister so far.

Sir, I would like to know for how long Maharashtra is going to be deprived from development on account of these projects. Since independence Maharashtra has elected large number of representatives in this House. But the Central Government has constantly neglected Maharashtra.

Deputy Speaker Sir, the Chief Minister of Maharashtra has written several letters to Railway Ministry on 8-2-2007, 16-11-2007, 6-2-2008, 1-4-2008, 2-12-2008. But I am sorry to say that Railway Ministry has not taken into account even requests made by Maharashtra Government.

Sir, the public representatives and Maharashtra Government has requested from time to time to include Nanded division in Central Railways. But the Central Government has neglected this demand.

Sir, in States like Bihar, Uttar Pradesh, West Bengal, number of trains are more than capacity of railway lines which is causing accidents and loss of life. But in

Maharashtra there is less number of railway lines. I would like to point this out with regret.

Sir, taking into account demand of various agitating action committees, Maharashtra Government has written letters on 23-11-2002, 4-2-2004, 27-1-2005 and on various occasions to Central Government, yet the Central Government has neglected these demands.

Sir, Vardha railway line of 270 kms involving cost of Rs 3 crore is pending with the Government for a long time. Yet it has not been considered favourably by the Government. Sir, similarly on Yeotmal land leveling project, no action has been taken by the Government as yet.

Sir, Jalna, Khamgaon line is still pending. Shegaon, Malkapur-Chikhali railway line of 80 kms and Jalana Khamgaon-Shegaon railway line of 160 kms are important projects to connect Shegaon. Yet these railway lines have not yet been completed. I request Hon. Minister to complete these railway projects at the earliest.

Sir, Mahalaxmi Temple in Kolhapur is well known. It is an important town now well known because of Tejaswini Sawant. It needs to be connected to Konkan Railway. I request you to take up this project costing 255 crores of rupees.

Sir, Nanded-Adilabad project involving cost of Rs. 300 crore is under the consideration of Railway Board. How long this and other projects of Maharashtra are going to be kept pending, I would like to know. There is no budgetary provision for these projects.

In Nanded Division more than thousand posts are lying vacant in mechanical and other departments. These posts should be filled up.

MR CHAIRMAN: Whatever you are saying is not going on record.

(Interruptions)...*

459-462

**SHRI MOHAN JENA (Jajpur): I would like to ventilate my views on discussions and voting on Supplementary Demands for Grants (Railways)—2010-11.

The Railways plays a vital role in the development of a nation in comparison to the other sectors. The wheel of railways symbolizes progress and development. It is also known as wheel of progress and change. It keeps the entire nation united. So, the role of railways in national integration and communication is unparalleled.

Railway lines keeps a nation alive just as veins and arteries functions in human body. Deprivation of blood supply to any part of human body would lead to paralysis. Similarly, if any part of the country is deprived of railway network, it will also lead to serious maladies.

Now, I want to focus on other aspects of our country. Ours is a democratic set up and our constitutional makers unanimously adopted a federal structure for our country. Our country is federal in structure and unitary in spirit. So, according to this theory every member state of this federal structure is a separate entity having distinct socio-economic problem. So, in a federal structure every member state should get fair and equal treatment from the Centre. I would like to ask here, whether the Union Government after 63 years of Independence, irrespective of party in power is implementing the true federal democratic spirit of our Constitution? It is time to pause and review our past performance whether we have dispensed justice to every part of the country.

In the history of modern independent India, barring a decade or two, we have not witnessed a Railway Minister with a pan-Indian perspective. Occupants of this coveted post have been driven more by parochial dreams. Such mindset would be a set back if we want to project India in the global for a as a formidable nation. Thus, in a federal country like ours, our perspective should be equitable growth graph for every state and region.

An ideal democratic Government should shun a metro-centric, pro-elite approach and should adopt an equitable approach to bring development to the doorstep of each hamlet. When Delhi and Palli (any remove village) receive the same treatment from the Union Government, then only a new vibrant India will emerge.

Against this backdrop, I would like to highlight the plight of Odisha, with regard to the railways. It is pertinent to mention here that during the British regime we had got a railway line in coastal Odisha only because the imperialist Government wanted to connect the then Calcutta with Madras. In independent India, Odisha has always been treated in a step-motherly way. After a long

*Not recorded.

**Speech was laid on the Table.

period of struggle, we finally managed to get East Coast Railway Zone only in 2003 with its headquarter at Bhubaneswar. Unfortunately, however, this new born baby zone is not getting any attention from the mother. Though this zone represents maximum geographical area of Odisha, it gets negligible amount of allocation for its smooth functioning.

It is a matter of regret that before the presentation of Railway Budget of 2010-11, our Chief Minister Naveen Patnaik had demand Rs. 1805 crore for different railway projects in the State. But, we got only Rs. 835 crore as allocation. Many of our demands were ignored, including the so-called electrification of railway lines.

In this context, I would like to highlight about some old railway projects which are lying in a state of neglect due to paucity of funds. One of the important railway lines which was conceived three decades ago, is the Khurda-Bolangir railway line with a stretch of 289 kms. Which connects K-B-K area of the mainland. Unfortunately, the railways is not giving due importance to this project. Similarly, the Angul-Sukhinda railway project got its approval in 1998-99 at the estimated cost of Rs. 450 crore. But it is yet to be completed. The total stretch of this railway line is 98.76 kms.

Another railway project of my Constituency is the Haridaspur-Paradeep Port railway line covering a stretch of 82 kms. It is a port based railway line which will facilitate the import and export of raw materials. But due to problem of land acquisition, the pace of work is suffering. The railway authorities are reluctant to pay the prevailing market rate to the land owning farmers. As you are aware, Puri is one of the most important pilgrimage centre of the country. Everyday, especially during the Rath Yatra season, thousands of devotees flock to Puri. Hence, the doubling of railway line from Delanga to Puri is a long pending demand. It was estimated by the railway authorities that the doubling cost would be Rs. 133 crore. But, it is yet to be completed. With regard to doubling work of the Jharsuguda-Rengali (22 kms), Sambalpur-Rengali (22.07 kms) and construction of a 3rd railway line from Khurda to Barang (35 km) the pace of work is very slow due to improper monitoring and paucity of fund.

The people of Orissa are very happy when Mamataji announced some new railway lines for the backward districts of Orissa. They were (1) Gunupur-Therubali (2)

Phulbani-Berhampur (3) Jeypore-Jharsuguda (4) Jeypore-Malkangiri (5) Puri-Konark.

However, not a penny has been allocated nor any survey work has been initiated for this purpose. Since this involves the backward districts, immediately funds must be allocated for this purpose. Kalinga Nagar area is growing as a steel hub of Eastern India. It is located in my Constituency Jajpur which is minerally rich area, along with the adjacent district Keonjhar. On the other hand Jajpur-Keonjhar railway station is very important strategically which connect both the districts. Huge amount of revenue is collected from this area by the railways. Hence, a separate Railway Division at Jajpur-Keonjhar Railway Station should be established. Paradeep Port-Haridaspur Railway line and different National Highways also connected with this area.

[Translation]

^{462-46'S}
*SHRI ARJUN RAM MEGHWAL (Bikaner): Through You, I would like to lay the following suggestions in regard to the supplementary demands for grants of the Ministry of Railways:

1. In my parliamentary constituency of Bikaner, the problem of unauthorized crossings across the railway tracks exists at around 25 places and at six places people are sitting on *dharna* for the last several days. As such, the Railways may sanction funds from its own head to set up railway crossings to replace the unauthorized points of crossing and reduce the cost price of railway crossings. Besides, railway crossings be constructed through the MGNREGA scheme as well and this scheme be linked to this work.
2. Gauge conversion work from Bikaner to Delhi be completed expeditiously.
3. Survey for Anupgarh-Bikaner via Khajuwala for introducing a new train has already been done. As such, sanction for the new railway line project between Anupgarh-Bikaner via Khajuwala be urgently given and work thereon be initiated.
4. A companion with each Member of Parliament is permitted to travel free of cost in the railways. However, I suggest that at the time of air travel

by the M.P. or in case the companion has to travel alone on the instruction of the M.P., a limited free ticket should be made available to him/her.

[English]

463 - 464
 *SHRI YASHBANT LAGURI (Keonjhar): I would like to put forth some proposals for your kind notice and needful action.

The rail line from Banspani-Bimlagarh has already been declared for starting the works, but sorry that no action has yet been taken, hence, the same work should be started immediately.

The Rupsa-Bangaiposi newly rail line should be improved from narrow gauge to broad gauge and the said line may please be extended to Deojarh under Keonjhar district via Jashipur and Champua as such it will be commercially benefitted and the neglected area of Keonjhar district along with Mayurbhanj will avail the opportunity for economical development through industrialization.

Tata-Badampahar rail line is one of the oldest rail lines of Odisha. If it may be extended only 10-15 km to Rupsa-Bangaiposi-Deojarh, it will be more profitable for Railway Department.

If the above demand may be fulfilled then the route namely Tata-Badampahar may be extended to any point of Keonjhar district of mineral rich of iron zone and the coal zone of Dhenkanal and Talcher. All the coal mines of Odisha as well as the coal zone of Madhya Pradesh and Chhattisgarh line also become the easiest route for transportation to Haldia port and under construction of Dharma and Kirtnia port.

I hope if the survey work is started for above lines, it will get a very good achievement and it will be profitable for the Railway Department and for general public and aim and object of my Honourable Minister will reach at the goal. With these proposals, I support the Supplementary speech of Honourable Minister.

*SHRI LAXMAN TUDU (Mayurbhanj): I lay the following few lines to be taken up the matter as an urgent Supplementary Demands for Grants.

- (1) That Budhamar-Chakulia in Jharkhand of 50 km (BG) line to be allocated with necessary funds in F.Y. 2010-11.
- (2) Tata Nagar-Badampahad (BG) line to be double tracked with an extension of new railway line to Kendyhar Guard via Karaniya.
- (3) Necessary funds may please be given for carrying out in laying new railway line from same Budhaman to Kharazpur in West Bengal viz Gopiballavpur be carried out in FY 2010-11.
- (4) Public Reservation System (RPs) which was proposed at tribal dominated Raivanzur sub-division be worked out immediately to cater one deprived class.
- (5) Then Maharaja P.C. Bhanj Deo established Baripala Railway Station be strengthened and renovated with modern facilities.
- (6) Old Railway Engines which are now-a-days not up to use and scattered have either be preserved as 'sightseeing' for historical reasons to be at Baripada Museum.
- (7) Budgetary provisions should be made for new survey work from Vdaila to Balasore via Nilagiri in this financial year.

With these above proposals to be taken up to this Railway (Supplementary) Budget, I support the Budget with heart.

[Translation]

464 - 465
 *SHRI TUFANI SAROJ (Machhalishahr): I would like to draw the attention of the hon. Minister of Railways towards the following problems during the discussion on the supplementary budget:

1. I had asked about the time the Audiyar-Jaunpur metre gauge railway line be converted into broad gauge during the meeting of the Railway Consultative Committee on 25-11-2009. The G.M. Gorakhpur stated that the work would be completed by March '2010, but it has not been completed so far.

2. Audiyar-Jaunpur metre gauge would be converted into broad gauge soon, if the jafarabad Lucknow (via Sultanpur) railway line is connected with bypass after constructing a bypass where the Gomti river bridge is crossed at the Jaunpur-Jafarabad railway route to connect Jaunpur Junction with Jaunpur City, the trains plying towards Lucknow from Ghazipur-Balia-Chhapra-Bihar will have a direct route and people will not have to circumambulate through Varanasi thereby saving the fund of the Railways from getting wasted and the time of the passengers as well as the trains will be saved. I would like to draw the attention of the hon. Minister of Railways that the letters of the Members of Parliament are not responded to timely. I had sought to set up a railway halt at Katwar bazaar on the Jafarabad Janghai railway track of the N.R. railway which had been sanctioned. Letter had been sent to the G.M., N.R. on 14.06.10 to get the work completed, but we have not been informed so far. I would like to draw her attention that the demand for a halt station at the Katwar bazaar had been made during the meeting of the Railway Consultative Committee on 25-11-2009 as well as by writing a letter to the hon. Minister on 2-12-2009. I would like that I may be apprised about the same through a letter urgently.

465-468

*SHRI JAGDISH THAKOR (Patan): I support the Supplementary Demands for Grants introduced by the hon. Minister of Railways. I thank Mamata didi, hon. Minister of Railways for the dedication with which she has been carrying out her work. She has been in favour of the farmers in case of land acquisition by the Railways. She has herself fought for the farmers and the poor.

I would like to draw her attention towards the way the offices of her department function.

Maps were drawn for the Sanad Railway line for the Ahmedabad district, but the builder lobby put pressure consequent to which the railway route was cancelled from there and it was laid on the fertile land of the farmers.

I have brought to the notice of the officers smaller points. But the extension work is not being undertaken.

The Delhi to Mumbai railway track is for the most part being laid in a parallel line. However, from Amirgarh to Baroda of Gujarat, it is not being made parallel and the fertile lands of the farmers are being acquired for laying it. I oppose it. We want industrial development to take place in tune with the global industrial development. We will have to undertake further work to expedite transportation.

However, we will have to keep in view the fact that the land of the farmer being acquired for development is depriving him of his livelihood.

Mr. Chairman, Sir, the farmers are the vehicles of development of our country. The farmers have brought about development and the green revolution.

We will have to take much care while acquiring the land of the farmers. I would like to pray to the Govt. that we cannot achieve any development by ruining the farmer, as such, we should take their consent in all such works. D.F.C. railway project is going to be laid from North India to West India i.e. from Gurgaon, Delhi to Jawaharlal Nehru port of Mumbai covering a distance of about 1450 kms. 650 kms. of railway track out of the same will be in Gujarat. Alongwith this railway project in Gujarat, 5 industrial parks and 2 S.I. Rs are going to be built in Gujarat.

Historical ports of Kandla, Mudra Pipavav, Dhaulera, Dahej, Hazira, Umargaon along the 1600 km long sea route of Gujarat have been linked or are to be linked with the railway track. Because of the setting up of a 150 km. long industrial park, the area is likely to see a large number of rail projects and industries, which will push the land prices up benefitinig Gujarat as well as the entire country.

The land of 12 villages of Palanpur Parhgawe, 16 villages of Patan, 12 villages of Sidhapur and several villages of district Mehsana in my Constituency Patan is being acquired for this rail project. Earlier, this project was proposed to be built along the existing railway line. Now it is learnt that this rail project will nt be parallel and land will be acquired separately for this. I would like to request the Government through you to build this line along the existing railway line so that the fertile land of the farmers is not taken away from them and they do not hugely suffer.

The Kisan Union has held a number of meetings with the Railway officials in a bid to save land from being acquired. Both the sitting as well as the ex-MPs have met and told all these things to the Minister of Railways several times but no solution thereto has yet emerged.

The prescribed rates of land are much lower than the market value of land. If at all it becomes unavailable to acquired land, then I would request the Government to frame and apply a definite rule to provide the market value of that land as prevailing at the time of acquiring the land. If there are houses, tube wells, irrigation facility, plants or orchards on the land, a survey of such lands should be conducted and kept in mind while computing the compensation.

If the land is acquired in 2010, the compensation must be paid in the same year. This should be kept in mind that no damage is done to environment and the remaining farmers. The proper arrangement for drainage of rainwater and irrigation should be ensured. Earlier, the land being now acquired along the railway line passing through my parliamentary constituency Patan, Banaskatha, Mehsana, the land of the farmers of that area was acquired for ONGC, National Highway, GSPL, and for certain other proposes. The ONGC had given resonable compensation.

I request the Government to provide compensation as per the market value of the land which is acquired in my constituency Patan, Banaskatha and Mehsana. The revenue records must be set right from today itself. The maps of the land, which is to be acquired, should be given to the farmers in advance. The farmer may agree to surrender land if all these things are done before acquiring the land, otherwise, he is likely to protest and agitate which may give rise to the problem of law and order. I, therefore, request the government to acquire land from the farmers on market rates.

...(Interruptions)

[English]

MR. CHAIRMAN: Please sit down.

...(Interruptions)

MR. CHAIRMAN: Please do not record.

(Interruptions)...

MR. CHAIRMAN: It is not going on record now.

Now, I call Shrimathi Supriya Sule to speak.

470--472
SHRIMATI SUPRIYA SULE (Baramati): Mr. Chairman, Sir, I thank you for giving me this opportunity to speak.

Sir, I stand here on behalf of my Party in support of the Supplementary Demands put forward by the Railway Minister.

I would like to compliment the hon. Railway Minister for all that she has done for our State and also for our various States in the country in her last Budget.

This Supplementary Demands for Grants (Railways) is for an additional requirement of Rs. 731,30.60 lakh, which the Ministry has asked for new services and projects, and we totally stand here in support of that.

The great projects which she has taken is manning of unmanned level crossings, which is a top priority, which, I think, is totally complimentary to the Ministry, and also unreserved ticketing systems at various Post Offices.

I would personally like to thank the Railway Ministry for the doubling of Daund-Gulbarga railway line that they have done specifically for my constituency; electrification of Pune-Guntakal railway line; and strengthening of the entire Golden Quadrilateral, which is, Mumbai-Pune-Daund-Wadi-Guntakal-Chennai. I think, the electrification of that also is proposed in this.

This include the salaries and allowances of the staff welfare, repairs, various ROBs, RUBs as well as the most advanced technology which they have done, and when most of the Members of Parliament contact the Railway Minister, she is talking to various General Managers. I think, the video conferencing facility which has been taken in by the Railway Ministry is really going to save a lot of time.

As we go along all these accolades of the Railway Ministry, I would just like to flag a few points to the Railway Minister.

Sir, the largest number of people from Mumbai uses the railway services. About 1,10,00,000 people use the railway services daily. Out of which, 70 lakh people from Mumbai use the railway services.

I think, it is time that the Railway is absolutely the lifeline of the Mumbai Railway systems. Yes, there are a lot of trains. It comes at a cost which is unbelievably cheap. We appreciate for the intervention and the thoughts of the common man which the Railway Ministry does. But what we need to put is looking after the security of every traveller who takes the train everyday. There are a lot of problems with platforms, sanitation, drinking water and security.

The biggest challenge with the Railways we have is the problem of Police. In Mumbai, always there seems to be a communication gap between the Railway Police and the Home Department of Maharashtra. About 70 lakh travellers use this lifeline everyday. Always there will be a problem of accidents. Sir, you will be surprised, and the entire House will be surprised to know that about 4,500 people die every year in Mumbai suburban train accidents. That comes to about 10 to 14 people die everyday in accidents. There could be a chance that these are even trespassers. I am not saying that these accidents are all genuine accidents because of the Railways in the local trains in Mumbai. I think, it is quite alarming. I would like to make an appeal to the Railway Ministry to find some solution to this problem. In the past, they have made interventions by putting some sort of dividers so that people do not cross. I would appeal to the Railway Ministry to find a solution to this. And whoever's fault it is, probably the people who come from various parts of this country and stay in Mumbai use this service do not know what speed the entire service works. So, I would appeal to the Railway Ministry to put safety at the top priority, not just for Mumbai but for the entire Railways. Also the entire infrastructure should be the top priority.

As my colleague from Orissa has said, a commitment was made that the Thane Railway Station would be developed at the international standard. This was the commitment made by the Railway Minister in the Budget. I flag this point that the survey, the cost and the design for this should be worked out as soon as possible.

One more point is about ROBs and RUBs. It is something that the Railway Ministry always talks about. I would appeal to the Railway Ministry to stop all these level crossings, look at ROBs, and have a time-bound programme for all ROBs/RUBs so that all these poor people all over the country will have this good infrastructure.

I represent Baramati. As my colleague, Shri Wankhade has said, all the Members from Maharashtra went to the Railway Ministry, and they have been extremely good to us. So, I would appeal to the hon. Railway Minister to be always supportive to Maharashtra, which contributes maximum revenue to the finances of the Railways.

With these words, I support the Demands for Grants (Railways).

MR. CHAIRMAN: Hon. Members, I am told that the hon. Railway Minister will give her reply at 1545 hours. So, I would request the hon. Members to be very brief.

Also I would like to make a request to the hon. Members that those who want to lay their written speech, they can lay their speech on the Table of the House.

Now, Shri O.S. Manian.

470-472

SHRI O.S. MANIAN (Mayiladuthurai): Mr. Chairman, Sir, I rise to participate in the discussion on the Supplementary Demands for Grants on Railways presented by the Union Minister of Railways for the year 2010-11.

In Tamil Nadu, the length of the meter gauge is very high when comparing with other parts of the country. I would appeal that concerted action should be taken by the Railway Ministry to convert the entire meter gauge into broad gauge. Needless to say that poor allocation for safety works will cost precious human lives. Accidents at unmanned level crossings have become a regular affair. This puts the rail travel safety and road travel safety to great risk. I would appeal to the hon. Minister to increase the allocation.

An announcement for modernization of the Railway Stations into the world-class and Adarsh level has been made in the Budget. A minimum number of stations have been identified. Kumbakonam and Mayiladuthurai railway stations may be included in the proposed list of Adarsh stations.

Chennai Egmore-Chennai Central linking project was inaugurated in the year 2003 by the then Minister of State for Railways. There is increasing doubt in the minds of the people whether this scheme has been dropped. I categorically urge the Minister to tell us whether this scheme has been dropped or not.

The main and chord line from Chennai to Kanyakumari via Trichy and Madurai should be made double line and the electrification must be done.

East coast link between Kanyakumari and Chennai via Valliyur, Radhapuram, Kudankulam, Udangudi, Tiruchendur, Tuticorin, Sayalkudi, Ramanathapuram, Pattukottai, Nagapattinam, Cuddalore, Pudducherry, Marakkanam, Mahabalipuram and Thiruvannamalai may be laid for pollution free quick travel.

Sir, there are five new lines which are under construction, namely, Salem-Karur, Tindivanam-Nagari, Athipattu-Puthur, Erode-Palani and Tindivanam-Thiruvannamalai. I would request the hon. Railway Minister to allocate sufficient funds for completion of these lines.

Similarly, Tirupathi-Madurai Express via Mayiladuthurai is being operated twice a week. It was being operated as daily train when it was metre gauge. Now, the route has been converted into broad gauge. I would, therefore, request the hon. Railway Minister to issue orders to operate the above train on daily basis as was being done in the past. The train is having stoppages at Thanjavur and then at Chidambaram. But there are two more railway junctions in between Thanjavur and Chidambaram, namely, Mayiladuthurai and Kumbakonam. A lot of pilgrims of all religions from those places are leaving for Tirupathi. But they are finding it very difficult without proper facilities. I, on behalf of the people of my Constituency, would request the hon. Minister to have stoppages of the above train at Kumbakonam and Mayiladuthurai.

Sir, there has been a long pending demand from the local people for early completion of Salem-Karur broad gauge line, which is a lifeline of the people. Our party leader, Dr. Thambidurai had written a letter to the hon. Railway Minister in this regard and she promised to look into it favourably. I take this opportunity to request her again to allocate more funds for this project so that it is completed early.

The present rail line in between Tiruvarur and Karaikudi is metre gauge line. For converting it to broad gauge line, I would request that funds should be allocated.

A new railway line should be ordered in between Madurai and Trichi via Viralimalai; and Karaikal to

Mayiladuthurai via Poraiyar. Steps should be taken to provide safety and security for the passengers.

Sir, many stations in the rural areas in the country lack basic amenities like drinking water, clean toilets and hygienic refreshment stalls. Many stations have small platforms that do not accommodate all the coaches of trains. Many coaches of trains are far away from the platforms causing great inconvenience to passengers while boarding and alighting. The platforms in the railway stations at Mailaduthurai, Kumbakonam, Nagapattinam, Kanyakumari and Nagercoil are to be extended further. I would request that funds may be allocated for the extension of all such platforms in the current Budget itself.

I would request the hon. Railway Minister to sanction a new railway line between Kumbakonam and Virudhachalam via Jayankondam and Andimadam; and also a new line between Dindigul to Sabarimala may be constructed. I would request the hon. Minister to kindly introduce a new train from New Delhi to Velankann, which is a great pilgrim centre where pilgrims from all over the country irrespective of religion assemble. The new train was introduced from Chennai to Tiruchendur is presently via Madurai and Mailaduthurai. It should be allowed to be operated in the same line without any change.

Thirisoolam Railway Station is situated opposite to Meenambakkam Airport at Chennai. People who are coming from several parts of Tamil Nadu have to alight at Tambaram to reach the Chennai Airport. They have to take auto rickshaws or taxis to reach the airport. It creates a great problem for them. So, to facilitate those passengers, I would request the hon. Railway Minister to order for stoppage of all express trains passing through Thirisoolam at Thirisoolam to enable them to reach the airport.

The formation of new railway line in between Nagapattinam and Velankanni is completed. In view of the festival of Velankanni, which starts from 29th August, 2010, I would request the hon. Railway Minister for early inauguration of the railway line on or before 29th August, 2010.

MR CHAIRMAN: Hon. Member, please sit down. One hon. Member from your party has already spoken. We are allowing one Member from each party. Please cooperate.

...(Interruptions)

473-4-11,

*SHRIMATI BOTCHA JHANSI LAKSHMI (Vizianagaram): I support Supplementary Demands for Grants 2010-11. Railways are doing wonderful job in carrying passengers and goods across the country. Railways are also extending financial support to the Delhi Commonwealth Games, 2010. I thank the hon. Railway Minister for concentrating on doubling of lines, electrification and undertaking survey of new lines. If works on these are completed in a time bound manner, then, it would help the people. Railways would earn more revenue and thereby contribute to the growth of the GDP.

So far as my Vizianagaram Parliamentary Constituency is concerned, I have few points to bring to the notice of the hon. Railway Minister for her favourable consideration.

The ROBs at Bheemasingi Railway KM 831/3 and Bobbili Rly LC.413/12 though sanctioned, the modified GAD is awaited from the Railway authorities.

Similarly, the ROB at Pedamanapuram NH-43 though sanctioned, the work is yet to begin. I would request the Railway Minister to announce the tentative date of completion.

I would request the Railway Minister to sanction the Food Over Bridges at VT Agrapharam of Vizianagaram and at Cheepurupalli Railway Station.

As a request for Railway siding at market yard Vizianagaram is long pending, I request the Railway Minister to look into the matter and expedite it.

I have also a request to the hon. Railway Minister to include Vizianagaram in the list of Railway Stations to construct multi-functional complexes as it is a busy tri-junction, district headquarters, historical place, pilgrimage and tourist centres. Needless to say sufficient land is also available for development. One more thing I would like to add here. There is sufficient land available with the Railways. Vizianagaram is one of the most backward districts in the country. I would request the hon. Railway Minister to set up an ancillary unit like locomotive shed as it would provide employment opportunities to the people.

Under public-private partnership, a cold storage

facility was to be developed at Vizianagaram market yard. More than 20 acres of land is available at Vizianagaram market yard near railway line. Please provide railway siding near market yard; and sanction cold storage under public-private partnership mode.

You were kind enough to announce adarsh station in respect of Bobbili. I request the hon. Railway Minister to allocate sufficient funds for the completion in a time bound manner.

A survey has been ordered for Vizianagaram to Palasa via Rajam. But the work is yet to begin. I request the Railways to set a time frame for this.

Regarding electrification of the Vizianagaram to Raipur via Raigada route has been sanctioned. Though the work has started and now I understand that the work has been suspended. I do not know the reasons. People are agitated. May I request the Railway Minister to order resumption of the work and complete it at the earliest?

As you know, Madam, there are five to six jute mills in Vizianagaram district. They get orders to supply jute bags from various parts of the country through Jute Corporation of India, Kolkata. Jute mills require limited rakes, but Railways say that the Jute mills have to take the entire rates. I would request the Railway Minister to amend the rule and provide the Jute mills required rakes only. If they do not supply orders to the parties in time, they will not be able to get payment in time as they have to pay salaries to the workers. If there is delay in payment of salaries to the workers, they get agitated. All these are inter-linked. I request the Railway Minister to agree to the request of the jute mills.

I have another genuine request. This is regarding conversion from Gangmen to Licensed Porters. Thousands of Licensed Porters were promoted to Gangmen by an order from the Ministry. But some Gangmen are posted in remote areas and they are finding it difficult to cope with the work. Some Gangmen want to revert back to Licensed Porters and come back to their original places. I request the hon. Railway Minister to consider their request on priority.

The time taken by the Integral Coach Factories to manufacture wagons or coaches is very long in various parts of the country. The Ministry has to look into this and

speed up rolling out of wagons and coaches.

I would also request the hon. Railway Minister to take necessary steps to stop the following trains at various places in my Parliamentary Constituency for the convenience of my constituents:

Stoppage of trains at Vizianagaram Railway Station

2841/2842—Coromandal Express

2662/2664—Howrah-Tirupati Superfast bi-weekly

Stoppage of trains at Cheepurupalli

Konark Express

Visakha Express at G. Sigadam (Srikakulam District)

Finally my demand is extension of trains. Extension of the Visakhapatnam-Nizamuddin, Nizamuddin-Vishakhapatnam No. 2807 and 2808 train up to Vizianagaram as several passengers from Vizianagaram are undergoing a lot of suffering to catch the said train at Visakhapatnam Railway Station which is 50 Kms away from Vizianagaram.

I also request the Railway Minister to provide new trains, for example, Intercity Express from Visakhapatnam to Bhubaneswar via Parlakimundi (metre gauge line now converted to Broad gauge). Similarly, Intercity Express from Vizianagaram to Vijayawada may be considered for the convenience of the people.

I would request the Railway Minister to clarify the points raised by me during her reply to the debate. Somehow, if she does not have the time, she can send me written replies later on.

Collisions of Railway trains are happening regularly in our country. Some say it is man made. And many feel that the faulty or improper functioning of the signaling system is the major reasons for trains' collisions. I request the Railway Minister to streamline the signaling system so as to avoid the loss of precious human lives and national property.

475-476
* **SHRI A. SAMPATH** (Attingal): I may be permitted to lay this speech on the table of the House with regard to Appropriation (Railways) No. 4 Bill, 2010.

*Speech was laid on the Table.

The State of Kerala has been demanding for the establishment of a Peninsular Railway Zone as well as a coach repairing workshop at Thiruvananthapuram, the capital of Kerala. Railway have vacant land at Kadakkavoor in Attingal for a coach repairing workshop.

We need more Kerala bound trains and more holiday specials. The demand for ROB's have not been given with due importance. I demand again for the construction of an ROB at Chirayinkeezhu, near the famous Devi temple, also the birth place of famous (late) Cine State Shri Prem Nazir, Railways should not compromise with safety of the people. All existing vacancies should be filled up immediately and the work load of the hospitals, station masters etc. should be reduced. The reports of the Railway Standing Committee is awaiting implementation.

All level crossing shall become manned and we must reach a point of zero accident prone. It is for the people and not for bureaucracy.

I wonder why even after one year of the inception of XV Lok Sabha, the zonal and divisional level consultative committees have not been reconstituted and met. No communication have come to M.Ps so far.

The catering standard should be ensured and the privatization is unnecessary and unwarranted. The Railway canteens can be entrusted to the SHGs or "Kudmbarseri" at on experimental basis.

I hope the Railway Ministry will show a national prospective in the future and safety will be prime concern.

[Translation]

476-479
SHRI MADHUSUDAN YADAV (Rajnandgaon): The discussion on Supplementary Demands of Grants for the Railway is going on in the House. Recently, a number of train accidents have occurred in different parts of India, but the Ministry has not learnt any lesson from them. There is no special provision made in the Demands for Grants for safety and security in trains and to prevent occurrences of accidents.

The people of Chhattisgarh felt dejected after presentation of Rail Budget. The Members of Parliament from Chhattisgarh had drawn the attention of the hon. Minister to their concerns but the Chhattisgarh was ignored in the Supplementary Demands also. The previous Budget had proposed medical facilities to be

provided by the Railways. At that time, no proposal was made for Chhattisgarh. I request the Minister to rectify this.

Dongargarh is a sacred place in Chhattisgarh. Earlier, there used to be loco shed. The Railways may provide maintenance facilities for passenger trains here. It will be in consonance with the policy of the Ministry of Railways which stipulates to extend the train destinations by managing maintenance of racks on station in a maximum time of 8 hours.

I demand that a passenger train washing line and maintenance facility may be approved at Dongargarh station. It will reduce burden on Durg station and also help to introduce new trains from here. At present, a number of trains keep standing at Durg. These trains can be extended upto Dangargarh and Rajnandgaon district headquarter will get rail connectivity.

[English]

477-478
SHRI NAMA NAGESWARA RAO (Khammam): Mr. Chairman, Sir, while supporting the Supplementary Demands for Grants (Railways), I would like to make certain points.

The South-Central Railway covers the entire Andhra Pradesh. There are 21 existing projects there. But what is going on? Of these 21 projects, the total cost is Rs. 9000 crore.

[Translation]

The last Budget had made an allocation of Rs. 9000 crore but just Rs. 670 crore were released. Thus, it will take a lot of time to complete the project. The last Budget had proposed 14 new projects. Out of them, 5 were proposed in my Constituency Khammam. [English] I want to request the hon. Railway Minister that Bhadrachalam to Kovvur is one of the important railway lines. [Translation] It lies in the backward area of Khammam. [English] Out of five railway lines, which were sanctioned in Khammam District, [Translation] I demand for laying immediately the Bhadrachalam-Koudvaur rail line. I have made this request three times in the house. [English] It is because Khammam is the backward area and moreover, it is one of the extremist affected areas out of the 33 districts identified. In that, Khammam is also there. Infrastructure development is required there. I want to request this as a special case. First, it is a backward

area. [Translation] I have been speaking about this project for the last 40 years. This may be sanctioned taken up immediately. [English] Already, the Andhra Pradesh Chief Minister has already written a letter to the Railways that he will contribute 50 per cent of the contribution, and I want to request the Minister that immediately. [Translation] A meeting needs to be held with the State Government of Andhra Pradesh in this regard. Some contribution has been made by Singraini Collieries for the rail line. I demand that matter should be taken up after sorting out the issues. Further, funds should be allocated for all the rail lines which have been sanctioned for Andhra Pradesh. Safety steps may be increased to control the increasing number of rail accidents. Further, I also demand to complete the rail project in Adilabad district.

[English]

With these words, we are supporting the Supplementary Demands for Grants of the Railways.

...(Interruptions)

[English]

MR. CHAIRMAN: Please help me. Please help the Chair. There is no time. You can lay your speech here on the Table of the House.

...(Interruptions)

MR. CHAIRMAN: Please help the Chair. Please go back to your seat.

[Translation]

478-479
*SHRI RAMKISHUN (Chandauli): Laying my speech during presentation of Demand of Supplementary of Grants of Railways for the 2010-11. I would like to say that the Mughal Sarai Division has the largest train movement. But, it is regrettable to say that no budgetary provision has been made for development of their division in the supplementary budget. Large number of trains pass through it from across the country, yet no attention has been paid for its development. Large number of Indian as well as foreign travellers come to this station. The number of goods trains moving through this station is quite large. On the occasion of presenting demands for grants I would like to remind the hon. Minister of Railways that land of farmers was acquired for laying

*Speech was laid on the Table.

Mughal Sarai, Chiittampur, Gharna, Govaria, Chandans line but so for neither they have been given employment nor compesation has been paid to them. I demand that the farmers should be paid compensation and also the jobs given to them. A railway factory should be set up on the railway land layng use utilited farther to Sayedraja railway station. An over bridge should be constructed on Mugal Sarai Line near district headquarters. The State Government repeated says that it has sent proposals in this regard. But no action has been taken on that. Please tell whether the state has sent any such proposal or not?

A large number of railway employees and officer reside in railway colonies within Mugal Sarai Divison. Drainage of water is a serious problem in these colonies. Cleaning is not done. Roads and water outlets are dilapidated. Water gets logged in colonies. No officer pays attention to it. Every year thousands of devotees throng at Mansarovar talab to perform religious rites. It should be beautified. Mugal Sarai railway station should be beautified and additonal waiting rooms should be constructed for convenience of passengers as M.Ps and MLAs also come and rest here causing inconvenience to other passenters.

A local train should be introduced form Mugal Sarai to ply on the Mugal Sarai to Gaya – Howrah railway line so that the people residing in this district can conveniently visit the district headquarters. The Varuna Express passenger train from Varanasi to Lucknow should originate from Mugal Sarai. Modern railway crossing should replace the several unmanned crossings under Mughal Sarai division so that accidents and loss of lives and properly can be prevented.

Sir, my constituency is quite backward. Land of farmers is acquired here off and on for the railway line. Even now, land is being acquired for execution of rail corridor project. Therefore, there is great resentment amongst farmers. Agitation is going on. The land of farmers should not be acquired lest it may lead to another Singur Nandi Gram.

Sir, in the end, I would urge the hon. Minister of Railways Mamata Didi for issuing necessary directions to the officers of railways for all round development of the area falling under Mugal Sarai Railway Zoone. Take steps for preventing accidents. Check incidents of loot, snatching in trains so that passengers can travel fearlessly. Also, check incidents of poisoning in trains.

[English]

480-482
*SHRI SUKHDEV SINGH (Fatehgarh Sahib): I am thankful to you for giving me opportunity to express my view on Supplementary Demands for Grants on Railways. I want to inform the House under the dynamic leadership of Hon'ble Prime Minsiter of India and Chairperson of UPA, India is going to become No. 1 country of the world. I fully support the Supplementary Demands for Grants for Railway. I want to inform the Hon'ble Railways Minister regarding some long pending demands of the people of my constituency as follows.

1. SIRHIND City is the historically importance city of the India. So, world class station construct at SIRHIND.
2. All express and Superfast trains must be halted at SIRHIND junctions.
3. My long pending demand regarding ROB at Sahnewal, Ludhiana.
4. My long pending demand regarding ROB at DORAHA and AHMEDGARH.
5. URB at Mandi Gobindgarh is very slowly so please request for speedy completion.
6. Lastly, I thank you for giving me an oppportunity to submit the speech and finally again I support the Supplementary demands.

*SHRI P. KARUNAKARAN (Kasargod): I would like to express my views on the Supplementary Demands for Railway for the year 2010-11. We have discussed Railway Budget in detail. This discussion is confined to the additional expenditure incurred by the Railway after passing the Budget.

Railway is a biggest public undertaking in our country. There were about 18 lakh workers in the Railway. Now, the total strength is reduced to 13 lakh. In the recent reply in the Lok Sabha it is stated that there are about 92 thousand vacancies in the Railway Department. It really affects the safety and smooth functioning of Railway. So, Government should take immediate steps to fulfill these vacancies.

Railway has decided to go for public-private

*Speech was laid on the Table.

participation in 16 sectors. I would like to request the Government that this move should not endanger the public character of the Indian Railway because Indian Railway is the symbol of public support.

I would like to place before you some of the long pending demands of the State of Kerala:—

- (1) Though Palakkad Coach Factory was announced in the Budget, the function is not yet started. Government of Kerala has already given sufficient land. So, I request to take necessary steps to start the factory immediately.
- (2) Kanhangad-Panathur-Kaniyoor Railway survey is announced in the Budget. But, no survey work is started in Panathur Kaniyoor. So, please take immediate steps to start the survey.
- (3) The many of the boggies coming to the State are old especially the long distance train. It is difficult for the passengers to travel. So, new boggies should be allotted and more coaches should be included in the long distance train.
- (4) We have been demanding new stoppages for long distance trains at least in the district headquarters. Stoppages should be given to Rajdhani and Sampark Kranti Express to the district headquarters. I request to give stoppages to Rajdhani Express at Kasargod, Thalassery and Alleppey.
- (5) We have been demanding the extension of Train No. 619, 622 Kozhikode-Kannur Passenger train to Mangalore because there is no train in between 9 AM and 3 PM in this route. Steps may be taken by the Ministry.
- (6) In the Monsoon season every year, it is difficult to travel through Konkan routes. There are cancellation of trains days together in this route. There should be some alternative measures.
- (7) The train accidents are increasing. There are number of incidents of theft and robbery in the trains. So, the steps should be taken for the safety of the passengers and to fill up all the vacant posts and also deploy more police personnel in the Railway stations and trains.

- (8) The Rajdhani and Sampark Kranti Express should be made daily.

⁴⁸²⁻⁴⁸⁴
*SHRI A. GANESHAMURTHI (Erode): Sir, I would like to put forth my views, suggestions while participating in the discussion on the Supplementary Demands for Railways for the year 2010-11.

At the outset, I would like to point out that many of the announcements made in this year's Railway Budget have not been translated into action as yet.

While participating in the discussion on this year's Railway Budget, I expressed my thanks to the Railway Minister for conceding to my request made in my letter addressed to her earlier. But the MEMU announced to be operated between Erode and Coimbatore has not been introduced. Multi-purpose commercial complex that was announced has not been taken up. The announcement regarding upgradation of Erode Railway Hospital has not been implemented. Erode Sastri Nagar Railway Over Bridge works have also not started. All these announcements remain as mere announcements. I urge upon the Minister of Railways to implement them at the earliest.

In the last Budget it was announced that the Railways will go in for establishing 50 Kendriya Vidyalayas in collaboration with Human Resources Development Ministry. I made a request at that point of time that the Railway School functioning in Erode must be converted to a Kendriya Vidyalaya.

In Erode Parliamentary Constituency, Namakkal Town and its surroundings have got 22 Engineering Colleges, 2 Medical Colleges, 15 Para Medical Institutions, 32 Science and Arts Colleges and 18 Polytechnics. But we do not have adequate number of feeder schools with CBSE syllabus. Hence it is necessary to establish at the earliest a Kendriya Vidyalaya in Erode at the best of Railways. I request the hon. Railway Minister to give shape to this demand at least from the ensuing academic year.

The newly announced but yet to be operated MEMU service from Katpadi to Salem must be extended upto Erode. You may also extend upto Erode, 879/880, 883/884 Chennai-Salem Express Trains, 6344/6345 Amirtha

*English translation of the Speech laid on the Table originally in Tamil.

Express running between Thiruvananthapuram and Palakkad, 573/574 Bengaluru-Salem Passenger Train.

The platform extension work carried out in Kodumudi Station has led to the closure of the level crossing there. Hence I urge upon the Minister to construct an Over Bridge there. About this, I have been writing to both the hon. Minister of Railways and the Minister of State Shri Ahmed and I also took it up personally when Shri Ahmed came to Kodumudi Railway Station. The public gathered there also gave a representation to the Minister in this regard. I have also been taking up this consecutively in the last two years while participating in the discussion on the Railway Budget.

I request the Minister to provide a stoppage at Erode to the new train between Coimbatore and Tirupati. Mettupalayam-Coimbatore Passenger Train which is being run on a trial basis must be made a regular train.

Villupuram-Katpadi gauge conversion work is almost over. But still train service has not been introduced. Hence I urge upon the Railways to operate broad gauge trains in that section. Train No. 2867/2868 Howrah-Puducherry and the Bi-Weekly Train between Madurai and Tirupati must have a stoppage at Tiruvannamalai. I request the Minister to look into this demand.

I welcome the move by the Railways to take back the responsibility of extending catering service in the running trains upon itself taking it over from IRCTC. I appreciate the positive response from the Railways to the complaints made by the railway passengers about the quality of food supplied to them in the running trains.

There are many complaints against the pick-up food which are also served late due to late running of trains. Same kind of food cannot be served to passengers after collecting the food from Base Kitchens. Hence, I urge upon the Railways to cook and serve food in the trains itself. Currently, there is a scarcity for Pantry Cars. I wish this grievance is redressed.

Recently, we learnt from the newspapers that sabotage works by way of removing the fish plates from railway tracks were found in Tamil Nadu at least in two places. We do not know about the investigations and bringing to book the culprits behind them. We do not know till now who were the miscreants behind it. We also do not know what action was taken against them. There should be a transparent inquiry to bring to light

the truth, explaining to the public what was behind such incidents. I request, through this august House, the hon. Railway Minister to take necessary steps in this regard.

[Translation]

484-485

SHRI RAMASHANKAR RAJBHAR (Salempur): Sir, the Minister of Railways has presented demands for grants for defraying necessary expenditure. Apart from carrying out its commercial obligations in India the railways also perform social obligations. Therefore, the demands for grants for railways should be passed. Though a rail coach factory has been announced after Bareilly but other areas of North Eastern Railways have been neglected. Adequate attention has been paid to East, West and Southern railways, whereas, only 42 kms stretch from Gorakhpur Cantt. to Bhatani section which falls on Lucknow – Gorakhpur – Barauni, an important rail route of North Eastern Railways, has been included in the supplementary budget. The tracks on this stretch below GFN line has been badly rusted. At several places its thickness is reduced to 5 mm only and consequently 31 cases of cracks in tracks have occurred. Consequent upon rusting of tracks potholes on lines have become visible. Operation of trains has to be stopped several times. The work on this line is proposed to be under taken with an estimated expenditure of Rs. 2946.6 lakh. In fact, work is urgently required on this entire stretch.

Sir, there is an urgent need for manning unmanned railway crossings and every other day fatal accidents are taking place. Unmanned crossings result in collision of trains with labourers of railways, with common men, trolleys, other small or heavy vehicles and rollers. A target of manning 300 level crossings has been set in the rail budget. But in fact cent per cent level crossings should be converted into manned level crossing. Construction of manned level crossing is urgently required at Chhitoni, Gai Ghat, Trikalpur, Gorakhpur, Bhatni on Balila to Chhapra railway route; Navapar, Bankata, Eguri Dhola, Bhatani on Siwan railway route and Nighua Dhala, Orai, Satuhari, Govindpur, Sasyand Kalan, Viraj Mal, Anu Aapur, Chero Chakra, Khadesar etc. on Bhatani – Varanasi railway route in my parliamentary constituency. Survey has been conducted for doubling and electrification of Bhatani – Varanasi for doubling and electrification of Bhatani – Varanasi railway line and laying of railway line between Belthra Road –Bakulaha Navin rail line. But it is unfortunate that this area has been neglected in supplementary budget. A provision of Rs. 100 crore has

been made for Commonwealth Games. Project of my area, which need lesser funds than this should be included in supplementary demands. Belthra Road station, Salempur and Devaria Sadar stations have no waiting rooms, whereas, these stations contribute crores of rupees to North Eastern railway's kitty. Construction of waiting room at these stations should be included in supplementary demand. At the same time, there is need for providing stoppage of certain trains at some important stations. Keeping convenience of the people and revenue earning aspect in mind therein an urgent need for providing stoppage of Bapu Dham Express at Belthra Road station and of Sealdah Express, Sadbhavana Express, Sarnath Express at Revati Station and of Jansewa Express, Godan Express, Amrapali Express at Bhatpar station. Doon Lickhhwai Express should be provided a stoppage at Lar Road station. In absence of pantry car in trains passengers are falling prey to poisoners. Therefore, a provision for pantry cars should be made in the supplementary budget in the case of long distance trains such as Gorkhdham Express and Gorakhpur – Lok Manya Tilak (Dadar Express). Construction of Devaria over bridge at Devaria in the Devaria district and Salempur over bridge should be completed without my further delay.

485-489

SHRI JAGDANAND SINGH (Baxar): Mr. Chairman, Sir, I would put forth my points in brief. The Hon. Minister has taken the Ministry of Railways to new heights. Mamata Ji has been taking it further ahead from where the former Minister of Railways hon. Lalu Prasad Ji had left it. I congratulate the hon. Minister for this. I would like to submit two-three points about my constituency. Buxar is the biggest station of the district headquarters. I belong to this area. The people of Uttar Pradesh and Bihar undertake their journey across the country from here itself. As per the announcement this station has to be converted into a model station. However the pace of work in this regard is quite slow, work is not properly being undertaken. Three-four over-bridges are being built at Mohaniya, Kudra and Sasaram in my area. The pace of work in this regard has also been very slow leading to much difficulties to the people. An over-bridge at Chausa on the state highway of Buxar and Bhabhua Road has been proposed, but its construction has not been initiated. Bhabhua is the area of the hon. Speaker of the House. People travel from Mohaniya, Bhabhua to the Capital of Bihar, Patna. Though Sasaram-Arrah railway line has been laid, operation of trains from Mohaniya is not taking place as there is no arrangement for stoppage

of train at Mohaniya from where it could be introduced. I would like to request the hon. Minister of Railways to introduce a train from Mughal Sarai. This train should go to Patna via Mohaniya, Sasaram, Arrah. This is such a remote area of Bihar which has not yet been connected to the capital by the railways. A new railway line is to be laid between Bhabhua, Mohaniya, Arrah and this area belongs to the hon. Speaker Madam as well as that of mine and this area of Shahabad is quite an interior area. I would like to request the Hon. Minister to start the laying of this railway line and get it completed expeditiously. A railway line is proposed from Sasaram to Yadunathpur which is a remote area and is affected by extremism as well. Hon. Lalu Prasad had got it launched to ensure peace in the extremist affected area and to provide employment to the people and ensure the setting up of industries.

I would like to request the hon. Minister of Railways to at least ensure the commencement of this railway line. Besides, the Railway Ministry may expeditiously complete the railway lines and mega bridges of Bihar, which has been a backward area and afflicted by regional disparity to collaborate in talking Bihar ahead.

With these words I conclude.

[English]

486-488

*DR. PRASANNA KUMAR PATASANI (Bhubaneswar): I like to draw your kind attention in the context of environment, energy and land use efficiency that the railway renaissance is on the horizon of worldwide that appears little awareness of the overwhelming powers and potentials of railway system of BRIC countries. Railway in Brazil, Russia, India and China together command as much as 23% of the global rail network. 64% passenger traffic in terms of passenger kilometers and 56% of freight through put (tonne kilometer). Three of the BRIC railways Russia, China and India are once largest networks in addition to sector such as agriculture, energy, aircraft, engineers, outer space identified for cooperation among big countries. Railway promise a unique area of common interest. Chinese Railway (CR) is numero uno among world railway in terms of productivity, technology and expansion. India Railway (IR) though at present at large will perforce emerge as an highbred in infrastructure for the economy. Russian railway is busy getting into a fast forward mode to develop

*Speech was laid on the Table.

comprehensive logistic service and Brazil railway network work for higher volume of freight.

During the past 50 years, a new middle class has given emerging market producing a silent revolution that of a wealth creation of new aspirations. As American sociologist explains in a mind verse like radar picking up signals from far and near not like geographical point of view, how these developments are sustained and promoted growing infrastructural to a considerable extent by respective railway system rising expectations of industrial demand almost an exponential growth of railway freight. Prior to the dissolution of the Soviet Union, the Soviet Railway was the world's most intensively operated freight system. Its monolithic organization gradually failed out of line with the increasingly market driven Russian economy. Trans-Siberia railway along with its transitory rail networks, Russia's passengers' service are the world's fifth largest (after China, India and Japan are larger than France and Germany).

I like to draw the kind attention of the Honourable Minister whether she is aware of the fact that the China Government has already constructed the railway linking near to our Badrinath border and the Chinese Government also constructed beautiful roads linking to Mansarovar. Once upon a time, it was under the Indian Government. You would like to promote the bilateral relationship between country to country like China and Russia, I have nothing to comment but when the railway line is already touching the border whatever the proper information with the Government. It should be intimated to the august house immediately.

With policies of operation of the private freight terminal and special freight trains that can place the Railway Minister is looking and gaining 10% of freight and transportation market from the road operation of the next highways. Together the policies are expected to substantially boost freight traffic on the railways. The policies come in the wake up the railway increasingly losing market share to road operators in fact transporters. Repeated disruption in Naxal infested areas have affected the transportation of major commodities like Coal and Iron Ore.

Areas identified for possible education through public-private participation include development of world class Railway Stations, setting of for manufacture of locomotive coaches and special freight trains, investment

in port and other connectivity works, private freight terminals and automobiles and ancillary hubs, bottling plants for clean drinking water and upgradation of some railway stations have not done. You have very boldly declared to upgrade fast world class stations to Bhubaneswar and Puri. So far, the works are not in progress. Then what you did after sanctioning 120 crores only in favour of Bolangir, the only railway line linking to Western and Eastern Orissa. It goes through the tribal, adivasi, harijan, girijan areas consisting of 10 major districts under KBK also. We need about 1200 crores and you have sanctioned only 120 crores after my repeated requests. The sanctioned money is not properly utilized and every year lapsed. So, tell me truthfully how many years these projects would be taken for completion? How far you have surveyed the railway link direct to Konark to promote the world heritage? For the great Car Festival people are visiting more than 20 lakhs to Puri—the largest world gathering, but the double line from Khurda to Puri has not been started yet. This double line sanctioned money should be initiated for immediate expenditure.

What about your commitment to promote East Coast Zone. The land which comes under East Coast Zone should have started immediately as per your commitment. I am grateful after my request you have sanctioned the over bridge of Beer Surendra Sai Nagar, Satyanagar and Sahityanagar Overbridge, Pokhariput overbridge and Sitaram Kesari overbridge under Jatani constituency is highly praiseworthy. Particularly under Sitaram Jhak there was water logging in rainy season traffic congestion was there, local people are demanding since ling the money which is sanctioned for this purpose must be started on war footing. What about the development of Mantheswar Railway Coaches and one railway school should be started immediately for education of the railway employees' children and also the Jatani Railway School should have been renovated and more funds to be allotted.

I have been requesting to sanction good sum of amount to construct immediately railway hospitals under Bhubaneswar, Jatani, Khurda and Mantheswar under East Coast Zone.

The total zone-wise funds allocated in the railway budget for laying new rail lines is not highly satisfactory. The total length of new rail line laid under East Coast Zone during your period along with the amount of the

lands allocated therefore scheme-wise is highly neglected. Therefore, I earnestly request you to expedite the Khurda-Bolangir on priority basis without delay.

489 - 461
 *SHRI B. MAHTAB (Cuttack): Indian Railways is going through a difficult phase when it has to suspend plying of trains during night time. Maoists are calling the shots in not only one State but many. Even I have heard people in Delhi saying it is risky to travel in trains, now-a-days. What does this signify? Passenger trains are being attacked by landmines, deliberate attempts are being made to uproot the rail-tracks so that accidents occur. These are external factors. These are to be met jointly by the Centre and respective State Governments and with the support of a vigilant public.

But, what about the internal factors/Railways has a poor safety record. The Indian Railways has failed to meet targets it had set for itself in its corporate safety plan which started in 2003 and is supposed to end in 2013. This was revealed in C and AG Report tabled in this House in July last year and I am informed that the Railways has not been able to file any action taken report on C and AG findings. The Railways has not even met targets set for the first phase of the Plan. While Railway claims that it had completed 75% of the safety related works indicated in the Plan by March 31, 2009, it still has not sent the ATR. Railways have failed to meet its own goals of modernizing signaling equipment, including installation of anti-collision devices, maintenance of assets and filling up safety related jobs. Railways was supposed to install modern signaling systems in all zone during 2003-08 but did not come close to achieving this target. The target fixed in the Ten Year Plan adopted in 2003 has not been achieved. Rather safety related vacancies have mounted to 85,102. Railways have failed to show any improvement in its signaling and telecommunication system. Since April, 2007, the Railways has been levying a special railway safety surcharge ranging between Rs. 2 and Rs. 100 per traveler. It was, in fact, supposed to discontinue the surcharge. But, still one finds out from the audit till 2008 that though money has been spent, net result is not encouraging.

Now, I come to the Maoist menace. Home Ministry has issued an alert in the wake of Maoist threat and the Railways has decided to increase the security measures for its trains, particularly those that run through Naxal-

affected States. Other than intensified patrolling along tracks, the loco-drivers have been asked to observe speed restrictions and run trains at lower speed while passing Naxal infested areas. First it was Railway Minister, Ms. Mamata Banerjee, next it was West Bengal Chief Minister Buddhadeb Bhattacharjee and finally it was the Railway Board along with the indecisive Police DGs of Jharkhand, West Bengal and Orissa. One by one they have all succumbed to a threat which the Prime Minister has already described as the biggest ever to internal security. Maoist violence and the portents for rail passengers are ominous. The result is suspension of night-running of trains of the critical Kharagpur-Adra section of South Eastern Railway causing untold hardship to passengers. The Railways, in deciding to suspend all passenger train services at night in the route affected by Maoists across West Bengal, Jharkhand and Orissa have effectively surrendered to the extremists' threats. This decision, in a way has created an impression of abdicating responsibility. This path of least resistance can only embolden trouble-makers. A sizeable length of Indian Railways 64000 kms network runs through Maoists hit areas. How long can even routine track inspections be neglected? What the railways are doing to fill up the vacancies? Stalled service delivery cannot be a policy response to criminal acts. Perpetrators of violence aim at creating a climate of fear that immobilizes train travel, the life-line of cross-country transportation, at great economic cost to the nation. To win against them, it is essential to get the message across that the nation cannot be terrorized into submission. That means keeping essential services going while ensuring better protection of their users. But the fact remains that every train cannot be escorted and every inch of the tracks cannot be patrolled round the clock. Therefore, the Railways will have to think of long-term measures to instill a sense of security.

Therefore, I have certain suggestions to make. And they are relating to Railways Corporate Safety Plan. There is need to have a target for replacement of over-aged locomotive, technological improvements on maintenance of track and bridges etc. I fail to understand why the target fixed for conducting safety audits and drives by multi-disciplinary terms at zonal and Railway Board level could not be achieved in many zones. Even Railways could not fully achieve the target of Phase-I in providing ballast, improvement works at level crossings for road users' safety.

While the overall accident figures have come down over the years, a few type of accidents like level crossing accidents, collisions etc. have increase in some. Though human error proved to be the major cause of many accidents and resultant loss of life, the Railways have failed to provide improved facilities for the running staff, modernization and upgradation of training facilities.

It was said that 96 training centres have been identified for upgradation, only 20 training centres have been completed so far. What has happened to the rest? Anti-Collision Device (ACD) was developed by Konkan Railway Corporation and was in service trial as a pilot project on North-East Railway. Why is it not be used in full force in other zones? One is reminded of the serious accident that occurred in West Bengal recently. The Vigilance Control Device (VCD) is there for eliminating unsafe situations when a drive has become incapacitated or loses alertness. This has been on trial, I am told that why not install this device in all the trains be it diesel or electric locomotive? Why do not you chalk out a plan which can be done in a phased manner.

Before concluding, I would like to draw the attention of this House relating to an alarming issue. Year after year, the Railways is surrendering about 50 per cent or more of the funds allotted for road safety works. For 2003-04, the total grant was Rs. 433 crore. and actual expenditure was Rs. 166.19 crore. Similar is the case in 2004-05 where the percentage saving was 50 per cent, in 05-06, 63 per cent, 06-07 49 per cent, 07-08 49 per cent and 08-09 was 56.50 per cent. Surrender of funds shows that the Railways are not carrying out all the works planned at level crossings where most of the accidents take place with maximum casualties.

Therefore, I demand that adequate and urgent steps taken for the safety and security of passengers who travel by trains. This should be given top priority. With these words, I conclude.

[Translation]

491-494
*SHRI MANIKRAO HODLYA GAVIT (Nandurbar): I support the supplementary demands for grants of the railways for the year 2010-11. This booklet envisages supplementary demands to the tune of Rs. 498 crore.

*Speech was laid on the Table.

Doubling of 306 kms length of railway line in the Ughana-Jalgaon section of the Western Railways budget for the year 2008-09 and a fund of Rs. 715 crore had been sanctioned for this purpose. A budgetary provision of Rs. 70 crore had been made for this project during the year 2008-09, however, this fund could not be spent as the railway administration did not pay attention towards this project. Madam, a fund of Rs. 14 crore had been provided for this project during the year 2009-10 and in the budget of this year only Rs. 30 crore has been provided for this purpose. The doubling of this railway track would give benefit to the residents of the six parliamentary constituency areas of Maharashtra and Gujarat.

I request the Government to give directions to the railway administration to make every effort to complete this important project at the earliest by providing maximum funds. At present, work is going on in regard to the doubling of the 85 Km long railway track under this project and tenders have been invited for another 221 kms. As such, it is urgently required to enhance the budgetary provision of Rs. 30 crore so that work on this project could be speedily taken ahead. Provision of funds will be urgently required as soon as the tenders for this project are passed, otherwise work may come to a halt due to lack of funds. Attentionh is needed to be paid in this regard.

I would like to draw the attention of the hon. Minister towards another important subject. Facility of local trains is available from Mumbai to Kasara. At about a distance of 12 kms from Kasara, the Eagatpuri station is situated. This area of 12 kms is tribal dominated and deprived of the facility of local trains till date. This has been a long standing and justified demand of the local people that these local trains should be extended up to Eagatpuri station to ensure that people belonging to the area between Kasara and Eagatpuri could get its benefit. If this area is connected to Mumbai thorough local trains, the students of this area could have facility in commuting to Mumbai for education.

I undertook correspondence on this subject with the Director General of the Central Railways keeping in view the justified demand of these people, however, I got a very disappointing reply from him. He informed me through his letter that as the Kasara-Eagatpuri is a slope section with a steep slope 1 in 37, the coaches of the local train are not technically suitable to operate on such an area.

The India Railways have solved the challenges of operating train services in difficult areas such as Konkan. It has provided a strong railway service to Jammu and Kashmir as well. When we can provide railway services at such difficult routes, there is no reason why we cannot extend the local trains from Mumbai to Kasara by just 12 kms to take them upto Eगतपुरी in this technical era.

I request the Hon. Minister of Railways to build the coaches of the local trains using the new technology so that these local trains could be extended up to Eगतपुरी and this area belonging to the 100% backward tribals could also reap the benefit.

Besides, the Government of Maharashtra has referred a proposal for a 350 km long Manmad-Indor via Malegaon, Dhule, Shirpur, Nardana railway route project to the Ministry of Railways. A total of Rs. 823 crore is likely to be spent on this project out of which the Government of Maharashtra has decided to spend Rs. 412 crore. This project will give benefit to both Maharashtra and Madhya Pradesh. This railway line will cross through the backward areas of both the states and will be much beneficial for the development of these areas.

I request the Government to take a decision on this project proposal at the earliest and cooperate in getting it completed expeditiously.

265 km long Pune-Nasik railway route project had been mentioned in the railway budget for the year 2009-10. This is an important project and demand for this railway route was being made for many years. The Nasik city has been developing gradually and if it is connected with Pune, its development would gather pace. This railway route will not only be beneficial for the traders and students of Nasik and Pune, but it will give benefit to the railways as well. This project may kindly be commenced soon.

Footpaths may be constructed on major railway bridges. The railways have been providing facility to a large number of railway passengers in our country and it would be beneficial for the railway passengers if the hon. Minister of Railways pay more attention in this regard. 5 children lost their lives in the Bori river accident at Amner in the Western Railways. Ijgat passes have been issued for Rs. 25 only. The poor labourers have got the benefit. Gatemen are required to be kept 24 hours at the railway crossings to ensure that there are no accidents.

[English]

494-495
SHRI PRABODH PANDA (Midnapore): Mr. Chairman, this is not a full Budget. This is only Supplementary Demands for Grants. My first point is that during UPA-I it was revealed that the Railways was earning Rs. 90,000 crore surplus. Railways registered their success by earning Rs. 90,000 crore surplus. But what has happened now is that this number has been reduced to Rs. 35,000 crore? What is the cause behind it?

Secondly, you are very much aware of the situation about the shortage of wagons and shortage of rakes. Due to the shortage of rakes, transportation of coal is severely and greatly suffering. Not less than 12 thermal power stations are suffering due to the shortage of coal. I wish to mention that during the presentation of two Railway Budgets, the hon. Railway Minister in each Budget had proposed to procure 18,000 wagons. So, it was expected that by this measure 36,000 wagons have been placed in two final series. But the situation is very dismal. Even they took over the wagon making sick industry, Burns Standard and Braithwaite. But very handful orders of wagons have been made to the extent of 500 to 700. Not only that, it is revealed in the Report that most wagon makers such as Tex Mecos, Titagarh Wagons and Besco are operating at less than half of their capacities.

Thirdly, about the PPP, it is already said that the Railways have identified sixteen areas for PPP route. That is, *solo-ana* in Bengali. This is an attempt for outsourcing without any discrimination. This is an attempt for privatization, diluting the basic character of the Indian Railways.

My last point is that what is missing in this Supplementary Demands for Grants is safety aspect. More than Rs.498 crore is the demand for the Railway safety. But only Rs.10,000 has been provided. It is very meager. I am not talking only about the Jnaneswari Express or the accident at Sainthia. Everyday it has become a nightmare to the commuters who are traveling in the Indian Railways. ...(*Interruptions*)

What happened in Duranto Express? In Duranto Express, the engine ran away delinking the coaches at Ulberia. What happened in Patna Rajdhani Express? There also the railway engine ran away leaving the

coaches. Everyday accidents are taking place across the country. Everyday in Indian Railways it is happening. The number of accidents is increasing. A lot of mismanagement is occurring in the Indian Railways. It is a very important area. I think this cannot be ignored. I hope the Ministry and the Minister herself will take proper initiatives so that they could bring down the number of accidents in the Indian Railways.

With these words, I conclude.

[Translation]

485-487
*SHRI P.L. PUNIA (Barabanki): Nemisaran is a holy place in district Sitapur where people from all over India come and it is believed that central point of earth is located here. There is no direct route from Barabanki to Nemisaran. Large number of people have the wish to go on pilgrimage to Ayodhya, Deva Sharief and Nemisaran in a single visit. However, these places are not connected to each other with railway lines. My suggestion is that a new railway line should be laid between Barabanki to Fatehpur via Deva, a stretch of 25 km. This line would provide direct connectivity to Nemisaran from Ayodhya, Deva Sharief and Fatehpur. It will facilitate crores of people to visit all these three places. Such demand was made earlier also. But the demand remained only on files and peoples' representative made no efforts to pursue it further. I strongly urge the hon. Minister to announce taking up construction of this line this very year.

I would like to bring this fact also to the notice of hon. Minister that Deva Sharief is just 13 kms. away from Barabanki but Gorakhpur Trunk line and Lucknow-Varansi Trunk line fall enroute and passengers have to wait for hours when level crossing is closed for passing the trains. I have suggested to the hon. Minister of Railway for construction of an overbridge on both these lines. Though it was approved yet consent of the state government is still awaited to the effect that level crossing will be closed after construction of over bridges. I urge the hon. Minister to start the work of the said overbridge as soon as possible.

I would also like to draw attention of the hon. Minister to a collision between train and a tractor trolley on 25th January, 2009 at Unchahar railway crossing in district Rae Bareilly resulting in the death of 12 people. They were from my parliamentary constituency Barabanki. On 27th January, 2009 at the occasion of stone laying of

*Speech was laid on the Table.

Lalganj Rail Coach Factory where apart from respected Shrimati Sonia Gandhi and Shri Rahul Gandhi; the then hon. Minister of Railways was also present. In their presence, the then Minister of Railways Shri Lalu Prasad Yadav ji announced that Rs. one lakh will be given to the family of each deceased person and one member of each such family would be provided employment in Group 'D' posts in railways. After a categorical announcement no person from any of the said families has been given employment so far. I had asked a question on this. In reply to the said question it was admitted that though announcement was made to this effect but the job to them was denied on technical grounds. I specially urge the hon. Minister to have a humane approach and give employment to one dependent of the deceased in each such bereaved family. It is a collective responsibility of the government to fulfill the commitment made by a minister in his announcement. I request the hon. Minister to wipe tears from the eyes of such families by providing employment to one member of each said family.

I would also like to draw attention of the hon. Minister of Railways to the consecutive floods hitting my parliamentary constituency in 2009 and the following year that totally damaged the check grid dam built in the upstream of Elgin railway bridge on river Ghaghara and Ganeshpur spur which disturbed the life of the people in a very large area causing loss of lives also. It was also feared that operation of trains was also likely to be disturbed because of land erosion near railway tracks. I have apprised the Minister of Railways several times in writing in this regard. The officers of the railway says that the dam is safe but large scale devastation being caused in the entire area of Ramnagar block because of these very dam for the last two years. It affects Suratganj and Siroli Gauspur area also. Railways is not taking it with required seriousness. If such an important matter is overlooked it may bring grievous results. It is a very important matter and needs quick action so that any damage to railway track or loss of lives can be prevented in case the area again gets flooded during ensuing monsoon. There is a need for strengthening these dams so that no damage is caused to them even during floods in future.

Hon. Railway Minister, Sir, in the last year's rail budget you had announced that each M.P. is empowered to provide facilities of a model railway station at any one railway station falling under his constituency. And also he would be empowered to select one station for providing

PRS facilities. I had selected Barabanki junction as a model station and Haidergarh station for providing PRS facilities and sent the proposal to the ministry. I am sad to say that no worthwhile action has been taken in this regard so far. I request you to direct the concerned officers in this regard and apart from these facilities a multipurpose complex should be constructed at Barabanki railway station.

Hon. Railway Minister, Sir, I had requested you several times for providing stoppage of Kaifiyat Express and Gorakhdham Express crossing Barabanki station. But it has not been approved so far, whereas, the department is of the opinion that both these trains should have stoppage at Barabanki railway station. Therefore, I urge you to direct concerned officers in this regard. With these words, I conclude my speech supporting Supplementary Demands for Grants of the Ministry of Railways.

407-500
*SHRI RADHE MOHAN SINGH (Ghazipur): Sir, majority of people from my parliamentary constituency of Ghazipur reside in Kolkata, Dhanbad areas. But there is no train for Kolkata from here. I request you to extend the train from Ballia to Kolkata/Sialdeh to Varanasi – Maduadih. It will give much benefit to the public of Ghazipur, besides, the Ghazipur to Kolkata / Sialdeh via Ballia train will get about 300 passengers daily. This will increase the revenue of the railways.

At the same time, I would like to inform you that the railways will not have to bear any additional expenditure therefrom.

It is my request to her that the Ballia – Howrah train be extended from Varanasi City of Maduadih with immediate effect.

I want to bring it to your notice that the Inter City train (31 up / 32 down) from Varanasi to Ballia used to ply earlier when the track was of meter gauge. This has been discontinued after gauge conversion. This train used to ply from Varanasi to Ballia via Dullahpur – Mau. A proposal is lying with the Government in this regard submitted by the passengers of the 4 districts to the DRM, NE Railway and GM, Gorakhpur.

As such, it is my request to her that this important train of Poorvanchal may be got introduced at the earliest.

*Speech was laid on the Table.

[English]

*SHRI CHARLES DIAS (Nominated): I support all the Supplementary allocations for Railway Projects which the Hon'ble Minister has listed for the year 2010-11. But, at the same time, I would like to bring to the attention of this august House that, there are a number of projects which have found place in the Railway Budget for the year 2010-11 and before, for which there was no allocation of funds shown in this Appropriation Bill. For example, the Renovation of Railway Stations at Thiruvananthapuram and Ernakulam and also for the various doubling of Railway lines in Kerala.

The Renovation of Ernakulam Railway Junction Station was proposed 10 years ago. In the last Railway Budget, a Railway Hospital was also proposed at Ernakulam. The Ernakulam Railway Junction lacks the basic facilities for a station in tune with the Commercial Capital of Kerala and in consideration of the number of passengers.

The distance between Thiruvananthapuram and Ernakulam is 225 kms. But, now the trains take more than 5 hours to cover this distance because of inordinate delay occurs as there is only one track available between these places.

Trains have to wait for long time in outer tracks at Ernakulam Junction due to lack of platform. This can be easily rectified by completing new platform for which there is space available. The proposed Coach factory at Palakkad and the taking over of Auto Cast Factory of Allappuzha are the two other projects the Railway Minister has to take care of for implementation.

I would request the Hon'ble Minister to look into the matter and take necessary steps to allocate sufficient funds to complete the above projects at an early date.

*DR. TARUN MANDAL (Jaynagar): First of all, I would like to extend my full support to it. Hon. Minister of Railways and her Ministry have taken up a number of developmental works extending to different corners of the country and I hope that the additional budget would help to expedite the pending and ongoing works on various projects. Through her dynamic and pro-people leadership and vision, within such a short time she has made a deep impact in the entire country which has been highly acclaimed by the hon. Prime Minister also. At the same time, expectations of people and Members have raised to a great extent.

*Speech was laid on the Table.

In this connection, I would like to submit that due to extension of Lakshmikantapur-Sealdah line under Sealdah division of Eastern Railways up to Namkhana, rush of commuters has increased manifold beyond the capacity of the few pairs of trains available on that line. People of that region are facing extreme hardship as there is no alternative mode of conveyance. The local trains should be of 12 bogies each and the number of trains should be at least double reducing the time gap between trains and giving some real relief to the passengers.

The 12-bogie train should have two full ladies coaches for the facilities of women passengers in each train. Till the number of local trains is raised, two pair of trains should ply immediately to give relief to the office time passengers from Sealdah to Lakshmikantapur as an interim measure.

Extension of railway line from Canning to Gosaba through Basanti be expedited which has created new hope and enthusiasm to the people of 'Aila' affected Sundarbans. Offering my sincere gratitude to the hon. Railway Minister, I would like to draw her attention that the railway line be extended to Gatkhal of Gosaba and Jharkhali of Basanti to give benefit to the poor and neglected people of this most neglected and backward area.

Augmentation of level crossing gates setting works have been in good pace which should include demands of my areas. Making of an over-bridge and sideway road of 'Hotor' Station on Sealdah-Diamondharbour line are in dire need.

In some stations like Canning, Magrahat, Baruipur some hawkers, small traders are doing business and managing their livelihood since long on railway land. Under development and expansion projects of railways, which are much needed, their 'bread and butter' businesses are at stake. I should request the hon. Minister, as she has declared already, no small traders, business holders, hawkers, poor dwellers in Railway land will be shifted without proper compensation and alternate avenues for their rehabilitation and resettlement, as has been done in other Divisions of Railways.

Finally, I would like to mention that the ways and means by which the hon. Railway Minister is trying to

uplift Railways Catering Services, cleanliness, safety, security of Railway Services, they deserve special mention and appreciation without raising 'a single rupee' in Railway fare for the passengers. I hope, with cooperation of various State Governments and officers and employees of Railways including the newer recruits, the activities of Indian Railways will only prosper and progress in coming days.

500-502
*SHRIMATI PARAMJIT KAUR GULSHAN (Faridkot):

Thank you, Chairman Sir, for allowing me to speak on the Supplementary Demands for Grants, Railways, 2010-11. I rise to support these Demands for Grants on behalf of my party Shiromani Akali Dal. All projects need money so that they can be implemented. However, the Ministry needs to be more efficient. I have minutely read the booklet supplied by the Ministry. It is very unfortunate that there is no mention of Punjab, Haryana or Himachal Pradesh in this booklet. Several projects of the railways are going on in these states too. Why is step-motherly treatment meted out to these states? The people of Punjab also contribute towards filling the coffers of Railway Ministry? Why then is injustice done to Punjab?

Sir, I have a long list of demands. But, there is paucity of time. Hence, I will be brief. I have written several letters to hon. Railway Minister in connection with my demands. The Delhi-Ganganagar Inter-City train has only one AC coach. Generally, there is a long Waiting List in this train that extends to 20 days. Passengers are packed like sardines in the compartments. For the last more than 6 years, I have been requesting the Railway Ministry to attach another AC coach to this Inter-City train. This will ease the problem of over-crowding. But, all my requests have fallen on deaf ears.

Sir, there is no direct train between Mogha and Delhi. Prior to independence, a train used to ply between Mogha and Delhi. However, this long-pending demand of the people of area has been over-looked by the Government.

Sir, participating in the debate on the Railway Budget, I had raised the issue of providing safety and security to the women passengers. They are specially vulnerable. The Railway Ministry has passed the buck on the states in a letter addressed to me. This is nothing but shirking of one's responsibility.

*English translation of the Speech originally delivered in Punjabi.

Sir, thousands of posts of SCs and STs are lying vacant in the Railways. In 2008, 14,868 vacancies of SCs and STs existed in the Railways. This backlog must be filled at the earliest.

Sir, hygiene and cleanliness are a casualty in the trains and on platforms. The Hon. Minister should visit the Old Delhi Railway Station. The harsh reality of dirt, filth and garbage will dawn on the Hon. Minister if she pays a visit there.

Sir, a disturbing news published in the Dainik Jagaran newspaper of today drew my attention. The report mentions that the Sachkhand Express is full of rats. These rodents have even bitten the hapless travellers. Such is the sorry state of affairs of the Indian Railways.

MR. CHAIRMAN: Hon. Member, please conclude.

SHRIMATI PARAMJIT KAUR GULSHAN: Kindly grant me some more time.

MR. CHAIRMAN: Please help the Chair. Every Hon. Member must get a chance to speak.

SHRIMATI PARAMJIT KAUR GULSHAN: Sir, the Railway Ministry stands thoroughly exposed as far as safety and security of railways is concerned. A guard of the railways has said, "In my four years of service, I have never seen or heard such an act of incompetence. This is not possible. One driver may fall asleep. But, both of them sleeping at the same time is something unheard of."

Sir, a senior railway official has said, "The organization needs to improve in the handling of the current electrical and mechanical systems."

Sir, railway accidents have become the order of the day. At unmanned railway crossings, precious lives are lost in the accidents. The media has reported that in the last 14 months of the tenure of Hon. Railway Minister, there have been about 200 accidents. Over 400 hapless passengers have lost their lives in these accidents. Many newspapers have dubbed the Hon. Railway Minister as "Minister of Accidents."

[English]

MR. CHAIRMAN: Please conclude. The Hon. Minister has to give the reply. Please wind up.

SHRIMATI PARAMJIT KAUR GULSHAN: The Railways should introduce state-of-the-art technology. There is a shortage of trained drivers. Drivers should be recruited.

The Government should take steps to ease the problems of passengers....

MR. CHAIRMAN: Nothing else will go in the record now. Now, the Hon. Minister.

MR. CHAIRMAN: This will not go on record.

(Interruptions)...*

MR. CHAIRMAN: Hon. Minister of Railways.

...(Interruptions)

MR. CHAIRMAN: Please sit down. Those who want to lay their speeches, they can lay them.

...(Interruptions)

MR. CHAIRMAN: No, there is no time. I would request the hon. Members to help the Chair.

...(Interruptions)

MR. CHAIRMAN: This is the decision taken by the Business Advisory Committee. Time is already exhausted. Please help the Chair.

...(Interruptions)

[Translation]

~~502~~ 505
 **SHRI SATPAL MAHARAJ (Garhwal): Madam, first of all, I would like to thank you for giving me an opportunity to speak in the House. Indian railways is the life-line in our area. The Indian Railways takes lakhs of people to their destination every day. It brings to the common man essential items and other commodities at cheaper rates and proper time. I strongly support the supplementary demands of the Ministry of Railways standing at Rs. 498 crore one lakh and fifty thousands.

I once again express my hearty gratitude to the hon. Railway Minister Kumari Mamata Benerjee for incorporating the construction of Rishikesh – Karnaprayay railway line in the budget. I understand the difficulties of the hon. Minister of Railways as much of the funds have been spent in providing the arrear of the enhanced salaries under the recommendations of the sixth pay commission and the dearness allowance. However, I still

*Not recorded.

**Speech was laid on the Table.

hope that the Indian Railways would achieve new dimensions of development under her leadership and it would make its distinct identity on the world arena.

I would like to draw the attention of the hon. Minister towards some other urgent proposals and hope that she would definitely pay attention towards them which would usher in a new era of Indian Railways in future.

There is much scope of improvement in the system for providing information of railway traffic. Such a centralized system be evolved to enable the passengers to get the information regarding location and time of trains correctly on time through various media such as SMS, telephone, internet etc.

Earlier also, I had informed this House that when I was the Railway Minister, we had initiated research for biological toilets in national interest. If these toilets are adopted by the Railways, there will be no insanitary conditions in the railway stations and the waste will be contain within a tank which could be evacuated through a vacuum. If this biological toilet is set up, it will remove insanitary condition from the railway tracks and stations and India would move forward in the international arena.

Now-a-days the Railways in various countries are being run on a high speed. In China itself, trains are running at more than a speed of 350 kilometres per hour. However, our trains are still trailing in this regard vis-a-vis the global competition. The speed of trains should also increase in our country. The hon. Minister of Railways should pay attention in this direction as well. It will not only save time, it will facilitate in reaching the far-flung areas at the time of any disaster and at the international level give a reputation to the Indian Railways.

A direct train should be introduced from Dehradun to Lucknow and First Class A/C coaches be added to the trains plying upto Lucknow.

Ram Nagar is the gateway to the Jim Corbett National park. Lakhs of tourists visit over there per year. As such, there should be a direct railway connectivity from Ram Nagar to Dehradun.

A direct superfast train should be introduced from Mumbai to Dehradun, Rishikesh and Kotdwar. A large number of tourists visit not only from across the country

but from various countries of the world to see the panoramic scenery of Uttarakhand.

First and second class A/C coaches be added to the Doon Express (3010) which plies between Dehradun and Hawarah.

An AC-I coach may be added to link express the train (no. 4114) which runs from Dehradun to Allahabad. AC-I and AC-II coaches may be added to the train No. 5013 which runs between Delhi and Ramnagar. This decision will benefit the passengers who travel from National Capital Region to Garhwal and Kumaon.

A direct train from Dehradun to Kanpur may be introduced. The speed of the trains which go to Kanpur may be increased and AC-I coaches may be added to them.

A direct train from Guwahati to Haridwar may be introduced. A number of people of Uttarakhand are in the army. They face a lot of inconveniences while travelling to the border region. The famous temple of Kamakhya Devi is located in Guwahati. Uttarakhand is known as Devbhoomi. It has got a number of pilgrimages. A direct train from Guwahati to Haridwar will facilitate the movement of the pilgrims.

The railway lines from Haridwar to Katdwar and from Haridwar to Dehradun may be doubled.

Freight terminals may be constructed at Kotdwar, Rishikesh and Ramnagar, as these three cities are commercially important in Uttarakhand.

There should be a tourism package between IRCTC and the Government of Uttarakhand.

More reservation centres need to be opened to cater to the needs of tourists who visit the state throughout the year and the common people living in remote areas.

The weekly train Uttarakhand Express no. 9566 which runs between Dehradun and Okha (Gujarat) should be made to run daily. It will facilitate the movement of passengers and boost revenue of the Railways.

Nazibabad junction is the gateway of Uttarakhand which acts as a tourist point for thousands of Indian soldiers, traders and other people. But the passengers face a lot of inconveniences because a number of trains

like 2331-2332 Himgiri Express, 5653-5654 Amarnath Express, 5651-5652 Lohit Express, 2327-2328 Upasena Express and 5097-5098 Jammu-Barauni Express do not stop at this junction. Therefore, it becomes incumbent upon the Ministry to provide these trains stoppage at this station.

With this, I conclude and support the Demands for Grant. I wish to add:

Kamal tum ho, hum bhi kamal kar denge,

Wafa ki hum bhi kayam missal kar denge,

Hum ahle mela tumehen dosti mein,

Chaman ke phool nahin dil nikaal kar denge,

Hamaare pas nahin kuch bhi siva dua ke,

Sirf dua dekar hi tumehin maalamal kar denge.

I once again thanks the hon. Minister for Railways who, while listening to the popular aspiration, included the proposal to build Rishikesh-Karnoprayag rail line in the Budget.

[English]

⁵⁰⁵⁻⁵⁰⁶
*DR. MIRZA MEHBOOB BEG (Anantnag): Discussion and voting on Supplementary Demands for Grants (Railways) for 2010-11. I want to bring following issues to the notice of Railway Ministry facing the state of Jammu and Kashmir.

1. Kashmir Valley's Railway connection to Jammu and rest of the country needs priority attention. Besides a special train should run to Amarnath cave as lakhs and lakhs of yatris visit the caves every year.
2. Far-flung districts in the State like Kupwara, Kishtwar, Doda, Poonch and Rajouri should be connected through railways.
3. The Larjarah Janagarh Railway Line should be completed at the earliest.
4. Khordha-Balangir Railway Line should be expedited.
5. The Survey work of Kanatabanji-Kharivar-Junaragrh-Navrangpur-Malakngiri-Bhadrachalan

be completed at the earliest and the same should be included in the next year budget.

⁵⁰⁶⁻⁵⁰⁸
*SHRI K.C. VENUGOPAL (Alappuzha): First of all I take this opportunity to admire the honourable Rail Minister, Mamata Banerjee, for her gracious initiative to empower the Indian Railways forever. Within the short span, this Government has started efforts to make railway more passengers friendly and provide much importance for safety of travelers all over India long with much pace to electrification of more lines. Also, this Government targets to introduce 121 new trains this year. All are aware that, the Government has keen interest to bring new routes as Railway is largely depend upon the number of common men in our country.

Safety is above on all other priorities of Railway. The present scenario is that more than 17,000 trains running every day bearing an average of 18 million passengers. More than the fear about anti-collision, the unmanned level crossing gates are rising threats to the public. In this context, I wish to appreciate our Rail Minister, for her efforts to make 4000 level crossings to manned in the current year and to complete all level crossing are manned by 2014. Unmanned level crossing are rises severe threats to the public life. Recently in my Constituency six people died in various level crossing accidents and out of these two people were belonged to Germany and they came to Kerala for tourism. More than fifty percentages of the total level crossing in the country are still remains unmanned. Our honourable Railway Minister has to hard work to make it manually operated with in a stipulated time. During this year 62 accidents are happened at various level crossing and also near to 75 percentage of railway accidents are happening at level crossing. In the Southern Railway, 123 gates are unmanned and out of this number 45 are belong to my Constituency, Alappuzha. Major area of coastal railway in Kerala is going through Alappuzha district and many accidents are happened in this district in different years. In May, 1996, 38 persons were killed at Cheppad in Alappuzha district in same incidents at an unmanned level crossing. I urge to the Ministry to give high priority to appoint gate keepers at all these railway gates immediately to ensure proper security.

As I had said earlier, this Government has dedicated to construct more tracks across the country. Our Rail

Minister had announced more projects in this regard in this last annual Budget. As per her vision the Railway targeted to add 100 new route kilometers in each year. But the pace of announced doubling process is going in a sluggish manner. It should be solved. I am grateful to the announcement of Kumbalam-Aroor doubling of coastal rail line in my Constituency but some other works are delayed for years. So, my humble suggestion is that, shape an efficient monitoring mechanism for the speedy completion of such pending works also to meet the needs of doubling works.

The professional management of railways is also appreciated for its new initiatives with a long term vision. Now, everybody should be appreciative of our Rail Minister for her efforts to join hands with private entrepreneurs in development projects. Madam Mamataji has also announced a target of 100 days to clear every proposal for new initiatives under public-private partnership thus railway will become more investment friendly. In this background, Railway propose to complete 93 Multi-Functional Complexes and Multi-Level Parking complexes and to develop 94 stations as Adarsh stations. Also the Ministry proposes to introduce many new industrial segments in coming years. In this scenario, I would like to express my apprehensions on Rail Ministry's stand about a big project in Kerala, which has been pending with the Government for final approval for the last two years. I expect all concerned officials, who are here right now already got, what I am going to say. Yes Madam, it is about the Kerala's dream project Rail Component Factory, which is proposed to set up as a joint venture between Indian Railway and Auto cast, one of Kerala's major public sector undertakings. In the Rail Budget of 2007, an amount of 85 crores was sanctioned and an MOU was signed on 28 June, 2008 between Railways and Autocast for the said project. It was the last step done by the officials of this project. Thereafter, I and many responsible others had made many representations for recommence the project, but all are became worthless. Now, I am forced to urge that, the Rail Ministry have to disclose the exact motive for the unjustifiable delay about this project. Why the authorities had delayed this project, as an elected Member of Parliament from the vicinity, I have the right to know its reasons or the drama have been going there behind the delay in this project. The proposed location is apt for any such industry, as it has a land of 45 acres between National Highway and Rail line. So, I request to all the concerned officials have to

resolve the undue delay of project without lost of even a second.

Passenger train travelers in Kerala are also suffering from unrepaired and ancient coaches. Most of the routes are demanding more passenger trains. Between Ernakulam and Kollam junction, a large number of passengers including women are severely facing many issues for traveling through coastal line. Lack of sufficient coaches caused to uncontrolled rush and many of them travelled in jam-packed trains and this will raise fear of their lives. New compartments and timely maintenance and repair of coaches are highly needed. Also the coastal railway line is found excluded from MEMU services. In fact it was a major lapse of related authorities, as this area is needed more travel facilities as coastal people have suffering hardships for infrastructure and a large number of daily passengers are using this line. So, the MEMU trains also award to this route from the very first stage.

As Vision 2020 envisages Indian Railway should be provided efficient and affordable services along with customer focused and environmentally sustainable integrated transportation facilities.

[Translation]

508-513

SHRI GANESH SINGH (Satna): I support the Supplementary Demands of Grants for Railways and wish to ask the Ministry as to the steps taken by it to fulfill the demands made by the hon. Members in the House. I wish to put it on record that all the problems regarding my state and constituency which I have been raising since fourteenth Lok Sabha are staying put. If the problem raised here are kept just for the sake of record, what is the forum where these will be resolved. Ms. Mamata Benerjee has got everything going well in the state of West Bengal. It seems quite certain that she will dislodge the 27 year old leftist Government from the state but the Indian Railways has been continuously going down the hill. The hon. Minister has even failed to fulfill the promises made by her while responding to the question raised in the House. The announcements made in the budget speech are not acted upon.

For example, an announcement was made that the Garib Rath will be run from Satna, in my Constituency, to Allahabad via Jabalpur, but now, I have learnt that the announcement has been retracted. Likewise, the promise made by the hon. Minister to add AC-I coaches in

Mahakaushal Express which runs between Rewa and Delhi has not been fulfilled.

The People of Satna had launched a movement for 15 days in last March-April. The then Chairman of the Railway Board had convened a meeting also. He had assured to fulfill 42 demands but nothing has been done till now.

Satna, Rewa, Mahar, Manikpur, Chittrakot railway stations have been grossly neglected. Satna, Rewa, Mahar fall under west central railways and Chittrakot Karvo Dham and Manikpur northern railways. Both these railway zones are being grossly neglected.

I demand that Berhali Rojkot Express be extended from Jabalpur to Satna. New train should be introduced between Satna, Rewa to Mumbai. Rewanchal Express should be extended upto Indore, Rewa-Delhi Express, Jaitwara-Kamayani Express, Jaitwara-Sarnath Express should be provided stoppage at Majhgaon railway station and Intercity Express should be provided stoppage at Baghan and Jukehi railway station. Work on Lalitpur Singrohi-rail line should be completed expeditiously. Reservation quota in all the categories should be provided in all the trains moving in Up/Down direction from Satna.

A Shatabdi Express should be started between Delhi-Khajuraho. A new train should be introduced between Bhopal and Satna. Satna and Mahar stations should be upgraded to world class stations. 42 point charter of demands should be implemented in letter and spirit. Mahakaushal Express between Jabalpur-Hazarat Nizamuddin Express should run on scheduled time. Quality of bad-rolls should be improved. Old coaches should be replaced. Attention should be paid towards cleanliness in trains.

Old coach is Rewa-New Delhi train should be replaced. One AC-I class coach should be attached to this train. Alongwith proper arrangements for bed-rolls and cleanliness departure times of Delhi-Rewa train should be changed to 9 O'clock in the night.

The Government took over railways in 1900 and financial structuring of railways was done then only. Then, railway budget used to be a part of general budget. It was separated in 1924. 1924 onwards presentation of two budget; one general budget and the other railway budget, started. Perhaps it was so because railway budget used to comprise of 70 percent of total budget allocation and as its share was 70 percent, therefore, general

budget portion was just overlooked. In view of it a railway convention committee was constituted and every year the said committee would decide about the contribution to be apid towards general budget by the railway. Without relevance of any basic facts railway budget is still being presented separately. Now railway budget comprises of 15 percent of our total budgetary allocation and not 70 percent. And this disparity in presentation of general budget and time allotted for debate on it still persists. Total process in irrelevant as rail budget is a part of general budget.

Each railway minister prepares a long list of proposals. Allocation is made every year but the projects remain pending at one or the other level. Projects are announced but constrains of funds prevail. There are at least 125 projects pending, and every year with the presentation of new budget a new list of pending projects get added to it. Every year some amount is allocated. Project are kept alive. Therefore, if mere announcements are made every year than separate rail budget should not be allowed to be presented.

No doubt, there has been remarkable improvement in railways condition but its credit should go to farmer Prime Minister Atal Bihari Vajpayee and the then railway minister Sh. Nitish Kumar. He ensured that goods trains should return within four-and-a-half days and not seven days as was earlier. Number of wagons has been increased from 15-16 to 25-26 wagons. Thirdly, carriage of maximum goods became possible because of allocation of Rs. 1700 crore for speical railway safety fund by Shri Atal Bihari Vajpayee.

Renewal of railway tracks became possible by virtue of first time alloaction of this Rs. 17000 crore. Carriage of maximum quantity of goods has become possible only because of renewal of tracks. In 2004, when our government relinquished charge operating ratio was 92 cent. Apart from it, our government took initiative in installing anti-collusion device, but no priority was given to it during recent years. During last year's budget the hon. Minister has said that anti collusion device will be installed.

Railway is an all Indian mode of transport. But there is no national level approach in this regard. The Minister of Railways is railway minister for the whole country, therefore, I urge her not to discriminate against any state.

An announcement was made in the rail budget that Jabalpur-Mumbai Garib Rath 2187/2188 will start from Allahabad in place of Jabalpur. It has not been done so far. If there has been further change in the said trains route, then why the House has not been apprised of it.

Madhya Pradesh occupies an important position in India from tourism point of view. Ministry of Railways earn crores of rupee in revenue every year through tourism. Has the minister of Railways laid any norms for stoppage of trains keeping tourism angle in mind.

Lalitpur-Singrauli and Mahoba-Khajuraho railway line was announced in 1997-98 but work has not been started in full swing on this line so far.

There is an urgent need for the doubling of the Rewa – Satna – Manikpur – Jhansi railway line. Discussion with Railway authorities has also been held several times in this regard, but no decision has been arrived at till date.

There has been a long – standing demand to provide stoppages to Rewa – New Delhi Kamayani Express at Mazugaon and Sarnath Jaitwara stations, as well as to

the Intercity Express at Baghai and Janata Express at Uchehara in Jabalpur division of the West Central Railways. It had also been decided during the discussions with the officers of the Railways Board, but no action has been taken thereon till date.

The erstwhile Minister of Railways Shri Nitish Kumar had announced from the public platform that the Veraval Somnath Express will be run from Satana stations. In regard to the implementation of this announcement, the Railway Ministry has been contending that at the Satna station arrangement for maintenance is not available to operate the trains originating from there. As such, it is not practical to operate the said train from Satna. Why excuses are being made for implementing the said announcement?

Chitrakoot and Maihar are both sites of tourism and pilgrimage. There has been a long standing demand for the operation of new trains between the two stations. However, the Ministry of Railways stalls the same on one excuse or the other. During the Navratri festivals, the number of commuters grows even more. As such, required steps may urgently be taken to operate new trains between the two stations.

Major rail accidents that have taken place during the tenure of Sushri Mamata Banerjee.

Major rail accident during 2009.

21 October, (2009)	Mathura (U.P.)	Goa Express and Mewar Express	21 people were died and many were injured
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Major rail accidents during 2010

2 January, 2010	Itawah (U.P.)	Lichhawai Express and Magadh Express	10 people injured
2 January, 2010	Panaki (Kanpur)	Gorakhdham Express and Prayagraj Express	5 People killed and 40 injured
16 January, 2010	Tundla (Near Agra)	Kalindi Express and Shramshakti Express	3 people killed and over a dozen injured
28 May, 2010	West Bengal	Gyaneshwari Express	About 90 people killed
19 July, 2010	Sentha, West Bengal	Uttar Banga Express and Vananchal Express	63 people killed and 165 injured

There are several such railway crossings which are still unmanned and due to which vehicles crossing the railway track at those points often meet with accidents.

Recently, two people died and four others were injured in such an accident involving the Sultanpur Harihar Nath Express in the Barabanki district. This accident led to disruption of rail traffic for about 2 hours.

Similarly, on 4th of June, a minibus was hit by a train while it was passing the railway crossing which led to the death of 5 persons.

513-
*SHRI VIRENDRA KUMAR (Tikamgarh): Sir, discussion is being held on the Supplementary Demands of the Railways. Priority should be given there to those parliamentary constituency areas where railway lines have not reached. Tikamgarh, Chhattarpur and Panna districts in Bundelkhand of Madhya Pradesh are such areas where there are no railway lines. All these districts are backward from social, economic and educational points of view. If the Lalitpur - Singrauli railway line is commissioned after its completion urgently, there will be development of this area, industries will be set up and opportunities of employment will be created. As such, more allocation should be made in the supplementary budget for the Lalitpur - Singrauli railway line. Foot over bridge and railway over bridge should be made in Harpalpur. Tuls Express should be given stoppage at the Niwari station.

[English]

513-515
*SHRI M.K. RAGHAVAN (Kozhikode): With the arrival of Madam Mamataji, there is no doubt that Kerala has benefitted with more facilities and trains. No doubt expectations from the railways by any state are immense. Yet, I take this opportunity to thank the Minister on behalf of the entire people of Kerala who had given such facilities in her short period in the Ministry.

However, as told above, I too have some grievance which needs immediate attention of the Hon'ble Minister for early implementation.

During the last Railway Budget, the station was included in the list of stations for International World Class standard. But till now, nothing has come up. If there is any financial crunch, this project should be taken up under BOY. I would also like to seek from the Hon'ble

Minister, through you when the project will materialize? There is an ever lasting demand for the Guruvayur-Kuttipuram/Thirunnavaya line. The coming of this line would help huge segment of pilgrims visiting the temple town of Guruvayur from across the country. Having been delayed for many years, with number of surveys conducted, I would like to know, through you, sir when this project is likely to materialize.

With expansion of the Calicut city, Bepore, the oldest por tin the country has been included in the Calicut city periphery. A line from Calicut Station to this port has now become essential and what is the status of this line. Calicut is one of the oldest city in the country and Malabar line had one of the first railway line in the country. But today the sector is neglected.

More additional trains are expected from Calicut in the future. With large number of people now working in Kerala from Bengal, Assam and Orissa, I would like to suggest that a new direct train from Calicut to Kolkata should be explored. I have also been demanding a Pit line at West-hill (suburb of Calicut) where there is sufficient land lying idle keeping in view the requirement for maintenance of coaches. This needs more importance as the Railway under your command has recently introduced the Jan Shatabdi Train between Calicut and Trivandrum.

I also take this opportunity to request the consideration of the cut trip of the Amrita Express between Palghat and Calicut as the entire rake is lying idle at Palghat for over 16 hours daily by introducing an Intercity Express between these two stations.

Recently, in a reply to a question, the Hon'ble MOS (Railways) has mentioned that only 3 Kms of line is left for doubling on the Malabar region. However, this doubling will not serve any purpose until the Konkan Railway is also doubled. The Shoranur-Mangalore line is expected to be electrified by 2015. I hope this will be completed within the specified timeframe.

Recently, the Government of Karnataka has fully blocked the NH 212 connecting Calicut with Karnataka. This has adversely affected the public movement of at least 50,000 people. The only alternative left is the better rail connectivity. It is in this regard that I have been requesting the railway authorities for the extension of Train No. 6517 which is terminating at Kannur to be extended to Calicut. The increase in frequency of Train

No. 6528/27 has still not been effected so far.

Then there is an ever lasting demand for the Guruvayur-Kuttipuram/Thirunnavaya line. The coming of this line would help huge segment of pilgrims visiting the temple town of Guruvayur.

I also urge the Hon'ble Railway Minister, through you that these projects for the Malabar region should be got implemented immediately.

Similarly, we have been hearing of frequent railway accidents including those at Level Crossings. I understand this is because of hug backlog, of unfilled posts in the Railways at different levels. It is also to be seen that due to this backlog, the existing staff has put into additional hours of working resulting in adverse operations of the railways. I take this opportunity to see that all these posts are filled up immediately.

However, I would like to state that I strongly support the Bill.

[Translation]

56-516
*SHRI MADHU KODA (Singhbhum): Indian Railways is the lifeline of India. I remember the Budget speech delivered by the hon. Minister for Railways in which she had stressed that the Indian Railways cannot be run only from the commercial consideration. Instead, public welfare should be the main consideration. I would like to state the expectations of Jharkhand before the hon. Minister for Railways. The Railways receives revenue worth thousands cores of rupees from Chakradharpur railway division in Jharkhand but the general public of this region is deprived of railway division in Jharkhand but the general public of this region is deprived of railway facilities. For the last two years, no passenger train has been provided in this region, though this is a long pending demand of the local people. I demand MOU/DMU trains from Kharakpur to Rourkela, a new express train from Delhi to Keorighar via Tatanagar, Chaibosa; and an express train for night journey from Howrah to Badvil via Tatanagar, Chaibasa and Badejyada. The Delhi Hazrat Nizamuddin – Utkel Express should run from Delhi to Bhubaneswar via Chaibasa and Keonjhar instead of Tatanagar. I would also like to demand the reinstatement of the original train schedule which was changed following the terrorist attack and the re-introduction of night train service at Howrah-Mumbai, Howrah – Bhubaneswar and

Howrah – New Delhi routes. The list of trains, under South-Eastern Railways, which had been rescheduled is as follows:

1. Train No. 3906 Howrah-Habba used to depart at 2300 hour, now at 04.20 hours.
2. Train No. 2102 Howrah-Kurla used to depart at 2255 hours, now at 04.25 hours.
3. Train No. 2810 Howrah-Mumbai used to depart at 2015 hours, now at 05.30 hours.
4. Train No. 2834 Howrah-Ahmadabad Express used to depart at 2345 hours, now stops at Kharakpur at night and again start at 05.00 hours in the morning.

I wish that the original schedule of trains should be introduced.

56-517
*SHRI SURENDER SINGH NAGAR (Gautam Buddha Nagar): No step has been taken till now to provide direct rail service between Bulandshahar district headquarters, Uttar Pradesh to Delhi. The demand is being raised for a very long time but, till now, this demand made by the local people has not been acceded to. I would like to request the Government either to provide direct rail link between Bulandshahar and Delhi or upgrade the Chola railway station at Delhi-Howrah railway line, rename it as Chola-Buland Shaher and provide stoppage to all the express trains at this station.

Noida and Greater Noida in district Gautam Buddha Nagar of Uttar Pradesh are close to Delhi and the population has risen steeply in these areas during the last few years. But presently there is only one rail reservation centre at Noida to cater to the needs of local population whereas, keeping in view the large size of population of Noida and Greater Noida, at least two reservation centres in each city need to be provided.

Dadri and Dankaur railway station in district Gautam Buddha Nagar are the nearest stations to Noida and Greater Noida. All express trains including Shatabdi trains do not have stoppages at these stations. Stoppages of Shatabdi trains and all important trains need to be provided at these stations.

Further, stoppages of all express trains including Puri Express (2815-2816), Neelanchal Express (2875-2876)

North-East Express (2505-2506), Amrapali Express (5707-5708), Swatantra Senani Express (2561-2562), Delhi Azamgarh Express (2525-2526), Magadh Express (2401-2402) should be provided at Khurja junction located in Gautam Buddha Nagar Parliamentary Constituency.

Necessary action should be taken to provide reservation facility at Khurja junction for train No. 4055 up and 4056 down, Brahmaputra Mail and 4723 up and 2424 down Kalandi Express and to include Khurja junction in the book titled 'Trains at a Glance'.

An EMU train from Delhi to Khurja should be introduced and the RPF personnel should be deployed in the coaches reserved for women. This region comes under the National Capital Region and a huge number of passengers visit Delhi from this region. Therefore, an EMU train from Delhi to Khurja should be introduced early for the convenience of these passengers.

⁵¹⁷⁻⁵¹⁹
*SHRI ASHOK KUMAR RAWAT (Misrikh):
Nemisaranya is an eminent religious place under Misrikh parliamentary constituency in Uttar Pradesh. There are many other religious places under this constituency such as world famous Dadhich Kund, Pandawa's Qila, Hanumangarhi, Sudharshan Chakra, ma Lalita Devi mandir (Shakti Peeth). The pilgrimage of 'Char dham' is not considered complete unless one takes a holy dip in Chakra Teerath. Alongwith it, the devotees undertake parikarma of 84 kos which is completed on the day of Holika Dahan and then devotees celebrate holi. Lakhs of devotees take part in this parikarma. Devotees not only from within India but abroad throng to this place in large number. Importance of these holy places find mention in Puranas also, therefore, Nemisaranya pilgrim centre should be provided rail connectivity.

World famous majar of Madarshah is situated at Makanpur under kanpur city in district Sitapur falling in my parliamentary constituency Misrikh. Devotees not only from within India, but from other countries also come to this place in large number every year. This world famous majar is 596 years old. Everyday thousands of Indians as well as foreigner devotees come here for 'darshan'. Urs is held here in the month of May wherein lakhs of devotees take part and a one-month long fare is organized here in January-February. It is a world famous majar. This

*Speech was laid on the Table.

world famous religious place should also be provided rail connectivity.

I would like to apprise the hon. Minister that Hardoi, Sitapur, Neemsar and Sandila railway stations Balamau in Uttar Pradesh are in the category of very backward areas. These railway stations need upgradation. Necessary action should be taken for providing waiting rooms, passenger amenities and beautifying surroundings at these stations.

Large number of railway crossings in Hardoi and Sitapur districts (U.P.) is my parliamentary constituency Misrikh are unmanned and therefore every other day accidents occur I urge that these should be converted into manned level crossings.

Large track of railway land is surplus in my constituency and there is no Kendriya Vidyalya in my constituency. Also there is acute shortage of health services over here. My submission is that a hospital and a Kendriya Vidyalya should be opened on surplus railway land at Sandila and Balamanu junction, district Hardoi in my constituency.

An advanced loco-pilot training centre, advanced railway training centre and a multi-departmental training centre should be opened in Hardoi and Sitapur falling under my parliamentary constituency.

A passenger coach factory, loco factory or diesel multiple unit factory should be opened in my parliamentary constituency Misrikh.

An air conditioned container manufacturing factory should be set up under farmers vision project for ensuring better future for farmers in my constituency Misrikh.

As per the information I have an EMU between Lucknow-Hardoi has been sanctioned. But it has not been started so far and consequently passengers on this route are facing difficulties. Hardoi falls under my parliamentary constituency. People of my constituency have been demanding for starting an EMU on this route. In view of demand of people of this area Lucknow-Hardoi TLC should be started without any further delay.

A survey for Sitapur-Lucknow broad-gauge line was conducted in 2005, approval for it is still pending. Sitampur is district headquarters of my constituency. In absence of the said railway line people of this area have

been facing great difficulties. Construction of this railway line should be completed expeditiously.

Aabida Express used to run from Kanpur-Balamau-Neemsar via Saharnpur to Delhi. This train has been discontinued putting the passengers on this route in great difficulties. People of this area have been constantly demanding restoration of the said train. But the said train has not yet been started. This train should be re-started.

A local EMU train starting from Lucknow upto Hardoi via Balamau should be introduced soon for convenience of the passengers.

I hope that hon. Minister would take necessary action on the issue raised by me. Also, I am grateful to you for having allowed me to speak.

⁵¹⁹⁻⁵²⁰
 *SHRI KAMAL KISHOR 'COMMANDO' (Baharaich): I am thankful to hon. Mamata ji for having started a number of programmes for improvements in railways in public interest. The hon. Minister has sanctioned four laning of Gonda, Baharaich, Nanpara, Bichhiya, Mailani-Sitapur railway line falling under my parliamentary constituency, Baharaich a very Backward and poor area. Funds also been sanctioned for I-phase of gauge conversion of Gonda-Baharaich, a 60 kms stretch. I request the hon. Minister to release remaining funds and the gauge conversion work should be completed expeditiously and funds should be released for gauge conversion work from Baharaich to Nepalganj Road via Nanpara so that a broad gauge direct connectivity is provided between India-Nepal. Increase in arrival of tourists will result in more revenue earnings for railways and it will be helpful in maintaining good relation between both the countries. In present day perspective, given the scenario on the Indo-Nepalese border there is an urgent need for gauge conversion on this rail route. Along with that I request the hon. Minister for opening two computerized reservation counters at Baharaich railway station. At present, there is only one reservation counter putting passengers to inconvenience. Pantry cars should be provided in long distance train which do not have pantry car. Quality of food available in trains and at station should be improved. Toll free enquiry number 131 should be restored at each station. Apart from 139 facility for a manual enquiry number should also be provided so that poor and uneducated persons can also get information. Working of enquiry number 139 should be improved and scope of inquiry through this number should be widened. Facilities such

*Speech was laid on the Table.

as catering, medical facilities, toilets, platform, drinking water, fans, book-stalls, telephone, PCO should be provided on Gonda-Baharaich rail route, Nanpara, Nepalganj Road stations and other stations on Bichhia rail route. Funds have already been sanctioned for survey of Nakhai-Baharaich railway line. Funds should be released and the said survey should be completed.

⁵²⁰⁻⁵²⁴
 *SHRI RAVINDRA KUMAR PANDEY (Giridih): Today I would like to draw the attention of the hon. Minister of Railways during the discussion and voting on the Supplementary Demands or Grants 2010-2011 of the railways regarding the development of railways and passenger amenities in the country particularly Jharkhand.

It is regretful that the policies of the Government at present are getting confined to regional limitations. It is not proper to get the projects in the country confined to a particular state. Even after 63 years of independence, we have not undertaken any concrete measures to make the difficult journeys of railway passengers convenient particularly those travelling in the General Class, Sleeper Class and in passenger trains.

Notable success has been achieved in the development of railways during the past few years. However, the facilities made available by the railways in the field of passenger amenities are not adequate. This statement of the hon. Minister of Railways is praise worthy that in the previous railway budgets, it has been claimed to be quite profitable, however, proper thrust could not be given to the on-going and pending projects in comparison to the profit, neither passenger amenities were augmented.

There were more than 16.5 lakh officers and staff with the railways in the year 1990-91, which has shrunk to below 14 lakh at present, while the pressure of work on the railway employees has risen a number of times from 1990 to 2010. Through outsourcing, the unemployed youth are being forced to work for the railways on meagre salary. The theory of less wages and facility with more work is being adopted. Consequently, the quality of railway services has been declining day by day. A loot has been going on in the catering system. Meal for the common man is almost non-available.

Punctuality – Delayed running of trains has become the order of the day. Lack of punctuality in terms of plying of trains as well as scarce facility and crowd condition is as good as violation of human rights.

*Speech was laid on the Table.

Security – There has been a steep rise in criminal incidents in trains. There is lack of adequate security forces. The Union and the State Governments continue to pass the buck on one another, while eventually the railway commuters remain the victims.

Railway reservation and unreserved ticket-The sway of touts has not been getting over in terms of railway reservation. One has to stand in queue for hours to procure a reserved or an unreserved ticket. While there are a number of counters available, there is heavy shortage of staff.

Ticket Examiner and Coach Conductor – There is shortage of ticket examiner and coach conductor due to which bonafide passengers face difficulty on account of the rush of ticket-less passengers. The conductor is so much burdened with work that he hardly gets time to hear the complaints. The ticket examiner finds it convenient to indulge in corruption due to crowd in the trains. There is not adequate security arrangement available to the staff to cope with the local without ticket passengers daily commuters.

Pending projects / Newly announced projects – Work on the pending / unviable projects of the railways remain incomplete while new projects are announced in each budget. To break such a tradition, new projects should be announced only after the work on previously announced projects is completed or they are cancelled. In my area, Damodar Railway diversion project was an important project for the development of the CCL and the railways and lakhs of rupees had been spent thereon, but the project is lying pending at present.

Anomalies prevalent in the VIP quota – Anomalies prevail in the VIP quota that are released from the railway board / railway zones / circles in connivance with the railway staff and touts. The VIP quota is meant to provide relief on an urgent basis to the VIPs and passengers travelling under extremely emergent / needy conditions. Due to shortage of personnel in the railways, the definition of the VIP quota has changed. The request letter is asked to be delivered 18 hours or 24 hours earlier. It has to be submitted even earlier on Saturday – Sunday. All these rules impractical and have cropped up as a result of the impractical approach of the corrupt officers / staff.

Madam, time is less and complaints are much. Now, I am submitting the following suggestions for your perusal

Work on the Kodarma–Hazaribag–Giridih railway project be completed.

There is a need to make the Kochagoda halt set up during the British regime re-operational. This is between the Telon and Chandanpur stations of the Dhanbad division. Similarly, a halt be set up in Ramakunda.

Construction and expansion of Giridih station yard and siding.

Extending the railway line from the Giridih station to connect it with the Gomo station located at the Grand Court line.

Need to develop Giridih, Dhanbad, Bokaro and Parasnath as station model railway stations.

Need to introduce a new train between Patna and Giridih.

Need to introduce a new train from Howrah to Giridih.

Need to build a rack point at Giridih which will encourage the local industrialists to receive iron ore, lumps and fines and other material through racks.

Increasing the height of platform at Bermo station. Building a passenger shed there. Need to develop Fusro station as model railway station

Need to run Delhi–Ranchi Garib Rath via Bokaro Steel Plant.

Building a foot overbridge at Parasnath Station.

Providing stoppage to 2826/25 Ranchi–New Delhi Sampak Kranti Express, 5761/5762 Express, 3025/3026 Howrah–Bhopal Express and 8104/8103 Express at Chandrapura.

Need to introduce an EMU train from Dhanbad to Barkakana.

Need to extend Hatia–Patna Express upto Buxor.

Need to start rail service from Howrah to New Delhi via Samia, Rampur Hat, Pakur and Sehebganj. This is a tribal area. The hon. Minister is an alumnus of Rampur Hat collage.

Need to start Ganga – Damodar Express from Bokaro and its extension upto Buxor.

Need to execute Damodar rail line project speedily.

Need to add pantry car with Shaktipunj Express and an AC compartment with palamu Express.

Need to change the present dilapidated coaches of Ranchi Rajdhani Express.

The hon. Minister has earned applause by not hinking the passenger fare and by providing MST facility for travelling 1000 Km in Rs. 25 for those who earn less than Rs. 1500. But, it is very difficult to identify such people. Further, it will increase the number of railway passengers but there has not been expansion in rail services commensurately. In this situation, the provision of MST will increase the burden on rail services.

At the end, we wish to say that the announcements made by the hon. Minister for the expansion of railway services and facilities are commendable provided that these announcements are implemented in right earnest.

[English]

⁵²³⁻⁵²⁴
*SHRI BHAKTA CHARAN DAS (Kalahandi): I would like to lay the following demands of the people of K.B.K. region of Orissa in the floor of the House.

1. The decision to have a wagon factory in Kalahand/Odisha be taken immediately which is proposed in the last budget.
2. The Sanata Exp. Which is proposed to run from 3 days to 5 days should begin immediately.
3. The Larujigarh Janagarh Railway line should be completed at the earliest.
4. Khordha-Balangir Railway line should be completed at the earliest.
5. The survey work of Kantabanji-Kharia-Junagarh-Navrangpur-Malkangiri-Bhaorachalam be completed at the earliest and the same should be included in the next year budget.
6. The K.B.K. region is highly neglected from the Railway point of view, therefore a new DRM

*Speech was laid on the Table.

office be established at Bhawanipatna, Kalahandi, which is situated at centre place of K.B.K.

7. All trains should stop in Nagapara which is the Dist. H.Q. of Nuapara.

Ahmadabad Exp. should stop at Rupra Road.

[Translation]

⁵²⁴⁻⁵²⁶
*SHRI SHAFIQR RAHMAN BARQ (Sambhal): Madam, I request to include the following railway projects in and around my Constituency Sambhal, into the Supplementary Demands of Grants for Railways:

Laying of a new railway line from Chandpur to Bahsoi via Nahtaur – Narpur – Amroha-Sambhal in Moradabad division.

Introduction of at least two express trains in morning and evening from Meerut to Shahjahanpur via Hapur – Amroha – Rampur to cater to daily passengers.

Introduction of two express trains in morning and evening from Nazibabad to Barrailly via Bijnaur – Gajraula – Amroha – Rampur for daily passengers.

The 139 service is not satisfactory. Therefore, reintroduce 131 service.

Reintroduce the 1st Class AC Class.

The ladies special trains ply empty. Allow the male passengers to travel in some or half number of coaches of these trains.

Provide stoppage to Delhi – Rai Barrelly and Delhi – Faizabad Padmavat Express at Amroha and provide stoppage to Delhi Ranikhat. Jimcorbet express at Amroha.

⁵²⁴⁻⁵²⁶
*SHRI RAM SINGH KASWAN (Churu): I wish draw the attention of the hon. Minister of Railways towards the problems of my region while speaking on the Supplementary Demands of Grants for Railway (2010-11). In the previous Rail Budget, a number of announcements were made for my Constituency, but practically, just one passenger trains from Rewari to Degana was introduced. Now, an additional train is being sought after on this line. If it is extended upto Delhi, it will be a boon for the entire region. An announcement was

*Speech was laid on the Table.

made to run the express train from Delhi Sarai Rohella to Sadulpur five days a week, instead of three days a week. I demand that this announcement is implemented without any further delay and the train should run daily. An Express trains from Bikaner to Delhi was announced but it has not been introduced as of yet. This train is very important for the entire region. This train should run to Delhi via Degana, Sujangarh – Ratangarh until the gauge conversion of Ratangarh – Bikaner rail line is not done. This will give a lot of relief to the local public.

Before the gauge conversion, Jodhpur mail from Delhi to Jodhpur used to run on meter – gauge line. This train had the distinction of being the best train of the Northern Railway. This train has not been running for the past 15 years because of gauge conversion. Now this work is complete. The good trains are running on broad gauge line. I demand that the Jodhpur Mail be reintroduced immediately from Jodhpur to Delhi via Churu. A train from Delhi to Mumbai via Churu and Jodhpur be introduced. The train from Ludhiana to Hissar should be extended upto Sadulpur.

There is 450 kms long railway network in my parliamentary constituency. On this network, there are only 30-35 manned or unmanned railway crossings on either side of cities. Stretches of railway lines up to as much as 20 kms are bereft of any level crossings. In absence of such crossings centuries old pathways in rural areas are facing closure. Railways from the State Government seeks to meet the expenditure being incurred on such crossing and State Governments do not have enough financial resources to be able to meet the said expenditure. My submission is that railways should take up construction of these crossings. People in rural areas have been sitting on dharna for 4-5 months demanding construction of crossings at these places. People of villages Kandhran, Dokawa, Hadiyal, Depalsar, Mulisar, Payali, Biggawas, Ramsara, Pahadsar, Hansiyawas, Sindh mukh have been demanding for construction of these crossings for a long time. They are sitting on dharna. It has become difficult for district administration to maintain law and order. Railway crossing should be constructed near these villages.

Announcement with regard to gauge conversion of rail lines from Shri Ganganagar to Suratpura – Sadulpur, Churu – Sikar – Jaipur, Loharu – Sikar, Ratangarh, Sardarshahar was made in last years budget but no work at sites has been done in this regard. Gauge

conversion on these routes should be completed expeditiously by allocating the total funds required for this purpose.

The hon. Minister had announced survey for new railway line on Bhiwani – Pilani – Churu, Sardarshahar – Hanumangarh, Sikar – Nokha via Salasar, Churu – Nohar via Taranagar routes. But no progress has been made in this regard so far. These projects should be sanctioned without any delay.

[English]

⁵²⁶⁻⁵²⁸
*SHRI MOHAMMED E.T. BASHEER (Ponnani):
Outcome and Performed Budget of the Railways 2010-11 narrates the financial and physical performance of the Indian Railways, and it shows that the considerable efforts have been done and certain milestones are made. It is a fact that the issue of the Indian Railways cannot be solved in a fine morning. The Indian Railways is the largest Government owned Railways in the world and it deals with 64,015 rout kilometers of track that crisscross in the country. The Railways are carrying 19 million passengers and 2.3 million freights every day and it is a great institution with 14 lakh of employees. It is quite natural that we will have different types of problems.

There are good achievements such as introduction of new trains, passenger facilities, there is increase in the services and there is increase in the revenue of freight. These are commendable things.

In the Eleventh Five Year Plan, there are development objectives which will make comprehensive progress for the Indian Railways. Out of 78 trains announced in the Budget and thereafter, in the Parliament 41 have already been implemented. Similarly, in respect of extension of 29 trains, 17 have already been implemented. I congratulate the hon. Ministry of Railways and, at the same time, request the Government to streamline the things and keep up the word without further delay.

Sir, I would like to mention a few problems in Kerala:

1. Doubling and electrification.
2. Separate Zone.
3. Triangular Station of Shornur.
4. Coach factory at Palakkad

*Speech was laid on the Table.

5. Wagon factory at Cherthala
6. Thirunnavaya-Guruvayoor issue is almost settled.

I would request the hon. Minister that these have to be addressed without further delay.

We have started luxury trains such as Palace on Wheels, Deccan Odyssey, Golden Chariot, Royal Rajasthan on Wheels, Punjab Luxury tourist train, IRCTC Luxury tourist trains. However, Kerala which is known as the international destination of tourism do not find place in your list. So, please do justice to us.

Now, I come to cleanliness and hygiene on Railways. The hon. Minister has taken some measures, but they are not sufficient. So, expeditious action is to be taken to ensure cleanliness and hygiene in the Railways.

Now, I come to the safety aspect in the Railways. It is a serious matter. ROB constructions are to be speeded up. New direction on limited height subways ROB aiming the safety of unman level crossing are also to be implemented. I would like to mention here that in Kerala the recent experience at Alleppy is an eye opener.

Now, I come to the Railway accidents. Accidents are showing a downward trend. It is all right. That is good. A total of 16,976 unmanned level crossing is there in India. I would like to mention here that allocation and expenditure of railway safety find vast difference. As per newspaper reports, Rs. 2,316 crore is remaining in the Railway Safety Fund as an unspent balance. In this connection, the C and AG Report also is to be considered very seriously. In addition, Justice Khanna Report is to be given serious consideration.

Now, I come to filling up of vacancies. The total number of employees required as per work force pattern and the total number of employees now in place may please be informed to this august House. I am eager to know about the report in the Malayalam daily that about 86,108 vacancies are yet to be filled up and that too on the safety sector. So, I would suggest that the war-footing level steps are to be taken to fill up the entire vacancies immediately.

The profile of the UPA is for inclusive development. The Sachar Committee Report says that the total percentage of Muslim employment in the Indian Railways

is 4.5 and that too 98.7 per cent is in the lower category. The hon. Minister of Railways in her first Budget Speech categorically stated about the social responsibilities of the Indian Railways. I would like to know as to what exactly you have done to ensure social justice. Our honesty must be proved, not by words but with deeds.

528-529
 *SHRI S.R. JEYADURAI (Thoothukkudi): I thank you for giving me an opportunity to express my views on Supplementary Demands for Grants of Railways (2010-11).

To add pace to our growth and development in various fields, we need to give a pep to the pending railway projects. Only then we can ensure growth on the pattern of China and other countries which are developing fast. As reiterated by our leader and the Chief Minister of Tamil Nadu, Dr. Kalaignar, in the National Development Council, the North-South freight corridor must be laid at the earliest, and an exclusive freight corridor linking southern States must be laid. This would help the Southern States to grow and develop fast.

Sendhur Express train runs as a weekly once train between Chennai and Sendhur. It must be made a daily train as per the popular demand which is there right from its introduction. The same day when that train service was commenced from that very rostrum, the then Railway Minister, Shri Lalu Prasad Yadav, announced that Sendhur Express would be run five days a week, but still it remains a weekly train. A small lamb was gifted to Laluji during that function. That would have grown in size and shape by now, but the announcement has not been given a shape and the frequency of this train remains as it was. Hence, I request the motherly Railway Minister, Kumari Mamata Banerjee, to run this train as a daily train.

A new train between Tuticorin and Chennai may be introduced. In order to lay a new railway line between Madurai and Tuticorin, the survey must be conducted at the earliest. A new railway line between Karaikudi and Kanyakumari via Tiruchendur and Tuticorin must be laid. I urge upon the Railway Ministry to give shape to these projects.

The Kovai Express train between Nagercoil and Coimbatore must benefit the people of Tuticorin too. Hence, a link express between Tuticorin and Mani-muttharu must be operated.

*English translation of the Speech laid on the Table originally in Tamil.

Tuticorin is a city with a modern port and a growing industrial town, earning foreign exchange to a considerable extent. In order to meet the needs of thermal power stations that are operating and being established, coal has to be moved to Tuticorin. In addition to it, salt is moved to different parts of the country from Tuticorin. Considering the increasing requirement both for passenger and freight movement, a double line may be considered from Tuticorin to Chennai while converting Tuticorin Railway Station as a model station.

I urge upon the Railway Ministry to expedite the doubling of Madurai-Tuticorin section and also electrification thereof. A new railway line on a new route between Madurai and Tuticorin may also be laid considering the increased demand.

While Railways go in for establishing Kendriya Vidyalayas in several towns, Tuticorin may also be considered for opening such a school.

With this I conclude.

529-530
*SHRI P.T. THOMAS (Idukki): I would like to support the Supplementary Demands for Grants of the Ministry of Railway.

Being a Member from Idukki constituency in Kerala State, there is no Railway connectivity till date. The people of my constituency are eagerly waiting for Railway connectivity for a long time.

The new proposed Kochin-Madurai line via Idukki is a welcome one. I am also thankful to the hon. Minister for declaring the survey of Kochin-Madurai new line. If this line is found suitable, then it will be a historic one. If Kochin-Madurai line becomes a reality, then it will help the growth of our agriculture as well as the plantation area. The Kochin-Madurai line will be a developmental hub if it becomes a reality. Presently, if somebody would like to travel to Madurai from Kochin, then it is an endless job as it will take more than one day. However, if the Kochin-Madurai line becomes a reality, then it will take only 2-3 hours time to travel. Therefore, I am requesting to speed up the survey work of the proposed Kochin-Madurai line.

The proposed Angamali-Sabari Railway work has started from Angamali, and almost 4-5 kms. have already

*Speech was laid on the Table.

been completed. But those who agreed to give their land to Railways for this have not been compensated till date. There is an allocation of more than ' 500 crore in the Budget, but the allocation is not yet released to the landholders. In this regard, the attitude of the Railways is not a welcome step. I would request the hon. Railway Minister to give strict instructions for resolving the issue of compensation without delay.

It is a welcome step to extend the route from Erumeli to Trivandrum. Now, the proposed Angamali-Sabari is Angamali-Trivandrum. It will be an alternate route to Trivandrum from Central Kerala. Nowadays, there is a speculation that the Angamali-Trivandrum alignment is going to change due to some pressure. My earnest request is that the route change will negatively affect the said line and also it will delay it further for many more years.

Sir, I am also requesting, through you, to expedite the work of Kalady bridge and the land acquisition activities. A roadmap is needed for the speedy work of the Angamaly-Trivandrum line.

Today, there is no special quota for the districts in which Railway connectivity is not there. I am request-ing the hon. Minister to allocate special reservation quota for the districts in which no rail connectivity is there.

Tens of thousands of people are working all over the country from my Parliamentary constituency. But no reservation quota is there whenever they are traveling by trains. Hence, it is my humble request to you to consider special quota for areas that are not connected by the Railways.

Previously, Railways made tremendous contri-butions for the betterment of sports activities. It was Indian Railways who initiated to recruit sportspersons. I am requesting that more importance should be given to the talented sportspersons.

Sir, with these words, I am supporting the Supplementary Demands for Grants for the Ministry of Railways.

[Translation]

530-531
*SHRI PREMDAS (Etawah): Sir, debate on supplementary budget of railways is going on. Railway is

*Speech was laid on the Table.

a poor men's made of transport. Etawah station on distt. Etawah is considered as a model railway station. On Aligarh-Kanpur route this station gives maximum revenue to railways. Shivganga Express (UP) should be provided a stoppage here.

⁵³¹⁻⁵³²
*SHRI RATAN SINGH (Bharatpur): Hon. Chairman, Sir, I am grateful to the hon. Prime Minister, Hon. Minister of Railway for winning confidence of the people by presenting praiseworthy and top class railway budget for the year 2010-11. It has increased trust and confidence of common man towards railways. The hon. Minister has benefitted the railway department by providing world class railway stations, super class railway stations and diagnostic centers super specialty hospitals. New dimensions have been touched regarding gauge conversion, electrification of rail routes, doubling of railway tracks, lying of new railway lines. Since railway is life line of country's development, therefore the hon. Minister has sanctioned survey for new rail routes so that people can be benefited by providing easy mode of transport. Special attention has been paid to students and disabled persons. At the same time, the hon. Minister has announced better health services, person, new employment generation training programme for railway staff.

I, being from Bharatpur, am grateful to the hon. Minister as he has sanctioned survey for new rail route between Bharatpur – Kosikala via Deeg – Kama in budget 2010-11 fro benefiting the Braj region. These new rail routes would immensely benefit tourists and visitors going to Jal Mahal in Deeg, Kama-Bharatpur, Braj Chorasi, National Kewala Dev Bird Park and it would also contribute to railways revenue earnings. At the same time it will provide new avenues for development of these areas. I earnestly request the hon. Minister to order expndition completion of bridge LC 244, LC 252 under construction on Bharatpur–Mathura, Bharatpur – Kota railway lines. At present almost no work on these bridges is going on. The State Government of Rajasthan has almost completed approach roads to these bridges. I again convey my gratefulness to the hon. Minister. The hon. Prime Minister and the hon. Minister of Railways have evolved public private partnership a new praiseworthy mode of under taking work of laying new railway lines. It would easily solve budgetary constraints. I support the provision of Rs. 100 crore committed by the railways for common wealth games. Passing of this

supplementary budget would be in national interest. It would facilitate organization of the said games.

[English]

⁵³²⁻⁵³⁴
*SK. SAIDUL HAQUE (Bardhaman-Durgapur): Indian Railways is one of the biggest rail networks in the world spread over a network of 64,015 route kilometers and is a chief carrier of the bulk traffic. But over the last one year, it is seen that there is sharp deterioration in the performance of India Railways. The recently published CAG report shows that over the years, the railways' share of total transport sector has come down from 53 per cent to 37 per cent due to inadequate investment in infrastructure and competitive weakness vis-à-vis other modes of transport. A study by the Asian Development Bank also indicates a declining market share of Indian Railways.

Over 120 railway accidents have taken place so far during the last financial year. In this backdrop, it is inexplicable how the allocations for the Railways Safety Fund has been cut by Rs. 579 crore from last year. Moreover, the Minister has strangely tried to shift the blame for railway accidents on rail rokos and natural disaster. This shows the Minister's distorted perspective on the crucial aspect of railway safety.

As per the Railway Ministry's own estimates over 1.7 lakhs Railway posts were lying vacant in 2009, out of which nearly 90000 were posts related to railway safety. The Minister has kept completely silent on filling up these vacancies, which can provide job opportunities to the youth.

As per the CAG report, it is seen that safety measures have not been implemented properly. The primary requirement of train transportation is to ensure safe, speedy, reliable and punctual movement of passengers and goods to various destinations in the country. Over the years, various safety review committees have recommended the formulation of a Corporation Safety Plan indicating the policy/objectives and strategies for achieving the objectives and to set bench mark for safety achievements.

But, it is seen that modernization of the signaling and telecommunication system has not been done. Khanna Committee made by the Railways has

recommended that to avoid accidents, Vigilance Control Device (VCD) should be introduced in all railway engines. But, that has not been done till date. The use of Anti-Collision Device has also not been implemented till date.

The CAG report tells that "though human error proved to be the major cause of many accidents and resultant loss of life, the Indian Railways failed to provide improved facilities for running staff, modernization and upgradation of training facilities. Indian Railways were also not able to fill all the safety category staff vacancies."

The Railways operating ratio (the ratio of total working expenses to the earning—a higher ratio implies deterioration), which was 90.5% in 2008-09 has risen to 94.7% in 2009-10. Such a sharp deterioration in just one year reflects the gross mismanagement of Railway affairs by the Minister. Gross Traffic Receipts in 2009-10 have fallen short of the budgeted estimate by Rs. 63 crore. Moreover, plan investment in Railways also fell short of the budgeted target of 2009-10 by Rs. 497 crore. This clearly shows that the Railway Minister has not been able to implement the tall promises that she made in the last Budget. In this context, the grandiose announcements of projects ranging from hospitals and diagnostic centres, sports academies and museums ring a trifle hollow.

While the Railway Minister has made tall claims on laying 1000 kms of new railway lines, it is shocking that the actual plan allocations for gauge conversion, doubling of railway lines and new rolling stock like wagons and carriages have been cut in nominal terms. This squeeze in public investment in the Railways is accompanied by an unprecedented thrust towards privatization in all areas in the name of PPP: from modernization of railway stations; new railway lines; freight and passenger corridors; locomotive, wagons and container manufacturing; rail axle factory, parking complexes and bottling plants. This wholesale privatization programme for the Railways, opening up the entire sector for private profiteering will be inimical to national interest.

The Railway Minister introduced the system of private participation in railway reservation. Now it has come to the focus that there has been happening a large scale corruption in internet ticketing. As per Railway Board report out of total reservation in the whole country, 30 per cent is done by E-Ticketing. And so corruption is also growing up.

So Vision 2020 of Indian railway envisaged by Railway Minister is far from containing any vision for the future of the Indian Railways.

534-050
THE MINISTER OF RAILWAYS (KUMARI MAMATA BANERJEE): Sir, I am grateful to all the hon. Members for their participation in the debate on Supplementary Demands for Grants (2010-11). I would like to congratulate the hon. Members for their participation, for their recommendations and for their advice also. Sometimes, *...(Interruptions)* that in our democratic system *...(Interruptions)*

MR. CHAIRMAN: Hon. Members, what can I do? This is the decision taken by the Business Advisory Committee. Please help the Chair.

Hon. Minister will speak now.

...(Interruptions)

MR. CHAIRMAN: Order please.

...(Interruptions)

MR. CHAIRMAN: Shri Prahlad Joshi, please have order.

...(Interruptions)

KUMARI MAMATA BANERJEE: *[English]* These are Supplementary Demands for Grants and nothing else. *[Translation]* It is not general budget. There can be discussion in general budget, *[English]* this is only a small thing. It is a technical subject. These are Supplementary Demands of Grants. *[Translation]* It is our constitutional convention. In a year, these are presented 2-3 times with apart from general budget. General budget has enough scope for discussion. The hon. Members are so much concerned about Supplementary Demand for Railways that each hon. Member wants to take part in debate...*(Interruptions)* I welcome suggestion from each Member. I can't act on each suggestion, one suggestion may be good one but second may be otherwise. Some Members make good and constructive suggestions *[English]* I welcome all these things. *...(Interruptions)*

MR. CHAIRMAN: Shri Tufani Saroj, please sit down. Hon. Minister has not yet started her speech.

...(Interruptions)

[Translation]

KUMARI MAMATA BENERJEE: Mr. Chairman, Sir, through you, I want to say that it is the only convention and system in democracy that one should make his point in a democratic maneer.

It is essential to put forth one's point and suggestions, everybody should get an opportunity to speak....(Interruptions)

SHRI GANESH SINGH (Satna): What as about your performance?

KUMARI MAMATA BANERJEE: Ask your own MPs how much I have performed. I never do so. [English] I do not distinguish between Members from this side or that side. Shri Harin Pathak, I will request you to please investigate the matter. Even other Members of Parliament also come to me and Members of your party also come to me. You ask them how many works I have done for them also. I do not divide the House between this side and that side. I think, all Members are hon. Members of this House.

I welcome their constructive criticism and their suggestions. I also do their jobs. You ask all the party Members. I am happy to be here today. Though I am not well, I came here because I wanted to listen to the hon. Members. Sometimes, they give very good suggestions. [Translation] We cannot fulfil everyone's demand, as we do have some of our difficulties. [English] I am not God. I am neither God nor Allah.

16.00 hrs.

All that I can do, I can do only within the system and within the purview of the Constitution. Still, I am proud to say that within a year [Translation] I could not satisfy everybody 100 percent, but I have done 80 per cent work of the MPs. Whatever work was possible of the MPs. I have got them done.

You people sometimes say that I do not stay in Delhi. You may say that politically, but you may also observe that the work I have carried out, generally in one year could not have been done by others in even 50 years. [English] I challenge it. I met all the MPs. Hence, you can see that even the Opposition Members are my friends. [Translation] One may fight with me politically and ideologically, however, individually you can

see how much work I have carried out for all of you. I saw it done and [English] it is not that I have done it, it is my Department that has done it. We do it as a Railway family. [Translation] We make an effort. [English] Every Friday, so many MPs used to meet me, and this time even our Board Members. [Translation] You should know. You say that accidents take place daily. [English] This is unfair to say. Absolutely, [Translation] If there is a single unfortunate incident politically I am very perturbed and I am very shocked. Politically you may say anything about me but Politically I can not get the passengers killed. In the railways I have to see that [English] as a passenger travels from one part of the country to another, somebody may be from Bihar; somebody may be from UP; somebody may be from Punjab; somebody may be from Rajasthan; somebody may be from Gujarat; and somebody may be from Bengal. Can I kill people? It is unfair to say so. The number of accidents has declined. You have to appreciate that this is despite the fact that the number of passengers and trains are increasing.

MR. CHAIRMAN: Madam, just a minute. The time allotted for this discussion has exhausted. If the House agrees, we may increase the time for this discussion by another half-an-hour.

KUMARI MAMATA BANERJEE: Thank you, Sir.

MR. CHAIRMAN: The time is extended till the Supplementary Demands are passed.

SEVERAL HON. MEMBERS: Yes, Sir.

MR. CHAIRMAN: Thank you. Madam, you may continue with your reply.

KUMARI MAMATA BANERJEE: I am very grateful, Sir.

[Translation]

Sir, it is not correct to say [English] that every day accidents are taking place. Politically, you can say it, but you have to give me the figures. [Translation] How many passengers were there earlier of the railways. [English] It is 1.8 crore people who used to travel every day. You have to remember this. There are 17,000 trains crossing more than 8,000 stations. It is not a matter of joke, and now it has been increased. We have given good infrastructure. [Translation] It is the demand of the

passengers. [English] Railway line is called the life line. [Translation] It is called the life line. It goes through the villages. As such the demand from your constituency is much more for the railways rather than from any other Ministry. That is why you all want that railway lines go the through your village and home. [English] It is the only cheapest transport, which is environment-friendly and passenger-friendly.

[Translation]

Sir, see the rates of how many thing have risen. Have the fares of the railways been hiked? Harin Pathakji is absolutely right. He had initiated this debate. I would like to say 'thank you' to him. Alongwith Harinji, many of our friends have participated in this debate. For example, Bahugunaji, Shailendraji, Yadavji [English] Dr. Dome criticized me like anything politically, but I do not mind it. [Translation] Prabodh Pandaji participated in this debate. Supriya Suleji, Wankhedeji, Arjun Charan Sethiji put forth very important points...(Interruptions) Shrimati Paramjeet Kaurji also participated. Please listen to what I am saying. You may say anything politically, however, the work I have carried out are also being outlined. Those who did not get the opportunity to speak [English] they also feel it. I appreciate all the Members from either side of the House. [Translation] Earlier 1.8 crore people used to travel, but now, you know, their number has crossed 2 crore. In some of the months during the last one-two years, the number of passengers has increased from 1 crore 8 lakh to 2 crore 20 lakh per day. If the number of passengers and trains has gone up so much with 17 thousand trains playing everyday with so much rise in infrastructure being handled by the railway employees, it would still be a matter of much regret if anything wrong happens. Do you think that we do not feel sorry? Out of the people who died in the accidents some may have belonged to Gujarat or some other may be from Punjab, U.P., North Bengal or Odisha. When the Rajdhani Express halted at Jhargram, Navin Patnaik telephoned me, I told him I was as much concerned about it as he was as the people belong to my country. Whatsoever one may do politically but [English] politically or otherwise, I cannot kill the people and you cannot kill the people. [Translation] You cannot do it, it is not proper to disconnect the hose pipe. [English] You cannot blame the railway workers.

[Translation]

At times, human error do take place, we are trying to see that they do not take place. They have to be given

required training to update them. [English] We give more importance to the railway employees. They are like my family members. They do their job. I appeal to them also to take care of their effectiveness and be sincere. [Translation] However, it is also correct that nothing can be done for the planes that fly in the sky. We want that some people who are well off [English] only around 36,000 people travel in all the planes, from all the sides, put together [Translation] and trains have a coverage of 65000 route kilometres crossing through villages and you cannot do anything if someone disconnects the clip. How many police personnel can you deploy along the 65000 route kilometres? When the railways had been set up in our country, there were no such problem of security and terrorism here. At present, if there is a political problem, trains are blocked to organize a bandh. The bandh has caused the railways loss of a number of man-days and rupees one thousand crore. This causes loss to our punctuality. If a train is stopped, all the train schedules go haywire. It so happens that while one the one hand punctuality is expected of us, on the other hand trains are stopped, while they want good work from the railways, they burn trains. They would ask why accidents take place and simultaneously help in causing them. What is this? All these things cannot go hand in hand. [English] You have to appreciate, if the railway employees are at fault, then we will take stringent action against them because we cannot compromise with the safety and security issues. [Translation] However, it is also a fact that trains do not fly in the sky, they cross villages after villages. If we plan to unfasten the clip near our home, carry out bomb blast and it leads to the death of the people, we will have to ponder what sort of method is this. If trains have to operate, it is the duty of all of us to make it secure. Every state Government needs to look into it. [English] Railway gives the money to the State Governments to take care of the security aspects. Government Railway Police are not the Railway Police. They are the police personnel of the State Government. We pay 50 per cent of their salaries, as per the constitutional provisions. [Translation] They will also have to ensure safety and security. If there is dacoity, only the railways are blamed. R.P.F. does not have the power. [English] RPF does not have the power even to lodge an FIR. You must either give them more power or take necessary precautions. Is that not your duty? [Translation] If there is dacoity in a bus, who is held responsible. We cannot blame only the railways for such incidents. Ultimately, will we run the trains or prevent dacoity? If

you give permission through this House, we can ensure it, but if there is no permission [English] law and order subject is not with the Railways. [Translation] Then, what can we do? However, the House needs to ponder over this. There is one thing. [English] as far as safety and security issues are concerned, we are hundred per cent sure that we have to run these trains in a very dedicated manner. [Translation] We are dedicated in this regard, there could be nothing more important than safety and security. [English] For taking care of safety issues, we have given Rs. 31,000 crore this time also. In one year, we want to man 4,000 unmanned level-crossings. [Translation] We took up the task of manning 4000 unmanned railway crossings. 10 years back, I had taken the initiative for T.P.W.S. system, anti-collision device, why did they not introduce it. Why did they not implement it in 10 years? In the year 2000, I had ordered for anti collision device in the supplementary demands, why did they not carry that out in the 10 years they got. They did not do that and they only blame me for whatever has not been carried out. Provide us fund, we will do that. In spite of all this, we carried out much in terms of T.P.W.S. and anti collision device in the last one year giving it much importance. Harinji questioned me, he raised the question of budget, however, I would like to tell House and assure it that last time at the time of budget, we had said that we would bring out white paper and we did that.

[Translation]

We brought out White Paper and promised to draft Vision 2020 and we kept our promise because if we shall not plan in advance for the next 10 years, we shall not succeed. Everyone is demanding new coaches, but coaches have to be manufactured indigenously, not bought from abroad. [English] Even I have found [Translation] that to manufacture a coach, we make doors at some places and coaches at other places. There are just two or three industries for this purpose like ICF, RCF etc. Why did you not do this? I thought that if you need coaches, wagons and compartments, if you have to refurbish trains, you need to make this. Wherefrom it will come up? We saw it in Kolkata which has just one Metro. It has got extended upto 4 kilometers but new train has not been made available there. I asked them about the position. They said that they do not have any material. They manufacture doors but purchases 'India' form abroad. If we outsource the work then we will have to wait. This is not good. That is why, I have promised to set up

industries in the budget. The Railways do not have money. We can't take the route of PPP because you will allege that this move is for privatization. We shall not privatize Railways, it is a question of survival for us. [English] Do not blame me politically. This is a political game. Do not play blame game politically every time. Let us assure, [Translation] without money, we shall neither manufacture nor purchase coaches. In the PPP mode, we contribute land and other party shall contribute with money and thus, there shall be a joint venture. What is the objection in this? We took Bern Standard Breathvate along for wagon industry. [English] They can supply the wagon. We have given the order even. [Translation] Sometimes, we are unable to get wagons even after the placement of orders. We lack infrastructure required for manufacturing coaches. What shall we do when we need five thousand coaches, but get just the three thousand instead?

Everyone demands railway line, additional coaches etc. Very often, I see filthy coaches, which are not even painted by them, improper bathrooms etc, and I feel very bad about this. Do you think, I don't take them to task for this? I ask, why don't you colour your coaches. They say that if they will send the coaches painting, they will not get them back for two months. Then, how they will manage without coaches. The passengers will suffer. I asked whether that was the real problem, I got the reply in the affirmative. [English] Then I thought that we have to decide and we have to set up more and more industry. [Translation] That is why we thought that we shall consider the demand, if it is placed before us, whether it comes from Marwar, Chappra, Madhepura, Assam, Raibareilly, U.P. or from any other place. We wish that an industry may come up to meet the orders of Railways in India.

Our dedicated freight corridor is coming up which will help the industry. It should be launched through PPP mode. A friend of mine said that nothing has been done. The Railway, first time in its history, has set up single window clearance under the charge of Secretary, Railway Board. Everyone has got opportunity for doing business with Railways [English] It is not that I am doing. I am clearing without tender and all that. It is not. We open the tender; everybody should know it under the Secretary of the Railway Board. [Translation] If you wish to do business with Railways [English] you can send your proposal to my Railway Board Secretary. There is an office. After that, the Railway Board decides all the things wherever necessary, things are there. [Translation] We have done this. The work at Madhepur, Marathwara and Chhapra will be completed in 2010-11 and at Raibareilly, the first

phase will be complete in 2010-2011. The work is going on there and we shall complete it as soon as possible because we have a huge requirement of coaches and wagons. [English] Why do you not understand that I am trying my best? Within a year's time, the House must know it. [Translation] Within a year we issued White Paper. I don't want to say anything. [English] I stick to that White Paper. [Translation] we have issued White Paper with an authority. We have spelt out in Vision 2020 what we need within 10 years. Sh. Harin pathak from the opposition has expressed his doubt whether we shall be able to lay 1000 km. railway line. But I shall fulfill my promise. If we fail to do so [English] the blame will go to the Board. They are taking care. [Translation] People compare us with China [English] I am not blaming. They have the advantage. They are not the democratic country. [Translation] We face problems in acquiring the land. We cannot do anything by force or resorting to bullets. But we shall do it gradually, through amicable settlement. We are also ready to give employment in Railways. If we need land of the villagers for track-laying we shall take them into confidence and they will participate in that work. [English] That system will do.

[Translation]

We shall not do it forcefully. We shall not acquire land more than we require. I have issued guidelines for acquiring land. I have promised to provide employment in Railways through special projects to those people whose land has been will be acquired. We shall build a passenger freight corridor on the lines of dedicated freight corridor. The Railways shall start work from this year to fulfill this promise within a year I we have issued White Paper, drafted Vision 2020 and formulated a new recruitment policy for Railways. Why there had been no recruitment for the last 10 year? [English] Why are you blaming me only? [Translation] As my predecessors, you did not start all these things. I started them. The government machinery takes its time. A tender process takes an year. There are other procedures also. There are recruitment centers to recruit employees. If there is any wrongdoing at some place, people say, that everything is wrong. The beating of people used to happen in the past also. We framed a new policy and started the recruitment drive. We did a very good job at a majority of centers, but if any person does any wrongdoing at any centre, we shall certainly bring him to book. The Railway, on its own, took initiative in this regard. Even the CBI joined in [English] that is good. [Translation] Examination

was conducted at all the Centers. We framed a new recruitment policy under which Hindi, Urdu and other local languages became the medium for taking the examination. We accorded special priority to the SC/ST/OBC/Physically Handicapped/Sportspersons quota. The people belonging to the minority category have get lesser number of opportunities in employment. Therefore, they should also be given priority wherever opportunity presents itself. We have been doing it internally and also have issued instructions in this regard. We want to grant employment to ex-servicemen also. We have got around 1,70,000 vacancies and they have been around us for the past 10 years. You as my predecessors got opportunity but did not do it. On the routine daily excuses of having intentions to privatize. Is this the way? The Railways is a vast organization. It has got 14 lakh employees. We are preparing policy. [English] Railway Board is taking care of that. We will give priority to our gang men. We will give priority to our safety related staff. [Translation] In the case of employees seeking voluntary retirement to make way for their children to be employed instead [English] we all approve that. [Translation] we are going to formulate new policy, as there are thirty thousand vacancies. There are no gagmen in railway safety. You only blame us. Conspiracy is being hatched against me that [English] she is not staying in Delhi. You ask me any question related to Railways. I will challenge that without seeing any paper, I will give you all the replies. If I do not know that thing, how do I do it? [Translation] Even as if there is any question in Parliament tomorrow, I will reply without seeing any paper. [English] You just ask me if I am not up-to-date, how can I give reply to the day-today's work? [Translation] You may have seen that not a single file is pending in my department. [English] Not a single file is pending. I challenge. [Translation] It is not appropriate to say something wrong under some kind of conspiracy. [English] I will not say that because it is unparliamentary. We should not mislead. [Translation] We should see what is truth. Within a year, new policy is ready for recruitment in railways, whitepaper has been published. Vision 2020 has been presented. Even recruitment has been started. A full-fledged policy has been prepared for employees, weightage has been given to ex-servicemen. Special drive has been launched. New catering policy is also in place in Railways. Did you not say that quality meal is not served in railways? When it was outsourced, it was said that it has been done to appease political friends and since, now department is taking care of it, they say that what the department can do?

Railways won't hold both the responsibilities. It will take only one responsibility and that too, of passengers and of railways employees. If catering is to be done on department basis then we will give priority to only those here who do good job for railways. We would definitely give them responsibility. It will take six months for improving catering. We are taking this responsibility back. At the same time, we would shift IRCTC to tourism. [English] That is our headache. That is not any political party's headache. We will take care of that. We know how to bring up our babies. That we know. [Translation] We have implemented new catering policy for this purpose. Railways implemented PPP also for development of railway infrastructure. CI policy has been implemented, railway infrastructure industries took the initiative. Automobile freight train operation has also been started. Social freight train operation has also been started. Automobile and ancillary hub has also been started. Private freight terminal has been started. Catering policy has been implemented. There are many things apart from it. [English] Whatever we announced that we would do, we have done 100 per cent. [Translation] Still they say nothing has been done. [English] I cannot give stoppage to all. [Translation] How can? [English] If we give stoppage everywhere, then railway will become a bus service. It will not remain a rail service. [Translation] there should be some difference like it is in the case of plane. One comes from Kolkata to Delhi, sometimes one comes from Kanpur to Delhi and sometimes from Patna to Delhi, sometimes from Orissa to Delhi. Has railway also such system? [English] I will be happy to give all of you stoppage. [Translation] But if a superfast train stops at all the stations then what would happen? [English] It would not be a railway service. It will be just a local bus service. [Translation] Will it not be like this? If train is stopped at a station, its speed slows down. What about those who have paid for express train? There are people who want more stoppages Rajdhani Express even. I have no problem in giving stoppage. But already there are several stoppages. Therefore, right now it is not possible for us to provide more stoppages. We have to take operational angle into mind. However, whenever, there is a need, we will have to consider. And we definitely provide stoppages.

He made a good point about Khurda-Bolangir line. We have not handed it over to RVNL. [English] That was a wrong impression. Khurda-Bolangir line in Orissa was not handed over to RVNL. [Translation] We have handed it over to our own organization which is working now.

MR. CHAIRMAN: Bankable study should be taken up.

KUMARI MAMATA BANERJEE: We do not hand over. We have asked for funding and we have not handed over that project. [English] I crosschecked it because Orissa MPs have met me. ... (Interruptions) We do not hand it over to it... (Interruptions) I am telling something. ... (Interruptions) [English] Orissa MPs met me. Sir, and you were also there. You told me not to hand it over to the RVNL. [Translation] It is our decision in this regard. Alright, whatever you say, will be done. We are not going to hand it over, it would remain with the railways. [English] To Khurda-Bolangir line we gave the maximum money this time. We want that this project should be completed also. [Translation] We have done it. As we said about PPP that [English] with regard to PPP, as we said, we want to create our infrastructure, we want to create our industry to help the railway industry, and at the same time we can create infrastructure for the country also. [Translation] But, there are several works yet to be undertaken under PPP mode and several works have been undertaken under this mode. It is being implemented in a very fine manner. So far as safety and security is concerned, it is alright that Rs. 17000 crore were allocated in the year 2002-03. Ten years, ago, while I was a minister I had raised the issue of Khanna Committee's Report a number of times. And subsequently, Rs. 17000 crore were allocated to railways. The said fund was released when Nitish ji was Minister of Railways. Whenever, the requirement was there, amount out of the said fund was utilized and the works were done. Then Lalu ji assumed the charge of Minister of Railways. [English] I am proud of all the former Railway Ministers and I thank them for whatever they have done. [Translation] But, irony is that anti collision device has not yet been made fool proof. Though we want to do it, but the said device still has not been proved as fool proof. Whenever it becomes so, we would definitely install it. We have installed it in three sections. Apart from it, we have made a budgetary provision for TPW system. Apart from it, we have 16,000 un-maned level crossings. [English] Within a year we have taken 4,000. We would complete remaining 12,000 in 2-3 years.

We are making efforts. Who wants accidents to occur? We don't want accidents to occur, but let us not make incidents on this score. Not a single accident should occur. Numbers of accidents have declined, but number of casualties have increased. So far as Gyaneshwari and

Senthiya accidents are concerned, we have asked CBI to investigate criminal aspect of Gyneshwari accident as it seems to be sabotage. With regard to Senthia accident, railways have intimated CBI that if any such information is gathered then [English] those options are open. [Translation] What is the factual reason will be known after due investigation. Supriya ji raised a point with regard to accidents in local sub-urban trains in Mumbai. But it is a state subject. There is congestion over there. [English] But, already we have taken up the matter with the Chief Minister of Maharashtra. [Translation] So far as problems in sub-urban trains are concerned, we are making efforts to do something in this regard in consultation with the state government. Harin Pathak ji has raised a point with regard to Commonwealth Games. I have already said that it was our commitment as I have already announced it. The trains and other projects we have announced, have been completed within a year. Last year, I have announced 121 new trains. The shortfall of three trains is only due to three lines having not been completed. But we had completed it 100 per cent. [English] This time also, within the year, we would complete whatever we have announced. We will do it. It is our commitment. [Translation] I have also told about tracks and as far as the individual constituency is concerned. [English] he will get the reply. As the House is aware, this Budget is only a Supplementary Budget is for Rs. 498 crore.

[Translation]

Of this, Rs. 398 crore is for the national project. This amount will be reimbursed by the Ministry of Finance. The balance amount i.e. Rs. 100 crore is for the commonwealth games because [English] Railways is the lead partner. The House would be happy to know that the Railways have got the Best Prize from the *Rashtrapati*. [Translation] The President has awarded the railways with the first prize. A number of wings of the railways perform nicely, that is why [English] Railways is the lead partner for the Commonwealth Games. This was negotiated already. [Translation] I shall not make any comment on whatever happened recently but it is our duty to ensure that whatever money is sanctioned for the railways is well utilized. [English] because we are proud of our country and we want to see that everything should be done as per the credential formula.

The other thing is that certain unfortunate events have occurred. We are sorry for that. We apologise to our

passengers. It should not have happened. This is not good. I am really sorry for their families. We have announced employment for their family members; we have announced a sum of Rs. 5 lakh to those families. We know that we cannot compensate their families by giving them money or employment.

[Translation]

But we have tried to do whatever we can do. The prices of diesel has been up and Rs. 1000 crore has been spent on this item. Recently, the sixth pay commission has been implemented. It was very unfortunate that as soon as I previously got the charge of the Ministry of Railways, the recommendations of the fifth pay commission were implemented and an amount of Rs. 6000 crore was set aside for this purpose. Now, to implement the recommendations of the sixth pay commission, a large sum of Rs. 55000 crore was set aside and it claimed the entire financial resources we had accumulated over the time. To meet other liabilities like pension etc., an amount of Rs. 15000 crore is set aside every year. The expenditure has increased but we are taking the austerity measure.

[English]

We have undertaken austerity measures also. This time also, we would save more than Rs. 2280 crore through austerity measures. That message should also go. [Translation] We have been trying this also.

Even for safety and security, this time, we have approved works costing Rs. 353 crore for the Integrated Railway Security System. We have other measures also which we have already announced in the Budget. I would only request from the House and hon. Prime Minister this. Like the Golden Quadrilateral project for the National Highways, there are many special projects in the Railways. This year, we have allocated funds for updating the surveys also. Surveys may be fruitful for some projects in terms of ROR, and some surveys may not be positive.

[Translation]

The project will be viable only if we commence them, otherwise they will remain unviable. [English] I will discuss this matter with the hon. Prime Minister and the Planning Commission. We will be happy to see the Prime Minister. [Translation] We can implement our socially desirable projects if the Government of India launch a scheme like

Pradhan Mantri Railway Vikas Yojana on the lines of Pradhan Mantri Rojagar Yojana or Pradhan Mantri Sadak Yojana. The funds are scarce, therefore, it is not easy for the railways to execute so many projects. We need Rs. 1000 crore to lay a new rail line. How the railways can be expected to lay a rail line with Rs. 5 crore. Moreover, it takes 10 or even 20 years to lay a single railway line. Therefore, we need to find a solution to this problem.

[English]

The House is supreme. If the House decides together, let us give a special grant and solve this problem within 2-3 years. It can be fixed within this period. The House should think about this matter. I appeal to all the hon. Members of this House to see this—if one time relaxation can be given to the Railways as a special grant, that can sort out the problems—whatever the pending projects and whatever socially-desirable projects also. ...*(Interruptions)* I am appealing to all the hon. Members. This is your baby! This is not only our baby; this is the baby of the House! We want to see Railways as a healthy baby! It is your baby! That is how we think. If you will come along, we will do it together—there will be no boundary, no political boundary; let us do the job together—this side and that side. *[Translation]* If you will help us, the railway infrastructure will expand and all the socially desirable projects will be executed. We do not have funds but we have a willing heart. It is our duty to get connected with other willing heart and view everything with a touch of humanity and social responsibility.

Any rail accident causes deep anguish. But we should not miss the point that about 17000 train ply in a single day. *[English]* it is not a matter of joke. Railways run 17,000 trains every day. If you see the road accidents, it is about 1,14,000 a year. *[Translation]* There are accidents in railways also and they put a lot of financial burden on the railways. *[English]* You may just compare it. I do not want to compare it with the human lives. I do not want to see one death happen. I will be happy to see that day. I am waiting for that day, where there will be no death for one train passenger.

[Translation]

We are committed to the goal of zero accident and gradually we shall achieve this goal. We have put in a lot of efforts and there has been a sharp decline in the

number of accidents. Recently, two incidents have been reported and they involved sabotage. One incident occurred in Gyaneshwari. That is a clear case of sabotage. The other incident, which happened at Sendriya, is under investigation. It will be wrong to say, at the present juncture, that it was not an accident. I only want to say that railway run 17000 trains in the country, therefore, an accident cannot be ruled out. It is usually alleged that the entire railway system is in the woods. But I would like to say it is not a matter of joke to run 17000 trains in a day. If you have a single car in your house, it may break down on any day on the road, its tyre may be deflated, its engine or excel may go out of order. In that case, you will get it repaired. In the same way, we run 17000 trains in a day but you raise a lot of hue and cry when even a single train goes haywire.

[English]

Railways run 17,000 trains every day. You may appreciate my Railway family also. They run the trains. One person cannot do everything. Every Member says he wants something or the other. Will they run the trains? Will they go for operations? The Railway Minister does not go for operational aspects. I can give, not political, but policy decisions; I can give them the policy decision, the administrative decision. *[Translation]* I shall tell you, *[English]* the Railway Minister does not run the trains. *[Translation]* The Railway Minister do not see the technical aspect of the Railways they do not operate the Railway. *[English]* This is the administrative and technical people's job and they do it. *[Translation]* You indulge in such political discussion which is not right. It is not right if a wrong person encourages such type of discussion. *[English]* I hope that the truth will come out. *[Translation]* I would like to say *[English]* the Railway Ministry is trying its best; I am nobody; I am just working as a clerk, just as their friends. Today I am here; tomorrow, other people may come, but the Ministry will continue for ever. The Government will continue for ever. *[Translation]* So long as I am on this side...*(Interruptions)* *[English]* You do not ask this question. *[Translation]* You do not know anything. *[English]* you do not ask the question for others. *[Translation]* You have not done anything...*(Interruptions)* I seek your cooperation for that matter...*(Interruptions)*

[English]

MR. CHAIRMAN: It is not being recorded.

(Interruptions)...*

KUMARI MAMTA BANERJEE: The question asked by our hon. M.P. regarding stoppage, railway lines and their own State problems, we will send a detailed reply to all of them.

MR. CHAIRMAN: Please sit down. Let her complete. It is not being recorded.

(Interruptions)...*

[Translation]

SHRI RAMASHANKAR RAJBHAR (Salempur): The stones are being hurled at the train drivers...(Interruptions)

KUMARI MAMTA BANERJEE: Our train drivers are blameless. [English] They are very good.

[Translation]

SHRI RAMASHANKAR RAJBHAR: The stones are being hurled at the train drivers...(Interruptions)

KUMARI MAMTA BANERJEE: That is being done but we wish that you keep the train safe. The train is yours. It is not ours. It is a friend of every person, of people. Therefore, it is your duty to keep the train safe. Do not damage the train by hurling stones at it, by carrying out bomb blast in the trains, by sabotaging, in the name of bandhs. Let the train run. Let it live. Thereby you will let the country live. Without railway lines the poor people of our country will not be able to travel from one part of the country to another part.

SHRI HARIN PATHAK (Ahmedabad East): Hon. Minister, the railway employees are doing good job. You are also doing a good job but the DRM or GM or other railway officials do not lend their ears to the small grievances of the Members of Parliament...(Interruptions) They do not give reply to our letters...(Interruptions) If they solve our small problems there will be no need to come to you.

[English]

KUMARI MAMATA BANERJEE: I appreciate, Members have their own problems. DRM is doing a hectic job. He has to tackle safety and security problems.

[Translation]

SHRI HARIN PATHAK: We are talking about the public.

KUMARI MAMTA BANERJEE: You let me speak. [English] You have raised a question. Let me reply. I will satisfy your query. [Translation] Sometimes the DRM and the safety officer have to perform a number of jiln therefore [English] I would request the Railway Board to depute one important officer so that if Members want to meet and talk about their local problems, they can talk to him. GM or DRM should not be disturbed for these things. Let them run the train. Public also sometime has genuine grievances. I appreciate that also. To take care of that, we will depute a special officer for every division so that he can listen to their grievances.

With these words, [Translation] I shall like to thank you all.

[English]

MR. CHAIRMAN: I shall now put the Supplementary Demands for Grants (Railways) for 2010-11 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, 2011, in respect of the heads of Demands entered in the second column thereof against Demand Nos. 2 and 16. "

The motion was adopted.

16.40 hrs.

APPROPRIATION (RAILWAYS) NO. 4
BILL, 2010*

[English]

THE MINISTER OF RAILWAYS (KUMARI MAMATA BANERJEE): 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 2010-11 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 2010-11 for the purposes of Railways."

The motion was adopted.

KUMARI MAMATA BANERJEE: Sir, I introduce** the Bill.

MR. CHAIRMAN: The Minister may now move that the Bill be taken into consideration.

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 2010-11 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 2010-11 for the purposes of Railways, be taken into consideration."

The motion was adopted.

MR. CHAIRMAN: The House shall 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.

16.42 hrs.

DISCUSSION UNDER RULE 193
DUR-193
Situation arising out of increasing atrocities
against Scheduled Castes and Scheduled
Tribes in the country
SCST/0BC

[English]

MR. CHAIRMAN: The House shall now take up Item No.19.

Shri P.C. Mohan—Not present.

Shri Gopinath Munde

[Translation]

552-560
SHRI GOPINATH MUNDE (Beed): Sir, I am thankful to you for giving me an opportunity to discuss this issue of urgent public importance. The House has been discussing an important subject. Atrocities are being committed against the Scheduled Castes and Scheduled Tribes in the country and this is a cause of concern.

*Published in the Gazette of India, Extraordinary, Part-II, Section-2, dated 19.08.10.

**Introduced and moved with the recommendation of the President.

I wish that all the Members of the House listen peacefully. The age-old tradition of our country has given a very low status to the Scheduled Castes and Scheduled Tribes in our society. They are considered untouchable. This feeling of untouchability divides the society. They are made to sit in separate lines and they feel themselves inferior to other sections of the society. This is not in the interest of our country. Recently, the country celebrated 64th Independence Day. Despite this, the scheduled castes and scheduled tribes have to struggle for their right in the society.

I feel that the social system is responsible for this. We have enacted a number of laws and it is imperative for us that these laws are strictly implemented otherwise the atrocities on these sections of the people will continue to grow. Dr. Baba Saheb Ambedkar, Mahatma Jyotiba Phule, Sahuji Maharaj—all these three persons made utmost efforts to ensure equal status for all people in the society. No discussion can be completed without mentioning the names of these persons. Dr. Baba Saheb Ambedkar launched a satyagrah in Maharashtra to get drinking water from a pond.

16.46 hrs.

[Dr. M. THAMBIDURAI *in the Chair*]

When the satyagrahis were beaten up, Baba Saheb had stated that the Satyagraha with which they were going ahead was not meant to have the drinking water at the cost of their lives. We have been living outside the village for thousands of years, drinking the water of the river to survive and will continue to survive through it, however, being human beings we have a right to have drinking water. When this right is available to the animals why this is not available to humans? That is why, the fight is for this right.

He carried out struggle for ensuring the right to have access into the temples. He suffered baton blows for this purpose but he was not allowed to enter into temples. On this, he stated that he carried out struggle in his life, despite that he did not get the status of equality. Therefore, he would adopt such a religion where there is equality. He accepted the Buddhist religion. At that time, Mahatma Jyoti Phule and his wife worked for providing education to the women and dalits and carried out struggle for them. Sahu Maharaj provided reservation to the backward classes before Independence and in this way, the struggle

for social justice continued. When we became independent, reservation was provided to the SC/ST communities in education, jobs and in the political system. Had the SC and ST communities not been provided reservation in Parliament, they would not have won elections to come into the Parliament. They have been representing in the Parliament today in such a large number, they were not likely to get elected without reservation. As such, the rights of the backward communities need to be protected. Dr. Baba Ambedkar Saheb arranged for this in the Constitution. These backward class people will not be able to forget his contribution for thousands of years. I would not discuss at length the struggle for social justice, however, what is happening to the question that is before us as of now? It was enshrined in the Constitution that the SC community could get funds proportionate to its population through our budget. The ST would also get as much funds as their population. As per the census of 1991, the population of the SC community is 16.8 per cent and 8.3 per cent is the population of the ST community. I would like to ask a question to the Union and the State Government as to whether funds proportionate to this percentage is being earmarked in the budget for their development. Not to talk about the funds alone which is their right, Rs. 6000 crore have been diverted from this fund for the Commonwealth Games.

The funds allocated for the scheduled castes and for the scheduled tribes in every state is not even spent for them. This is the report of the CAG, I would not go into its details due to paucity of time. Their rights are being denied and as a result, their development is also hampered. Let alone earmarking separate funds for them, they are not even being provided the funds already allocated for them. Let alone the issue of development.

Sir, I would like to submit a very important point in the House. A report of the United Nations has been published in regard to the global social status. I wish that the Minister of Social Justice and Empowerment went through this report. This report pertains to the year 2010. Much has been stated in this report about India. However, I would like to inform the House about some of the important issues. It has been stated in the report that the condition of dalits and tribals is most miserable in India of all the countries in the world. Besides, it has been stated that 83 children out of 1000 belonging to the dalit community die at the time of birth in India. 119 out of 1000 children die within the age of 5 years. 50 per cent

scheduled tribe and scheduled caste children die below the age of 5. They do not get medicines. The women do not deliver in hospitals. They do not get the facilities available to the common man. Further, percentage of essential commodities for consumption and living has been stated. The people belonging to the dalit and the scheduled tribe communities lag behind the common man by 42 percent in the matter of consumption. They are too poverty ridden to meet their requirements. Poverty and affluence do exist but there is a difference between the two. As of now, the condition between the dalits and the scheduled tribes is different. The dalits are poor, but are untouchable also. Untouchability is irrespective of poverty or affluence. It goes with poverty, but makes them remain out side. Laws have been framed to abolish this practice. We have formulated laws after independence. Protection of Civil Rights Act, 1950 has been enacted. This law was formulated to defend, cooperate with and mete out justice in case there is injustice to the backward classes of the society. Despite laws being in force, atrocities and injustice are being perpetrated against the dalits and the scheduled tribes in this country. A special law-The Scheduled Castes and the Scheduled Tribes (Prevention of Atrocity) Act, 1989 was enacted. I do not want to discuss the law in this House. A law was enacted to the effect that if a person belonging to the scheduled castes and the scheduled tribes makes a complaint regarding any atrocity against him/her that would be certainly registered. A provision is in this Act that for this purpose Special Courts would be constituted if required and there should be time bound decisions. However, what is happening? I wish to submit that despite the Atrocity Act being in force in the country, cases are not registered. The station house officer does not register the case. What happened to the cases that are registered? What sorts of atrocities are being perpetrated against the scheduled castes and the scheduled tribes-murder, rape, burning alive, parading the dalit women naked, humilitatively taking them around in procession. Rapes take place at police stations in this 21st century. I would like to tell you that about 250 incidents of atrocities have taken place during the last 5 years. However, two incidents are worth mentioning. Two dalits were paraded naked in Hisar and were publicly lynched. At Khairlanji village of Maharashtra, a mother, son and daughter were paraded naked in a bullock cart and were burnt alive in front of the entire village. What sort of humanity and justice is this that a son and a daughter are made naked before their mother? This is an inhuman act and what is being done against this inhumanity. In wake of this

incident at Khairlanji, some people got scot free while cases were filed against some others. But what happened in Hisar? There are several cases wherein incidents of injustice and atrocities against the dalits in the villages have been rising.

Mr. Chairman, Sir, I would like to tell you that I do not have the figures of 2010. However, the figures available with me are not very old also. Let alone the issue of unregistered cases. I would like to tell you about the incidents that took place against the scheduled castes as registered during the year 2004 which number 26857. In the year 2005] 2006 and 2007, there was further increase in the registered cases. These are not my figures. This is a copy from 'Crime in India', National Crime Record Bureau, Ministry of Home Affairs. 26857 crime cases were registered in 2004 related to atrocities. 33600 crimes were registered in 2008. In this way, there has been a spurt of about 6000 in the number of criminal cases.

Sir, I would like to submit it with all seriousness that even if cases are registered, no one gets convicted in the court. This report states the average of our country in this regard. *[English]* The conviction rate for crime against Scheduled Castes and Scheduled Tribes stood at 31 per cent. *[Translation]* The percentage of conviction is 27 under the Atrocities Act. The conviction percentage is 42.6 in the in the cases registered under the IPC (Indian Penal Code) in our country. Under the Criminal Laws, Criminal Code, IPC conviction rate is 42.6 percent and it is 27 percent under the Special Laws formulated for the Scheduled Caste. It is below by 16 percent. What is the reason? The reason is cases are not prosecuted properly, witnesses are broken and there are several examples where he witnesses are even murdered. Then, how will they win the case and get justice?

There are two serious problems in our country in which the first pertains to the drinking water. For this purpose, arrangement has been made for drinking water in villages. However, persons belonging to the Scheduled Castes cannot get water from there. He does not enjoy an equal right over in drinking water. Hostilities broke out on this issue. A number of cases of atrocities are registered because of this issue.

Secondly, they are denied entry into temples. As I have narrated the statistics about Scheduled Castes so I can narrate the statistics about Scheduled Tribes. In

2004, there were 5000 cases of atrocities against the Scheduled Tribes. The number of these cases were 5713 in 2005, 5791 in 2006, 5532 in 2007 and 5582 in 2008.

17.00 hrs.

The number of cases is increasing not decreasing. The laws are strict. The Government vows to deal with such cases strictly. The Governments are formed with the votes of the dalits and minorities. The politicians seek their blessings to come to power, but now, these sections of people are denied justice. Who will ensure justice for them? Gaikwad ji, you will agree with me. Irrespective of any party in the Government, be it in the Centre or in states, what are we doing for social justice? What efforts, we are making for them. I therefore, want to give some suggestions.

Mr. Chairman, Sir, we should ensure that every case is registered. Every police station should be computerized so that cases are registered automatically. We should devise such mechanism where the registration of cases should not be the prerogative of SHOs. It is the right of the Scheduled Castes/Scheduled Tribes that justice is not denied to them. The Government should make arrangement for this. The public prosecutors take side of the upper castes and those who commit injustice. The mere enactment of law is not suffice, we should consider it own duty to ensure implementation of law. If, in any case, the person belonging to the Scheduled Castes/Scheduled Tribes suspects the sincerity of the public prosecutor, it should be the responsibility of the Government to appoint a private lawyer and arrange his fees. The insincerity on the part of public prosecutor is the reason behind the rise in the rate of acquittal from 27% to 42%. There are some cases in which women were paraded naked; gang raped; riots took place in villages on the issue of drinking water. Even then, there was no conviction. What type of social justice is this, if there is no conviction even after the lingering of cases for 10-12 years? There should be a special court in a district or region to try serious cases like murder, rape etc. Justice delayed is justice denied.

Sir, I would like to give some example from the crime reports. There are some cases which are pending for 12 or 15 years. Sometime, even the accused die. If you want to dispense justice, it should be dispensed speedily. Therefore, you should set up fast-track or special courts. The strict implementation of law and the conviction

of some people will generate fear of law among the people. The lack of fear of law undermines the social justice. The will power of the Government to ensure justice determines the delivery of justice. But, unfortunately, this will power is absent. You will be surprised to know of it I cite examples from some states. Usually, the post of ministers in Zila Parisheds is reserved for the people belonging to Scheduled Castes / Scheduled Tribes. But there is a minister in Maharashtra who belongs to non-Scheduled Tribes but looks after the portfolio of Scheduled Tribes. Is this justice? And what did they say? In the colleges of Maharashtra, the Scheduled Tribes do not get certificate. They launched an agitation to get certificates. ...*(Interruptions)*

[English]

You can talk about Karnataka in your turn. ...*(Interruptions)*

[Translation]

Sir, I am talking about social justice. ...*(Interruptions)* God has not created any difference in human beings. Untouchability is a man – made practice. I do not agree with any person who believes in the practice of untouchability. The Minister made a suggestion to them to bring a DNA certificate and then, they will get the caste certificate. Whether you will carry out DNA test of the forest dwellers. ...*(Interruptions)* This is the thinking. ...*(Interruptions)* I do not intend to criticize any person. This type of thinking encourages, not discourage injustice. We need better laws for social justice but more imperative is our conduct, character and our decision which should reflect our intent to create such administrative mechanism which channelizes the benefits to those who are subject to injustice for centuries. But that intent is mission.

Sir, there are numerous examples to this effect. In a state one woman used to cook mid-day meal in a school. The people threatened that they would not send their wards in that school. What is this? Where have we reached? To which direction? We are in 21st century but our hearts have become so narrow. I am given to think that our thinking to grant equality to all must be reflected in our decisions and works. The Government's intentions may be pious, but the implementation is not beyond reproach. This statistics which reveals that the atrocities against dalits during the UPA Government have not decreased, rather they have increased. ...*(Interruptions)* (Uttar Pradesh

ranks first in the case and the second place goes to Andhra Pradesh. ...*(Interruptions)*

[English]

MR. CHAIRMAN: Please address the Chair.

...*(Interruptions)*

[Translation]

SHRI GOPINATH MUNDE (Beed): I have not named any state. They are forcing me to speak out. ...*(Interruptions)*

[English]

SHRI ARJUN RAM MEGHWAL (Bikaner): Please do not mix politics in this very important issue. ...*(Interruptions)*

[Translation]

SHRI GOPINATH MUNDE: I have not spun facts out of my imagination. I have spoken from the report published by Shri Chidambaram Ji that the crime graph is increasing. I don't want to point finger at any person. I want to ensure justice for dalits and tribals. I do not want to accuse any person, perhaps, you will also be inspired from that motive. ...*(Interruptions)*

[English]

MR. CHAIRMAN: Please wind up.

...*(Interruptions)*

[Translation]

SHRI GOPINATH MUNDE: I shall conclude within two minutes. I shall not take much time. In the present age, it is old-fashioned to term any person casteist. This divide and rule policy was devised by the English and is being followed by you. We shall make sincere efforts to ensure the registration of cases and dispensing of justice in the state ruled by our party. You can raise this issue whatever is happening in the state ruled by our party. That is open to discussion. I demand that the hon. Prime Minister call the Chief Minister of all states, whether they are ruled are ruled by one party or the other.

Sir, they should try to know that how many atrocities were committed during the five years of the UPA Government. How many cases were registered, how many case were not registered and how many convictions were made. This will open our eyes. We are not making efforts for social justice to the extent we should make. The Prime Minister calls meetings for a number of issue, even hold talks with the Naxalite but not a single meeting has been held by him for ensuring social justice. Whether the Central Government or the Prime Minister held any meeting to know about the atrocities being committed against the Scheduled Castes and Scheduled Tribes, the answer is negative.

Sir, the society has done injustice and inflicted atrocities against the backward classes, who can't live on their own. The Government should strive for providing justice to them. If the Government does not do so, then we would act as a catalyst for providing justice to them, we would come on roads and start social struggle. This is my assurance to that society. With it, I conclude.

^{560 - 566}
SHRI P.L. PUNIA (Barabanki): Hon. Chirman, Sir, I am highly thankful to you for granting me permission for speaking on such an important issue. It is a very serious issue. In view of it, I urge the whole House to rise above party politics and have a detailed debate on it. No effort should be made for creating any dispute in the name of politics. There is no doubt that the incidents of crime and atrocities against scheduled castes have increased. Hon. Gopinath Munde Ji has also made a mention of it and referred to a report of National Crime Bureau. As per the report of National Commission for Scheduled Castes, the incidents of torture and crimes against SCs have increased. I don't want to get into the controversy as to in which state maximum or minimum incidents have occurred. But it is a fact that since the dalits have started raising their head, started leading a respectful life, the incidents of atrocities against them have increased. They have been facing atrocities for centuries and it is nothing new for them, it has not started now. They have lived the life of slavery for centuries.

Sir in Manu's systems people were divided on the basis of their professions, but gradually the profession got relegated into castes. On the basis of one's caste one was given higher status and the other one was given lower status. Continuous exploitation kept going on just on the basis of one's caste. We fought a war for our freedom. All were together in this war including dalits.

Meanwhile, Dr. Baba Saheb Bhimrao Ambedkar had said that the freedom we are talking of is not leading to upliftment of our society. My society is not harassed by English but by our own Indian society and they are oppressing us. He suggested the way for its solution. Poona Pact, 1932 was its fallout. Poona Pact was not a pact between two or four persons, rather it was a pact between two section of society. It was between dalits, oppressed and rest of the society. It was provided in the pact that any charge in it in future, can be made only with the consent of both the sections of society. It was signed on 24 September, 1932 in Poona, Provisions for reservation were made in this pact. Provision for reservation in assemblies, Parliament and Government jobs were made in the said pact. Provision of educational grant was also made. It was stated that special efforts will be made for imparting education to them. On 25 September, 1932 i.e. the very next day, a Hindu *sammelan* was held. In that *sammelan* Pt. Madan Mohan Malviya announced that he would travel across the country for mobilising 25 lakh rupees and will root out in touchability from this country. It was a very good effort, it was a very nice announcement, but what was its outcome, is rampant everywhere. Be it a khap or any other matter, caste or in touchability is behind everything. We all will have to work unitedly for rooting it out.

On the last day of constituent assembly, when discussion was going on and motion of thanks to the drafting committee was in progress, Dr. Babasahab Bhimrao Ambedkar said that today we are stepping into an era of contradiction. On the one hand we have gained political equality. Today the value of a vote of a dalit is equal to that of a rich. But we are entering into an era of social and economic inequality. And that inequality is still with us. We will have to struggle for it and that struggle and the war is still going on for it. And we are making efforts to bridge that inequality and as a fallout of it, incidents of atrocities occur. So long as this inequality persists it will keep hunting us forever.

Constitution has been implemented. In constitution, provision for reservation for us has been made. Reservation in Government jobs, in Lok Sabha, State legislatures have been provided and with the efforts of late Rajiv Gandhi reservation have been provided in panchayats, municipalities. Reservation is available to us in education also paving way for our further development. But no effort has been made for poverty alleviation. Hon. Munde Ji was talking about social justice. I would like to

ask him is social justice restricted to checking criminal incidents or atrocities against us, or lodging reports of such incidents or if the report has been lodged then expeditious disposal thereof and punishing the culprits? No, it is not. Social justice also includes giving them opportunity for advancement, ensuring economic equality. The status of equality in society cannot be achieved unless they develop economically.

Often there is talk of poverty alleviation. I think, and there should be no doubt in it that 90 per cent dalits are poor. Several reports have revealed the percentage of dalits that come under BPL category. Planning Commission says it is 27.1 per cent, Tendulkar Committee says it is 37.1 per cent, NP Saxena Committee says it is 50 per cent and Arjun Sen Gupta Committee says that 77 per cent of our population is not even in a position to spend Rs. 20 per day. World Bank's report states that those who are not in a position to spend 1.20 US \$ daily belong to BPL category. World Bank has estimated that 42 percent of our population is living below poverty line. Further, it has stated that 1.25 dollar is quite less, the bench mark should be 2 dollar a day. In this scenario, our 72 per cent population would come under BPL category. The percentage of poverty has been assessed from 27 per cent to 72 per cent and then 77 per cent of our population. Majority of these are dalits. Numerous efforts have been made for bringing dalits out of it. How much success we are able to achieve out of our efforts for giving job to them through MNREGS, through self help groups. It is not adequate. Do not restrict them to labourship forever.

Now talk about bringing them beyond a labourer. We need equality. Until and unless we have equal opportunities it is not possible to do so. We talk a lot about education, we talk about setting up world-class university, but dalits have never been in a position to make use of such facilities. Until and unless they get proper elementary education, they cannot move ahead. What is the condition in villages is before you. There are no schools in villages. If there is a school, there are no teachers, if teachers are there, they do not teach, they do not even come to schools. What would you do in such a situation? What type of education is available in schools, he would have that only. If a good standard education is available, he would study well, if sub-standard education is available, he will have sub-standard education. How two wrestlers, one of them eating halva, drinking milk daily and other one having nothing to eat, can complete

with each other. Both of them should have equal facilities, equal diet, then only they can compete. Therefore, our present day education requires drastic changes. Unless everyone gets equal opportunities, for example son of a maid and son of a household study in same school, educational reforms will bear no fruits. If such kinds of educational opportunities are available, then only all of us will have equal education. When we have equal opportunities for advancing further, for competing or for taking part in sports then only we would be able to compete easily.

Sir, the issue of stabilization of population also came up. The house debated it for whole day. It was said that unless we achieve target of 2.1 children per family, we cannot achieve stabilization.

I want to say that if we can't alleviate poverty, it will never happen. Poor man has no money no resources no job, no money to spend, nothing to feed himself. He has only one resource, that is his children, as he has got them free of cost. He earns something only through his children. He sends one to a hotel, another one to a restaurant, another one elsewhere. They earn something, then only they are able to feed their family members. Government quite easily claims that as it has taken various measures so the population will stabilise. But, until and unless poverty is alleviated, population can't be stabilised. Growth in population is a very serious problem and it should be controlled but we can't reach stabilisation stage unless poverty is alleviated.

We enacted several laws in this regard. Untouchability Act, 1955 came into effect, it was rechristened as Protection of Civil Rights Act in 1976. It is a very good law. Scheduled Castes and Scheduled Tribes (Prevention of Atrocities) Act, 1989 came into existence. It contains numerous provisions for tackling the problem. It underlines 22 acts as offences. It is also provided that if one abuses another person by using the name of caste, it is termed as an offence. This provision should also be incorporated. But if we act in this way then in which manner our law is implemented? I would like to quote an example without naming any state. But that particular state issued orders. If I tell the name of that state it will be troublesome for me. *...(Interruptions)* For keeping seriousness of ongoing debate intact I would like to point out that on the one hand 22 types of offences have been underlined, whereas, on the contrary the orders issued in that state say that no crime under this act shall be registered except murder

and rape. 22 types of offences have been mentioned in the act passed by the parliament and it is the responsibility of states to implement the said act. The states should comply with the legal provision but states are doing otherwise. States say that provision of this act shall not be enforced except in cases of murder and rape. There was opposition to it. Then it was agreed that report should be lodged. *...(Interruptions)* Our party has been asked to speak at length on this issue. When there was uproar, then it was said that FIR is care of all the offences should be lodged, but first it should be inquired into whether in fact any offence has been committed. FIR means first information report. The information first received should be lodged. But in place of doing so, it is stated that first investigation should be conducted, and if found true, then only action should be taken. First investigation, then lodging of FIR, how shameful it is? The law should be enforced strictly but it has not been done.

There is a mid-day meal scheme of the Government of India. Appointment of caterers was to be made under the said scheme. Its norms are – one for 25, 2 for 100 and so on. Provision of reservation were enforced in their requirement. Hon. Gopinath Munde Ji has said that when the caterers prepared food the children told that they won't eat the meals prepared by that caterer as it was cooked by a dalit. In lieu of acting tough against them, the provision regarding reservation were withdrawn. Hon. Shameful it is? It was kind of permission to let the untouchability to continue. Action should have been taken, they should have been sent to jail. But no action was taken. Recruitment of Safai Karamchari took place. How recruitment was made is a different issue? But provision of 50 per cent reservation was enforced. Dalits got only 50 per cent jobs and rest of other 50 per cent. But others do not do cleanliness job. They give one or two thousand rupees to the dalits and they get cleanliness work done by them. The Government encouraged exploitation in this way. *...(Interruptions)*

I would like to speak with regard to reservation. Reservation has been provided under a Government order i.e. executive order. A law should be enacted in this regard. The initiative was taken in this direction. It was presented in the Rajya Sabha but some of the Members created bottlenecks in its way saying that there should be no reservation in such and such organisation. It is highly regrettable. Today people say that now dalits are occupying more jobs as some of them are getting

selected against posts means for general categories. If it is so then how we can say that there should be no reservation in super specialty institutes. If dalits can enter under the provision of reservation, they would change the scenario. It is highly regrettable. Reservation for dalits should be enforced. ...(*Interruptions*) It should be passed at the earliest. It should not be left at the mercy of executive order. Law should be enacted for this purpose and a provision should be made. And, if reservation is not provided as per the provision then officer responsible for such lapse should be punished. Some get job but they are a few. Apart from it, there were talks of social justice, but mere talks won't do. We have to see, what facilities are provided to them, what types of job they are getting? The poor, dalits should be provided housing. Poor, dalits should be given priority in allotment of housing under Indira Aawas Yojan. ...(*Interruptions*)

He has made a mention of making arrangements for drinking water. It is quite essential. They say that so many hand pumps have been given to a particular village. It is true that 40 hand pumps have been provided in some of the villages against the requirements of only 30 hand pumps. But not a single hand pumps has been provided in dalit basti. 15 per cent of the medical expenses are incurred on treatment of patients suffering from water born diseases. If that 15 per cent amount is spent on providing drinking water in dalit areas, I think it will be a great welfare measure.

Mr. Chairman, I would like to congratulate the Central Government as it has acted in furtherance of dalit agenda by providing provision of reservation through special component plan through panchayats. Union Ministry of Social Justice and Empowerment has started a number of schemes and has taken several initiatives for kindling hope for development of dalits. I congratulate them as well.

I would appeal the whole House that all of us should cooperate for prevent harassment of dalits and atrocities against them for their development and for taking the schemes meant for them further. We would be able to tackle the difficult problems only if all the parties cooperate.

[*English*]

MR. CHAIRMAN: Hon. Members, those Members who want to lay their written speech, they can lay their written speech on the Table of the House.

Shri Shailendra Kumar.

[*Translation*]

SHRI SHAIENDRA KUMAR (Kaushambi): Mr. Chairman, Sir, I am grateful to you for giving me an opportunity under rule 193 to speak on the growing atrocities against the Scheduled Castes and Scheduled Tribes. First of all, I had submitted a proposal that discussion be held in this House in regard to the rising atrocities on the Harijans, Scheduled Castes and Scheduled Tribes across the country. Today, this discussion is being held and for this I would like to congratulate the Hon. Speaker, Lok Sabha and all the leaders of various parties for rising in the House to make it loud and clear that this house would take notice if there is a an atrocity against a Harijan anywhere in the country. This discussion is being held in this context only.

Mr. Chairman, Sir, I would initiate my speech recalling the makers of the constitution and paying obeisance to Dr. Bhim Rao Ambedkar Ji. If we have been elected to this house and if the persons belonging to the Scheduled Castes and Scheduled Tribes have received respect anywhere, this is only because of this Constitution. That is why, we rise to submit our point in this House. As the hon. Members have stated, it is true that we are entering the 64th year of independence of our country. 63 years have elapsed since we became independent. Our population is about 120 crore. I would not like to go into the figures in detail, however, I would like to submit this much that recently when the issue of census on caste basis had come up in this Parliament, the Samajwadi party and the leaders of other parties were frank and forth right enough in expressing their views that census on caste basis would reveal the conditions of every caste. Census on caste basis had been held in the country in 1931 earlier. Thereafter, we are going to hold census on caste basis now. So we will come to know atleast now what is the number of the Scheduled Caste and Scheduled Tribe people. I think that from then onwards, our population has increased by 2 per cent.

However, so far as the question of Budget is concerned, it has been observed that budgets are allocated by the Planning Commission only on the basis of the estimate. Budget for the Scheduled Castes and Scheduled Tribes is allocated on the basis of estimates only. I would also like to submit that the Scheduled Caste and the Scheduled Tribe Commission that is constituted today has not been provided with constitutional right. Through this house, I would like to demand of the

government today that the Commission for Scheduled Caste and Scheduled Tribe be provided with constitutional right on the lines of the Elections Commission. Then only the atrocities on the people belonging to these communities could be checked. This issue has been raised in this session itself that there are ad hoc, visiting teachers in the Allahabad University which is called the mini-Oxford University as well. The teachers are on strike and the students are agitated for the implementation of the UGC report and its guidelines. The reserved seats are not being filled up there. The backlog over there has also not been filled up. The condition there worse today. Therefore, through you, I want to bring this fact to the notice of the Government. A youth belonging to the scheduled caste of Rajapur in my area had gone to visit his relatives. While returning from there, police personnel beat him up in the name of checking leading to his death. During the zero hour of this session itself, this matter was raised that Ram Das, a retired personnel was murdered by the police. Similarly another incident took place. A person named Harilal was murdered on Independence Day, he was made to run in his village at around 11 am and was chased and murdered and number of cooked up cases in regard to this incident have been going on against a number of persons. I would like that the hon. Minister of Home Affairs may take cognizance of this matter to seek report from there to wind up the cases against the innocent persons.

Just now Munde Sahab stated that mostly atrocities are being perpetrated against the women and children belonging to the Scheduled Castes and Scheduled Tribes. They are being raped and murdered. Not only this, proposal to include a number of castes in the list of Scheduled Castes and Scheduled Tribes has come to the Union Government. It has still not taken cognizance of the same. I demand that the Union Government may take cognizance of the same.

I would like to remember former Prime Minister late Indira Gandhi Ji for the special component she had made during her regime to allocate budget from the Central Government for the people belonging to the Scheduled castes and Scheduled tribes. However, if we look today into the budget of the Delhi state in this regard, only Rs. 1741 crore has been allocated out of Rs. 1918.73 crore, no one knows where the rest of the funds went. If the report of the last 5 years is taken into account, Rs. 72537.10 crore has not been received under the special component plan which has been spent under some other head in some other department. There are 104 departments of the Union Government as of now, however,

work for the Scheduled Castes and Scheduled Tribes is not being carried out except in 4-5 departments. If a mention the name of a particular state, some of my colleagues would rise on their feets, if we look into the condition over there, 37 cases related to scheduled castet have been registered there within a span of just 50 days. Not only this, three fourth of the cases are not registered in the police stations as of now. ...*(Interruptions)* So far as the question of the department of social welfare is concerned, its report states that there has been a provision of Rs. 7 crore 43 lakh which proves that how much atrocity is being perpetrated on the Scheduled castes. ...*(Interruptions)* At times, we go to the Constitution Club. Dr. Baliram ji had also gone there, a large number of employees of our railways had gathered over there. There has been a backlog of vacancies of the Scheduled caste category in a number of departments of the Union Government besides the railways, their promotions are held up, that needs to be cleared. ...*(Interruptions)*

[English]

MR. CHAIRMAN: Mr. Shailendra Kumar, please conclude, now. There are three more Members from your party to speak on this discussion. Your party's allotted time is already over. Please allow others also to speak.

[Translation]

SHRI SHAILENDRA KUMAR: Sir, besides the Scheduled castes there are 7 thousands nomadic tribes, having very poor economic condition. The Union Government needs to pay attention towards them, be they forest dwellers or the nomadic castes.

I have got a number of important points, but that much time is not being provided by you, however, whatever time you have given, I thank you for that and conclude my speech.

[English]

568-569
*DR. KIRIT PREMJBHAI SOLANKI (Ahmedabad West): It is a very important and serious issue. I think we should discuss it with pride and above the line of party politics.

Baba Saheb Ambedkar gives social justice to dalits and all other downtroddens. Dalits were denied as a human but due to constitutional powers delegated through constitution, dalits tried to live with respect. This is the reason why atrocities started on them.

*Speech was laid on the Table.

The atrocity act is protective to them but at present it is on papers only. According to atrocities and crime rate on dalits, it is being rising.

But the factual reality is that crime is going on and those who are culprits are acquitted.

I demand, there should be system of 'registering' each and every atrocities on dalits. There should be thorough and sincere work up should be done by police. If police makes it loose, the concerned DSP should be punished. There should be good legal support to dalits. Fast track and special courts should be constituted for atrocities case. At present, the law is effective but the ground reality is that it is without nail and teeth and culprits gets acquitted.

Nowadays, the physical untouchability is replaced by mental untouchability. I appeal to make the law more concrete and effective implementation.

[Translation]

569-570

DR. BALIRAM (Lalganj): Sir, you have given me an opportunity to speak on a very serious subject. The social order of this country, which is continuing as of now as well, has led to the economic social and political exploitation of the majority community of this country.

So far as the question of the Scheduled Castes and the Scheduled Tribes is concerned, the social order in which they are living is being maintained on the basis of the Manu Smriti. It has been clearly stated in the Manu Smriti—"Stri Shudro madhyanatam". The women do not have a right to education, be they of any community, forward or backward or belonging to the dalit community and also the *shudras* do not have a right to possess landed property. This is the view of the Manu Smriti. The main reason behind the decline of the social and economic status of these classes has been the Manu Smriti as well. That was why Baba Sahab Dr. Ambedkar had to burn down the Manu Smriti.

Today, when this serious issue is being discussed, I would like to state that Dr. Ambedkar struggled against such a system. Great persons like Mahatma Joyti Rao Phule, Chatrapati Shau ji and Dr. Periyar struggled to root out this system and restore the sense of humanity. Hon. Members have expressed concern over this serious problems.

Two Bills have also been introduced in this house to ensure that atrocities on and discrimination against the Scheduled castes and Scheduled tribes could be checked. ...*(Interruptions)*

SHRI SHAILENDRA KUMAR: Mr. Chairman, Sir, discussion is being held on such a serious issue, but the hon. Home Minister and the Minister of Social Justice and Empowerment are not present in the House. ...*(Interruptions)*

[English]

MR. CHAIRMAN: He is coming. One Cabinet Minister is there. Then, another hon'ble Minister, the Minister of State in the Ministry of Home Affairs is also here.

...*(Interruptions)*

MR. CHAIRMAN: Please take your seat.

...*(Interruptions)*

MR. CHAIRMAN: He is the Cabinet Minister. The Minister of State for Home Affairs is also there. Please take your seats.

...*(Interruptions)*

MR. CHAIRMAN: Till now, he was here. He will come.

...*(Interruptions)*

MR. CHAIRMAN: Nothing will go on record.

*(Interruptions)...**

17.44 hrs.

At this stage Shri Shailendra Kumar, Shri Gorakhnath Pandey, Shri Sher Singh Gubaya, Shri Arjun Meghawal and some other hon. Members came and stood on the floor near the Table.

MR. CHAIRMAN: Please listen to me.

...*(Interruptions)*

MR. CHAIRMAN: Please go to your seats.

...*(Interruptions)*

MR. CHAIRMAN: Please go to your seats. He will come.

...(Interruptions)

MR. CHAIRMAN: Please go back to your seats.

...(Interruptions)

MR. CHAIRMAN: Please listen to him.

...(Interruptions)

17.48 hrs.

At this stage Shri Shailendra Kumar, Shri Gorakhnath Pandey, Shri Sher Singh Gubaya, Shri Arjun Meghawal and some other hon. Members went back to their seats.

MR. CHAIRMAN: Nothing will go on record.

(Interruptions)...*

MR. CHAIRMAN: Please take your seats.

...(Interruptions)

MR. CHAIRMAN: The Minister of State for Parliamentary Affairs has come. He wants to say something.

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI V. NARAYANASAMY): It is unfortunate that before knowing who is a Cabinet Minister, they are raising this point. *[Translation]* What you people are talking about? You do not know who is the Cabinet Minister. You are not here or making speeches, for agitation or quarrelling.

...(Interruptions)

[English]

MR. CHAIRMAN: The Minister is on his legs. Please listen to him.

...(Interruptions)

MR. CHAIRMAN: Nothing will go on record except Dr. Baliram's speech. Dr. Baliram can continue his speech.

(Interruptions)...*

THE MINISTER OF LABOUR AND EMPLOYMENT (SHRI MALLIKARJUN KHARGE): Please give me one minute. *...(Interruptions)* I want to bring to your kind notice that I have been sitting here right from 3 o'clock till the hon. Member raised the point that no Cabinet Minister is present in the House. Hon. Member Shri Inder Singh came and gave me a paper and I went to the back benches just to discuss with him about the paper. I am in the House only all along.

'...(Interruptions)

MR. CHAIRMAN: Dr. Baliram may continue.

...(Interruptions)

[Translation]

SHRI SHAILENDRA KUMAR (Kaushambhi): The Minister of Social Empowerment and the Minister of Home Affairs should be present in the House. But both have left the House. Now, it is my turn to speak...*(Interruptions)*. They should be present in the House. This is a case of atrocities on Scheduled castes and Scheduled Tribes. Therefore, the Hon. Minister of Home Affairs should also be present in the House. *...(Interruptions)*

[English]

MR. CHAIRMAN: Order, please.

...(Interruptions)

MR. CHAIRMAN: Only Dr. Baliram's speech will go on record.

...(Interruptions)

MR. CHAIRMAN: Nothing will go on record except Dr. Baliram's speech. Dr. Baliram can continue his speech.

(Interruptions)...*

MR. CHAIRMAN: Please take your seats.

...(Interruptions)

[Translation]

DR. BALIRAM: Sir, this is a serious issue.
...(Interruptions)

[English]

MR. CHAIRMAN: The hon. Minister is here.

...(Interruptions)

MR. CHAIRMAN: What is your point of order? Please tell me. Under what rule you are raising the point of order?

...(Interruptions)

SHRI GOPINATH MUNDE: Sir, this is my point of
[Translation] The Cabinet Minister should be present in the House during discussion. None of the Cabinet Ministers is present here. ...(Interruptions) The Govt. should offer apology for this. ...(Interruptions)

[English]

MR. CHAIRMAN: No. The hon. Minister of Labour is here.

...(Interruptions)

THE MINISTER OF HOME AFFAIRS (SHRI P. CHIDAMBARAM): Please sit down. ...(Interruptions)

MR. CHAIRMAN: Please sit down. The hon. Minister is on his legs.

...(Interruptions)

SHRI P. CHIDAMBARAM: Sir, certainly it is my intention and the intention of every other Minister concerned with the subject that we should be present here. I would be very happy to be present here from beginning to the end but for the fact that another Bill is there in Rajya Sabha. ...(Interruptions)

MR. CHAIRMAN: Please listen.

SHRI P. CHIDAMBARAM: Sir, but for the fact that there is another Bill that is being discussed in the Rajya Sabha; the hon. Prime Minister is taking a meeting on his proposed visit to Bangladesh—in the 20 minutes that I was available, I was here. I was here. I listened to the hon. Member. I listened to Shri Shailendra Kumar. I was here for the first few minutes of Dr. Bali Ram's speech.

Then I had to go to the other meeting. As soon as that meeting is over, I will come back here.

When I am required to reply in the Rajya Sabha, I will go there, reply for 15-16 minutes and come back here. But the point is, unless we clone Ministers how is it possible! ...(Interruptions) Shri Mukul Wasnik is here. ...(Interruptions)

Just a moment Mr. Gopinathji; please sit down. ...(Interruptions) As far as Shri Mukul Wasnik is concerned, I did not write this now; I wrote it before I left to be given to the Chairman—"Shri Mukul Wasnik may be kindly allowed to intervene in the discussion after some time on the side of the Treasury". When I requested him, he said—"Give me ten minutes; let me go and collect my papers and come". He went out to collect the papers. He is going to speak in the debate. So, Shri Mukul Wasnik is here; a very senior Minister Shri Kharge is here. ...(Interruptions)

MR. CHAIRMAN: Please maintain order.

...(Interruptions)

SHRI P. CHIDAMBARAM: Shri Mukul Wasik is going to speak in the debate. Kindly bear with me. ...(Interruptions)

MR. CHAIRMAN: The hon. Minister has already given the explanation. Dr. Bali Ram to continue.

[Translation]

DR. BALIRAM: Sir, you have seen that discussion has been taking place on such serious subject. The dalits of the entire country have been looking towards the Parliament. They want to know what type of debate is being held in Parliament regarding atrocities on SCs/STs. It is matter of regret that those who are shedding tears for dalits are not present in the House to listen to their plight.

It is very disheartening. I, through you, would like to say that Baba Saheb Ambedkar had got framed two clauses in the Article 17 of Constitution for the safety and security of SCs/STs. The House had also expressed concern over this matter and, in 1955, enacted the Untouchability (Prohibition) Act to root out this inhuman practice of discrimination. The Act was amended in 1976 and was rechristened as the Protection of Civil Right Act

1955. In 1989, the Schedule Castes and Scheduled Tribes (Prevention of Atrocities) Act 1989 was framed to prevent atrocities on this section of society. This Act came into force on January 30, 1990. The objective of this Act was to prevent atrocities on Scheduled Castes and Scheduled Tribes, but, unfortunately the atrocities could not be stopped even upto this date. ...*(Interruptions)* By way of an example, I would like to refer to an incident. ...*(Interruptions)* Recently, on 21 April 2010 the houses of dalits, Valmiki were burnt in the village Mirchpur, Haryana because a dog of theirs while passing through non-dalit habitation started barking. The non-dalits did not tolerate even the barking of a dog from dalit basti and 25 house of dalits were burnt down. ...*(Interruptions)* Two person, a father and his daughter died in that incident and the administration kept quiet. ...*(Interruptions)* No FIR was registered. When the Bahujan Samaj Party held demonstration and the Supreme Court intervened, an FIR was registered. The Supreme Court asked the State Governemnt of Haryana to curb the atrocities on dalits. But a few days after this incident, on August 1st, when election to the Panchayat were being held in village Nandpur, district Jind, a dalit youth, Vijender decided to cast his vote in accordance to his own wish. At this, some powerful people of the village came to his house in the evening, tied him with a jeep, dragged him for 6 kilometer. ...*(Interruptions)* Not only the flesh of his back, but also his bones were scrapped. He was thrown in another district Sonapat.

18.00 hrs.

Evn till today, neither the Jind police nor the Sonapat police is willing to register the case. This is a very serious issue. The local SSP has termed this just an accident. ...*(Interruptions)*

[English]

MR. CHAIRMAN: Dr. Baliram, just a minute. Hon. Members, now it is six o'clock. This is a very serious subject which we are discussing. There are many Members in the list who are yet to speak. Therefore, if the House agrees, we can extend the time till the discussion is over. After Dr. Baliram concludes his speech, hon. Minister Shri Mukul Wasnik will intervene, and the discussion will continue thereafter. The reply to the discussion will be given tomorrow. After the discussion is over, 'Zero Hour' will be taken. Dr. Baliram please try to be brief. The Minister is going to intervene, so please try to conclude.

[Translation]

DR. BALIRAM: I, through you, would like to request the Government to issue instructions to the State Government of Haryana to register an FIR against the accused and pay, at least Rs. 10 lakh, as compensation to the victim's family. I would also like to constitute a committee of the MPs to investigate this matter so that the atrocities against dalits are stopped. ...*(Interruptions)*

[English]

MR. CHAIRMAN: Please wind up.

[Translation]

DR. BALIRAM: Though we have already a Scheduled Castes and Schedule Tribes Act but we, still, need a more stringent law. Mr. Punia had also discussed this. Even after 63 years of independence, the Scheduled Castes and Scheduled Tribes are being denied their constitutional rights. I would like to mention that the University Grants Commission (UGC) had instructed the Delhi University (DU) on July 15th, 1996 to provide 15 and 7.5 percent reservation to the Scheduled Castes and Scheduled Tribes respectively. ...*(Interruptions)*

[English]

MR. CHAIRMAN: Shri Dara Singh Chauhan, if your Member goes on speaking, you will not get the time to speak. So, please ask him to conclude.

[Translation]

DR. BALIRAM: Aprt from the University of Delhi, the universities all over the country are not complying with the directives of the UGC 68000 vacancies of the PMO reserved for Scheduled Caste and Scheduled Tribes and OBC were filled from the candidate belonging to the general catagory. ...*(Interruptions)*

[English]

MR. CHAIRMAN: Hon. Member, there is one more person from your Party, Shri Dara Singh Chauhan, who is going to speak. I cannot give a chance to him, if you do not conclude now. Whatever points are left, he will speak on them.

[Translation]

DR. BALIRAM: The National Commission for Scheduled Castes and the National Commission for Scheduled Tribes are in regular touch with the PMO. The PMO has been assuring to provide these jobs, but, after more than an year, these 68000 jobs are still untraced. The same story goes for DU. How will this reservation quota be fulfilled? As many as 17 vacancies have been arising in Delhi University but are being held out only in small number of one, two or three so that no reservation quota can be carved out of them. Why the reservation quota remains unfilled? Steadily but surely over a period of time things have come to such a pass that the Scheduled Castes and other Backward Castes havenot been getting the benefit to the extent they should get. The reservation quota has not been filled up in Governments jobs, all the Members belonging to the Scheduled Castes and Scheduled Tribes had been called in this House in the year 2000 to submit their investigation report in this regard and it was unanimously decided that. ...*(Interruptions)*

[English]

MR. CHAIRMAN: Please wind up. You have already expressed it.

...*(Interruptions)*

[Translation]

DR. BALIRAM: The provision of reservation for the Scheduled Castes and Scheduled Tribes should be put in the 9th schedule of the constitution so that this provision may become inviolable and unrepealable. At that time the government was of the Bharatiya Janata Party. They also did not fulfil the backlog and today. ...*(Interruptions)*

[English]

MR. CHAIRMAN: The other Member from your Party is going to speak. Please wind up.

...*(Interruptions)*

[Translation]

DR. BALIRAM: The present incumbents too have been dithering on what they themselves have provided for. As such, through you, I would like to submit this much only that at the time of becoming Member of the Parliament,

we take oath of the constitution that we would run this country as per its provisions. I demand today that all the backlog vacancies, be they in universities or in other departments, of government jobs under the reservation quota be filled up, like Bahan Kumari Mayawati Ji filled up the reservation quota of the Scheduled Castes, Scheduled Tribes and backward Castes providing jobs to 8.5 lakh persons. You also need to do the same here.

With these words, I conclude my speech.
...*(Interruptions)*

[English]

*SHRI R. DHYUVANARAYANA (Chamrajanagar): I would like to share my opinion and suggestions on the issue of "Atrocities against Scheduled Castes."

As per the information available from the National Crime Records Bureau (NCRB), Ministry of Home Affairs, the atrocity cases are increasing year by year. In the year 2005 the number of cases registered are 25,830, in 2006 they are 26,665, in the year 2007 the cases increased to 29,285 and by the year 2008, the cases further increased to 33,367.

When we look into the cases registered in different States during the year 2007, the first six States with highest number of cases registered under the Prevention of Atrocity (POA) Act, 1989 are: 1. Uttar Pradesh (6136), 2. Madhya Pradesh (4106), (3) Rajasthan (4174), (4) Andhra Pradesh (3261), (5) Bihar (2786, and (6) Karnataka (1827). The total number of cases registered only in these six States is 22,290.

Some of the measures taken for implementation and monitoring of POA Act are as follows:

1. Special Courts have been set up.
2. Exclusive special courts are functioning in some States.
3. Special Public Prosecutors are appointed in all the States and Union territories.
4. State and District level Vigilance and Monitoring Committees are in existence.

5. Nodal Officers/Special Officers are nominated.
6. Identification of atrocity prone areas has been done.
7. Special Police Stations have also been opened.

But, still why there are increase in number of cases registered under atrocity cases?

I would like to provide few suggestions to prevent the atrocities on scheduled castes.

1. The public awareness creation about the contents of the prevention of Atrocity (POA) Act, 1989 has to be taken up on priority.
2. There should be periodical workshops or seminars conducted at State level and District level at least twice a year to sensitize the general public and administrative machinery.
3. Documentary films can be prepared and shown in cinema theatres and in television channels as part of public awareness programme on Prevention of Atrocities against Scheduled Castes.
4. More central assistance may be provided to the States which are effectively implementing and monitoring the Prevention of Atrocity Act.
5. The Centre can obtain periodical reports from States on whether the State Governments are spending a matching grant of 50% towards prevention of atrocities against Scheduled Castes.

580-581

*SHRI LAXMAN TUDU (Mayurbhanj): I hereby lay the followings demands for kind consideration of the Ministry on atrocities that

- (i) Tribals dalit and girijans who are residing in remote jungle and dark areas, they should not be deprived of their native land which they love more than their father and mother.
- (ii) The tribal Harijan and dalit students in school should be given equal status with others.

- (iii) The people who will hate or ill-treat Adivashi and dalits will be punished without making any inquiry.
- (iv) The Government should see that no Adivashi or dalits should be deprived of taking education in school.
- (v) Like a man has right to get roti kapda and makan so the Adivashi and dalits should have the same right.
- (vi) While reiterating above few demands, I conclude with the lines "Hum Garib Jarur magar Kamjor nahi".

[Translation]

580-581

*SHRI HUKMADEO NARAYAN YADAV (Madhubani): Absolute equality cannot be brought about, but amendment in the constitution can be made to ensure equality to the extent possible. Caste inequality on the basis of birth is due to the castem. The caste system is at the root of social inequality, exploitation and administrative as well as political corruption. Without rooting it out, building an egalitarian society is not possible. The Parliament can eradicate it with a resolve if a direction and vision is formed. Some strict steps be taken to completely root out all types of inequality.

Uniform education system be arranged to ensure equality in education. Uniform education be provided be it the child of the president or that of the poor. The standard of education will improve if there will be uniform education for all. Social equality will come when children will right from the childhood take education as well as play together.

Law should be framed in the Parliament adopting the theory of one job per person, be it agriculture, service or trade to end economic disparity. With some of the families of the country, all the four economic means have got centralized. Those should be given opportunity first of all who do not have even one meansout of the four. Then only economic equality can be brought about in the country.

Inter-caste marriages be made compulsory for getting Government jobs and Government facilities through

enactment of a law to that effect. Those who will enter into inter caste marriages only will get Government jobs and services. It will wipe out the caste system and a new society will emerge.

Centralization of wealth is being witnessed in some families. Disparity between the rich and the poor has been growing. To check it there should be a minimum and maximum limit on income being accrued. There should not be a gap of more than one and ten between minimum and maximum income. The bottom line of an egalitarian society is that there should not be income below hundred and above thousands.

It can be achieved only if the Parliament takes a resolve, Members of all the parties break all the bondage, they renounce their facilities. Then the nation will metamorphose and India will become a great country in the world. There will be an end to caste struggle and the dispute of reservation as well.

[English]

MR. CHAIRMAN: It is only an intervention.

...(Interruptions)

[Translation]

581-582

SHRI SHAILENDRA KUMAR: Mr. Chairman, Sir, I am on a point of order. Discussion is being held in regard to the Scheduled Castes and the Scheduled Tribes. This is a very serious discussion. The Members of Parliament are participating in this discussion with full attention for the first time and they are also present here. I would like that suggestion of the Hon. Members from both the ruling side and the opposition may come, thereafter the hon. Minister should give his reply. I think that this would be appropriate.

THE MINISTER OF SOCIAL JUSTICE AND EMPOWERMENT (SHRI MUKUL WASNIK): The Home Minister will give his reply. ...(Interruptions)

[English]

SHRI V. NARAYANASAMY: The main reply will be by the Home Minister. Now the Minister will be intervening.

...(Interruptions)

MR. CHAIRMAN: This is not a reply. He is only intervening.

...(Interruptions)

SHRI MUKUL WASNIK: Mr. Chairman, Sir, thank you very much for giving me this opportunity to express my views on this very important discussion.... (Interruptions)

MR. CHAIRMAN: Please listen to him.

[Translation]

582-587
SHRI MUKUL WASNIK: I thank you very much for giving me the opportunity to put forth by views on this very important subject of today. I think that the discussion being held on this important subject in Parliament today by the Hon. Members who have been anguished by the increasing atrocities on persons belonging to the Scheduled Castes and the Scheduled Tribes will certainly show a way to achieve the objective with which this discussion has been initiated today. I think that irrespective of the party we belong to, our intension is quite clear when we put forth our views on this subject. This discussion is being held with the objective to find the way by which we can solve this problem honestly and check the atrocities going on for centuries on the persons belonging to the Scheduled Castes and the Scheduled Tribes.

Sir, if we tend to express our vies being motivated by party politics, we will not be able to reach our goal. I think that all the Hon. Members must be understanding this fact and this discussion is being held on those lines. The way an important law is implemented and so far as the case of criminal justice is concerned, [English] administration of criminal justice is looked after by the Ministry of Home Affairs. [Translation] So far as the provision in this law pertaining to the persons of the Scheduled Castes is concerned, the Social Justice and Empowerment Ministry has the responsibility to implement it.

Similarly, the Ministry concerned with the Scheduled Castes pays attention to matters pertainign to the Scheduled Castes. Besides, the State Government, the administration of Union Territory implements this law in their respective places at the ground level. There is such an arrangement. The Union Government has been seriously taking those things that have been evolving during the past few years. Shri Gopi Nath Ji suggested

that a meeting be held with the Chief Ministers at the Prime Minister's level to discuss this subject. I think that the meeting of the Interstate Council had been held in December, 2006 itself in which the hon. Chief Ministers of all the states had been present. This meeting had been held in regard to the atrocities being perpetrated against the persons belonging to the Scheduled Castes and the Scheduled Tribes and the prevailing untouchability in which different points came to the fore. But the matter did not stop with the holding of meeting by the hon. Prime Minister with the Chief Minister. In 2007, the hon. Prime Minister wrote to the Chief Ministers and calling their attention to that meeting, exhorted them to implement strictly the provision of the law. Again, in 2009, after the elections were over, the hon. Prime Minister wrote a letter to all the Chief Ministers.

Sir, Shri Gopinath Munde has referred to the lower rate of conviction. The conviction rate under the Scheduled Castes and Scheduled Tribes (Prevention of Atrocities) Act, is just 32 percent and it is cause of concern. The hon. Prime Minister has written to the Chief Ministers that we need to work towards making the condition better. Therefore, the House must be aware if the Central Government has been taking this issue seriously and, adequate steps are being taken on the level of Prime Minister in this regard. I have not placed the data prepared by the National Crime Records Bureau to prove any point. The volume of data is not much important. If even a single case of atrocity due to untouchability is reported from any place in the country, it becomes a matter of shame for us. I have not placed this date to show the small or large extent of discrimination. I just wish to put the record straight before the House.

Sir, I have the latest data of the year 2008. The number of cases reported in Uttar Pradesh with respect to Scheduled Castes is 7960, and with respect to Scheduled Tribes is 9; in Rajasthan this number is 4302 and 1038; in Andhra Pradesh, 3875 and 745; in Bihar; 3617 and 99; in Madhya Pradesh, 2965 and 1071 respectively, thus in 2008, the total number of cases reported with respect to Scheduled Tribes were 5576 and 33367 with respect to the Scheduled Castes. The enormity of the figures is a cause of concern. Today, we have been discussing this issue. There are vigilance and monitoring committees in every district and, then, every state under the chairmanship of the Chief Ministers. Then, there are special protection cells, the police system, nodal officers, public prosecutors. I feel that, being a public

representative, it is our responsibility to monitor the functioning of vigilance monitoring committees at the district level because the implementation of this Act will take place at the district and the block level. We need to see whether the system put in place to implement the law is sufficient or not. We receive annual report from every state and, under the law, it is mandatory to table annual reports. We have been tabling this date for many years. I have gone through some annual reports. ...*(Interruptions)*

SHRI SHAILENDRA KUMAR: You have referred to the vigilance monitoring committee. The hon. Minister is here. Please ask him about the number of reports received regarding the Scheduled Castes and Scheduled Tribes, the action taken by him thereon? ...*(Interruptions)* No one lends ear to us. ...*(Interruptions)*

SHRI MUKUL VASNIK: After receiving the reports from the Commission, an Action Taken Report (ATR) is prepared thereon and the report is placed on the Table of the House alongwith the ATR. We try to sincerely implement the suggestions received pertaining to the reports prepared either by the Standing Committee or by the Commission. As an example, the Standing Committee had suggested the formation of a separate Committee consisting of the Minister of Tribal Affairs, and the representatives of other concerned ministries. This procedure was started before general election. Several meetings were held in Gujarat, Madhya Pradesh, Assam, Odisha etc. These meetings gave opportunity to discuss every issue in detail I am given to feel that these vigilance and monitoring committees are important to implement this law effectively. If the hon. Members will pay a little attention to this, it will help them a lot. A number of suggestions have been given regarding the scheduled castes – sub – plan, tribal – sub – plan etc. It has been according to the population. On the basis of information which we have received from States, I feel that since the time, this special component plan for scheduled castes was launched, there has been a tremendous progress made in this regard. The moment someone complains here that the funds allocated for Special Component Plan have been diverted, we gather information from states and ascertain the reality. Recently, the Planning Commission set up a Committee under the Chairmanship of its Member to know the extent of implementation of the guideline issued in respect of special component plan for the State Government in 2005 and for the Ministries of the Central Government in 2006. The scheme has

been thoroughly reviewed and another committee has been formed to determine our future role in this regard. The committee is expected to give its report in September. Thus, we take the suggestion, given by you, very seriously. We are trying to make ourselves aware of the manner in which the guidelines prepared earlier, can be implemented honestly.

SHRI DARA SINGH CHAUHAN (Ghosi): The Planning Commission has failed to release at least Rs. 72000 crore due to all departments till date.

SHRI MUKUL VASNIK: I shall definitely provide you information on all the issues about which you will ask.

[English]

AN HON. MEMBER: 'All is Well'.

SHRI MUKUL WASNIK: I am not saying that 'All is Well'. We should be very clear that if the Government has taken certain initiatives, I think, the hon. Member should appreciate those initiatives as well. Now only one example I will give you. Last year, for 2009-10, the allocation for the Ministry of Social Justice and Empowerment was Rs. 2500 crore; for the year 2010-11, the allocation has been raised to Rs. 4500 crore, a jump of 80 per cent. ...*(Interruptions)* Listen to me now. ...*(Interruptions)*

MR. CHAIRMAN: Let him speak. Mr. Minister, please address the Chair.

...*(Interruptions)*

[Translation]

SHRI DARA SINGH CHAUHAN: Sir, the country has got such a large population but the Govt. has allocated a stingy budget. It clearly respects that the Govt. is not serious. ...*(Interruptions)*

[English]

MR. CHAIRMAN: Let the Minister complete, and then, you can raise the points. If you go on disturbing, he cannot complete his reply.

...*(Interruptions)*

SHRI MUKUL WASNIK: There are several parties represented here. Many of them have been part of the

Union Government some time or the other. This Ministry has not come into being all of a sudden. This Ministry has been there for a long period of time. Therefore, there will be a proper appreciation about the various steps that have been taken. When I have said that there has been an increase of 80 per cent in the allocation of this Ministry, I am not saying and I am not claiming that all the problems stand resolved, and now, nothing else is required. I am only pointing out that these are certain initiatives. Through these initiatives, what are we doing? Educational empowerment was one of the issues which was talked about. Shri Punia talked about education. Education has to be ensured. [Translation] We are trying to ensure it. We are bringing amendment in the post-metric scholarship, which has not been amended since 2003. It will benefit around 40 lakh Scheduled Caste and Scheduled Tribe students. They will be able to get better education.

Sir, last year, the hon. Finance Minister had talked about Pradhan Mantri Adarsh Gram Yojana. We have launched a pilot scheme for this. It will be run in Rajasthan, Bihar, Assam and Tamil Nadu in its first phase and, in this year, this scheme will be launched in other states also.

[English]

This is the pilot phase and once we get the experience about the implementation of the scheme, then, we will take the other things. ...*(Interruptions)*

MR. CHAIRMAN: You can raise the points afterwards. While making your speech, you can put these points.

...*(Interruptions)*

MR. CHAIRMAN: Nothing will go on record.

*(Interruptions)...**

MR. CHAIRMAN: His intervention is not the final reply. The Home Minister is going to reply. During your speech, you can raise whatever points you want to raise.

...*(Interruptions)*

[Translation]

SHRI MUKUL WASNIK: Sir, hon. Minister of Home Affairs would reply tomorrow. I want to say only one thing

*Not recorded.

that efforts have been made for amending laws relating to atrocities. We have written to the states in this regard, we want to seek their opinion. Some of the states have sent their suggestions and we are in contact with the remaining states so that the difficulties can be resolved, be it with regard to conviction or pendency of the cases. The rate of compensation, to be given to the victims of atrocities as a relief measure, was fixed in 1995 and it has not been amended since then. We are working amending the relevant laws so as to give augmented amount as relief to the victims. Some other day I would deliberate on it in details. ...*(Interruptions)*

SHRI DARA SINGH CHAUHAN: Where the money of special component has been diverted and why it has been diverted? Not only this, where the money collected as levy of one per cent of total tender cost meant for labour welfare is being spent? ...*(Interruptions)*

[English]

SHRI MUKUL WASNIK: With these words, I thank you once again for giving me this opportunity and I do hope that this entire discussion will help us in further implementing it more effectively. ...*(Interruptions)*

MR. CHAIRMAN: Now, Shri Mangani Lal Mandal to speak.

...*(Interruptions)*

MR. CHAIRMAN: It has already been discussed many times. I have called Shri Mangani Lal Mandal.

...*(Interruptions)*

MR. CHAIRMAN: Nothing will go on record except what Shri Mangani Lal Mandal is saying.

(Interruptions)...*

MR. CHAIRMAN: What is this? Everybody is speaking. How can I run the House? You can speak when your turn comes.

...*(Interruptions)*

MR. CHAIRMAN: You can speak afterwards but not now. Shri Mandal, you speak now.

[Translation]

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SHRI MANGANI LAL MANDAL (Jhanjharpur): Mr. Chairman, Sir, the hon. Minister interfered on behalf of the government. But he should have first listened to all the hon. Members and then at last should have done at subsequently the hon. Minister was to reply tomorrow. He interrupted in between, whereas parliamentary conventions do not permit so. But, the chair ordered for it and the Chair is supreme.

Mr. Chairman, Sir, we are debating on it today because we have Varna – system in India and it has given birth to all the problems. Let it be Poona Pact or post 1947 independence scenario, things have not much changed. Caste system has given birth to two things—one special powers for limited number of people, and second, insult, agony and disaster. We all fight for social justice. But dalits, Scheduled Castes, Scheduled Tribes are deprived of social justice...*(Interruptions)* incidents of atrocities have increased. So far as atrocities against scheduled castes, scheduled tribes are concerned. The hon. Minister has made a mention of year 2008 and prior to it. Why the incidents of atrocities have been increasing constantly? Have we reviewed it. Last year, hon. Prime Minister himself expressed serious concern over it. In a meeting and in a conference the hon. Minister said that conviction takes place only in 30 per cent cases of atrocities, only 30 per cent accused persons get punishment. The Prime Minister himself had expressed concern over it.

Mr. Chairman, Sir, I would like to quote two examples. I would like the hon. Minister to reply to it, though hon. Minister of Home Affairs would give reply. 26665 cases of atrocities against scheduled castes were registered in 2004 and 29825 in 2007, increased by three thousand, and in 2008 this figure rose to 35367.

Mr. Chairman, Sir, as the hon. Minister has treated 2008 as a cut off year. In view of it, I have mentioned the figures upto the year 2008 only. Now, the government as well as the hon. Minister will have to explain why such cases are increasing? Similarly the incidents of rape of scheduled castes women have also increased. The hon. Minister explained his position by treating 2008 as a cut off year and went off. I want that hon. Minister as well as the Government should accept that the cases of atrocities against scheduled castes women have increased. In 2004, 1157 cases of rape were registered, 1172 in 2005, 1217

in 2006, 1339 in 2007, and 1457 in 2008, The hon. Minister should reply how it has increased?

Sir, I would also like to say about the number of such cases disposed off. He has just said it is legal issue and no monitoring is being done in this regard. I want to say that it is not the matter of monitoring. It is the matter concerning Scheduled Castes and Scheduled Tribes Prevention of Atrocities Rules, 1995, and 1989. There rules have stipulated four stages, first – constitution of state and district level vigilance monitoring committee, i.e. at two levels. Further, one committee at the level of Chief Minister of entire state and second one under the chairmanship of collector at district level. MPs, MLAs or peoples' representatives are not included in collector level monitoring or vigilance committees as the collector has not been assigned any type of accountability under this law. Therefore, no action is taken in this regard and as the meeting of committee under collector has never held. Whatever the government may say that a committee would be constituted at their level and meetings will be held. I want to say that there would be no outcome of it.

Sir, a nodal officer has been provided under this act. The law provides that District Magistrate and Superintendent of Police will also act as nodal officers. Third provision is that a special officer shall be appointed as he would deal with the cases of atrocities. But what is its outcome. You would be dumb founded if you look at the figures. You would be suprised to know that in most of the cases registered by the government either some type of compromise was reached or the cases have not been disposed off so far and thus are pending.

Sir, so far, till 2008-11, 4898 cases have been registered, the figure includes cases pending in various courts. Out of it, 820 cases have been compounded or withdrawn. I want to know – under what conditions these 820 cases were compounded or withdrawn since a monitoring and vigilance committee under District Magistrate is existing? I am sure the people belonging to scheduled castes may have definitely been threatened to withdraw the cases and the committee constituted for this purpose may not have considered those cases. Now, coming to the number of cases, wherein either trial has been held and accused have either been convicted or acquitted. Punishment was given in 6688 cases and in 14173 cases accused were forgiven through courts.

Sir, the Government has made SPs nodal officer in districts but they fail to provide required level of evidence.

That's why out of 11 lakh cases accused were convicted in 6688 cases only and there was acquittal in 14173 cases. Most astonishing thing is that 83217 cases were pending till 2008, wherein neither charge sheet was presented nor charges were framed nor any action was taken against guilty persons. Who would reply to it? I think the government should reply to it. Why these issues were not discussed at the time when the hon. Minister interrupted during the debate? Why did the police kept 83217 cases pending till 2008, why charge sheets were not presented in these case? You are pressing the beel repeatedly. I am concluding my speech in one-two minutes.

A report titled, Social Status Report, 2010 has been presented wherein it has been stated that dalits have been marginalized in India. In a report of UN Social and Economic Deptt. that the situation in India has gone so worse to such an extent that between 1981 and 2005 the courts were able to deliver justice in only 20 percent cases. Even today, be it the issue concerning education, social justice, malnutrition or riding a horse during marriage (Ghud chadi), people belonging to scheduled castes or scheduled tribes remain always deprived of. The government must give reply to it and alongwith a guarantee. Merely enacting a law in this regard will not suffice, but the government will have to ensure its effective implementation.

[English]

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*DR. MANDA JAGANNATH (Nagarkurnool): At the behest of Dr. B.R. Ambedkar as the Head of Constitution Drafting Committee, certain provisions were provided for the SCs/STs in the Constitution. India is committed to the welfare and development of its people in general and of vulnerable sections of society in particular. Equality of status and opportunity to all citizens of the country is guaranteed by the Constitution of India, which also provides that no individual shall be discriminated against on the grounds of religion, caste or sex, etc. Fundamental Rights and other specific provisions, namely, Articles 38, 39 and 46 in the Constitution of India stand testimony to the commitment of the State towards its people. The strategy of the State is to secure distributive justice and allocation of resources to support programmes for social, economic and educational advancement of the weaker sections in general and those of Scheduled Castes and Scheduled Tribes, Backward Classes in particular and

*Speech was laid on the Table.

UPA Government is committed to that objective under the able guidance of Prime Minister, Dr. Manmohan Singhji and dynamic leadership of Shrimati Sonia Gandhi.

CONSTITUTIONAL RIGHTS

To attain the above objectives

Parliament had enacted the Scheduled Castes and Scheduled Tribes (Prevention of Atrocities) Act, 1989 specifies offences which are considered as Atrocities and provides for deterrent punishments for commission of the same. Comprehensive rules were also framed under the SCs and STs (POA) Act, 1995, which among other things provided for relief and rehabilitation of the affected people.

The crimes against Scheduled Castes/Scheduled Tribes like murder, hurt, rape, kidnapping and abduction, dacoity, robbery, arson and grabbing lands of Scheduled Castes and Scheduled Tribes is increasing year after year in spite of having; (i) Protection of Civil Rights Act, 1955; (ii) The Scheduled Castes and Scheduled Tribes (Prevention of Atrocities Act, 1989) in force.

If we look at the crimes committed against SCs from 2004 to 2008 from 26,887 in 2004 there is increase to 33,615 in 2008, variation for 11.9%. This is all because of non-implementation of the above acts with letter and spirit. Though there is punial clauses in the act, because of, pressure from the offenders, politicians and apathy from the police officials in booking the cases, the Acts are not properly implemented and the offenders are going scot free.

As per the data available, the number of cases whether it is registered or pending in courts, it is more in Non-Congress ruled States than Congress ruled States according to NCRB.

20 Years of Atrocities against SCs and STs

- Despite the Scheduled Castes and Scheduled Tribes (Prevention of Atrocities) Act being the premier legislation to protect security of life for SCs and STs from 1995-2007 less than one-third (30.7%) of crimes against SCs/STs across India were registered under SC and ST (POA) Act provisions.
- As per National Crime Record Bureau (NCRB), 1,21,464 of total 3,71,942 crimes

against SCs registered under SC and ST (POA) Act (only 1/3 of total crimes) and 14,263 of total 69,482 crimes against STs (only 1/5 of total crimes). It clearly says that Annual average of crimes registered against SCs/STs is 33,956 crimes and daily average of crimes registered against SCs/STs is 93 crimes.

- It we look at the extreme forms of atrocities, the breakdown of the 4,41,424 registered crimes against SCs/STs during 1995-2007 includes 9,593 cases of murder, 61,168 cases of hurt or grievous hurt, 20,865 cases of rape, 4,699 cases of arsons, 4,484 cases of kidnapping and 10,512 cases of untouchability practices.
- A study of 500 Dalit women's cases of violence across AP, Bihar, Tamil Nadu and UP between 1999 and 2004 revealed that the majority of the women faced several forms of violence from either or both perpetrators in the general community and the family. The most frequent forms of violence were verbal abuse (62.4%), physical assault (54.8%), sexual harassment and assault (46.8%), domestic violence (43.0%) and rape (23.2%).

20 years of Police in Implementation of POA Act

- As per the NCRB, 67% of crimes during 1992 to 2000 and 64.9% of crimes during 2001 to 2007 were not registered under the SC and ST (POA) Act and also a study covering 11 atrocity prone areas in Gujarat exposed that between 1990 and 1993, 36% of atrocities cases were not registered under the SC and ST (POA) Act. In 84.4% of cases where the Act was applied, the cases were registered under wrong provisions with a view to concealing the violent nature of the incidents.
- A large number of cases have been closed by the police for various reasons. As per NCRB, Police closed a large 21.7% of cases under the SC and ST (POA) Act during 1997 to 2007.
- As per NCRB, only in 1,34,534 cases, the investigation has been completed out of total

1,76,397 including the pending cases. Out of which only in 97,341 cases the charge sheet has been submitted and there are 37,193 pending charge sheets in 10 years even after the investigation.

- The High Court of Andhra Pradesh, in an interim order on Writ Petition 1019 of 2006 filed by Sakshi Human Rights Watch—Andhra Pradesh, observed that as per the statistics furnished by the Director General of Police regarding cases registered under the SC/ST (POA) Act: 1 case has been pending investigation for almost six years, 53 cases were between three to five years, 190 cases for almost two years and 805 cases are for about one year. In response to this writ petition, counter affidavit filed by the police reveals that during the period 1995 to 2006, 21000 cases were registered under the Act of these more than 14000 are pending without a charge sheet being submitted, even though the Act stipulates the investigation must be completed within 30 days of the FIR being filed.
- A study covering 11 atrocity prone districts in Gujarat during 1990 to 1993 showed that the time gap between registration of murder cases and arrest of the accused was 121.2 hours; for rape cases it was 532.9 hours; and for grievous cases it was 862.4 hours and also in a study in Tamil Nadu, out of 371 cases of atrocities in which data was available on arrests, in 25.6% of cases the accused were never arrested, while in only 25.9% of cases where all the accused arrested immediately after the registration of the FIR or the next day. For 20.7% of cases, the arrests occurred only after one week up to one year after the incident took place. Further, in 23 cases (6%) the accused succeeded in getting an anticipatory bail order from the High Court.

20 years of Judiciary in Implementation of POA Act

Though there is provision for speedy disposal of the cases by special courts.

- Given the legal aid, thereby leaving them to 'due process of law' without the help of lawyers.

20 years of Implementation of Mandatory Provisions of the Act

- State Government should declare the atrocity prone districts so that they can focus their resources to prevent atrocities. Only 12 out of 35 States/UTs have declared atrocity prone districts.
- Whereas SC/ST Protection Cells are necessary to ensure public order and tranquility, the Contingency Plan is necessary to implement the Act. But only half have not yet nominated their Nodal Officers, only 14 States have appointed Special Officers.
- Nomination of Nodal Officers and appointment of Special Officers are necessary to coordinate the implementation of the provisions of the Act. But while 5 States have not yet nominated their Nodal Officers, only 14 States have appointed Special Officers.
- One-third of the States/UTs has not yet set up the District-level and State-level Vigilance and Monitoring Committees. Even the Union Minister of Social Justice and Empowerment and State Ministers agree that regular meetings are not being organized, so there is still a need for more meetings of Vigilance and Monitoring Committees.

20 years of Budget Allocation for Act Implementation

- Budget allocation to the Special Central Assistance (meant to bear the expenses to implement the provisions of this Act) has increased from 16.47 crore in 1997-98 to 58.00 crore in 2010-11; but taking 2006-07 allocation as an example, the allocated 36.4 crore and an equal contribution by the States/UTs making approximately 71 crore available for implementation of the act is very low, because even 60% of the amount (at Rs. 43.0 crore) is very inadequate for disbursing as relief and compensation, the minimum

compensation towards travel, medical and minimum wages for victims and witnesses of 29,825 cases as per guidelines works out to approximately Rs. 90 crore.

- Funds drawn by the States/UTs bear no correspondence to volume of atrocity cases.

Another type of atrocities in the employment sector either in the recruitment, promotion and to higher posts with the caste menace the higher castes in promotions to SCs/STs are not inclined to give a chance to SC/ST officers in administration. This deprivation with a plea that there is no eligible candidate.

Recommendations—Request to the Government of India

- Appoint high level committees at the Centre and in the States/UTs to review the implementation of the Act, assess the realization of its objectives, and take appropriate and speedy action for strengthening the Act and for effective implementation in future.
 - Direct the concerned Central and State Ministries dealing with implementation of the Act and Rules to evolve ways and means for formulating and including the required legal amendments, as well as for their effective operation.
 - Set up exclusive special courts, exclusive public prosecution and exclusive investigators for the speedy trial cases under the Act.
 - Include additional crimes which SCs and STs are subjected to, but do not figure in the present list of offences in the Act, such as social and economic boycotts and false counter cases.
 - Delete expressions such as “intent”, “on the ground”, “willful” etc. from various sections of the Act which give leeway to the police and judiciary to dilute cases of atrocities through subjective or arbitrary interpretation of the Act.
 - Add a new chapter in the Act to deal with the rights of victims and witnesses, thereby explicitly granting various citizen rights to them with regard to their atrocity cases.
- Amend the Act to bring explicitly in all the types and nature of negligence by public servants at various stages in their handling of atrocity cases with a punitive clause.
 - Enhance punishment for offences of atrocities under the Act to be on par with the Indian Penal Code as well as based on the nature and gravity of the offences, so as to ensure its deterrent effect.
 - Give priority attention to accepting and implementing the recommendations of National and State Commissions as well as civil society organizations working to defend and promote the rights of SCs and STs.

SHRI GOBINDA CHANDRA NASKAR (Bangaon): Mr. Chairman Sir, it is with utmost anguish and deep pain that I have to state here that in spite of legislations and rules in our country under Protection of Civil Rights Act and the Scheduled Castes and Scheduled Tribes (Prevention of Atrocities) Act to protect the Scheduled Castes and Scheduled Tribes from the atrocities committed against them, atrocities are still prevalent. Even after 63 years of Independence, people who had been suppressed for centuries are still subject to ruthless crimes against them, mostly in connivance of the administration both civil and police. It is a shame on the country which has been a democratic country for more than 60 years which could not emulate the advancement made economically.

There have been many reports on incidents of atrocities which I have received on behalf of the Committee on the Welfare of SCs and STs. Atrocities are being committed against the Scheduled Castes and Scheduled Tribes in many parts of the country. Incidents of burning of houses, rape and displacement due to acquisition of land belonging to the tribals in the name of development purposes are not rare but increasing day by day.

The Parliamentary Committee on the Welfare of the Scheduled Castes and Scheduled Tribes under my Chairmanship have been very conscious of the fact that much has to be desired and wanted so far as the protection of SCs and STs and implementation of the Acts that have been made in this regard. The Committee had decided to take up immediate visits to various places where such atrocities happen, study and lay Reports to the Parliament.

The Committee had visited the village, Mirchpur of Haryana on 2nd July, 2010 where unimaginable crime had been committed against Balmiki people. An old man of 65 years and his handicapped daughter, Suman, of 18 years have been burnt alive. About 18 houses have been burnt. Most of the people have left Mirchpur and have taken shelter in Delhi. We visited the place and talked with the Balmiki people and the people belonging to the Scheduled Caste. We have urged the administration to take appropriate steps and in most of the cases, action is being taken by the Haryana Government.

The Committee will be laying the Report in Parliament regarding the visit in the near future. They have also selected a subject "Review of implementation of the SCs and STs (Prevention of Atrocities) Act, 1989 including atrocities committed against tribals in violation of the Scheduled Tribes and other Traditional Forest Dwellers (Recognition of Forest Rights) Act, 2006" for study. The Committee will examine the views, opinions and suggestions of the individuals, NGOs and others who are concerned so that the Committee may give a comprehensive report. Actually, the Committee on the Welfare of the Scheduled Castes and Scheduled Tribes has no power. It will only make recommendations and in most of the cases, the Government or the Ministry concerned does not abide by the recommendations of the Committee.

There are many atrocities committed against the SCs and STs. In West Bengal, nearly 40,000 people have been leaving the villages. They have been driven out from the villages of Keshpur, Gorbata, Sashan, Nanoon, Lalgah, Kharakul, Arambag, Pasara, Dhonekhali, Mangalkot, Salbani, Gopiballavpur, Bankura and Purulia. In most of these cases, 40,000 people have been displaced. *...(Interruptions)*

MR. CHAIRMAN: Hon. Members, you can reply when your turn comes.

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SHRI GOBINDA CHANDRA NASKAR: Most of these people have been butchered and murdered *...(Not recorded)...(Interruptions)*

MR. CHAIRMAN: Hon. Members, next a Member from the CPI (M) will be speaking. He can reply to him.

...(Interruptions)

SHRI GOBINDA CHANDRA NASKAR: Most of these people are Scheduled Castes, Scheduled Tribes and minorities. *...(Interruptions)* They have been rendered homeless. *...(Interruptions)*

MR. CHAIRMAN: Except Shri Naskar's speech, nothing will go on record.

*(Interruptions)...**

MR. CHAIRMAN: When your turn comes, you can refute it.

...(Interruptions)

SHRI GOBINDA CHANDRA NASKAR: In the case of West Bengal, most of the times, funds are diverted to other causes. *...(Interruptions)* So, no further action has been taken by the State Government. *...(Interruptions)* In the tribal areas of Purulia, Bankura, and Paschim Midnapore, there is no development work. *...(Interruptions)* In these areas, 25 per cent of the people belong to Scheduled Caste and Scheduled Tribe. *...(Interruptions)* Near about 40,000 people have been butchered and killed. *...(Interruptions)*

MR. CHAIRMAN: You can refute when your turn comes.

...(Interruptions)

MR. CHAIRMAN: Shri Naskar, please conclude.

...(Interruptions)

SHRI GOBINDA CHANDRA NASKAR: The forest rights must be given to the Scheduled Tribe people. *...(Interruptions)* The reservation policy must be implemented properly for the Scheduled Tribe people and also the policy of promotion should be implemented properly. *...(Interruptions)* Why are they shouting? *...(Interruptions)* 40,000 Scheduled Caste, Scheduled Tribe and minority people have been murdered. *...(Interruptions)*

MR. CHAIRMAN: Shri Baju Ban Riyan to speak now.

...(Interruptions)

SHRI GOBINDA CHANDRA NASKAR: The Protection of Civil Rights Act, 1955 and The Scheduled Castes and

the Scheduled Tribes (Prevention of Atrocities) Act, 1989, Protection of Civil Rights Act, 1955 are very important for the Scheduled Castes. ...*(Interruptions)*

MR. CHAIRMAN: Shri Naskar, already your time is over.

...*(Interruptions)*

SHRI GOBINDA CHANDRA NASKAR: In pursuance of article 17 of the Constitution of India, the Untouchability (Offences) Act, 1955 was enacted and notified on 8-5-1955. Subsequently, it was amended and renamed in the year 1976 as the "Protection of Civil Rights Act, 1955". Rules under this Act, namely "The Protection of Civil Rights Rules, 1977" were notified in 1977. ...*(Interruptions)*

MR. CHAIRMAN: Shri Naskar, already your time is over. I cannot allow you to speak any further.

...*(Interruptions)*

MR. CHAIRMAN: No, I am not allowing.

...*(Interruptions)*

MR. CHAIRMAN: Nothing will go on record. Shri Naskar, take your seat. I am not allowing.

*(Interruptions)...**

MR. CHAIRMAN: Shri Bajju Ban Riyan to speak now.

...*(Interruptions)*

MR. CHAIRMAN: Shri Naskar, please take your seat. Your time is already over.

...*(Interruptions)*

MR. CHAIRMAN: Shri Naskar, what are you doing?

...*(Interruptions)*

MR. CHAIRMAN: Nothing will go on record except what Shri Bajju Ban Riyan is speaking. Shri Riyan, you may speak now.

*(Interruptions)...**

MR. CHAIRMAN: Nothing will go on record. You please take your seat.

*(Interruptions)...**

MR. CHAIRMAN: Shri Naskar, already your time is over. Nothing is going on record. Do not waste the time of the House. Please take your seat.

*(Interruptions)...**

SHRI BAJU BAN RIYAN (Tripura East): Hon. Member should sit. The hon. Member should wind up. ...*(Interruptions)*

MR. CHAIRMAN: Nothing is going on record. Do not waste the time of the House. Shri Bajju Ban Riyan to speak.

600 - 603

SHRI BAJU BAN RIYAN: Hon. Chairman, Sir, I, on behalf of the CPI(M) express serious concern over the rise in cases of atrocities on the Scheduled Castes and the Scheduled Tribes. Our Constitution contains some provisions in this respect to contain the atrocities perpetrated on the Scheduled Castes and the Scheduled Tribes. I may mention here the two Acts, namely The Protection of Civil Rights Act, 1955, The Scheduled Castes and the Scheduled Tribes (Prevention of Atrocities) Act, 1989 and the rules of 1995.

There is some provision to contain these types of crimes and atrocities. But the Central Government has the sole responsibility to implement all these things. However, as per the provisions of these two Acts, the State Governments also have some share. ...*(Interruptions)* The State Governments also have to implement these two Acts. They have also some responsibilities. As per my information where the Central Government is now in power—the Congress and other parties, it is the mainly the Congress which is ruling in the States—the cases or the number of incidents are more. If I refer to the figures given by the National Bureau of Crime Records under the Ministry of Home Affairs, the figures are available up to 2008. In this Report, 49,102 cases were registered by the police under the PCA Act and 1,36,187 cases were committed on SCs and STs under the Scheduled Castes and Schedule Tribes Protection Act, 1989. The State-wise figures are available, but I do not want to take the valuable time of the House. The Congress-ruled State

like Andhra Pradesh and others, in this way, are on the higher side. Of course, the population is also higher there and the cases are also higher. In this way, the State Governments are not performing their duties. Then what to do? In some States like Tripura, Kerala and West Bengal where the Congress and other big Parties are not in power, you will find that the figures of these types of heinous crimes are less and it is on the lower side.

The Party which is in power, the Government which is in power, should also motive both the sections of the people to live amicably. The upper-caste people, those who perpetuate these types of crimes should also understand that as per our Constitution, the Scheduled Caste and the Scheduled Tribe people have got the same rights as we have. They have the right to enjoy all types of developmental programmes and other civil rights. The Scheduled Caste and the Scheduled Tribe people should also try to mix and cooperate with the other upper-caste people. In this way, between the upper-caste and the lower-caste, there should be coordination and friendly relations. Otherwise, it is not possible to enforce it only by law. It is our view. This way, we can contain these types of heinous crimes in West Bengal, Tripura, etc.

Our endeavour is to unite all the sections of the people. The quality of life as also the living standard of the tribals, the Scheduled Caste and the Scheduled Tribe people is quite negligible. It is quite on the lower side. These people cannot advance like the other advanced people of our country. We say that India has advanced in recent years but these people have not advanced. So, advancement should be in respect of all the people—the Scheduled Caste, the Scheduled Tribe, the upper-caste and other people.

Now, to improve the quality of life and their development, the Government should have some implementation programmes. The State Governments and the Central Government should cooperate with each other. I am seeing that the Tribal Affairs Minister is absent here. As per the Report of the Standing Committee on the Welfare of Scheduled Caste and the Scheduled Tribes—My Chairman is here. I am also a Member of that Committee—there is an important recommendation. He has referred to that Report. In that Report, the recommendation is that there should be a Committee headed by the Social Justice and Welfare Minister. I am asking this question: Why there should not be the Tribal

Affairs Minister also? He can be chosen as the Co-Chairman but not as the sole authority. So, in this way, the Central Government tries to discriminate when it comes to even to the Government! They should all be equal. The issue is the same—to implement the two Acts which I mentioned earlier. I think our Home Minister would reply. I hope he will react to this point.

Now, I come to the development aspect. A majority of the Scheduled Caste, the Scheduled Tribe and the tribal people are residing in the hilly and terrain areas. Most of the hilly and terrain areas are in the reserve forest which is under the control of the Ministry of Environment and Forests. During the regime of the UPA-I Government, this Parliament passed the Forest Rights Act. Under this Act, if those tribal people, who are traditionally and continuously residing in the forest, prove that they are residing up to that point of time mentioned in that Act, they will get the land and all those things. There is some provision. ...(*Interruptions*)

MR. CHAIRMAN: Please wind up.

SHRI BAJU BAN RIYAN: Sir, I will take a few more minutes.

MR. CHAIRMAN: I am giving you two more minutes. Please wind up.

SHRI BAJU BAN RIYAN: So, I request the Government that the Forest Rights Act should be fully implemented as it is desired.

We have seen that report. In almost all the big States there are tribals. I would like to mention such a big State here and that is Madhya Pradesh. In Madhya Pradesh, 1.22 crore tribal people are living, but this Act is not properly implemented there and in some other States they are not paying proper attention to this Act. So, the development programme for the Scheduled Tribes should be properly implemented in all the States. After 63 years of Independence, educated people have come up among the Scheduled Castes and Scheduled Tribes. There is reservation for Scheduled Castes and Scheduled Tribes both at the Central and State Governments, but it is not implemented properly. The Chairman of the Committee for the Welfare of Scheduled Castes and Scheduled Tribes is sitting here and he is aware of it. I would like to submit that not a single Central Public Sector Undertaking or State Public Sector Undertaking is observing the reservation provision in employment for

Scheduled Castes and Scheduled Tribes. But I can say that in Tripura they are following this provision properly.

With these words, I conclude.

603 - 605
SHRI ARJUN CHARAN SETHI (Bhadrak): Mr. Chairman, Sir, I thank you very much for giving me the opportunity to speak on this subject which is being discussed under Rule 193.

At the outset, I would like to pay my respect, homage and gratitude to Dr. B.R. Ambedkar who fought throughout his life for the reservation to the people belonging to the Scheduled Castes and Scheduled Tribes. He not only ensured it in the Constitution but also tried to implement the provisions of the Constitution.

Sir, article 17 of the Constitution has been mentioned here repeatedly by many hon. Members. Under this article, untouchability is abolished. I would like to quote article 17. It says:

“‘Untouchability’ is abolished and its practice in any form is forbidden. The enforcement of any disability arising out of “‘Untouchability” shall be an offence punishable in accordance with law.”

This has been enshrined in the Constitution by our forefathers long ago. On 15th August, 2010, we have celebrated our 64th Independence Day. But even in the 64th year of our Independence, we are still discussing about the atrocities against the Scheduled Castes and Scheduled Tribes.

Sir, I know I have very little time at my disposal and so I will only point out some of the incidents that have happened in the country. Recently, I put a question to the hon. Prime Minister. But the reply has come from Shri Prithviraj Chavan who is the Minister of Science and Technology and also the Minister of State for Personnel, Public Grievances and Pensions.

19.00 hrs.

I have asked whether the Department of Personnel and Training is monitoring the vacancies in the different Ministries of the Central Government so far as posts reserved for Scheduled Castes in Groups ‘C’ and ‘D’ are concerned. If so, the details of the vacancies which exist in different Ministries/Departments in the Groups ‘C’ and ‘D’ during the last three years and the current year and

the number of posts filled during this period. You will be surprised to know that the answer is ‘No’. That means they do not keep records of the vacancies in Groups ‘C’ and ‘D’ reserved for SC/STs.

The hon. Minister is here. He is very knowledge-able as I have stated on many occasions. What is the harm and what is the difficulty in keeping these records? This Parliament has also passed an Act on reservation of services in different categories for SC/ST. Why does the Ministry, especially the Prime Minister’s Office, not keep the records? If it is being kept by the Home Ministry, then this reply should come from the Home Ministry. If this piece of information could have been given to us, I think, heavens would not have fallen.

With regard to Groups ‘B’ and ‘C’, what is the reply? As per the latest information made available by various Ministries/Departments, a total of 5,41,329 posts in Groups ‘B’ and ‘C’ were filled up by direct recruitment/promotion/deputation/absorption during the period from January 2005 to December 2007, of which 1,07,019 were Scheduled Caste candidates. They have given certain information, there is no doubt about it, but why they have not given the break-up. They should have given the break-up. What is the difficulty?

It is alleged that there are many vacancies in different Departments, including the Home and Personnel Departments. Today also we have discussed it. Hon. Minister has stated clearly that there are vacancies. There is no doubt about it and he has admitted that. Similarly, if there are any vacancies to be filled up for the SC/STs, what is the harm in giving the information to this august House? I would request the hon. Home Minister to try to give us the information of this particular nature to the House.

Another thing that I would like to highlight here is that we have enacted so many laws during these years. After Independence we have enacted so many laws for the protection of SC/STs. But implementation of these laws lies with the State Government. There is no doubt about it. But what is the machinery? Does the Central Government have any machinery to monitor the kind of reservation they have provided to SC/STs in different States and Union Territories? They do not have a direct machinery. Of course there are officers from the Central Government who are posted in different State capitals but how far they are competent enough to monitor these

cases? I admit it that because they are not doing their assigned duties properly, the vacancies exist in different Departments. I do not mean only this particular State Government or that particular State Government. All over the country, in different States, posts are lying vacant.

MR. CHAIRMAN: Please wind up.

SHRI ARJUN CHARAN SETHI: Mr. Chairman, Sir, I obey your wishes, no doubt, but I must say that I hail from a State where atrocities on harijans and adivasis, or SCs and STs, no doubt, are less. I can say that they are nil. But there is no doubt that atrocities on harijans and adivasis and downtrodden are less in the State of Orissa. Especially, I must thank the hon. Chief Minister of Orissa, Naveenji, that he is very much concerned and he is very much keen to implement the laws that have been enacted by the Parliament.

I would request the Home Minister, who is present here, that he should at least see that regarding the vacancy of posts he should inform the House. With these words, I thank you.

[Translation]

605-606

*SHRIMATI SANTOSH CHOWDHARY (Hoshiarpur): Today discussion is being held in this august House under Rule 193 on a very sensitive subject relating to the persons who contributed in strengthening the democratic system of the independent India and I thank you for giving me an opportunity to speak.

I would like to submit with a heavy heart that the dalits have been spending a life of slavery even after 63 years of independence. To remove their poverty the Governemnt formulates a number of schemes to impart education to their children and provide employment to them. However, you may call it their misfortune that they did not get the benefit of all those schemes. Though the Government has promoted their participation in panchayati raj, but there also instead of getting respect, they are insulted.

As a Member and Chairperson of the Punjab Public Service Commission for 12 years, I have seen from close quarters the injustice being meted out to the educated youth. I struggled hard to get them their rights. The credit in this regard goes to the former Prime Minister Shrimati

*Speech was laid on the Table.

Indira Gnadhi who had taken up this task pertaining to the women belonging to the Scheduled Castes.

I felt the pitiable condition of the lowest rung employees while being the chairperson of the Safai Karmchari Commission and so got a number of schemes launched by the UPA Government to ameliorate their condition.

However, the truth is that the dalits are facing the feudal scourge. Even today, a number of incidents of atrocities are taking place against the persons belonging to this community, be they workers, service class people, women or youth, such incidents are rising.

Commissions are constituted, however, reports submitted by them are hardly implemented. The State Governments offer wrong figures. Even the A.S.I does not listen to the call of the poor.

It is my submission to the Government that unless and until persons belonging to the scheduled castes and scheduled tribes are posted as S.H.O., no improvement i this regard can be brought about. The Government will have to amend its judicial system to save the dalit families from human cruelty. It is true that taking food eradicates hunger. If you spit at a machine, it does not make any difference to it, but if someone spits at the dalit community, the fire of that insult can never be doused and it takes the form of a volcano.

The UPA Government has been doing much for the upliftment of the dalit society, however, much more remains to be done. We were flowers, the society made us thorns and now they expect us to not even prick.

I would like to tell all the brother and sister Members of Parliament the custodians of democracy, do your duty for the dalits, save them from feudal atrocities for the sake of the unity and integrity of the country.

[English]

606-609

*SHRI PRATAPRAO GANPATRAO JADHAV (Buldhana): I rise to participate in the discussion under rule 193 on atrocities committed on Scheduled Caste and Scheduled Tribe population in the country. Many Hon. Members who spoke before me have narrated umpteen instances of injustice and atrocities committed against Dalits and tribals in the country. Many Hon.

*English translation of the Speech originally delivered in Marathi

Members submitted relevant data and statistics in this regard.

Sir, I would like to point out that after independence many laws have been passed for betterment of Dalits, the Constitution of India has given them several rights, various facilities and concessions have been given to them for their welfare. But even after 63 years of independence the lot of adivasis has not changed. They are still living in huts and jungles. I want to ask as to who is responsible for this situation?

Sir, instead of narrating the atrocities on adivasis and taking time of the House, we should think whether depriving them from benefits due to them does not amount to atrocity on them. If this amounts to atrocity, then cases under Atrocities Act should be filed against all those, including officers, who are responsible for it.

Sir, why was this Act on Atrocities against SC/STs was passed? The Act was passed for providing protection to the adivasis against the atrocities committed against them. Many cases are filed under this Act and several cases are still pending. But I want to ask as to why the need was felt to pass such an Act even after 63 years of independence? Sir, I want to point out that earlier there was controversy regarding dalit and non-dalit. Dalit and adivasis were on one side and rest of the sections of society were on other and there was clash between them. But today what we see is that there are two sections within dalits themselves. One is rich dalit class which has become rich by getting all advantages of Governmental schemes meant for dalits and on the other hand another section of dalits which has been deprived of all benefits of Governmental schemes and is living in huts and in slums. These two sections have come up among dalits. Who is responsible for this divide? On one hand we are preaching Sarva Dharma Sambhav (all religions are equal), we advocate abolition of casteism but at the same time we only promote casteism in this very House. We should stop this kind of duplicity in our behaviour.

Sir, when Dr. Babasaheb Ambedkar expressed his intention of embracing another religion, many people approached him and offered him various inducements to accept their religion and offered several benefits and money. But why did Dr Babasaheb Ambedkar embrace Boudha religion? He accepted Boudha religion for ensuring betterment and welfare of dalits who were backward and deprived of all benefits.

Sir, here I would like to point out that while votes are being sought in the name of Dr. Babasaheb Ambedkar and high positions of power are enjoyed in his name, it must also be considered here as to who stopped Dr. Babasaheb Ambedkar twice from becoming Member of this House. Sir, who are the people who are committing atrocities against dalits, who are the people who are indulging in politics by invoking the name of Dr. Babasaheb Ambedkar? This House should consider this aspect as well.

Sir, this House should also consider as to who is the real beneficiary of the concessions offered to dalits and laws passed for their welfare. Only a particular section of dalits is reaping all benefits meant for them. A large section of dalits is there which is deprived of all benefits and is living life of deprivation.

Sir, I, therefore, feel that if we really want to give the benefits to dalits, these should not be given in the name of caste because casteism creates divide and dissesentions in the society. So now time has come when we should consider to give concessions on economic criterion. As dalits are poor and living in jungles and if we really want to give them their rights and benefits which they should get, it is my opinion that these should be given on the basis of economic criterion. Only then the benefits which are presently being cornered by rich dalits can be passed on to poor dalits.

Sir, the Act on Atrocities against dalits has been passed for giving them protection. So they must be given protection against atrocities. That is the real intention of passing this Act. Sir, we have seen several instances in our society that this Act fails to shield dalits against atrocities and is rather used as weapon against them. We all are united on the issue that adivasis should be protected against atrocities. But if this law is misinterpreted and people are put in jail, then this also needs to be considered by Government. Section 3 of this Act says that if anybody commits atrocity, does injustice against dalit, FIR can be lodged and cases can be filed against him and he can be arrested. It is a non-bailable section. But if somebody files a false case under this Act, and if a person is put in jail for 15 days, then it is necessary to make provision in the law against a person who gives wrong report and files a false case. Therefore, sir, while passing law for the protection of one section of society, it is necessary to ensure that it does not cause injustice to some other section of society.

Sir, we see in our society that no benefits have been given to adivasis living in rural areas. Many people using benefits meant for dalits have achieved powerful positions. But there are dalits in rural areas who do not get even two square meals a day. In some dalit families, 5 or 6 members have got jobs using these benefits, but not even one person out of 100 dalit families in rural areas has got even a class IV job. But if only rich among dalits are going to corner all benefits, then betterment of those dalits who are poor and living in jungles will never be achieved. If our intention is to help dalits, it will be our prime duty to help those dalits who are backward, poor and deprived of all benefits and at the same time the Government should take action against those persons who are misutilising these benefits and depriving the poor adivasis for whom these concessions are meant.

Sir, thank you for this opportunity to express my views.

609-612
DR. P. VENUGOPAL (Tiruvallur): Hon. Chairman, Sir, I am very much thankful to you for giving me an opportunity to speak on discussion on situation arising out of increasing atrocities against the Scheduled Castes and the Scheduled Tribes in the country.

The National Commission for the Scheduled Castes, Prof. N.M. Kamble has accused the Tamil Nadu Government of not conducting *dalit* atrocities related cases speedily and efficiently. During a Review Meeting in Chennai in February this year, Prof. N.M. Kamble said that Tamil Nadu ranks eighth in the country in crime against *dalits*. This ranking is related only to registered cases. If unregistered cases are included, Tamil Nadu will be number one State in the country in atrocities against *dalits*. Crime against the Schedule Castes has increased in Tamil Nadu during the past four years.

Sir, the Commission has also accused Tamil Nadu Government of not filling up the vacancies of teachers meant for the Scheduled Castes. It commented that over five per cent vacancies of Scheduled Castes remain unfilled. The Commission also recommended setting up of special courts to deal with cases relating to crime against the Scheduled Castes in view of a large number of pending cases.

In the year 2008, Tamil Nadu Tourism and Registration Minister and four of his men were charged with attempting to attack a *dalit* Deputy Collector.

As Deputy Collector, in-charge of colour television distribution in Kanyakumaari District, had filed a complaint after he was allegedly attacked by the Minister's men at a public function in Nagercoil. ...(*Interruptions*)

MR. CHAIRMAN: Please do not mention the name.

DR. P. VENUGOPAL: I did not mention the name. ...(*Interruptions*)

SHRI T.K.S. ELANGO VAN (Chennai North): Let him also include usurping of *panjami* land by the former Chief Minister. ...(*Interruptions*)

DR. P. VENUGOPAL: I did not mention the name. ...(*Interruptions*)

MR. CHAIRMAN: Dr. Venugopal, please address the Chair.

DR. P. VENUGOPAL: Sir, I did not mention the name.

As the police officials failed to take any action, he had to petition the Collector and the Superintendent of Police subsequently. This is the plight of an SC Deputy Collector in Tamil Nadu. ...(*Interruptions*) I am sorry, Sir.

I do not like to mention the name of the IAS officer. He belongs to 1990 batch of Tamil Nadu Cadre. He had exposed the corrupt deeds of the State Government in closing the Arasu Cable Corporation in favour of private cable operators and causing a loss to the tune of Rs.300 crore. This Dalit officer has been suspended by the Tamil Nadu Government for the reason that his community certificate is fake, that too after 19 years. Before he was selected to IAS, the UPSC had verified his community certificate and found it to be genuine. He is being victimized by the local Government because he is a Dalit and because he had exposed the corrupt practices of the present Government in Tamil Nadu.

My third point is that a fourth year Dalit law student, pursuing his studies in Dr. Ambedkar Government Law College in Chennai, was travelling in a bus where he picked up a quarrel with a fellow passenger. The driver of the bus unboarded both of them in Tirukazhukundram near Mahabalipuram Police Station. In the police station,

the student was inquired by Inspector, Sub-Inspector and a few other policemen. The Inspector asked him from which area he belonged to. The student replied that he belonged to Paramasivam Colony. Then, the Inspector asked him whether he was an SC. Then the student said, yes, and immediately he was slapped by the Inspector. He is also a human rights activist. The Inspector and other policemen started beating the student indiscriminately and all his clothes were torn away. He was beaten by all the policemen for two hours and he was put up inside the lock up without a bit of cloth. When the student became unconscious, water was poured on him. Then, he was rescued by his relatives at 3.30 a.m. By 5.00 a.m. the student attempted suicide by trying to hang himself. His parents rescued him and now he is undergoing treatment in a private hospital. He also belongs to a Dalit family in Chengalpattu.

Another point is, recently the only SC Vice-Chancellor of Anna University, Madurai was attacked in his office by the ruling local MLA. ...*(Interruptions)*

SHRI T.K.S. ELANGOVAN: There is no evidence. Do not give wrong information. Do not mislead the House. ...*(Interruptions)*

MR. CHAIRMAN: Please continue.

...*(Interruptions)*

MR. CHAIRMAN: He has not mentioned any name.

...*(Interruptions)*

MR. CHAIRMAN: Order please.

...*(Interruptions)*

MR. CHAIRMAN: Nothing is going on record except Dr. Venugopal's speech.

*(Interruptions)...**

MR. CHAIRMAN: Please take your seat.

DR. P. VENUGOPAL: This seems to be a message that no academician from among the SCs should dare become Vice-Chancellor of a university in Tamil Nadu, with a view to paralyzing the community. I would like to request the Government of India to issue directions to the Tamil Nadu Government to submit a detailed report

on the atrocities against the SCs and the action taken in each case.

With these words, I conclude.

[Translation]

⁶¹²⁻⁶¹⁵
SHRI RAMESH RATHOD (Adilabad): Mr. Chairman, Sir, I express my gratitude to you for giving me the opportunity to speak about the atrocity on Scheduled Castes and Scheduled Tribes. The laws formulated for the Scheduled Castes and dalits even after 64 years of independence are only written on books and printed as booklets, they are hardly implemented.

I am giving a fresh example in this regard, the police perpetrated atrocities against 11 women at Wakkepalli in Andhra Pradesh on 20th August, 2007, That day, the District Collector and the S.P. visited that place and called the act as unjust. The Tribal Welfare Commissioner went over there to state that had really happened. A big agitation had been staged over on this issue. However, the Government did not pay attention over that. The Government did not register the atrocities and no action has been taken against the police till date. I would like to ask what sort of justice in this? ...*(Interruptions)* Do you have any problem if an 'Aadivasi' speaks. I have been watching. I am a tribal who is speaking. Whenever, the tribals and the dalits are talked about, they interrupt. He may go there to occupy the chair of the Speaker. What is the problem to him? Firstly, Ministers, the Prime Minister and the Home Minister are not present here and I want to submit before the Speaker and that is causing problem to you. This is a fresh example. Now-a-days tribals die due to diseases. They do not get medical facilities. They do not have roads to commute, water to drink. Their children do not receive education as of now. If the doctors are deputed over there, they remain on deputation. You people have a fresh report in this regard.

Mr. Chairman, Sir, the haemoglobin content among the tribals is between 5 and 6 as of now. They are half living and half dead. Has the Government made effort to carry out development in their area? I do not want to speak out of excitement, but being a tribal, I feel the pain. You may go and see the tribal villages today. We are living in forests, drinking water of drainages leading to diseases such as diarrhoea, malaria etc. My Government of Andhra Pradesh has formulated a good programme Aarogyashree. However, this programme does not apply to the tribals. This is applicable to the affluent

people only. Not only this, if there is a dispute between tribals and dalits, case of atrocity is registered. Where there is injustice, case of atrocity is not registered to ensure justice.

I would like to bring it to your notice that illegal mining is being carried out today by the *mafia* in Andhra Pradesh. The Union Government has granted rights to the tribals under the 1/70 Act, in accordance the judgement of the Samata Committee in compliance with the 5th schedule. We need to implement the 5th schedule of the Constitution for 1/70 tribals in Baiyaram. Illegal mining has been allowed to be carried out by the Rakshna Steel Company, the *mafia* in the reserve forest in the area of tribals. The Company does not have any permission from the Government of India even though that property entirely belongs to the tribals. Not only that, the bauxite work has been allocated to the company owned by the Jindal group. It is an area of the tribals inhabiting the reserve forest. 20 lakh hectares of land belonging to the tribals, there has been handed over to the Jindal group. Not just this, in the year 2007, the tribals were divested of their title. I ask the Government, whether this does not amount to atrocities? Whether the culprits who have done this cannot be put behind bars by filing cases against them? If not, the reasons therefore? Whether the future of tribals cannot be brightened by handing over the company to the tribals? Whether their children cannot be imparted education. But the State Government of Andhra Pradesh by putting the *mafia* in illegal possession of the property of the tribals, has allowed open loot of the tribal property. Then, how will the tribals make advancement.

As per the Department of Industries, the Government of India, the captive mining should be given to the tribals and 14 tribals have demanded from the Government to concede their right to carry out mining. But not a single Tribal has been this right. The report prepared by the APMDIC has pegged the earning from mining at Rs. 40 lakh crore. This colossal amount is being plundered by the Rakshna Steel Company with the help of the Andhra Pradesh Government which has been sitting idle. Why has the Government not moved in spite of all this? The Minister of Finance just now came here, I thought myself lucky that he will hear me, but, now, he has left the House. I would like to call the attention of the hon. Minister

to the point that the banks seek guarantee at the time of granting loans to the tribals. Who will stand guarantor to a dalit who tries to set up a small shop or carry out a trade? The subsidy given by the Government of India or the State Government to the tribals are cornered by the people who bear fictitious tribal identity. When we sought report in this matter, it was denied to us. I seek the intervention of the Government to ensure justice for the tribals and dalits.

Sir, even after 64 years of independence, tribals are not able to get education. ...(*Interruptions*)

MR. CHAIRMAN: Shri Rathod, please wind up. You have taken lot of time.

SHRI RAMESH RATHOD: Sir, the Government personnels belonging to the tribes or dalit community are suspended from their posts, as was done in case of an AC & belonging to this community, whereas, in the case of personnels belonging to other communities, reinstatement orders are issued after 10-15 days. Such type of law exist in the country? Therefore, I wish to say that if the number of tribals or dalits are more than 500 in locality, they should be nominated in the gram panchayats so that they develop an understanding of the system and their areas are developed. Today the Prime Minister Grammeen Sadak Yojana has been made population based. ...(*Interruptions*)

[*English*]

MR. CHAIRMAN: Please wind up. You have already said your points.

[*Translation*]

SHRI RAMESH RATHOD: Sir, I suggest to provide road connectivity in those villages where the number of people is very low. When Sh. Chandar Babu Naidu was the Chief Minister, he got formulated a number of schemes. There were roads, drinking water and power in every village. ...(*Interruptions*)

[*English*]

MR. CHAIRMAN: That point is alright.

[Translation]

SHRI RAMESH RATHOD: After that, neither the Central Government, nor the State Government has done anything during the last six years. Adilabad is the most backward district. A medical college was opened there but there is no faculty. Recently, when Sonia Ji visited there. ...*(Interruptions)*

[English]

MR. CHAIRMAN: That is not a point. You take your seat. Nothing will go on record.

*(Interruptions)...**

MR. CHAIRMAN: Nothing will go on record.

*(Interruptions)...**

MR. CHAIRMAN: Please take your seat.

615-621
**SHRIMATI PARAMJIT KAUR GULSHAN (Faridkot): I thank you, Chairman Sir, for giving me the opportunity to participate in the debate on the subject of 'Atrocities against Scheduled Castes and Scheduled Tribes'. This is a serious matter.

MR. CHAIRMAN: Hon. Members, I request all members to be brief. It is already 7.35 p.m. Therefore, madam, kindly conclude your speech in 5 minutes.

SHRIMATI PARAMJIT KAUR GULSHAN: Chairman Sir, this is a very serious matter. But, the Government is not at all serious on this issue.

...(Interruptions)

MR. CHAIRMAN: Kindly conclude your speech in 5 minutes.

SHRIMATI PARAMJIT KAUR GULSHAN: Chairman Sir, I request you to kindly give me sufficient time so that I may raise my concerns on this issue.

MR. CHAIRMAN: No, no, ma'm. Each party is getting only 3-4 minutes. I am giving you 5 minutes. How much

time do you want? You tell me. Take 5 minutes. Try to be brief and to the point.

SHRIMATI PARAMJIT KAUR GULSHAN: Chairman, Sir, on 15th August, 1947, India attained Independence. It was a watershed event. The map of the country changed. The history of the country changed. The entire set-up of the country changed. But, the fate of Dalits remained the same. The poverty and deprivation of this segment of society did not change. The SCs and STs continued to be at the receiving end.

Mr. Chairman Sir, the Dalit community is being persecuted mentally as well as physically. And both types of persecution are dangerous. Sir, people at the helm of affairs, whether in bureaucracy or judiciary, are also responsible for this sorry state of affair.

When Babur attacked India, Guru Nanakji had said: "If the mighty and the powerful fight with someone who is equally mighty and powerful, people do not feel any anguish. However, if a lion kills a cow, naturally, it is injustice. It cannot be condoned." ...*(Interruptions)*

MR. CHAIRMAN: Please do not interfere.

...(Interruptions)

MR. CHAIRMAN: Madam, please continue. Hon. Members, please don't waste the time of House.

SHRIMATI PARAMJIT KAUR GULSHAN: Mr. Chairman Sir, the Prevention of Atrocities on SCs and STs Act was passed in 1955. It was also amended from time to time. But the tyranny unleashed by casteist elements on Dalits continued unabated. This Act envisages setting up of Special Courts to deal with such crimes. I would like to ask the Hon. Minister the number of Special Courts that have been set up as per this Act. How many cases have been registered against the perpetrators of such crimes? And how many guilty people have been convicted and punished?

Sir, with deep anguish, I state here today that had the Father of Nation Mahatma Gandhi undertaken a fast unto death to abolish the caste system, things would have been different today. Mahatma Gandhi adopted 'Satyagraha' and led various movements against the

*Not recorded.

*English translation of the Speech originally delivered in Punjabi.

British. He should have led a movement against the accursed system of untouchability.

Sir, ever since we attained independence, we have seen an unending cycle of violence and atrocities against Dalits. The womenfolk of Dalit community are targeted with impunity. They are disrobed, paraded naked in the streets, molested and raped. No FIRs are registered. No one is arrested. No one is convicted. The criminals roam scot-free. They are forced to clean toilets and do menial work. If a dog belonging to these deprived and marginalized sections dares to bark at so-called upper-caste people, the houses of Dalits are torched and these people are burnt alive. Heinous acts like the one that took place at Mirchpur shake the faith and confidence of Dalits in the system. Such horrendous crimes are a blot on humanity.

Mr. Chairman Sir, I have visited Mirchpur. I have seen the miserable plight of SC people with my own eyes. The houses of poor Dalits of the area were burnt down. The nubile girls of the Dalits were insulted. A handicapped Dalit girl was burnt alive. Her father was also killed. These traumatic events have scarred the psyche of other Dalits in the area. The Chief Minister of the state is known to be a wise person. He is known to be a gentleman. His son is a member of this august House. However, I fail to understand why the Chief Minister did not take any step to bring the culprits to book. Why was exemplary punishment not given to perpetrators of such a heinous and dastardly crime?

Sir, due to the untiring efforts of the architect of the constitution, Hon. Baba Saheb Ambedkar, the SCs and STs were granted reservations. However consistent efforts have been made to sabotage this facility. Thousands of reserved posts are lying vacant. These seats are often de-reserved and General category candidates are selected for these post. This is nothing but injustice.

...(Interruptions)

The SCs and STs face no problems in Punjab. There is absolutely no problem in Punjab.

...(Interruptions)

MR. CHAIRMAN: Only Smt. Paramjit Kaur Gulshan's speech will go in the records.

(Interruptions)...*

SHRIMATI PARAMJIT KAUR GULSHAN: Mr. Chairman Sir, recruitment is being done on contract basis. No reservation is provided in this system. Those appointed on contract basis are later made permanent. But, reservations are not given to SCs and STs. Outsourcing is a new method adopted to sabotage the system of reservations. If a poor Dalit is given the job of a driver or a peon, the Government pays him at least Rs. 5000 to Rs. 6000. However, these agencies deduct Rs. 1000 from their salaries. There is rampant under-payment as far as SCs and STs are concerned. This is nothing but cheating. These agencies should be disbanded. Why does the Government allow outsourcing in appointments? What is the need to such agencies?

...(Interruptions)

MR. CHAIRMAN: Let the Hon. member complete her speech. When your turn comes, then you can express your views. Please do not go on arguing like this.

SHRIMATI PARAMJIT KAUR GULSHAN: This is not a matter pertaining to any political party.

...(Interruptions)

MR. CHAIRMAN: Madam, please continue your speech.

SHRIMATI PARAMJIT KAUR GULSHAN: Mr. Chairman Sir, I have a suggestion. If appointment of poor Dalits can be outsourced to agencies, let us appoint I.A.S., I.F.S. and P.C.S. officers too in this way. Why is there a different yardstick for Dalits?

Sir, Dalits are being discriminated against, as far as appointment in the judiciary is concerned. When advocates are chosen to fill the posts of judges, Dalit advocates are dubbed as 'Not suitable'. Dalits who are very able, deserving and experienced are also discriminated against. We have no dearth of able and deserving people among Dalits. Baba Saheb Ambedkar was the architect of Indian constitution. Maharshi Valmiki was great poet and scholar who wrote 'Ramayana'. Dalit

community has many stalwarts among them. Why then is the tag of 'Not suitable' given to Dalits?

Sir, even at the time of promotion in judiciary, Dalits are discriminated against. General category people get 'Outstanding' reports and remarks whereas the ACRs of Dalits are spoiled. Junior people are promoted at their cost. This is the harsh reality of the judicial set-up where justice is not granted to the Dalits.

MR. CHAIRMAN: Please wind up, Madam. You have already taken ten minutes.

...(Interruptions)

MR. CHAIRMAN: I had given her five minutes. But, she has already taken ten minutes. This is double the time given to her.

SHRIMATI PARAMJIT KAUR GULSHAN: Mr. Chairman Sir, let me tell this august House about Rajya Sabha. Rajya Sabha is the Upper House. But the poor Dalits are not given any reservation in Rajya Sabha. 63 years have passed since we attained independence. Much water has flown down the Sutlej. How many reserved category members are there in Rajya Sabha?

Sir, the "Sarv Shiksha Abhiyan" (Education-for-all scheme) has been launched by the Government. But, teachers are appointed under this scheme on contract basis. There is no provision for reservations under this scheme. Sir, in Uttar Pradesh, Dalit women were preparing Mid-Day Meal under this scheme. However, the children belonging to higher castes refused to eat the meals prepared by Dalit women. This is the insult and agony Dalits have to undergo everyday.

Sir, let me tell you about Air India. It is a Government undertaking. When Dalit employees protested and demanded their rights, they were summarily dismissed from service. Today, these Dalit employees are finding it difficult to make both ends meet. They cannot pay the school-fees of their children. This is condemnable. Sir, Mir Singh is the leader of SC and ST Employees Association in Air India. When he met the higher-ups and demanded that injustice should not be done to Dalit

employees, he was badly beaten up, dragged and kicked. When he went to the police to lodge an F.I.R., his case was not registered. Only then was his case registered when he contacted the National Commission for SCs and STs. A Dalit woman employee in Air India was persecuted. It is a heinous act.

MR. CHAIRMAN: Madam, please wind up.

SHRIMATI PARAMJIT KAUR GULSHAN: When a senior Dalit employee was sexually harassed by the higher-ups, she lodged a case with the police. However, no action has been taken against the culprits.

Mr. Chairman Sir, our great Guru who sacrificed his sons for the honour and dignity of this country and Sikh religion, called us "Rangrette Guru Ke Bete" (The valiant sons of the Guru). He had said that these poor people can flourish only when real power is granted to them. He had said—'When I will bring these deprived poor people with respect into Sikh fold, only then will I call myself Guru Gobind Singh.' This is the reason why no atrocities are being committed on the Dalits in Punjab. The condition of Dalits in Punjab is far better than their condition in the rest of India.

However, Sir, the entire country must embrace the vision of Guru Gobind Singh. Only then can the poor and deprived Dalits be emancipated.

MR. CHAIRMAN: Please conclude.

SHRIMATI PARAMJIT KAUR GULSHAN: Sir, education, health-care and employment facilities should be provided to these marginalized sections of society. Stringent laws should be framed and culprits should be given exemplary punishment. In the Budget, provisions should be made for Dalits in proportion to their population.

Mr. Chairman Sir, we are not begging for aims. These are our rights. We have been insulted. Atrocities have been committed against us. The accursed system of untouchability has stigmatized us. We demand justice. This is our due. No Government can come to power without getting the votes of SCs and STs. But, money

earmarked for welfare of Dalits has been diverted for Commonwealth Games.

MR. CHAIRMAN: You have taken 15 minutes. Let other members also speak. Please conclude.

SHRIMATI PARAMJIT KAUR GULSHAN: Mr. Chairman Sir, SCs and STs must be given special packages and special grants for their upliftment. Education and employment opportunities must be provided to this deprived section of society. The need of the hour is to bail out these communities. Only then can these sections of society enjoy the fruits of freedom.

⁶²¹⁻⁶²⁵
*SHRI P. LINGAM (Tenkasi): Mr. Chairman, Sir, with great pain and anguish I would like to record my views pertaining to the atrocities against the Scheduled Castes and Scheduled Tribes of this country. We must go to the root cause and try to solve this problem at least now. On behalf of the Communist Party of India and on my own behalf, I would like to express my suggestions shared by Members in this august House today.

Our country has been witnessing for long the suppression and the oppression of the indigenous people who find themselves in the List of Scheduled Castes and Scheduled Tribes. They have been segregated, annihilated and discriminated against for long. They continue to remain backward socially, educationally, economically and also politically without having been empowered as provided for in the Constitution.

We have had a President of India from this section. We now have a Presiding Officer of this august House belonging to this section. But all these cosmetic moves have not helped to improve the lot of this depressed section of the society. It is true that Dr. Ambedkar strived hard to gain a status for the Dalit community by way of contributing to the making of our Indian Constitution. But still, the condition of the Dalit people in the List of Scheduled Castes and Scheduled Tribes continue to remain marginalized and unattended. They are denied of a status and place in the open society.

Sir, economic development can help a particular section of the society to come up and assume a place in the society, but that is also being denied to the Dalit people because of the continuance of the social evils

*English translation of the Speech originally delivered in Tamil.

perpetrated against them in the form of untouchability and violence against them. The social evils against them are on the increase.

For instance, let us take the inter caste marriages that are taking place in our society. When a girl from other community marries a Dalit boy, the Dalit community treats the girl in a respectful manner. At the same time, when a Dalit girl gets into other community by way of her marriage, she is still treated as a segregated and often ignored a daughter-in-law in that family. Though our laws are permitting inter caste marriages, it continue to remain as a one way path. If a Dalit girl happens to get into other community, she has to face hell a lot of difficulties. At times there is a great challenge to her modesty, she is even disrobed and paraded naked of which news reports appear in the media every now and then. These kind of ill treatments against Dalits continue unabated.

The social evils practiced against the Dalits are very much in the mindset of other castes who are let loosing atrocities against them in a big way. Though our country meets with growth and development in various spheres, the contribution by the depressed section of the society and the working masses are being ignored and they are sidelined. They are not getting their rightful place and their due in the society. It is stated in the Approach to our next Five Year Plan that Rs. 23 lakh crore will go into the public sector and private sector domain as investment. It is a moot question whether the Dalit community could get a due share in this growth. There is no job reservation for the Dalit community in the private sector though they have to take the incentives and other positive contributions by the Government of the day. The Dalit people have not progressed enough and they do not have economic prosperity. The Government's own statistics reveal that more than 50 per cent of our people are still languishing below poverty line and majority among them are the Dalit sections of the society who remain depressed and neglected for long.

We have been evolving plans and schemes for the upliftment of the Dalit section of the society. But we find that the funds allocated are not adequately released and spent to benefit the Dalits. Such unutilized funds are later on diverted and misspent on various other things. For instance, in Delhi we heard recently that the funds meant for the Dalits in the Special Component Plan about Rs.

740 crore remained unspent and it is also alleged that it was spent on other things. This is happening in several States and in many parts of the country and thousands of crores of rupees is either unspent or misspent. I would like to ask of the Government why it is watching these things without rushing to help improve the conditions of the Dalit section of the society, upholding the spirit of the Constitution.

The housing scheme meant for the Dalits in the rural areas and other parts of the country as a scheme commemorating the memory of Shrimati Indira Gandhi is not really benefiting the Dalit community because the amount earmarked for constructing a dwelling unit is insufficient and it is much less than the land value on which the house has to come up. Rs. 55,000 extended through this scheme do not reach the Scheduled Caste and Scheduled Tribe people because most of them are poor to own a piece of land to raise a dwelling unit with that meagre amount. They are not able to raise loan through TADCO also to construct houses for them. Considering the price rise and the cost of construction material, the Government must matchingly enhance the grants that are being extended to benefit the needy poor. From Rs. 55,000, the subsidy must be increased to at least Rs. 1.5 lakh. Only then we can help the Dalits in a meaningful way to have a dwelling unit of their own.

Dalits constitute 31 per cent of our population. Scheduled Castes and Scheduled Tribes among them belonging to Hindu religion constitute about 25 per cent as they are found to be 17½ per cent and 8 per cent respectively. When the entire lot of Dalits remains as oppressed sections of the society and when the caste is decided by birth, all the Dalits must get social justice and empowerment. So, Dalits belonging to religions other than Hindu religion must also get the benefits meant for them aimed at social inclusion. Untouchability is perpetrated against the Dalits because of their caste in which they are born. Caste was decided by the birth, not the religion they associate with. Just because a Dalit is not a Hindu, he should not be denied the reservation benefits both in education and jobs because all of them go through and suffer the same social segregation, discrimination and exploitation. It is only in India we find laws against conversion. Anti-conversion law is the brain child of Hindu mindset and this kind of treatment meted out to the marginalized sections of the society is found only in India and is not to be seen anywhere in the world. Non-Hindu Dalits must also be included in the

Scheduled Castes and Scheduled Tribes List and hence the Anti-conversion laws must be scrapped. The reservation percentage must also be suitably enhanced.

Several posts of Members in the SC/ST Commission established for protecting the rights of the Dalits remain vacant. From 24th May, the posts remain unfilled and it only shows the apathy and the act of neglect on the part of the Government. It only shows how callous their attitude is.

When Dalit people try to seek justice against atrocities committed against them, it is difficult to get the FIR filed. Even among the few cases that proceed further after an FIR end up in acquittals most often. Only 3 per cent of such cases end up in rendering justice. 97 per cent end up in such acquittals. That only shows that the majority of the perpetrators go scot-free though they have violated law, truth and justice. This has also contributed to the increase in atrocities against the Dalits. The livelihood of the Dalit people are greatly affected by the sheer neglect of the Government. Only yesterday we were discussing about the illegal mining. Such illegal acts render the depressed Dalits homeless and rootless because their dwelling places are taken over for mining activities. They are not spared even from the open river beds and the forest stream areas.

In my constituency, Dalit people living in a remote village have been rendered homeless because of the mining activity carried out on the river beds in which they have been dwelling all along. Even tribal people living in remote areas are not spared. The entire Western Ghat region in my constituency has been announced as reserve forest area. In the name of conserving and preserving forests, the landless tribal people living in those areas for long are not allowed to carry on with their traditional occupation. Even cattle rearing is not permitted apart from their being prevented from picking up and collecting and gathering for their livelihood the forest products like herbals and some spices.

In order to put an end to the atrocities and violence against the Dalit people, they must be helped to develop themselves educationally, economically thereby socially. The backlog in the jobs must go and all the jobs reserved for them must be filled so that the Dalits get a social status and economic development with which they can lead a life with honour, dignity and self-respect. All the Dalits, irrespective of their religious faith, must get the

reservation benefits and to ensure this, the anti-conversion laws must be scrapped and all the Dalits must form part of the Lists of people included in the Scheduled Castes and Scheduled Tribes.

With these words, I conclude.

[Translation]

625-628
DR. RAGHUVANSH PRASAD SINGH (Vaishali): Sir, I am thankful to the Chair for allowing me to participate in the debate on the atrocities being committed against the Scheduled Castes and Scheduled Tribes which continues unabatedly.

Every year, figures tell that around 40 to 50 thousand cases of atrocities against the Scheduled Castes and Scheduled Tribes are reported. Lakhs of cases are lying pending. All the laws have failed to give relief to the victims, whether it is the Article 17 of the Constitution, or the Protection of Civil Right Act or the Scheduled Castes and Scheduled Tribes (Prevention of Atrocities) Act 1989.

Punia Ji has said that untouchability has ceased to exist. But, you see the cases reported in Mid-Day Meal. If a person belonging to the scheduled castes cooks meal, they refuse to eat. Such cases are being reported daily from Uttar Pradesh and other parts of the country. On the one hand, we talk about 21st century and, on the other hand, discrimination, untouchability, atrocities continue to exist. It is not just me who is saying it, the Supreme Court has also observed it.

20.00 hrs.

The Supreme Court has expressed concern over the delay in investigation of the cases registered after the violence against dalits. There is a provision in the laws to conclude investigation within three months after the case is filed. The investigations have to be made by the DSP level officer. But, unfortunately, the investigation process is not completed even after three years. In some states, even the special courts are not notified for the trial of these cases. 75 percent cases result in acquittal of the accused because of the lack of evidence or other reasons. This is the observation made by the Supreme Court. Therefore, the atrocities are growing. I ask the Government whether it is aware of the observation made by the Supreme Court? If so, what type of action, the Government proposes to take? This is my first question.

Recently, Justice Suresh, who is a renowned human rights activist, and, is connected with the National Human Right Commission, has given an important suggestion in an article. He has suggested to seriously consider introducing amendment in Act. 17 of the Constitution to effectively check the atrocities on dalits and tribals.

Articles of the constitution prohibits untouchability. But what the hon. Judge is saying? He is saying that the government should consider amending Article 17 of the constitution. We must know that abolition of untouchability was envisaged under Article 17 of constitution at the time of framing of constitution. But the framers of constitution in a hurry of presenting the constitution failed to bear one thing in mind that unless we ensure economic, social and cultural equality, so that each dalit is able to stand up with dignity amongst other citizens, merely envisioning abolition of untouchability will not suffice. The hon. Judge, who is a human rights activist, says so. My question number 2 is what is the reaction of the government to the opinion of hon. Judge. My question is—Is the government bringing any amendment for removing the lapses in Articles 17 and 18 of the constitution?

Sir, you say that the atrocities against them can be checked only if they are provided social, economic and cultural equality, otherwise we cannot check it just by the agency of law. Even the figures say so. In recent past, maximum atrocities were committed against dalits in Uttar Pradesh. In case of Bihar, this year more cases of atrocities have occurred against dalits in comparison with last year. Every year, such cases are increasing. Today, only Laxmanram an employee was beaten in the office by an officer. Today, an agitation is going on in Bihar. An educated employee of the Department of Education was beaten hollow. He was pushed to the wall and beaten, his head was smashed with wall and he was kicked. Such a great injustice in the government office, right in front of the eyes of the government. When such type of atrocities are taking place, how we can say that the law will check it! Sir, we live in villages scheduled castes, scheduled tribes, dalits all are living there, they have settled on roadside. They have no approach road. Under the Pradhan Mantri Gram Sadak Yojana, all habitations having population of 250 or 500 are to be connected with approach roads. But what type of roads will be constructed for those who are living by the roadsides? They talk of social, economic and cultural equality, whereas there are no approach roads for their habitation.

Concrete roads have been constructed for others but what about those who have had to settle half-a-kilometer, two-four kilometer away from such roads. ...*(Interruptions)* They have no paths for coming there or going from there. Buffaloes, oxen, goats go there, these people milk away and then the farmers abuse them. The people of scheduled castes, poor habitations have settled unsystematically. The government should make it clear as to what steps have been by it for constructing approach roads for them. Concrete roads have been constructed as per the map plans and there are no roads for habitation of dalits. Such is the condition of dalits in villages. One hon. Member was saying about problems of dalits. When will roads be constructed for them? Has the government prepared any plan for safeguarding them from advertives, insult, physical scuffle?

How many dalit and tribal families in the country are home state landless? In India 40 lakh families are home state landless. Do they get benefits under Indira Aawas Yojana? BDO would say there is no land for constructing dwelling units under this scheme. They are living on banks of dam. They are asked to vacate the land for construction of road. At some places, they live on PWD land, on roadsides. At some places, they live on school's land, at other places on some Thakur's land and elsewhere on the land of Barhan Baba etc. Is the Government aware of home state landless? There are 40 lakh families which do not hve a piece of land to live on. Will such people accept India as their own country 'Rahne ko ghar nahi, Hindustan hamara, Sare jahan se achha Hindustan hamara'. It will not do anymore. It is the only reason behind atrocities. ...*(Interruptions)*

Dalits carry night soil. I want to ask why the evil practice of scavenging has not come to end? Who has continued it? ...*(Interruptions)* Is the government aware in which cities and villages such practice has not come to and end? What steps the government has taken or proposes to take in this regard?

Appromixately three lakh people are suffering from Kala Azar in our country. Who they are? None other than dalits. Not a simple person, except dalits is suffering from it. Kala Azar catches poor persons not upper classes. Why it so happens? Medical science says that sand fly don't fly above an inch at a time. As poor people sleep on floors, hence it bites poor persons. It cannot bite a person who sleeps on cot. The government is mute over eradication of Kala Azar but it says that it would check

atrocities against dalits. How would it check it? Justice Suresh has said that unless dalits get social, economic, cultural equality and employment, enactment of laws for preventing atrocities cannot serve any purpose.

Bihar government says that there are two categories within dalits, dalit and maha dalit (extremely dalit). There are differences amongst dalits too because of political reasons. But the condition of both dalits, Maha-dalits is pitiable. Irregularities take place in funds released for them from here. CAG has indicated an irregularity of Rs. 11412 crore. High Court has said that it needs to be investigated by none other than CBI, as powerful people are involved in it. CAG has investigated into it. High Court wants CBI inquiry into it. *[English]* This is a fit case to be investigated by the CBI.

Sir, it is the condition. India's rating is very poor so far as scuh issue are concerned. Why it so happens, what is the reason? How can a country, wherein crores of people says dalits, tribals are kept socially, economically, culturally backward, can occupy a leading position among other countries of the world? ...*(Interruptions)* Sir, it is the principle. therefore, if we want to occupy a leading position amongst other countries, then we will have to take forward our oppressed, backward, deprived people who have been facing exploitation for thousands of years. ...*(Interruptions)* Otherwise, Baba Saheb Ambedkar, Sant Thiruvloor, Narayan Guru...*(Interruptions)*. Kabir Saheb ...*(Interruptions)*. All great persons like Jai Prakash Narayan, Mahatma Gandhi, Dr. Ram Manohar Lohia etc. have said that we should take forward the people, who have remained bckward, forward with us. Until and unless these people are not developed socially, economically, politically, culturally, India cannot figure amongst top powerful countries. ...*(Interruptions)*

[English]

MR. CHAIRMAN: Nothing will go on record.

*(Interruptions)...**

[Translation]

628-629
SHRIMATI BHAVANA PATIL GAWALI: Mr. Chairman, Sir, our House often runs till late hours. Our staff comes for duty at 8 in the morning, and in the evening they

*Not recorded.

reach home as late 9-10 o'clock. There is no arrangement for their meals here. Earlier, there used to be such arrangements but now there is no such arrangement. I want you to pay attention to it. ...*(Interruptions)*

[English]

MR. CHAIRMAN: Nothing will go on record.

*(Interruptions)...**

MR. CHAIRMAN: Members from all the parties have participated in this very important discussion and all parties have exhausted their allotted time also. So, now we can take up the 'Zero Hour'. The discussion on the subject is more or less over.

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF WATER RESOURCES (SHRI PAWAN KUMAR BANSAL): If the hon. Members so desire, they can lay their speeches.

MR. CHAIRMAN: The written speeches on the subject can be laid on the Table of the House.

...(Interruptions)

MR. CHAIRMAN: We can allow another 10 minutes for this provided the hon. Members speak only for two minutes each, otherwise we can take up the 'Zero Hour' now. If the hon. Members stick to two minutes, then I have no objection to allow.

...(Interruptions)

[Translation]

SHRI DARA SINGH CHAUHAN: Mr. Chairman, as several Members are yet to speak on it therefore continue debate on it till tomorrow. ...*(Interruptions)* You have it debated tomorrow for one hour.

...(Interruptions)

SHRI SHAILENDRA KUMAR: Mr. Chairman, Sir, it is very important debate. ...*(Interruptions)* Please extend time for it. ...*(Interruptions)*

[English]

MR. CHAIRMAN: Hon. Members, please take your

*Not recorded.

seats. The House has already taken four hours to discuss this subject.

...(Interruptions)

[Translation]

SHRI SHAILENDRA KUMAR: Bansal Ji, extent the time, for several Members are yet to speak. ...*(Interruptions)*

SHRI DARA SINGH CHAUHAN: Mr. Chairman, Sir, you have debate on it for one more hour tomorrow. ...*(Interruptions)* Whole House is agreed on it.

[English]

MR. CHAIRMAN: Hon. Members, I will allow just two minutes and you may finish your submissions within that period.

...(Interruptions)

MR. CHAIRMAN: Shri Virendra Kashyap, you may finish your submissions in two minutes.

[Translation]

630-633
SHRI VERENDER KASHYAP (Shimla): Mr. Chairman, Sir, I am grateful to you for giving me an opportunity to speak for a few minutes in the discussion under Rule 193.

I understand that untouchability was abolished under Article 17 of the constitution, because injustice was prevailing in our society, the atrocities were committed against the suppressed classes. The prevention of Atrocities against Scheduled Castes and Scheduled Tribes Act was brought in 1989 in the way the Untouchability Offence Act was brought in 1955, the way it has been discussed in the House today, I understand that if in present era of 21st century, a human being has to fight on the issue of touching other human beings, to drink water touched by their hands, to sit in a social gathering, and we are discussing it in the beggest Panchayat of the country then no other things can be more derogatory. There are no two opinions that laws were enacted. The laws were enacted, the Governments came to power, the Government of every party came to power, even today the Government of various parties are in power in all the states. Somewhere the Government of one party is in power, and at other place, the Government of other party is in power, I do not want to say that more atrocities are

being committed in the rule of any particular party. The atrocities are being committed everywhere, the social conceptions and social psyche has not changed. I would like to state that the big legislations may have been enacted, efforts were made to bring the people of scheduled castes forward in studies, the reservation was made available to them. I myself belong to scheduled caste community. I represent a reserved constituency, but when I visit my constituency, I observe that at many places, the scheduled caste Pradhans or Panchas or Lady Pradhans who got the post by reservation are not allowed to hoist flag. The bans are imposed on them and if these people hoist flag somewhere, atrocities are committed against them. They are boycotted. Today the discussion in this regard is being held, but very less time has been allotted for this discussion. Every person wants to speak his mind. A few days back, I called the meeting of Vigilance Monitoring Committee, many cases of not allowing the cook to prepare the food were reported there. The parents of the innocent children of tender age studying in those schools do not want to integrate with the society, they do not want to maintain the feeling of brotherhood in the society, because our representatives, whether they are Parliamentarians or Minister are never sensitive towards the legislations enacted by the Government. They never come forward for this. If we go there, make efforts, agitation is launched against us. Lal Singhji is present here. Just now, he was saying as to why Members belonging to scheduled castes make efforts. We made efforts and when we got to people and raised this matter. The people start hatching conspiracy against us, we are defamed. The Parliamentarians, MLs, Pradhans of scheduled caste are defamed. Shri Meghwal ji and I visited Mirchpur recently. People took sprayer and burnt his house by spraying kerosene. Just now as Gulshanji was telling, his daughter was going to get married. The wedding items were taken out from trunk and burnt to ash. His 18-19 year old daughter was polio patient and was trying to educate herself somehow. She used to go to her college by tri-vehicle. She was also locked in room and burnt alive. Her father, Tarachand, who was around 72 years of age was also burnt alive. In this way, there were around 120 people in that village, who are compelled to live in such miserable condition and say we do not want to live in this village.

Mr. Chairman, Sir, these kinds of incidents also depict the psyche of the society. All of us, Ministers of MPs should pay attention in this regard collectively. I would like to make mention of Jind incident. When 'Kawarias'

went to Shiv Temple for offering holy water brought from Ganges, musclemen did not allow some Kawarias, who were dalits, to offer holy water in Thua village. The Kawarias of other community get angry and they went to Shiv Mandir in Karwala village of Kaithal 16 kilometers away from there to offer holy water. The dalit people who have faith in Lord Shiva were deprived of offering holy water there.

Today, they are being promoted socially and economically also, but despite that such incident continue to take place. It is all right that reservation facility has been given to the people belonging to scheduled castes and tribes, but there is no provision of reservation in the private sector. When UPA Government was constituted for first time, the Government said that they would implement reservation in private sector also, the hon'ble Minister is present here. They had constituted the Group of Ministers also in this regard. But it seems that it was not considered because, now the UPA has formed the Government again and the matter has been put on hold. The UPA Government says that they are well-wisher of Dalits. It's all right, you people are well-wisher, the Congress Party is also the part of the Government and I would like to say that if Congress Party or UPA Government has been constituted, it is because of scheduled castes and tribes. Despite that, the atrocities have been committed against the people of these classes. I do not want to say that the people of Congress Party are committing atrocities, but the people who have got an opportunity to run the Government must be very sensitive.

The need of the hour is that the people of all parties, whether it is BJP, Congress Party or Communist Parties should work collectively and work in interest of security of these classes.

In the end, I would like to give two suggestions. The mention of SCCP was made there. It is true that Special Component Plan has been formulated for scheduled castes and it has proven beneficial. There is no two opinion about it. But it has not reaped the desired benefit. I hail from Himachal Pradesh. The Government of BJP is in power there. 25 per cent population of Himachal Pradesh is Scheduled Castes, it is second largest state having Scheduled Castes population. We pressurised the Government there and as a result we are being given 25 percent budget in SCCP on the basis of Scheduled Castes population in the State. We are happy that the

State Government did this work. The people of scheduled castes are getting its benefit there. It is also true; it can be misused at some places. I would like to say that strict action should be taken against the people found involved in these activities. The Inquiry officers, DSP or DM show negligence in conducting impartial inquiry in regard to atrocities being committed against the people of scheduled castes and tribes, where they should fix the responsibility. The Government should pay attention in this regard and take action against the officers misappropriating the funds by conducting the inquiry.

[English]

~~633-635~~

*DR. RATNA DE (Hooghly): Atrocities on the Scheduled Castes and Scheduled Tribes are on the rise, of late. Whoever goes through the print media and electronic media can easily decipher that atrocities on SCs and STs is growing at an alarming rate. This is a bitter pill one has to inhale.

I would like to highlight the plight of SCs and STs in the country. Let me come first to my State, West Bengal where a number of SCs and STs were killed in different areas of the State.

I would like to mention only one case. Tapan Malik of Singur was raped and then burnt out.

Though the Scheduled Castes and Scheduled Tribes (Prevention of Atrocities) Act, came into force from 30th January, 1990, atrocities on SCs and STs are going unabated. It is a sorry picture prevailing in many parts of the country.

I would like to know from the hon. Minister the status of meetings of the State Level Vigilance and Monitoring Committees under the Chairmanship of the Chief Minister and other District level Vigilance and Monitoring Committees under District Magistrate to review the implementation of the provisions of the Act.

I would like to quote the data provided by the National Crime Records Bureau of the Ministry of Home Affairs concerning cases registered under the Scheduled Castes and the Scheduled Tribes (Prevention of Atrocities) Act, 1989. It is a startling data. To be precise, the number of cases pending with Police at the end of 2008 was 32,394. It is a huge number.

According to Rule 7(2) of the Scheduled Castes and the Scheduled Tribes (Prevention of Atrocities) Rules, 1995, investigating officer shall have to complete investigation on top priority within 30 days. As far as I am concerned, in my case, this Rule is not followed by any investigating officer. Why is this so? What measures are to be put in place to ensure that cases of atrocities on SCs and STs brought to the notice of Police is investigated within 30 days, as per the Rules?

Now, I come to the atrocities on SCs, STs and Dalits which has drawn the attention of public through newspaper reports. Over a dozen houses belonging to Dalits of Mirchpur village of Hisar district of Haryana have been torched.

According to the Chairman of the National Commission for Scheduled Castes, Shri Buta Singh, atrocities against dalits are highest in Uttar Pradesh. Bihar and Madhya Pradesh are not lagging behind when it comes to heaping atrocities against the SCs.

If I say that SCs and STs are at the receiving end when they go out to file a complaint with the Police, it would not be an exaggeration. I think many hon. Members would vouchsafe this view of mine.

More and more Special Courts should be established. There is a provision that under Section 14 of the SCs and STs Act, the State government, for the purpose of providing speedy trial, with the concurrence of the Chief Justice of the High Court. The Ministry should move in this direction to ensure early prosecution of cases under the Act.

I would also like to bring to the notice of the august House that according to official data, in 2009, there were 103 rape cases of SC women. In the first 3 months of 2010, 39 rape cases of SC/ST women have been recorded. And the total number of crimes against SCs and STs in the six years from 2005 to March 2010 is 6,803, that is, more than one thousand every year.

Conviction rate in cases of offences against SCs and STs is dismal. This aspect should be viewed seriously by the Ministry of Social Justice and Empowerment. Conviction rate should be 100 per cent. Only then, SCs and STs would venture out of their homes, holding their heads high, walk to the Police Station and concerned authorities, to file complaints of atrocities heaped on them and seek justice.

More awareness is the need of the hour. Awareness campaigns should be taken up vigorously with a view to educate SCs and STs populace about their rights, which would in the long run, help them to assert themselves and become part of the mainstream and lead a honourable life. I hope the Government would look into the aspects I have raised and would try to respond to some of them and initiate steps in the direction.

With these words, I conclude.

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF WATER RESOURCES (SHRI PAWAN KUMAR BANSAL): Sir because of the critical importance of the issue that is being discussed in the House today, understandably a large number of hon. Members want to speak. We share their views on this and everybody should really be able to speak on this important subject. But since it is already 8.30 p.m. and some Members have to make their references under Zero Hour, I would suggest, as a special matter, because otherwise there is quite a bit of Legislative Business that has to be transacted, after the Legislative Business that is listed for tomorrow, after that we could take it up again. I think there would be time available for this.

MR. CHAIRMAN: If the House agrees, we will take it up after the Government Business is over.

...(Interruptions)

[English]

MR. CHAIRMAN: Now, we will take up 'Zero Hour'.

SHRI S.R. JEYADURAI. Since Interpreter is not available at the moment, you can speak later on.

[Translation]

SHRI PREMDAS (Etawah): Mr. Chairman, Sir, I would like to thank you for giving me an opportunity to speak on environment. Environment is going to be the biggest problem not only of our country but of entire world and our entire system is going to get disturbed. Toaday the both air and water have become polluted, we are facing this problem due to urbanisation. Today, be it Yamuna or Ganges the water therein is very polluted. Trees are being felled on Yamuna bank. The Government is sitting

silently. 25 lakh vehicles are running in the city like Delhi. The four lane road was constructed from Delhi to Kolkata in the year 2001. At that time all trees were cut. But after 2001, even after lapse of 9 years, not even a single tree has been planted. The Doaba area between Yamuna and Ganga is considered very good for cultivation, there are very less trees in the area. The Government is not giving any attention towards the problem. The most part of said area lies in Uttar Pradesh, but the Government of Uttar Pradesh is not taking responsibility of planting even a single tree. When hon'ble Mulayam Singhjis' Government was in power in U.P., he had undertaken the work to plant trees on roadside. I would like to thank him for this. I would like to say that the environment is being adversely affected in this scientific era.

[English]

DR. SUCHARU RANJAN HALDAR (Ranaghat): Mr. Chairman, Sir thank you very much for allowing me to speak. This is my maiden speech. I shall talk on the subject 'Indo-Pak Relations'.

At the outset, we must agree that China is the deadliest rival of the biggest democracy, viz, our India, both economically and militarily. But our immediate neighbour, Pakistan is having friendly hobnobbing with China for a long time. This hobnobbing always came out detrimental to our interest. This cannot be allowed.

Now, what is Pakistan? It is a part of the oldest living civilization, i.e., Indian civilization. Only a few years ago, it got separated from us under an extremely religiously-biased fanatic leadership with the instigation of the Britishers and some gigantic folly of our the then leadership. Otherwise, their mindset remains akin to Indian civilisation. Whatever efforts they make, they could not get rid of the Indian habits.

In this perspective, we find several Pakistanis—the Baluchistan-Pakistanis who are identifying with the Indian thoughts. Then, there is the Gilani-Pakistanis, the Zardari-Pakistanis, the Kayani-Pakistanis and, last but not the least, the Taliban-Pakistanis. The Gilani and the Zardari are trying to work on the slender thread of democracy. They are under constant threat from the Third Estate, that is, the Talibanis. The illness of Pakistan lies in its dominance by the religious fanatics who are, in fact, the main instruments of Pakistan's creation. The Gilani and the Zardari are also required to guard themselves from Gen. Kayani who is always keeping an eye over them to

take over with his Military junta. In this situation, what should India do?

Regarding Baluchistan, we should give all-out support to them. The Zardari and the Gilani should be given economic support and behind the screen political negotiations. ...*(Interruptions)*

MR. CHAIRMAN: Please conclude.

DR. SUCHARU RANJAN HALDAR: This is my maiden speech. Let me conclude.

MR. CHAIRMAN: During the "Zero Hour", there is no maiden speech. Only points are made.

DR. SUCHARU RANJAN HALDAR: The present, abnormal behaviour of Mr. Qureshi, the Foreign Minister of Pakistan, should not be given much importance as he has done so under the pressure from Gen. Kayani. For Gen. Kayani, we are to keep our Defence always alert because Gen. Kayani has to remain anti-Indian out of compulsion and he has got no other alternative. Regarding the Talibani-Pakistanis, we have to fight all-out, militarily and diplomatically. In this regard, we may get support even from China which is disturbed by the uprising of the Talibans in its western region. ...*(Interruptions)*

To achieve these goals, the Fourth Estate i.e. the media of our country, has to play the major role, I would say, rather 50 per cent and the rest will be done by the behind-the-screen diplomacy and military supremacy. In diplomacy, we are to be careful—no American money for economic development of Pakistan should go to the Pakistan Military. We should have a long-term diplomatic goal. ...*(Interruptions)*

MR. CHAIRMAN: Nothing will go on record.

*(Interruptions)...**

MR. CHAIRMAN: Shri S.R. Jeyadurai to speak now.

**SHRI S.R. JEYADURAI (Thoothukkudi): Sir, in my Thoothukkudi constituency in Tamil Nadu, well within the Municipal limits of Thoothukkudi Town, Vedanta Industries has established a copper smelter plant styled as The Sterlite Industries. In fact, due to the stiff opposition from the agriculturists and environments in Ratnagiri District of

Maharashtra, this unit which ought to have been set up there got shifted to Thoothukkudi. Though this unit has been given permission to produce 12,000 tonne of copper per day, they have violated the same blatantly and produce more than 24,000 tonne every day now. Right from its inception, the local people have got serious objection to the functioning of this unit here in Thoothukkudi causing air and water pollution. But still with the clearance from the Centre, they are operating from there. Violating the ground rules of both the Centre and the State and even without obtaining necessary NOC, another copper smelting unit and other ancillary units have been set up within that industrial complex.

Sterlite Industries got NOC on 1-8-1994 on a condition that the smelter plant would be located 25 kms. away from the Gulf of Mannar National Park. But this unit is now functioning after having set up a plant within 14 kms. from the Gulf of Mannar National Park. Though this factory unit was stipulated to have a 250 meter wide greenbelt around it, it got an exemption to have a greenbelt just for 25 meters and they claim to have an amended NOC.

It is also to be pointed that this Sterlite Industries unit violates labour laws and subject their labour force to work amidst poisonous gas emissions and noxious effluents. This unit is also violating both the Central Customs and Excise laws due to which a tax evasion to the tune of Rs. 746 crore has occurred in just 3 years for which an official of this unit has been arrested recently.

As per the studies conducted by the local NGOs and the Thoothkudi Government Hospital authorities, the number of persons affected by Bronchial Diseases and Cancer visited this Hospital every day are on the rise and keep on increasing every year.

I therefore urge upon the Union Government to issue suitable instructions to the authorities concerned to closely watch and monitor the functioning of this unit so that they do not violate men and matter to the detriment of nature.

SHRI M.I. SHANAVAS (Wayanad): Mr. Chairman, Sir, I thank you very much for giving me this opportunity. I wish to raise a very important issue before this august House and would like to draw the attention of the Government.

Sir, the Sachar Committee Report was tabled in 2006. The Government took many initiatives after that and one

*Not recorded.

**English translation of the Speech originally delivered in Tamil.

of the most important initiatives taken by the UPA Government was the evolving of Multi Sectoral Development Plan for the minority dominated districts. Though the Sachar Committee was meant only for the Muslim Community, the UPA Government took into consideration all the minority communities, identified 90 districts as minority-concentrated districts and earmarked Rs. 2,400 crore for infrastructure development in those districts. But unfortunately the State Governments have withered away from their responsibility. Out of Rs. 2,400 crore, an amount of Rs. 2,100 crore has already been distributed to the States, but only 28 per cent of the funds have been utilized so far and the remaining 72 per cent remains unutilized. In this respect, I would like to point out that two State Governments in India are at the bottom in respect of implementing the recommendations of the Sachar Committee Report for the welfare of the minorities. The total sanctioned money for West Bengal was Rs. 534 crore, but the Government of West Bengal was able to spend only 30 per cent.

MR. CHAIRMAN: Please conclude.

SHRI M.I. SHANAVAS: Sir, my constituency Wayanad is the only district in Kerala where large number of minorities are there and no project was submitted by the Government of Kerala. Even then the UPA Government allotted Rs. 75 lakh to Wayanad district, but so far no amount has been spent by the State Government. I request the Central Government to look into the matter and take corrective measures.

SHRI LALIT MOHAN SUKLABAIIDYA (Karimganj): Mr. Chairman, Sir, I thank you very much for giving me the opportunity to raise a very serious problem which has cropped up with the proposed barbed wire fencing in Karimganj Town in my constituency. Barbed wire fencing is being constructed at 13 metres from the bank of the river Kushiara in Karimganj Town of my constituency. The area where the fencing is going to be constructed now is very thickly populated and about a 2 km. stretch has a wholesale market area on the bank of the river. The construction of fencing requires shifting of the market but it is not possible, on the other hand it is also not possible to have one portion of the market outside the fencing. So the fencing should be constructed saving the market along the river bank which is 200 years old. The situation is getting to boiling point as thousands of people living

in this area are afraid of being displaced. The people who would be outside the barbed wire fencing will feel insecure since they would lose the freedom of movement as they would be permitted to cross the fencing only at some specified time and there would be no development works undertaken by the Government for that area.

Now, if the proposed barbed wire fencing is constructed without considering the above factors, then not only the victims but also the sympathizers in large numbers, led by different political parties, are going to stage hunger strike until death. In view of the genuine demand and the plight of the people, the general public in Barak Valley are unhappy and a condition of a severe unrest is booming up.

I, therefore, urge the Government to construct the barbed wire fencing without displacing the persons living in the urban market area, and in other areas if displacement is required, the arrangement for proper rehabilitation before construction of the fencing should be made. Otherwise, there will be tremendous opposition from the common people and political parties.

Sir, barbed wire fencing is required to prevent infiltration. This is urban area; this is not the point of infiltration. Infiltration takes place where there is no natural barrier and in jungle area where the barbed wire is broken and in the area where there is no barbed wire. This is urban area and there is 24 hour vigilance of BSF. It is rather a convenient terrain for keeping vigilance. So, I would request the Government to modify the specification of fencing and the line of fencing so that the market area is saved properly.

[Translation]

SHRI MANSUKHBHAI D. VASAVA (Bharuch): Sir, I would like to express my gratitude towards you for giving me an opportunity to express my views on under mentioned subject in the zero hour of Lok Sabha proceedings. I have made requests through letters and by personally meeting concerned officers from time to time to make basic facilities available to tribals living in forest reserve areas and sanctuaries in parliamentary constituency Bharuch and Narmada district. There are no metalled roads for commuting purpose and electricity facilities in a large number of tribal villages like Kamodia, Jharanvani, Janaraj, Kanyal, Bebar, Kanjibrandi, Pankhala, Mathasar, Ambamama, Kukwaal, Arethi Bedcha and Patwali falling in the Narmada district and Varukhutta,

Rajakuan, Kolyapada in Bharuch district. The people over there are not getting facilities like hospital, education, irrigation and drinking water. The economic and social development of people living in forest reserve is not taking place due to this reason. They are compelled to live in inhuman life conditions even after 63 years of independence. The Union Government is allocating crores of rupees for tribals through its schemes, but they are not getting its benefit. The roads have got damaged at many places due to water logging in rainy season recently, due to which the people living in forest areas are facing many problems. The tribals are in great problems due to damaging of roads. The Union Government has soft corner for tribals. I would like to request it through the House that the metalled roads and electricity facility should be made available in high priority basis in the said villages on humanitarian ground and these people should be brought in mainstream.

SHRI JAYWANT GANGARAM AWALE (Latur): Sir, Mumbai – Nanded – Latur and Mumbai-Kolhapur-flight service have been discontinued since long though adequate number of passengers exist for both the flights. The passengers are agitated due to discontinuation of both these flights. I demand that the Government should restart both air services. The reason for discontinuation of Mumbai-Kolhapur air services has been cited as repair work on runway at Kolhapur airport, whereas no repair work is taking place at that site. I do not understand the reason for discontinuation of Mumbai-Nanded-Latur flight. I would like to request the Government to restart air services on both these routes. I have made request to the concerned Department many times in this regard. I demand that the government should pay attention in this regard.

SHRI JITENDRA SINGH BUNDELA (Khajuraho): Sir, I would like to draw your attention towards a very important issue related to Bokaro Steel Plant Koteswar Mines, which comes under Katni district of my Lok Sabha constituency. Bokaro Steel Plant had started a dolomite colliery in Katni district in 1978. The land of 150 farmers in 5 villages was acquired on the condition that one Member of every family will be given job and compensation for land will also be given. I am feeling very sad to tell the House that 32 years have passed and Bokaro colliery is running on the land which is registered on the name of farmers till date and Bokaro plant work is continuously going on and goods are being transported from there. But the farmers have not got the compensation of land till date. The injustice is being committed against the farmers for last 32 years. Sir, I want to raise this issue here only because only 20 people

have got jobs out of all the farmers to whom they had made a promise in writing to give job. Rest of the farmers still have not got jobs.

I would like to tell the Government that the compensation should be provided immediately to those farmers, whose land has been acquired by Kotteshwar Mine of Bokaro Steel Plant and one Member of every family out of those 150 families should be provided job to whom jobs were promised.

SHRI RADHE MOHAN SINGH (Gazipur): Mr. Chairman, Sir, I am grateful to you for giving me an opportunity to speak on a important issue. I would like to draw your attention towards Sir Sunder Hospital, Varanasi and I seek your protection. Through you, I would like to appraise the hon'bel Minister of Health of situation there. BHU provides treatment to the people of all adjacent states, Eastern Uttar Pradesh, Bihar, Madhya Pradesh, Jharkhand etc., and even Nepal. As far as the contribution of Banaras and Kashi in the field of medicine is concerned, it has 2500 year old history in Ayurvedic Medicine Science. Great Ayurvedic Scholars Dhanvantari and Charak were born at Kashi. While mentioning Sir Sunder Hospital or Banaras Hindu University, the name and face of Mahamana Madan Mohan Malviya comes before our eyes. Everybody is aware of his greatness and it was he who brought the idea of common man in this Parliament. The man who made greatest resolution to serve mankind was Shri Madan Mohan Malviyaji. I would like to make a mention the Banaras Hindu University, Sir Sunder Lal Hospital and this University established itself in the sector of modern medicine in 1960. Madan Mohan Malviya established BHU in the form of an organisation in 1960. I would like to say that today around 20 crore families are dependent on BHU for medical treatment in these states.

I want to say that BHU's Sir, Sunder Lal Hospital, which caters to large numbers of patients, is provided an annual grant of Rs. two-and-a-half crore only by UGC. Sir Sunder Lal Hospital caters to the lab needs of BHU. UGC provides grant to it. There is one SPGI and AIIMS also in Banaras. It is unfortunate that a grant of Rs. two-and-a-half crore only is given to 1165 bed hospital.

[English]

MR. CHAIRMAN: The list has already exhausted. You have all waited for long.

[Translation]

SHRI RADHE MOHAN SINGH: Sir, a grant of Rs. 296 crore is given to AIIMS which caters to 1766 beds

and Rs. 20 crore to SPGI which caters to 758 beds. My point is that if the government desires that good medical facilities are provided in BHU then there is a need for an annual grant of Rs. 48 crore to it. I want to say that I have spoken to the Minister of Health and Family Welfare, UGC is utilising BHU as a laboratory. A common patient stays in its hospital which caters to laboratory related needs. My submission is that the Minister of Health and Family Welfare should provide aid to Sir Sunder Lal Hospital on the lines of AIIMS and SIGI so that common man can have treatment there and escape from rush in hospitals in Delhi.

[English]

MR. CHAIRMAN: The list has already exhausted. You have all waited for long.

[Translation]

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI V. NARAYANSAMY): Sir, if one Member is given time, then time will have to be given to all. ...*(Interruptions)*

[English]

MR. CHAIRMAN: If you just take only one minute, I will allow you to tell what you want.

[Translation]

SHRIMATI BHAVANA PATIL GAWALI (Yavatmal-Wasim): Sir, I was wishing for long to speak on this issue. I am thankful to you for allowing me to speak on this issue. I will make my point in two minutes only. Maximum number of suicides by farmers take place in Vidarbha in Maharashtra. This year, good rains have provided some relief to them but they are facing great difficulty in getting fertilisers. Farmers are getting inadequate quantity of fertilizers. The farmers are not getting required kind of fertilizes, therefore, they have started agitation. Police personnel are treating them with lathis. The farmers are compelled to purchase other varieties of fertilizers, pesticides along with the fertilizers they purchase. RCF, IFFCO and IPL are selling fertilizers to them. They are linking other varieties of fertilizers while selling fertilizers to farmers. For example, when a farmer purchases a bag of Urea costing Rs. 278, he is compelled to purchase another type of fertilizers with it costing Rs. 150. My submission is that adequate quantity of fertilizers should be made available in each district in Maharashtra. I further

say that the compulsory purchase by linking of fertilizers should be stopped and adequate quantity of the same should be supplied. This is my demand.

[English]

MR. CHAIRMAN: That is all. Please sit down. Nothing will go on record.

*(Interruptions)...**

MR. CHAIRMAN: Now, Shri Dara Singh Chauhan.

[Translation]

SHRI DARA SINGH CHAUHAN (Ghosi): Sir, I would like to draw your attention to step motherly treatment meted out of some of the states which are ruled by non-congress parties. Uttar Pradesh is the biggest state in India. It's 25 per cent population is Muslim. Large number of weavers live in the state. Ramzan month is going on. For the last 22 years no power project has been set up in Uttar Pradesh. We generate approximately 2500 MW power and almost 8300 MW power is generated through central pool in U.P. Out of it, the state gets only 3,800 MW, whereas, the state is in need of 10,000 MW power. Rest is supplied to Delhi, where there is no shortage of power. Despite it, the centre allots remaining power to Delhi and Uttar Pradesh purchases power from Delhi at higher rates. Therefore, I want to say that month of Ramzan is going on, people keep fast for the whole day. In predominately weavers' areas, weavers work on looms in night. My submission is that the power generated through central pool in U.P. first be allotted to it and then if any power remains as surplus, that may be supplied to other states.

SHRI RAMKISHUN (Chandauli): Sir, the condition of minority weavers in Varanasi and Chandauli in Uttar Pradesh is quite pitiable. Malnutrition and starvation is overpowering them and in view of unemployment serious incidents like suicides are occurring there. Two-three kids have died of malnutrition recently in half a dozen villages in Lohata, Bhitari and Dhanipur areas and hundreds more children are suffering from malnutrition. Similarly, people in Chaurahat, Simra in district Chandauli in Jalipur, Madhiya, Milkipur which are predominately weavers' areas are facing acute poverty and they are unable to have two times meals. Streets in these areas are dilapidated, they do not have facilities for clean drinking water. Ramzan month is going on, as Shri Dara Singh Chauhan has said just now...*(Interruptions)*. I would

*Not recorded.

conclude at sharp 9 O'clock, there are still two minutes left. I would conclude in a minute.

Sir, weavers are in pitiable condition. They are facing malnutrition, hunger at large scale. They are not getting cotton. They are unable to foot their power bills. I urge the government to provide electricity bills to weavers on the lines of farmers. Around development of predominately weavers' villages should be undertaken. The facilities for drinking water, roads, health services and medicines should be made available to them. Through you, I demand these things from the government. I am greatly thankful to you for having given me an opportunity to speak.

SHRI JAGDAMBIKA PAL (Dumriaganj): Sir, first of all I am thankful to you for giving me an opportunity to speak to Dara Singh ji, Chauhanji, Ramkishun ji and by virtue of it, I too, got an opportunity. I am thankful to you on this account. I want to draw your attention to a matter of urgent public importance. Today, 80 per cent of rural population consists of farmers. If even today, the condition of farmers is not improved, the condition of our country cannot be improved. We daily deliberate upon it, we daily express concern about it that we have to make UP, even India self-reliant, make villages economically sound and develop rural folk. Farmers are facing some problems daily, their population is increasing and therefore, their arable land is shrinking. It will have far reaching impact, be it in the form of shortage of foodgrains or other kind of problem.

21.00 hrs.

In the recent past people in Uttar Pradesh came on roads and protested against acquisition of land, wherein, four farmers were killed. The State Government made efforts for reaching out some way out. The Government announced hike in compensation to Rs. 570 per square meter. But the local farmers were not ready to accept it. Any untoward incident may occur any time. This august House is in session. And the agitation is not confined to Agra or Aligarh. Farmers in Chandauli in Varanasi, workers of BKU in Lucknow are sitting on dharna. There is great

resentment amongst farmers and agitation over land acquisition has spread in Mathura, Meerut, Ghazipur and all other parts of Uttar Pradesh...(Interruptions). The situation is quite explosive, ex-M.P. Chaudhary Bijendra Singh ji is leading the agitation in Aligarh...(Interruptions)

MR. CHAIRMAN: Please conclude. Please wind up.

...(Interruptions)

SHRI JAGDAMBIKA PAL: Sir, I would conclude in a minute. Sir, I had not interrupted them. You have levelled so many charges against Central Government, at least I am not doing that. I am telling the fact, please listen, have patience. ...(Interruptions)

Sir, today, Chaudhary Bijendra Singh is leading agitation. ...(Interruptions)

MR. CHAIRMAN: Tell me what you want.

...(Interruptions)

SHRI JAGDAMBIKA PAL: Sir, the agitation has again started there. Former M.P. Chaudhary Bijendra Singh is sitting on dharna. The Central Government should interfere in it. The farmers of Tappal in Aligarh should be given compensation at the rate being given to the farmers where land has been acquired in Noida, Greater Noida, otherwise any untoward incident can take place again and lives of farmers may be lost therein.

[English]

MR. CHAIRMAN: The House stands adjourned to meet tomorrow, the 20th August, 2010 at 11.00 a.m.

21.02 hrs

*The Lok Sabha then adjourned till Eleven of the Clock on Friday, August 20, 2010/
Sravana 29, 1932 (Saka).*

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