

# LOK SABHA DEBATES

## (English Version)

Second Session  
(Fifteenth Lok Sabha)



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## LOK SABHA DEBATES

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### LOK SABHA

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*Tuesday July 7, 2009/Asadha 16, 1931 (Saka)*

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*The Lok Sabha met at Eleven of the Clock.*

[MADAM SPEAKER *in the Chair*]

### OBITUARY REFERENCE

[*English*]

MADAM SPEAKER: Hon. Members, I have to inform the House of the sad demise of our former colleague, Dr. Madan Prasad Jaiswal.

Dr. Madan Prasad Jaiswal was a Member of the Eleventh, Twelfth and Thirteenth Lok Sabhas from 1996 to 2004, representing the Bettiah Parliamentary Constituency of Bihar.

Earlier, Dr. Jaiswal was a Member of the Bihar Vidhan Sabha from 1990 to 1995.

An able parliamentarian Dr. Jaiswal was a Member of Committee on Commerce during the Eleventh and Twelfth Lok Sabhas. Dr. Jaiswal also served as a Member of the Committee on Railways; Joint Committee on Salaries and Allowances of Members of Parliament and Committee on Public Accounts during the Thirteenth Lok Sabha.

A medical practitioner by profession, Dr. Jaiswal was a Life-Member, Red Cross Society of India and also served as its Treasurer. He was the Vice-President, Indian Medical Association, Bihar. He was a member, Governing Body, Indian Council of Medical Research during 1996-97 and 1998-99. He also served as a member on the Board of Governors of the National Institute of Pharmaceutical Education and Research.

An agriculturist and a well-known social worker, Dr. Jaiswal was actively involved in organizing relief camps for flood victims. He also organised eye and blood donation camps. He was the Secretary, Bishambar Nath Hindu Anathalaya; the Governor, Lions Club International, Bihar and Nepal from 1982-83 and the Multiple Council Chairman, Lions Club International for Assam, Bihar, North-East States, Orissa and West Bengal during 1983-84.

A widely travelled person, Dr. Jaiswal visited a number of countries.

Dr. Madan Prasad Jaiswal passed away on 20 February, 2009 at Patna at the age of 73.

We deeply mourn the loss of our friend and I am sure the House would join me in conveying our condolences to the bereaved family.

The House may now stand in silence for a short while as a mark of respect to the memory of the departed.

11.02 hrs.

*The Members then stood in silence for a short while.*

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11.02<sup>1</sup>/<sub>2</sub> hrs.

### ORAL ANSWERS TO QUESTIONS

[*English*]

MADAM SPEAKER: Shri Baijayant Panda, Q. No. 41.

#### Measures to Check Naxalism

+  
\*41. SHRI BAIJAYANT PANDA:  
SHRI M. RAJA MOHAN REDDY:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether naxal activities are on the rise in the country;

(b) if so, the details of the States and districts affected by naxalism;

(c) the details of persons killed/injured including civilians and security personnel, damage to properties, naxalites arrested and killed during each of the last three years and the current year, State-wise;

(d) the details of the high level meetings held including with Chief Minister(s) and Director(s) General of Police of the States concerned and the outcomes thereof;

(e) the details of the relief provided to the families of victims of naxalims; and



(f) the steps taken by the Government including launching joint operations, amendment of existing laws and setting up special commando units to curb naxalism?

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

### Statement

(a) to (c) During 2006, 2007, 2008 and 2009 (upto June 30), 1509, 1565, 1591 and 1128 incidents of violence and 678, 696, 721 and 455 casualties of civilians and security forces respectively were reported from naxal affected States. State-wise details are given in the enclosed Annexure-I.

On the basis of naxalite violence profile, 83 districts in 9 naxal affected States have been included under the Security Related Expenditure Scheme which is meant for reimbursing such expenditure incurred for anti-naxal operations by the States. A State-wise list of the districts is given in the enclosed Annexure-II.

71, 80, 109 and 56 incidents of naxal attack on economic targets were reported from naxal affected States during 2006, 2007, 2008 and 2009 ( upto June 30) respectively. Details are given in the enclosed Annexure-III.

(d) A meeting of Chief Ministers of seven naxal affected States of Andhra Pradesh, Bihar, Chhattisgarh, Jharkhand, Maharashtra, Orissa and West Bengal with Union Home Minister was held on 7th January, 2009, followed by visits of Union Home Minister to naxal affected States. During the meetings, there was a consensus to launch coordinated joint anti-naxal operations and to focus on the development fronts including capacity building of security forces. Further, two meetings of the Task Force on Left Wing Extremism chaired by Cabinet Secretary

were held on 16th January, 2009 and 12th May, 2009. 21st meeting of Task Force under Special Secretary (Internal Security) was held on 5th February 2009.

(e) Payment of ex-gratia relief to families to victims of naxal violence is made at the rate of Rs. 1 lakh per civilian killed and Rs. 3 lakh per security force personnel killed due to naxal violence, under the Security Related Expenditure Scheme of Ministry of Home Affairs.

(f) Naxal affected States have been carrying out operations against the naxals within the States and joint operations along inter-State boundaries. Government of India supplements their efforts and resources *inter alia* by deployment of Central Para Military Forces. Presently 37 battalions of Central Para Military Forces (CPMFs) have been deployed on long term basis in 8 naxal affected States of Andhra Pradesh, Bihar, Chhattisgarh, Jharkhand, Madhya Pradesh, Uttar Pradesh, Orissa and West Bengal for joint anti-naxal operations along with the State Police forces. Recently three additional battalions of CPMFs consisting of two battalions of CRPF and one battalion of BSF, have been deployed in Lalgarh area of West Midnapur district of West Bengal for anti-naxal operations. Two CoBRA battalions (Commando Battalions for Resolute Action) specially trained in jungle warfare have been raised, with key location points for 1 battalion each at Jagdalpur in Chhattisgarh and Koraput in Orissa during 2008-09. 34 India Reserve Battalions have been sanctioned to naxal affected States, out of which 25 battalions have been raised by the States.

The CPI (Maoist), which is the major Left Wing Extremist organisation responsible for most of the incidents and casualties of naxal violence, has been included in the schedule of terrorist organisations along with all its formations and front organisations on 22nd June, 2009, under the existing Unlawful Activities (Prevention) Act, 1967.

### Annexure I

#### State-wise List Wing Extremists Violence 2006-2009 (June 30)

State	2006					2007					2008					2009				
	Incidents (deaths Including Civ/SF)	Civilians killed	Security Forces killed	Naxals killed	Naxals arrested	Incidents (deaths Including Civ/SF)	Civilians killed	Security Forces killed	Naxals killed	Naxals arrested	Incidents (deaths Including Civ/SF)	Civilians killed	Security Forces killed	Naxals killed	Naxals arrested	Incidents (deaths Including Civ/SF)	Civilians killed	Security Forces killed	Naxals killed	Naxals arrested
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
Andhra Pradesh	183(47)	37	10	133	316	138(45)	43	2	45	348	92(46)	45	1	36	236	34(10)	10	—	7	161
Bihar	107(45)	40	5	6	257	135(67)	45	22	2	282	164(73)	52	21	15	278	118(43)	25	18	2	121
Jharkhand	310(124)	81	43	20	254	482(157)	149	8	13	269	484(207)	169	38	49	383	364(122)	73	49	25	186

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
Chhattisgarh	715(388)	304	84	74	286	582(369)	171	198	66	254	620(242)	157	85	76	469	285(148)	74	74	63	213
Madhya Pradesh	6(1)	1	—	—	8	9(2)	2	—	—	22	7(-)	—	—	1	5	1(-)	—	—	—	—
Maharashtra	98(42)	39	3	19	46	94(25)	22	3	5	34	68(22)	17	5	9	106	100(57)	23	34	2	29
Orissa	44(9)	5	4	15	29	67(17)	15	2	7	78	103(101)	28	73	8	102	162(40)	20	20	8	63
Uttar Pradesh	11(5)	5	—	4	25	9(3)	3	—	1	20	4(-)	—	—	1	41	4(1)	1	—	—	13
West Bengal	23(17)	9	8	2	32	32(6)	6	—	—	82	35(26)	19	7	—	83	56(34)	29	5	—	5
Others	12(-)	—	—	1	17	17(5)	4	1	2	67	14(4)	3	1	4	40	4(-)	—	—	—	70
Total	1509	521	157	274	1270	1565	460	236	141	1456	1591	490	231	199	1743	1128	255	200	107	861
	(678)					(696)					(721)					(455)				

**Annexure II***List of 83 districts included under the SRE Scheme*

Sl.No.	State	Number of Districts	Name of Districts
1.	Andhra Pradesh	16	Warangal, Karimnagar, Adilabad, Khammam, Medak, Nalgonda, Mehboobnagar, Guntur, Prakasam, Anantapur, Kurnool, Vizianagaram, Visakhapatnam, East Godavari, Srikakulam and Nizamabad.
2.	Bihar	15	Aurangabad, Gaya, Jehanabad, Rohtas, Nalanda, Patna, Bhojpur, Kaimur, East Champaran, West Champaran, Sitamarhi, Arwal, Munger, Nawada and Jamui.
3.	Jharkhand	18	Hazaribagh, Lohardagga, Palamu, Chatra, Garhwa, Ranchi, Gumla, Simdega, Latehar, Giridih, Koderma, Bokaro, Dhanbad, East Singhbhum, West Singhbhum, Saraikela-Kharaswan, Khunti and Ramgarh.
4.	Madhya Pradesh	1	Balaghat.
5.	Chhattisgarh	9	Bastar, Bijapur, Dantewada, Kanker, Rajnandgaon, Sarguja, Jashpur, Korea (Baikunthpur) and Narayanpur.
6.	Maharashtra	3	Gadchiroli, Chandrapur and Godia.
7.	Orissa	15	Malkangiri, Ganjam, Koraput, Gajapati, Rayagada, Navrangpur, Mayurbhanj, Sundergarh, Sambalpur, Keonjhar, Jashpur, Deogarh, Kondhamal, Dhenkanal and Nayagarh.
8.	Uttar Pradesh	3	Sonebhadra, Mirzapur and Chandauli.
9.	West Bengal	3	Bankura, Midnapore and Purulia.
	Total	83	

**Annexure III***Incidents of Economic targets by LWE Extremists all over the Country*

1	2	3	January 1 to		January 1 to		January 1 to		January 1 to	
			December 31,	2006	December 31,	2007	December 31,	2008	June 30,	2009
			Total	5	Total	7	Total	9	Total	11
Economic targets	Bihar	Uranium Mines	1	23	0	08	0	05	0	10
		Essar Steel	1		1		1		0	
	Chhattisgarh	NMDC	11		4		0		1	
		Essar Pipe lines	2		1		3		2	
		BRO	4		1		0		0	
		Gramin Sadak Nirman Yojana	0		0		1		1	
	Orissa	Essar Pipe lines	1		0		0		4	
	Maharashtra	BRO	2		0		0		0	
	Jharkhand	Steel Plant	1		0		0		0	
	Bihar	Cement Plant	0		1		0		0	
		Solar plate	0		0		0		2	
Railway	Andhra Pradesh		1	33	1	47	2	27	0	15
	Bihar		12		9		11		3	
	Chhattisgarh		5		18		6		3	
	Jharkhand		13		15		7		3	
	Maharashtra		1		0		0		0	
	Orissa		1		2		0		5	
	West Bengal		0		2		1		1	
Telephone Exchange/ towers	Andhra Pradesh		2	05	0	06	1	46	0	26
	Bihar		0		0		14		12	
	Maharashtra		1		1		2		1	
	Chhattisgarh		1		3		15		5	
	Jharkhand		0		0		10		3	
	Orissa		1		2		4		5	

1	2	3	4	5	6	7	8	9	10	11
Power plant	Andhra Pradesh		2	04	3	03	0	01	0	2
	Chhattisgarh		2		0		0		0	
	Maharashtra		0		0		1		2	
Mining	Orissa		1	01	0	06	0	06	0	0
	Jharkhand		0		4		4		0	
	Chhattisgarh		0		1		2		0	
	Andhra Pradesh		0		1		0		0	
Pole/transmission	Chhattisgarh		5	05	10	10	23	24	3	3
	Orissa		0		0		01		0	
	Total		71	71	80	80	109	109	56	56

[English]

SHRI BAIJAYANT PANDA: Madam, Speaker, from the detailed Statement furnished by the hon. Home Minister the picture that is painted of the naxal situation in the country is very alarming. Of the statistics given for the last three-and-a-half years for both the number of incidents of violence as well as the combined casualties of both civilians as well as security forces have been on a steady rise. I note from the hon. Minister's Statement that several reviews have been conducted with the affected States by both his Ministry as well as the Cabinet Secretariat. I would particularly quote him: "That a consensus to launch coordinated joint anti-naxal operations and to focus on the development fronts was agreed upon." I would request the hon. Minister to give us an update of the status of what these coordinated actions are at the national level and has anything been initiated yet.

SHRI P. CHIDAMBARAM: Madam, on the 7th of January, 2009, at the Chief Ministers' Conference, it was agreed that we must have a coordinated strategy and approach to deal with the naxalites and that States must also agree to do inter-State operations. Based on that, plans have been drawn up and States have been consulted. States are not yet fully prepared. They have to raise much larger police force. They have to train them in jungle warfare and counter-terrorism. States are at the moment engaged in that exercise.

In the meanwhile, some States have drawn up their own plans. These are being integrated into the plan that is being drawn up by the Centre. For obvious reasons, I cannot disclose the details of the plans. But the Chief Ministers have been taken into confidence. I have personally spoken to the Chief Ministers. It is my intention to call the Chief Ministers of the naxal affected States soon after Parliament Session is over for a closed-door meeting where I will brief the Chief Ministers once again. Madam, you will appreciate that the details cannot be disclosed.

SHRI BAIJAYANT PANDA: One of the consistent complaints of the various State Governments that have been affected is the lack of resources. It is not possible for the State Governments themselves to come up with the number of helicopters, the number of battalions and so on and so forth. I would like the hon. Home Minister to inform the House what steps are being taken from the national Government to augment the shortage of resources that the State Governments have and in particular if you could touch on my home-State Orissa which has had a very sharp increase in naxal activities, I would be obliged.

SHRI P. CHIDAMBARAM: We have a Police Modernization Scheme. Last year about Rs. 1250 crore were allocated by the Finance Ministry. This year, we have been given Rs. 1250 crore. It will not be enough. So, I have already told the Finance Minister that we would require more in the revised estimates. These

Rs. 1250 crore are being allocated to the States. It all depends upon the pace of modernization. Many of the States, as I said, are not prepared to take on the naxal challenge and as you correctly said when you asked your first supplementary, the challenge has become intense and graver in the last two-three months. But the Centre is also gearing up. We have agreed to provide police forces. We have agreed to provide equipment. We have also agreed to provide other resources from the other wings of the Government. So, while the action will be a joint action by the central police forces and the State police forces, the major part of the expenditure will be borne by the Central Government.

SHRI M. RAJA MOHAN REDDY: Madam Speaker, as everybody knows, naxalism is not only a law and order problem but a socio-economic problem too. Four years back, it was very severe in Andhra Pradesh but it has been tackled by the State Government with two-pronged strategy of developing naxal-prone areas like tribal and backward areas. For example, the Government of Andhra Pradesh has created food security, health security and educational security also for all the people. Not only that, they have created all infrastructural facilities, sponsored by both the Central Government as well as State Government. Not only that, they have strengthened the security forces and anti-naxal operation forces also. That way, they could contain and control, to a major extent, the naxal operations. I would like to know from the hon. Minister what the Central Government is contemplating to contain the naxalism in other States.

SHRI P. CHIDAMBARAM: Madam, naxalism is no longer disjointed or uncoordinated actions by groups in States. Today, naxalism is directed by CPI Maoists which is now a very structured organisation. It even has a Central Military Commission.

It is true that Andhra Pradesh has done very well in containing naxalites and neutralising many of them. I compliment the Government of Andhra Pradesh but there are still a couple of districts where naxalites still play a very significant role. It is indeed a two-pronged strategy, both police operations and development. The question is, what is the order in which that strategy has to be implemented. I am of the view and my Ministry is of the view that we would first have to clear and hold an area dominated by naxalites and then developmental activities will take place. Naxalites are anti-development. We build a road and they mine the road. We put a telephone tower and they blast the telephone tower. We build schools and panchayat houses, they blast them. Therefore,

the State has to first gain total control over an area before actual development can take place. We have identified 34 districts in eight States which are being taken up for special attention both for security related measures, and for development schemes. Planning Commission has constituted eight Inter-Ministerial Groups and special efforts are being made in these 34 districts. The Cabinet Secretary's Task Force has approved 69 schemes of 20 Ministries. The most important is from the Ministry of Road Transport and Highways which has prepared a comprehensive road plan for these 34 districts. But the first prong of the two-pronged strategy would have to be to clear and hold, for a long period of time, naxalite affected areas. That is the exercise which will be done but I cannot disclose the details.

*[Translation]*

SHRI SOHAN POTAI: Madam Speaker, Chhattisgarh is also amongst naxalim affected states. The hon. Home Minister has said that modernisation is needed to root out naxalites. The State Government of Chhattisgarh had demanded allocation of necessary funds required to tackle naxalism. I would like to ask the hon. Minister of Home Affairs, whether required allocation has been made to Chhattisgarh as demanded so that the State Government can take effective measures to root out naxalism.

*[English]*

SHRI P. CHIDAMBARAM: I have to divide the money available to me among the eight States. We do divide it having regard to the nature of the problem. Chhattisgarh is one of the most affected States. The Chief Minister of Chhattisgarh and I are in regular touch. If you ask the Chief Minister, he will tell you that he is more than satisfied by the kind of cooperation that the Centre is giving to that State.

DR. RAM CHANDRA DOME: Madam, naxalite extremism in the name of CPI Maoists is a great internal security problem in our country. The hon. Minister has stated in his statement that the problem has cropped up in about 83 districts in nine naxal affected States. They have made a long corridor in these areas. There is no doubt that it has a socio-economic development aspect. But another aspect is to resist and jeopardise the developmental activities in such areas. These organisations are well trained with so many costly sophisticated arms and weapons. Their ambushing activities are going on everywhere causing loss of lives, damages to properties, etc.

My pointed supplementary to this Question is: Whether the Government has any definite information about the source of funding to these sort of organisations. I would like to know whether there is any foreign source of funding or not. This is my supplementary question.

SHRI P. CHIDAMBARAM: Some arms and ammunition are indeed smuggled from across the border. But there is no evidence of any foreign funding in the sense that funds are sent to them from people in foreign countries. But naxalites are able to collect money within the country. For one reason or another they have been able to win the support of large sections of the people in the areas they dominate, especially the tribal people, maybe for wrong reasons. But the fact is that they do enjoy support among sections of the tribal population and they are able to gather money. Besides, naxalites also loot banks and they loot armouries. So, they are able to raise money through illegal means.

So, the answer to the question is that there is no concrete evidence of any foreign funding as such.

MADAM SPEAKER: Shri Kaushalendra Kumar – not present.

SHRI SUDIP BANDYOPADHYAY: Recently, the Government of India has banned the CPI (Maoists). It was done in connection with the Lalgahar incident of West Midnapore district of West Bengal. ...(*Interruptions*)

[*Translation*]

SHRI KAUSHALENDRA KUMAR: Madam, I may be given an opportunity to speak.

MADAM SPEAKER: Your time is over as you were absent.

SHRI KAUSHALENDRA KUMAR: Madam, I was sitting here only. As hon. Member Shri Shailendra Kumar rose to speak, I thought his name has been called to speak.

MADAM SPEAKER: Alright, you raise your question after this question is over.

[*English*]

SHRI SUDIP BANDYOPADHYAY: So, the Lalgahar incident is the most binding issue in the whole of West

Bengal. The joint forces of Centre and the State police are launching operations since the last nearabout two weeks in the district of West Midnapore at Lalgahar area in particular. Many major incidents had taken place there by way of confrontation and fierce battle between the two forces.

My question to the hon. Minister is this. When the Centre banned it, whether the Chief Minister had held any discussions with the Home Minister in connection with the Maoist activities in West Bengal and whether any discussions were held between the Home Minister and the Chief Minister of West Bengal in connection with the banning of Maoists in the country because the State Government as such, the main ruling party the CPI(M) as such, have not responded to the decision of the Central Government very positively in spite of the Centre's attempts to help the Government of West Bengal. It may kindly be clarified.

SHRI P. CHIDAMBARAM: The Chief Minister of West Bengal did meet me as well as the Prime Minister. In my discussions with him I advised him that he should consider declaring the CPI (Maoist) as "unlawful association" under the Criminal Law (Amendment) Act, 1908. In popular parlance it was reported that we advised him to ban it. Of course, that is correct. But technically what it means is to declare it as "unlawful association" under the Criminal Law (Amendment) Act, 1908.

Shortly after he met me and the Prime Minister, he met the media also. In the media interaction, he did say that the Home Minister had advised him to ban the CPI (Maoist) and he would "think about it". He did have a discussion, he was advised and he acknowledged that he was advised to declare the CPI (Maoist) as an "unlawful association."

[*Translation*]

MADAM SPEAKER: Shri Kaushalendra Kumar, please ask your supplementary question in brief.

SHRI KAUSHALENDRA KUMAR: Madam Speaker, Hilsa, Harnaut and Islampur blocks is Nalanda distt. are badly affected by naxalism. I feel Naxalite activities have escalated in this area in absence of roads in this area. I would like to ask the hon'ble Home Minister about action being contemplated by the Government in this regard. I would also urge the Government to take up construction of roads in this area at the earliest.

*[English]*

SHRI P. CHIDAMBARAM: What is the question?  
...*(Interruptions)*

As I said, we have taken up road building in the naxalite-affected districts which is one of the priority issues. The Ministry of Road Transport is drawing up plans for building more roads in the naxalite-affected districts. But, as I said, development can only follow after we clear and hold the area.

*[Translation]*

SHRI LALU PRASAD: Madam, has the government ever pondered over the reasons behind origin of naxalism? Whether the government have ever tried to know that it is because of acute poverty, unemployment, helplessness, the atrocities committed by the powerful against the poor. Merely crushing them will not bring an end to it. The government can kill five people, but killing 10-20 of its leaders can't bring an end to the problem of naxalism, terrorism or Anandmarg. It has spread to 14 states, right from Andhra Pradesh to Kolkata, Chhattisgarh etc.  
...*(Interruptions)*.

MADAM SPEAKER: Please, ask the question.

SHRI LALU PRASAD: Madam, it has spread to 14 states and it has a corridor up to Nepal. The country is facing a highly explosive situation. Therefore, we should not take it lightly. We should strike at its root make efforts to bring these groups in country's mainstream. Not a single police personnel, be it even an S.P. or any one else does not want to combat with them and ultimately the Army has to be called in. They are equipped with highly advanced weapons. Therefore, we will have to bring them in the mainstream. This issue has been debated earlier also, when the then Home Minister was present. Attacking or killing them is not the solution of this problem. Naxalism came up because of feudalism and the government should ponder over it.

MADAM SPEAKER: You ask your question.

SHRI LALU PRASAD: You convene an all parties meeting, call all the Chief Ministers and listen to them. Action in a routine way is not going to do anything.

MADAM SPEAKER: Lalu Prasad ji, you ask the question.

SHRI LALU PRASAD: I know you won't let me speak. Silence does not mean that I won't be allowed to speak a word even. ...*(Interruptions)*.

MADAM SPEAKER: It is not so, you speak but ask the question

...*(interruptions)*

SHRI LALU PRASAD: Cooperation does not mean that you won't allow me to ask the question even. At least you let me ask the question. ...*(Interruptions)*.

MADAM SPEAKER: I am telling you to ask the question

...*(Interruptions)*

*[English]*

SHRI P. CHIDAMBARAM: Madam, I did not use the words, "we will kill them, we will finish them and we will eliminate them". The record will speak for itself. All I said is that there are vast tracts in India which are today controlled by the naxalites. The State cannot yield control of vast tracts in India to naxalites. We will have to clear them and hold those areas and then bring about development. I would request the hon. Member not to put words in my mouth. I did not use those words.

Secondly, there is enormous literature on naxalism and books have been written. Even today after the Lalgarh episode broke out, thousands of words have been written. I am hardly competent to speak at length on the origins of naxalism. The original propounders of the theory may have been ideologically motivated and may have been selfless men.

But today our evidence shows that not all of them are ideologically motivated. Many of them have simply taken to violence and their target is the State or the capitalists. The CPI (Maoist) Politbureau's document clearly lays out a road map for armed struggle and for capturing power. Representing the State, we have to deal with the situation as it obtains today and we are dealing with it by a two-pronged strategy of using police forces as well as development. I am in constant touch with the Chief Ministers. I have reviewed the States. The Chief Ministers call on me. We have prepared the plans. As I have said, we will call the Chief Ministers once again soon after the Parliament Session for a further review. Beyond this, the debate goes on all over the country, and, I am sure, the

debate will continue on how to deal with naxalites. We have formed a certain approach. I hope our approach is correct. I hope our approach is successful. I want the House to support the Government in the plans that it is drawing up to deal with naxalism.

*[Translation]*

SHRI MULAYAM SINGH YADAV: Madam Speaker, the entire House is not satisfied with what hon'ble Minister has stated. Hon'ble Laluji has explained the facts and I endorse the same because earlier four-five districts of Uttar Pradesh were also affected with naxalism, 15 PAC soldiers were killed. There was anguish in our hearts but we held direct talks with naxalite leaders. A meeting was held with them in Naugarh. A girl named Basmati was present there. She was their leader. I called her on the dias and asked her to give up the path of violence. She explained their problems that the houses in which they were living for the last 100-150 years and the fields where they were doing farming for the last three generations were not in their names. I listened to their problems and allotted those houses and fields to them. Thereafter the State of Uttar Pradesh became free from the problem of naxalism. Therefore, I would like to state that this is the real problem. Leaders and Chief Ministers may be called but I am giving a suggestion. Hold talks with the naxalite leaders, and address their problems. It is true that they have adopted naxalism out of some compulsion. I have given the examples of houses and fields. We have solved the problem of naxalism in four-five districts of Uttar Pradesh through talks. We had organised our party's camp amidst them. They all attended the camp. Today Uttar Pradesh is free from naxalities. So, the point is whether the talks will be held with them. If we really want to bring them in the mainstream, we should first talk to them and their leaders. There may be one or more naxalite leaders but the point is whether the Government will hold talks with them. It is a fact that the problem of naxalism cannot be solved forcibly.

*[English]*

SHRI P. CHIDAMBARAM: Madam, to the best of my understanding, every Chief Minister has made it clear that naxalites can give up the path of violence; hold talks with the Government and their legitimate grievances would be redressed. This is so in Andhra Pradesh. This is so in Chhattisgarh. This is so in Jharkhand. This is so in Orissa and, recently, this is so even in West Bengal. It is for the naxalite leaders to respond to the appeal of the Chief Ministers; hold talks with the Chief Minister of

the State concerned and resolve their problems. The Centre responds to a call from the States to assist the States in dealing with violence; in dealing with terrorist activities. I endorse what Shri Mulayam Singh Yadav said. The Chief Ministers should renew their appeals to the naxalite leaders and the naxalite leaders should also respond to those appeals and hold talks with the Chief Ministers. We will facilitate in whatever manner the Centre can.

*...(Interruptions)*

*[Translation]*

MADAM SPEAKER: Please sit down. Q. No. 42 Shri Anandrao Adsul.

*[English]*

#### **Sluggish Progress in Highway Projects**

\*42. SHRI ANANDRAO ADSUL: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the National Highways Authority of India has submitted a report to the Government on the reasons behind the sluggish progress reported in implementation of the Highway projects;

(b) if so, the details thereof and the response of the Government on the findings of the Report;

(c) whether the Model Concession Agreement (MCA) hinders the execution of the said projects;

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

(e) whether private investors have expressed difficulty in supporting Highway projects due to certain provision of the MCA, particularly the termination clause;

(f) if so, the response of the Government thereto; and

(g) the corrective measures being taken by the Government?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI KAMAL NATH): (a) and (b) No, Sir. Review of progress of implementation of National Highways Development Project (NHDP) by the National Highway Authority of India (NHAI) is an ongoing process.



During the process of review various constraints in implementation are identified and necessary steps are taken for resolution of the issues so as to ensure timely implementation of the project. Modes of delivery, process of pre-qualification, Model Concession Agreement and effect of global slowdown, etc. are some of the issues which have been identified in this regard on the basis of recent review.

(c) to (g) Model Concession Agreement (MCA) lays down the framework for development of highways on Public Private Partnership (PPP) mode. The private investors have pointed out some difficulties in regard to some provisions of the MCA including the clause dealing with termination of the contract prematurely by the Authority and variability of concession period. It is the endeavour of the Government to address various issues after due consultations with all concerned.

SHRI ANANDRAO ADSUL: Madam Speaker, first of all I would like to bring to your notice that no written reply has been given. But still I will ask my supplementary question. Many National Highway projects are lagging far behind their original schedule and particularly I would like to bring to the notice of the hon. Minister that the work on the NH-6 is very slow. It starts from the Gujarat border, it passes through my constituency Amravati and ends in Chhattisgarh border. In this project, only 50 kms. of four lane highway work is completed and the remaining part which is very big is yet to be completed. The sanction for this project was given in a phased manner in February, 2004, March, 2005 and January, 2006. Due to heavy traffic in the National Highway, the work is going on very slowly. Instead of making the traffic faster, it is disturbing the traffic.

MADAM SPEAKER: Please ask the question.

SHRI ANANDRAO ADSUL: The schedule for the completion of this project is already over. It was to be completed in 2006 and now we are in 2009. So many reasons are given for not completing it on time. So, I would like to know from the hon. Minister as to when it will be completed.

SHRI KAMAL NATH: Madam, with regard to a specific National Highway, I cannot tell the Member about the reason for the delay because this is not a question based on one specific National Highway, but all I would like to say is that I share the concern of the Member about the delays which have taken place and over the last one month, I am reviewing as to how we can accelerate the

effort in our National Highway Development Project. We must recognize that National Highways in our country are about 70,000 kms. out of which NHA has been assigned about 33,600 kms. for development and out of this 33,600 kms., work on 11,000 kms. has been completed. So there is a long road to go on this National Highway Development Project. We are looking at the constraints which have come up. There have been issues and the biggest issue is the land acquisition. That is the single largest issue in building a highway. We had, in the past, awarded contracts without there being land acquisition and now we have taken a decision that contracts would only be awarded when 80 per cent of the land is acquired and for the balance 20 per cent, the process is over. By 'land acquired' I mean that the land should be in the possession of NHA. So this will lead to lessening of delays, but it is the intention of the Government to ensure that there is a quantum jump in the progress which has been made.

SHRI ANANDRAO ADSUL: Madam, first of all, with regard to what the hon. Minister said, I would like to say that acquisition of land is not very difficult because there is a specific National Highway Act under which we can acquire the land easily.

Secondly, I am interested to know whether the work on the Golden Quadrilateral Highway Project is completed or not because it is the most important project which covers East, West, North and South of the country. So, I would like to know from the hon. Minister as to when this project will be completed.

SHRI KAMAL NATH: Madam, 98 per cent of the Golden Quadrilateral work has been completed and the balance two per cent which is left is on going and shall shortly be completed. So, 98 per cent of the Golden Quadrilateral work is completed, which is a commendable achievement.

SHRI P.C. CHACKO: Madam, this question is about the most important infrastructural project being implemented in the country and reply of the hon. Minister is not quite satisfactory. About 50 kms. of NH-47 is passing through my constituency and the work on the last stretch is going at a snail's pace. It is not a sluggish progress but it has come to a complete grinding halt.

Now that we have a dynamic hon. Minister at the top of this Ministry, I want a specific answer. Will the Minister convene a Conference at the State level to sort this out? So many reasons are being narrated here. The

discussions with the concerned parties are not being convened. All the reports are in the files only. Nobody is there to supervise. The NHAI is also not taking any prompt action. When the time of the work is over, it should be cancelled at the risk and cost of the present contractor and it should be given to another party or it should be completed. There is no scheme of the NHAI. The cost is going up like anything and the project works are going at a snail's pace. This is such an important thing, we want a clear answer. Will the Minister convene a Conference at the State level with all the concerned parties and make a review of the sluggish progress in the national highway work?

SHRI KAMAL NATH: Madam, I will certainly have a discussion with the Government of Kerala. As far as the anxiety of the hon. Member about NH-47 is concerned, I would like to inform the hon. Member that the Work Plan which we have for this year, work of Thiruvananthapuram to Ochira of 86 kms. along with the work of Cherthalai to Ochira has been included in the Work Plan.

What I have done is that I have made Work Plans and we are in the process of making Work Plans for every year. We call it Plan I, for the next year we will call it Plan II and like that. I would like to inform the hon. Member as well as the hon. House what we plan to do this year both in terms of progress on the ground and in terms of the process because building a highway is just not wishing it, but we have got to have a process, we have got to have a feasibility report, we have got to have a project report and all that. That takes time. So, there are many things for next year to be started this year and many things for even two years later have necessarily to be started this year to be able to do next year and the year after. There are things like land acquisition, progress report, financing, under what mode it will be taken up, etc. So, we are making these Work Plans.

But I am happy to inform the hon. Member that the two Highways which he has mentioned, we have two stretches on this, are in the Work Plan of this year.

*[Translation]*

SHRI HUKMADEO NARAYAN YADAV: Madam Speaker, a very ambitious Golden Quadrilateral Highway project was formulated during the regime of Shri Atal Bihari Vajpayee to provide geographical connectivity to the country from East to West and North to South. I

would like to submit that barring a few small national highways, whether the Government has paid attention towards the progress of 5500 Km. long four highways including 1100 kms of roads in Bihar, announced at that time.

So far as compensation for the land acquisition is concerned, N.H. 57 is passing near my house. Injustice is being done to the farmers of Bihar in this regard. *...(Interruptions).*

MADAM SPEAKER: Please ask your question.

SHRI HUKMADEO NARAYAN YADAV: Madam, the amount given as compensation for land acquisition varies in Bihar and Eastern Uttar Pradesh. NHAI has made huge discrimination in fixing the rate of compensation for the farmers of Bihar. NHAI is not ready to accept the rate of compensation notified by the Bihar Government and revised by this Government Arbitrator decides the case with regard this discrimination but NHAI has filed a case in the Court. I would like to ask whether the land in Bihar would be acquired at lower rate? Is the land in the states other than Bihar more valuable? Our land is also fertile and the same rate of compensation should be given here as is given in the entire country.

SHRI KAMAL NATH: I thank the hon'ble Member for apprising me of his feelings. However, I would like to clarify that no discrimination is being made with Bihar. He has raised a point that amount of compensation is less in Bihar but I would like to tell him that it is not so. Compensation is fixed by the Collector who is the Settlement Authority in the States. NHAI plays no role in it, it only disburses the money. However, I would definitely pay attention towards the point raised by the hon'ble Member that NHAI did not accept the rate fixed by the Collector. Further, we have included it in our work plan for this year and for the next year to construct roads in Bihar on BOT basis.

SHRI SHARAD YADAV: Madam, through you I would like to submit to the hon'ble Minister that we all know that AILA has stormed the State of West Bengal. Before that, floods had strucked the State. The hon'ble Prime Minister had declared it as a national calamity. This storm has destroyed all the road and rail links in Purnia, Araria, Sukur, Madhepura and Saharsa. National highway no. 106 and 107 have also been destroyed in this sudden storm. Previous Government has given funds but these are not sufficient. These areas have been destroyed completely. The departments of railways and roadways

are under Central Government and I would submit to the hon'ble Minister that the roads in these areas are under his jurisdiction. A meagre amount has been given for this area during the last 5-7 years. You are a new minister, therefore, through you I would like to urge to kindly pay special attention towards the areas where maximum devastation takes place and find some way out. Therefore, I would like to know whether any steps are likely to be initiated by the Government to take the account of devastation and damages caused in Kosi area.

SHRI KAMAL NATH: Sir, there is no doubt that we should give priority to the areas where natural calamity has struck and I will definitely pay attention towards the area to which Hon. Members has drawn my attention. I would request hon. Member to give me his suggestions also separately in this regard.

SHRI REWATI RAMAN SINGH: Hon. Madam, Speaker, I would like to know from Hon. Minister whether any proposal for constructing a bypass in Allahabad city on NH—2 and NH—27 has been sent to the Government? If so, the details thereof? If you do not have the details in this regard then you can say that you do not have details with you. I would like to know from you as to know many projects have been started by the National Highway Authority in Uttar Pradesh during the last five years and how many projects out of them have been completed on time and the number of projects which have not been completed so far and the time by which they would be completed. This is regarding the entire Uttar Pradesh. I have asked for specific information.

SHRI KAMAL NATH: Madam, I will send the required information to hon. Member, he has asked very specific information and as far as the question of Allahabad bypass is concerned. ...*(Interruptions)*.

SHRI REWATI RAMAN SINGH: That road passes through Madhya Pradesh.

SHRI KAMAL NATH: I know that. That is why more attention is being paid towards your side. I will send the entire information regarding this to the hon. Member. Allahabad bypass project is about to be completed. But, I will send him the entire information that he has asked for.

*[English]*

SHRI S. SEMMALAI: Madam Speaker, I hope the Members may agree with me that much hardship is

caused to the vehicle users and the lorry operators plying on the National Highways laid by private investors under BOT as they pay higher toll charges at the toll plazas.

On diesel and petrol prices also, the Government levies a certain percentage as road tax. All the vehicle users contribute substantially the road tax indirectly through the purchase of diesel and petrol. This is a double burden on them leading to increase in transport charges and price rise in commodities.

My question is this. Will the Minister look into their sufferings and reduce the toll charges at least by 25 per cent uniformly from the present level on all types of vehicles?

SHRI KAMAL NATH: Madam, there is a certain percentage of roads which have to be built on the toll. There is an upgradation of a road. We are making one-lane into two-lanes; expanding two-lanes into four-lanes; and expanding four-lanes into six-lanes. It has got to be paid for. There is a return also. The motorists are saving time. So, if we are going to reduce the toll – the Toll Policy is a very well thought-out policy – it will mean that we are going to make less number of roads. So, there has to be a balance between the toll and the quantum of work that we will undertake. The resources with the Government are not enough. So, we are making a judicious approach as to what has to be done on the toll.

The first preference always has to be the toll. We try and ensure that this is the toll which the people can bear. So, there is no proposal at the moment to review the toll rates which were announced last year in the Toll Policy.

SHRI KALYAN BANERJEE: Madam Speaker, through you, I would like to know from the hon. Minister that so far as the big National Highway is concerned, who is responsible for keeping the National Highway clean. The time has come now. There is a quarrel in many places between the Municipality or the Panchayats and the National Highways Authority. The National Highways Authority is saying that this is their property, and nobody can enter. Then, it is whose responsibility is it to keep clean? Everyday it has to be kept clean. Whose responsibility is it to keep clean? If it is the responsibility of the National Highways Authority, do they have any infrastructure to maintain it or not?

SHRI KAMAL NATH: Madam, there are State Highways and National Highways. When it is a national highway transferred to NHAI, it is the National Highways Authority's responsibility for its upkeep and maintenance.

Regarding cleanliness, if there is a Concession Agreement, the NHAI, through the concessionaire, who has built the road, is required to keep it clean. In the case where the National Highways Authority is maintaining it, it is for the National Highways Authority to do it.

But if there is any specific case which the Member brings it to my notice, I will be happy to look into it.

MADAM SPEAKER: Q. No. 43, Shrimati Susmita Bauri.

### **Cyclone Relief**

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\*43. SHRIMATI SUSMITA BAURI:  
SHRI MAHENDRA KUMAR ROY:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the cyclone, Aila, recently hit the State of West Bengal and other parts of the country;

(b) if so, the details of the loss of lives, injuries to persons and damages to properties, State-wise;

(c) whether any Central team has visited the affected areas to assess the damage caused by the said cyclone;

(d) if so, the details of the recommendations of the team and follow-up action taken thereon;

(e) whether the affected State Governments urged Union Government to treat this cyclone as natural disaster to tide over the situation; and

(f) if so, the reaction of the Government thereto alongwith the amount of financial assistance provided so far, State-wise?

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

### **Statement**

(a) to (f) Cyclone "AILA", which hit coastal areas of West Bengal, is reported to have caused severe damage in North 24 Parganas, South 24 Parganas and East Medinipur Districts and in the adjoining Districts.

2. 137 human lives have been lost, over 4 lakh hectares of cropped area damaged and over 5 lakh houses have been severely damaged.

3. Government of West Bengal has sought an assistance of Rs. 1743.14 crore. An Inter-Ministerial Central Team visited the affected areas on 6th-9th June, 2009 and submitted a detailed damaged assessment report and recommended assistance from National Calamity Contingency Fund (NCCF). These recommendations relate to quantum of relief in case of death, damage to houses, loss of animals and food stock as well as damage to agricultural crops and infrastructure in the State.

4. The High Level Committee (HLC) has considered the matter and decided to defer the decision on items relating to housing and road sectors, for want of area-wise details from the Government of West Bengal. (For these two sectors, the State has sought assistance of over Rs. 520.00 crore). In respect of the other sectors, assistance of Rs. 478.27 crore from NCCF has been agreed. Separately, funds have been released by the Department of Drinking Water Supply and the Ministry of Rural Development under Accelerated Rural Water Supply Programme (ARWSP) and National Rural Employment Guarantee Scheme (NREGS).

5. Cyclone 'AILA' has been considered as a calamity of severe nature for assistance under the scheme of NCCF.

*[Translation]*

SHRIMATI SUSMITA BAURI: Hon. Madam, Speaker there have been huge losses in West Bengal due to "Aila." People over there had to suffer a lot and there has been extensive loss of property and domestic animals. When General Budget was presented yesterday, at that time, hon. Minister had proposed a grant of Rs. one thousand crore for this purpose.

*[English]*

I would like to know from the hon. Minister, through you, Madam, as to how much money has been allocated on CRF Account and NCCF Account separately.

SHRI P. CHIDAMBARAM: Madam, the High Level Committee, which met under the Chairmanship of the Finance Minister, has approved Rs. 478.27 crore. We have not yet considered the demand of the West Bengal Government on the two Heads because the details have not been furnished.

The Government of West Bengal has been asked to furnish details under those two heads, and when those

details are available, the High Level Committee will meet again to consider the demands under those two Heads. As of now, Rs. 478.27 crore has been approved.

SHRIMATI SUSMITA BAURI: I would like to know from the hon. Minister whether the Government is considering to release an advance amount to the Government of West Bengal for giving immediate relief for Aila affected people as it was done previously in case of Kosi floods in Bihar.

SHRI P. CHIDAMBARAM: Madam, the request of the State Government for release of first instalment was received on the 1st of June, 2009, and an amount of Rs. 98.96 crore was released on the 2nd of June, 2009. There is an opening balance in the CRF. Now that we have released Rs. 478.27 crore, as I said a little while ago, we will have to await a further request from the State Government for release of funds. The funds are not the problem. Whatever is approved is being released, and then you have the Finance Minister's very generous announcement yesterday that he is setting apart Rs. 1,000 crore for cyclone Aila.

SHRI MAHENDRA KUMAR ROY: Madam, I would like to know from the hon. Minister whether the Government of West Bengal suggested or submitted any proposal of Rs. 10,000 crore for construction of concrete embankments in the Sunderbans area for having a permanent solution of this problem. If so, the details thereof.

SHRI P. CHIDAMBARAM: Madam, when the Chief Minister of West Bengal met the Prime Minister, he gave him a memorandum for strengthening, virtually rebuilding the embankments in the Sunderbans. It runs into several thousands of crores of rupees. He also gave me a copy of that memorandum. At the moment, the West Bengal PWD and the Ministry of Water Resources are engaged in emergent measures to fill the breaches and to draw up a short-term programme. The long-term programme of strengthening the embankments in the Sunderbans is a massive project. That will be examined in due course by the Ministry of Water Resources. We will have to work with the Government of West Bengal in drawing up a plan, funding the plan and implementing it. It is a longer term programme.

At the moment, we have the letter; we have acknowledged the letter.

*[Translation]*

SHRIMATI SUSHMA SWARAJ: Madam Speaker, first of all I would like to thank hon. Minister of Finance for making a provision for grant of Rs. one thousand crore in the budget for cyclone relief. But, I would like to tell hon. Minister of Home Affairs that our experience of previous years has been such that though after any natural calamity relief packages are announced with great enthusiasm but later on that amount is not provided. In Bihar and Orissa it has been the past experience that funds are being asked back. Funds allocated after the devastating floods in Kosi river are being asked back. This has been told by hon. Chief Minister of Bihar.

While speaking on vote of thanks Motion on President's Address, hon. Member had mentioned about Orissa over here. Therefore, I would expect from you to ensure that the funds announced by hon Minister of Finance yesterday will be certainly disbursed and will not be asked back after disbursement.

*[English]*

SHRI P. CHIDAMBARAM: Madam, it is not the practice of the UPA Government, to the best of my knowledge, to give any money and ask it back.

SHRIMATI SUSHMA SWARAJ: Bihar was witness to it. ...*(Interruptions)*

SHRI P. CHIDAMBARAM: Just a minute.

I take note of the hon. Member's complaint. But both my colleagues, the Minister of Agriculture, and I are the Members of the High Level Committee, and unless we were sleeping when the High Level Committee met, I cannot recall. ...*(Interruptions)* Just a moment. ...*(Interruptions)* Let me answer the question first.

*[Translation]*

SHRI SHARAD YADAV: One minute, please listen to me. ...*(Interruptions)*

*[English]*

SHRI P. CHIDAMBARAM: If the Speaker allows ...*(Interruptions)*

*[Translation]*

MADAM SPEAKER: Sharad Yadavji, please sit down.

...*(Interruptions)*

MADAM SPEAKER: This will not go on record.

...(Interruptions)\*

MADAM SPEAKER: Please sit down, please be quite.

[English]

SHRI B. MAHTAB: Letters have also been sent...(Interruptions)

SHRI P. CHIDAMBARAM: Madam, should I answer the Question or should I respond to them?  
...(Interruptions)

[Translation]

MADAM SPEAKER: Nothing will go on record.

...(Interruptions)\*

MADAM SPEAKER: Please be quiet. Let hon. Minister reply.

...(Interruptions)

MADAM SPEAKER: Please let him reply.

...(Interruptions)

[English]

MADAM SPEAKER: Nothing will go on record.

...(Interruptions)\*

SHRI P. CHIDAMBARAM: Madam, to the best of my knowledge...(Interruptions)

SHRI RAJIV RANJAN SINGH ALIAS LALAN SINGH: It may not go on record.

[Translation]

MADAM SPEAKER: You will be given an opportunity to ask question.

...(Interruptions)

MADAM SPEAKER: You can ask your question when you are asked to do so.

...(Interruptions)

MADAM SPEAKER: How will all this go on record?

...(Interruptions)

MADAM SPEAKER: You ask your question, when your name is called.

...(Interruptions)

MADAM SPEAKER: You may ask question and that will go on record. But, how can it be like this? You just think how it will go on record like this?

...(Interruptions)

MADAM SPEAKER: Let the Minister give reply.

...(Interruptions)

MADAM SPEAKER: I would like to tell you that if you think that the reply is incorrect then there are other options. You may give a notice.

...(Interruptions)

MADAM SPEAKER: Sharad Yadavji, just a minute, listen to me. Please sit down. Will you not listen to me?

...(Interruptions)

MADAM SPEAKER: If you think that the reply given by the Minister is incorrect then you should give a notice.

...(Interruptions)

MADAM SPEAKER: Be silent please. If you think that the reply of the Minister is incorrect then you can give a notice for that. If you want, I can call you right now for asking a question. If you all will stand and speak then how can it go on record?

...(Interruptions)

MADAM SPEAKER: You may ask the question. I allow you to ask the question.

...(Interruptions)

MADAM SPEAKER: I will let you ask a question. You take the seat please. Time is ticking away.

...(Interruptions)

MADAM SPEAKER: How can it go on record if all will rise and speak?

...(Interruptions)

SHRI SHARAD YADAV: This provision of not to go on record should be done away with. Expunging from record should be stopped.

MADAM SPEAKER: Please take your seat and let him make his reply. Please sit down.

...(Interruptions)

MADAM SPEAKER: Please sit down.

...(Interruptions)

SHRI RAJIV RANJAN SINGH ALIAS LALAN SINGH: It should be decided what will go on record. ...*(Interruptions)*. Democracy runs with the consent of all. ...*(Interruptions)*

*[English]*

MADAM SPEAKER: The Question Hour is over.

## WRITTEN ANSWERS TO QUESTIONS

*[English]*

### Stock of Foodgrains

\*44. SHRI ADHIR CHOWDHURY:  
SHRI SUSHIL KUMAR SINGH:

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

(a) the current stock of foodgrains in the country;

(b) whether the said stocks are adequate to meet the anticipated internal demand of foodgrains in the country including those for the welfare schemes being run by the Government;

(c) if so, the details thereof indicating the anticipated demand of foodgrains in the country for the current year;

(d) whether the Government proposes to lift the ban on the export of foodgrains; and

(e) if so, the details thereof and the steps taken to ensure adequate availability of essential foodgrains and to check price rise in the country?

THE MINISTER OF AGRICULTURE AND MINISTER OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (SHRI SHARAD PAWAR): (a) to (e) The stocks of foodgrains (wheat and rice) in the Central Pool, as on 1st June 2009 were 204.03 lakh tons of rice and 331.22 lakh tons of wheat.

At the present levels of allocations, estimated annual requirement of foodgrains is about 446 lakh tons under TPDS and about 50 lakh tons under other welfare schemes. The present stocks of foodgrains available in the Central Pool are sufficient to meet the demand of foodgrains under Targeted Public Distribution System (TPDS) and other Welfare Schemes at present level of allocations.

To ensure availability of foodgrains, production of cereal crops during last year in the country has been sufficient. With record procurement of rice and wheat, sufficient stocks are available in the central pool too.

For maintaining stability of prices of foodgrains, Government has been taking a number of fiscal and administrative measures from time to time. These include permission to import rice at zero duty upto 31.03.2009 and wheat at zero duty till further orders, ban on exports of non-basmati rice and wheat, except approval to export of 2 million tons of non-basmati rice on diplomatic grounds, exemption to two 100% Export Oriented Units to export 25,000 tons of non-basmati rice, approval to export of upto 2 millions tons of wheat from central pool on diplomatic basis and of 2 million tons of wheat and wheat products on private account, and retaining central issue prices of foodgrains under TPDS at 2000/2002 levels. Import of pulses and their allocation to States at subsidized price have been taken up.

At present there is no proposal under consideration of the Government to lift existing ban on export of foodgrains.

### Commonwealth Games, 2010

\*45. DR. M. THAMBIDURAI:  
SHRI DUSHYANT SINGH:

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

(a) whether the preparation/infrastructure development relating to the Commonwealth Games, 2010 scheduled to be held in the country is progressing as per schedule;

(b) if not, the reasons therefor;

(c) the details of penalty, if any, imposed on concerned stakeholders/agencies for the delay in the execution of projects associated with the Games;

(d) the funds allocated and utilized for each of the project;

(e) the details of Memoranda of Understanding signed in connection with the hosting of the Games;

(f) whether any special attention is being paid on security arrangements for the Games; and

(g) if so, the details thereof?

THE MINISTER OF YOUTH AFFAIRS AND SPORTS (DR. M. S. GILL): (a) and (b) Yes, Sir. The sports infrastructure work is progressing satisfactorily. There have been instances of slippage in a few project milestones for which appropriate recovery schedules have been prepared and it is estimated that all the projects will be completed as per schedule.

(c) As per available information, Delhi Development Authority has imposed a penalty of Rs. 50 lakh on the contractor for delay in completion of squash court in Siri Fort Sports Complex.

(d) The details of project-wise amount approved and released, as per requirement, as on date, by Ministry of Youth Affairs and Sports, are as under:-

(Rupees in crores)			
Sl.No.	Details of the Project	Amount Approved	Amount Released
1	2	3	4
1.	Sports Authority of India (SAI)	2460.00	990.28
2.	All India Tennis Association (AITA)	30.00	24.70
3.	Delhi University (DU)	222.41	167.50
4.	Jamia Millia Islamia University (JMI)	33.41	25.00

1	2	3	4
5.	Delhi Public School, R.K. Puram (DPS), New Delhi	1.73	0.50
6.	CPWD for Big Bore Shooting Range, Kadarpur, Gurgaon	15.00	15.00
7.	Community Sports facilities in Delhi	15.00	Under Process

The amount released is utilized for meeting the project cost.

(e) A 'Host City Contract' was signed by Indian Olympic Association (IOA) representing the Organising Committee, Government of India and Government of National Capital Territory of Delhi with the Commonwealth Games Federation for hosting the Commonwealth Games in 2010, on 5.11.2003. While the organizing Committee is primarily responsible for organizing and staging the games in accordance with the games document, the Government of India and the Delhi Government have undertaken to support, facilitate and finance the organization of the games and ensure appropriate and necessary security arrangements.

(f) and (g) Yes, Sir. Ministry of Home Affairs is the nodal Ministry for Security related to the Commonwealth Games, 2010. The progress of security arrangements is reviewed on a regular basis by the Ministry of Home Affairs and the Lieutenant Governor, Delhi.

#### Investment in Agriculture Sector

\*46. SHRI N.S.V. CHITTHAN: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the present level of investment being made in agriculture sector is inadequate;

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

(c) whether any scheme has been contemplated for public/private investment in agriculture sector; and

(d) if so, the details thereof?

THE MINISTER OF AGRICULTURE AND MINISTER OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (SHRI SHARAD PAWAR): (a)



and (b) For the Eleventh Plan, it has been recognized that there is need to enhance investment in agriculture sector to achieve 4% growth. The details of the

investment, measured in terms of Gross Capital Formation, made in the agriculture sector during the last four years at 1999-2000 prices are as follows:-

*Public and Private Investment in Agriculture Sector (at 1999-2000 prices)*

(Rs. in crore)

Sl.No.	Year	Investment in Agriculture Sector			Gross Domestic Product from Agriculture Sector	% of Investment to GDP (in Agriculture Sector)		
		Public	Private	Total		Public	Private	Total
1.	2004-05	12273	36925	49198	441647	2.8	8.4	11.1
2.	2005-06	15007	41452	56459	467984	3.2	8.9	12.1
3.	2006-07	17633	45030	62663	487010	3.6	9.2	12.9
4.	2007-08	21027	46837	67864	511274	4.1	9.2	13.3

Source: Central Statistical Organization.

Investment in the agriculture sector has increased over the years.

(c) and (d) Government has launched several schemes to increase investments in agriculture sector and to encourage private investment. The major schemes are as follows:

- Rashtriya Krishi Vikas Yojana (RKVY), to incentivise the States to increase public investment in agriculture sector.
- National Food Security Mission (NFSM), a Centrally Sponsored Scheme with the objective to promote improved production technologies like hybrids, System of Rice Intensification (SRI), resource conservation technologies, integrated nutrient, pest and weed management and usage of farm implements.
- "Gramin Bhandaran Yojana". With the implementation of this scheme, private sector has invested in the development of agriculture storage infrastructure in the country.
- Central Sector Scheme "Development and strengthening of Infrastructure Facilities for Production and Distribution of Quality Seed" with the objective to develop and strengthen the existing infrastructure for the production and distribution of certified/quality seeds to farmers.

- Centrally Sponsored Scheme of "National Horticulture Mission" for holistic development of horticulture sector duly ensuring forward and backward linkages with the active participation of all the stakeholders.
- Further, the Government has announced the following proposals in Union Budget for 2009-10:
  - (a) Agriculture credit flow shall be increased from Rs. 2.87 lakh crore in 2008-09 to Rs. 3.25 lakh crore for the year 2009-10 at the interest rate of 7% per annum by giving 2% interest subvention.
  - (b) An additional Rs. 1000 crore has been provided over interim BE for the Accelerated Irrigation Benefit Programme (AIBP), making an increase of 75% over the allocation in 2008-09 (BE).
  - (c) The allocation for the Rashtriya Krishi Vikas Yojana (RKVY) is being stepped up by 30% during 2009-10 over budget estimates of 2008-09.
  - (d) Investment-Linked Tax incentives have been extended to the businesses of setting up and operating 'cold chain' and warehousing facilities for storing agricultural produce. Under this method, all capital expenditure, other than expenditure on land, goodwill and financial instrument will be fully allowable as deduction.

**Status of East-West and North-South Corridors**

\*47. SHRI VIKRAMBHAI ARJANBHAI MADAM:  
DR. RAGHUVANSH PRASAD SINGH:

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

(a) whether the East-West and North-South corridors of the National Highways have been completed;

(b) if so, the details thereof;

(c) if not, the distance in kilometres that needs to be completed; and

(d) the constraints being faced in this regard?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI KAMAL NATH): (a) to (c) The work of East West and North South Corridors is in progress and four-laning in 3643 km (51.01%) length has been completed. Details in this regard are given in the enclosed Statement.

(d) The major constraints in implementation of the projects are delay in land acquisition, utility shifting, obtaining forest/environment/Road over Bridges' clearances, poor performance of some contractors and law and order situation in some States.

**Statement**

Corridor	Total Length (km)	Length Completed (km)	Length yet to be completed (km)	
			Length in Progress	Length to be awarded
East-West	3443	1806 (52.45%)	1406 (40.84%)	231 (6.71%)
North South	3699	1837 (49.66%)	1361 (36.79%)	501 (13.55%)
Total	7142	3643 (51.01%)	2767 (38.74%)	732 (10.25%)

**Modernisation of Police Forces**

\*48. SHRI RUDRA MADHAB RAY:  
DR. PRASANNA KUMAR PATASANI:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government has granted funds to various State Governments under the scheme for Modernisation of Police Forces;

(b) if so, the total funds allocated and provided during each of the last three years, State-wise including for housing facilities for Central and State Police Forces;

(c) whether presently only a small percentage of the Central and State Police Forces are getting housing facilities;

(d) if so, the details thereof;

(e) whether the Government proposes to grant more funds for modernisation of Police Forces; and

(f) if so, the time by which such funds are likely to be granted?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLY RAMACHANDRAN): (a) and (b) Yes, Madam. The Ministry of Home Affairs has been Implementing a non-plan Scheme for Modernization of State Police Forces (MPF Scheme) to supplement the efforts of the State Governments in modernizing their police forces. Some of the major items of police infrastructure covered under the Scheme include construction of residential and non-residential buildings, modern weaponry, mobility, equipment for communication/security/forensic science, strengthening of intelligence branches, training infrastructure facilities, etc. The State-wise details of funds released during the last three years, i.e. 2006-07 to 2008-09, under the MPF Scheme are given in the Statement-I.

A separate Non-Plan Scheme for Modernization of Central Police Forces is also being Implemented by the

Ministry of Home Affairs to meet the challenges of Increased militancy and terrorist activities and for modernization of weaponry, machinery, transport, communication, surveillance, night vision and training equipment as Force multipliers. The expenditure incurred on Modernization of Central Police Forces in 2006-07 to 2008-09 is given in the Statement-II.

(c) and (d) As per the Bureau of Police Research and Development (BPR&D) as on 01.01.2007, against the sanctioned strength of 15.58 lakh State Police Personnel, 4.91 lakh family quarters are available vide Statement-III.

A separate Plan Scheme for housing of Central Police Forces (CPFs) is also being implemented. Budgetary support for Housing for Central Police Forces is also provided under Non-Plan. The details of expenditure incurred from 2006-07 to 2008-09 is given in the enclosed Statement-IV.

\*As on 01.04.2009, a total number of 1,19,948 dwelling units are available for CPFs personnel indicating the housing satisfaction level of 15.93%. Statement-V showing the housing satisfaction level in the Central Police Forces as on 01.04.2009 is enclosed.

(e) and (f) Modernization of Police Forces, both Central and State, is an ongoing process. For the financial year 2009-10 an outlay of Rs. 820.00 crore (interim) and Rs. 506 crore respectively have been provided for the non-plan schemes for Modernization of State Police Forces and Central Paramilitary Forces. During the 11th Five Year Plan (2007-12) the Planning Commission has approved an outlay of Rs. 2500 crore for provision of housing CPFs. Accordingly, the BE provision in 2009-10 (Plan) is Rs. 270.00 crore. Further, under the non-plan scheme for housing CPFs the outlay for 2009-10 is Rs. 231.99 crore. Hence, a total provision of Rs. 501.99 crore is available in 2009-10 under Non-Plan and Plan Schemes for provision of housing to CPFs personnel.

\*Para 3 of part (c) and (d) of the reply to Starred Question No. 48 dated 07.07.2009 was subsequently corrected through a correcting statement made in the House on 21.07.2009. Accordingly, the percentage figure in para 3 has been corrected as 15.39% instead of 15.93%.

**Statement I***Scheme for Modernization of State Police Forces*

Name of State	Central funds released (Rs. in crore)		
	2006-07	2007-08	2008-09
1	2	3	4
Andhra Pradesh	88.12	87.34	83.83
Arunachal Pradesh	11.53	10.70	14.72
Assam	52.18	87.82	68.11
Bihar	51.62	16.24	41.57
Chhattisgarh	57.06	41.72	26.54
Goa	1.00	2.00	4.00
Gujarat	45.52	51.90	48.02
Haryana	19.69	35.75	27.51
Himachal Pradesh	3.92	10.27	9.99
Jammu and Kashmir	88.13	115.34	109.65
Jharkhand	47.00	50.95	69.85
Karnataka	64.15	78.13	69.61
Kerala	24.53	40.00	22.90
Madhya Pradesh	43.24	57.68	40.37
Maharashtra	105.10	78.87	75.86
Manipur	14.09	32.07	39.23
Meghalaya	8.59	15.44	10.81
Mizoram	10.48	11.00	12.69
Nagaland	22.68	30.72	38.42
Orissa	38.00	45.80	42.54
Punjab	15.00	34.94	21.56
Rajasthan	40.47	49.60	49.10

1	2	3	4
Sikkim	3.46	4.42	6.12
Tamil Nadu	61.65	75.75	50.10
Tripura	11.34	14.47	20.66
Uttar Pradesh	94.28	115.44	102.31
Uttarakhand	5.28	9.89	19.39
West Bengal	37.11	44.45	32.18
Total	1065.22	1248.70	1157.64

**Statement II***Modernization of CPMFs*

Expenditure incurred on Modernization of CPMFs (Rs. in crore)		
2006-07	2007-08	2008-09
420.31	265.66	119.80

The CPMFs have also incurred an expenditure of Rs. 1431.89 crore and Rs. 1374.67 crore during 2007-08 and 2008-09 respectively on five provisioning heads of arms and ammunition, motor vehicles, information technology, machinery and equipment and clothing.

**Statement III***Family Quarters Available for State Police Forces (As on 01.01.2007)*

Sl.No.	State/UTs	Family quarters available			Total
		GOs	Inspector to ASI	HC and Constable	
1	2	3	4	5	6
1.	Andhra Pradesh	172	7516	37271	44959
2.	Arunachal Pradesh	78	985	1900	2963
3.	Assam	77	953	7226	8256
4.	Bihar	NR	NR	NR	NR
5.	Chhattisgarh	2	1179	10574	11755
6.	Goa	11	229	1122	1362
7.	Gujarat	139	2497	46542	49178
8.	Haryana	141	1001	4900	6042
9.	Himachal Pradesh	27	284	2327	2638
10.	Jammu and Kashmir	122	577	3492	4191
11.	Jharkhand	NA	1273	11079	12352
12.	Karnataka	200	3107	32967	36274
13.	Kerala*	142	901	7972	9015
14.	Madhya Pradesh	0	2258	22303	24561
15.	Maharashtra*	5297	0	77304	82601

1	2	3	4	5	6
16.	Manipur	90	338	1234	1662
17.	Meghalaya	45	868	2165	3078
18.	Mizoram	129	785	1019	1933
19.	Nagaland	143	537	2858	3538
20.	Orissa	174	1756	7855	9785
21.	Punjab	47	1577	10924	12548
22.	Rajasthan	52	1900	13749	15701
23.	Sikkim	8	190	394	592
24.	Tamil Nadu*	325	3371	38320	42016
25.	Tripura	74	968	3027	4069
26.	Uttar Pradesh	364	7648	51931	59943
27.	Uttarakhand	57	752	3158	3967
28.	West Bengal	500	4170	12081	16751
29.	Andaman and Nicobar Islands	15	218	923	1156
30.	Chandigarh	10	339	1792	2141
31.	Dadra and Nagar Haveli	2	16	177	195
32.	Daman and Diu	1	6	100	107
33.	Delhi	224	5358	9253	14835
34.	Lakshadweep	1	29	168	198
35.	Pondicherry*	14	196	625	835
All India		8683	53782	428732	491197

Source: BPR&amp;D.

\*As on 01.01.2006.

NR= Data not received.

**Statement IV***Details of Expenditure for Housing Central Police Forces*

(Rs. in crore)

	2006-07	2007-08	2008-09
Plan	161.41	146.35	145.83
Non-Plan	288.14	252.53	241.19
Total	449.55	398.88	387.02

**Statement V***Housing Satisfaction Level in Central Police Forces (As on 01.04.2009)*

Sl.No.	Force	Total strength as on 01.04.2009	Dwelling units authorized	Number of dwelling units available as on 1.4.2009	% of satisfaction level over sanctioned strength	% of satisfaction level over authorized dwelling units
1.	Assam Rifles	65185	18366	9018	13.83	49.10
2.	Border Security Force*	218766	62140	27134	12.40	43.67
3.	Central Industrial Security Force**	106748	44890	37399	35.03	83.31
4.	Central Reserve Police Force	267757	71803	35954	13.43	50.07
5.	Indo-Tibetan Border Police	57379	17467	7148	12.46	40.92
6.	National Security Guards	8395	2549	1862	22.18	73.05
7.	Sashastra Seema Bal	55322	17367	1433	2.59	8.25
<b>Total</b>		<b>779552</b>	<b>234582</b>	<b>119948</b>	<b>15.39</b>	<b>51.13</b>

\*This includes the strength of 2 battalions and additional manpower recently sanctioned.

\*\*Including accommodation provided by PSUs.

**Decline in Sugar Production**

\*49. SHRI P. LINGAM:  
SHRI SANJAY SINGH CHAUHAN:

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

(a) whether in the wake of the decline in the production of sugar during the year 2008-09, there has been a steep rise in prices of sugar in the market;

(b) if so, the steps taken/proposed to be taken to encourage production of sugarcane and sugar in the country; and

(c) the other steps taken to check the rising price of sugar including the punitive action taken against hoarders and black marketeers of sugar?

THE MINISTER OF AGRICULTURE AND MINISTER OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (SHRI SHARAD PAWAR): (a) Production of sugar during current sugar season 2008-09 (October-

September) is estimated to be lower as compared to last three years' production. Lower production of sugar has put pressure on prices of sugar in the market.

(b) The Government has taken the following steps to encourage cultivation of sugarcane and increase sugar production in the country:-

(i) Statutory Minimum Price (SMP) of sugarcane for the sugar season 2009-10 has been increased to Rs. 107.76 per quintal, with an additional premium of Rs. 1.13 for every 0.1% point increase in the recovery above 9.5%. The SMP for the previous sugar season was Rs. 81.18 per quintal, with an additional premium of Re. 0.90 for every 0.1% point increase in the recovery above 9%.

(ii) A centrally sponsored scheme of Sustainable Development of Sugarcane Based Cropping System (SUBACS) is under implementation. The main thrust of the scheme is on the transfer of improved production technology to the farmers through field demonstrations, training of farmers, supply of farm implements, enhancing production

of planting materials, efficient use of water, treatment of planting materials etc. The scheme is under implementation in 22 States/Union Territories.

- (iii) Concessional loans at an interest rate of 4% per annum are given to sugar factories from Sugar Development Fund (SDF) for modernization of plant and machinery, expansion of crushing capacity, upgradation of technology and sugarcane development including better irrigation facilities, improved seed variety, ratoon management, etc.

(c) The Central Government has taken a slew of measures to check the price hike as indicated below:

- (i) Stock-holding and turnover limit on sugar have been imposed vide Notifications dated 09.03.2009 and 12.03.2009. Violation of such limit constitutes an offence punishable under the provisions of the Essential Commodities Act, 1955.
- (ii) Additional releases of non-levy sugar quota were given during the quarter April-June, 2009.
- (iii) Futures trading in sugar on NCDEX has since been suspended to check speculative tendencies in sugar trade with effect from 27th May, 2009.
- (iv) Permitting import of raw sugar by sugar mills and one million ton of white/refined sugar by designated agencies, at zero customs duty under Open General License (OGL).

#### **Food Security Act**

\*50. SHRI PRABODH PANDA:  
SHRI L. RAJAGOPAL:

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

(a) whether the Government proposes to enact the National Food Security Act to assure food security to all;

(b) if so, the details thereof alongwith the progress made therein;

(c) the details of the allocation of foodgrains proposed to be made for Below Poverty Line (BPL) families under the said scheme alongwith the subsidy component thereof;

(d) the likely impact of the proposed scheme on the present food based welfare schemes; and

(e) the time-frame fixed for implementation of the said scheme?

THE MINISTER OF AGRICULTURE AND MINISTER OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (SHRI SHARAD PAWAR): (a) to (e) As announced in President's address to Parliament on 4th June, 2009, Government proposes to enact the National Food Security Act. In order to frame the proposed law, Government has initiated necessary action. Examination of different aspects of the proposed law in consultation with State Governments, various Central Ministries, experts and other stakeholders is presently in progress.

Under the proposed law, every BPL family is to be entitled to receive 25 kg of foodgrains per month. Details of eligible BPL families to be covered, methodology for their identification, issue of targeted identification cards to them, etc. are being worked out.

Food subsidy provided by Government under TPDS is the difference between economic cost of foodgrains to FCI and the central issue prices charged from ration card holders. The economic cost depends upon Minimum Support Prices, local taxes, other incidentals, cost of storage and transportation. The total subsidy payable would also depend upon the scale of issue and numbers of beneficiaries at any point of time.

The Government implements various other welfare schemes such as Midday Meal Scheme by the Ministry of Human Resource Development, Integrated Child Development Scheme (ICDS) and Nutritional Programme for Adolescent Girls (NPAG) by the Ministry of Women and Child Development, Annapurna Scheme by the Ministry of Rural Development and others. While formulating the proposed food security law, interests of the targeted beneficiaries of these schemes will be kept in view.

#### **Production of Foodgrains**

\*51 SHRI PURNMASI RAM:  
SHRI T.R. BAALU:

Will the Minister of AGRICULTURE be pleased to state:

(a) the production of foodgrains, oilseeds, sugarcane etc. in the country during each of the last three years and the current year, crop-wise and State-wise;

(b) whether the agricultural production in the country has remained stagnant or has declined during the above period;

(c) if so, the reasons therefor;

(d) whether the current level of production of foodgrains is adequate to meet the existing demand in the country; and

(e) if so, the details thereof, and the strategy adopted and the schemes formulated by the Government to increase production and meet the futuristic requirements?

THE MINISTER OF AGRICULTURE AND MINISTER OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (SHRI SHARAD PAWAR): (a) to (c) The State-wise and crop-wise production of foodgrains, oilseeds, sugarcane and cotton in the country during the years 2005-06 to 2008-09 is given in the enclosed Statement. Generally, there has been increase in the production of foodgrains, cotton and oilseeds. However, in the case of some oilseeds (groundnut and mustard) and sugarcane, there have been wide fluctuations and dip in production in 2008-09 due to unfavourable weather conditions and area shift from these crops to relatively more remunerative crops.

(d) and (e) Yes, Madam. Currently, the production of foodgrains in the country is adequate to meet the demand. For the year 2008-09, as against the projected demand of 219.00 million tonnes of foodgrains, the production is estimated at 229.85 million tonnes. By the end of 11th Plan, *i.e.* 2011-12, as against the projected demand of 234.26 million tonnes, the projected production of foodgrains is 239.30 million tonnes. In order to meet the demand in the years to come, several steps have been taken to increase production of foodgrains in the country and programmes such as National Food Security Mission (NFSM), Macro Management of Agriculture (MMA), Integrated Scheme of Oilseeds, Pulses, Oil Palm and Maize (ISOPOM) and Rashtriya Krishi Vikas Yojana (RKVY) etc. are under implementation.

### Statement

*State-wise estimates of production of major crops during the years 2005-06 to 2008-09*

('000 Tonnes)

State	Rice				Wheat				Coarse Cereals			
	2005-06	2006-07	2007-08	2008-09*	2005-06	2006-07	2007-08	2008-09*	2005-06	2006-07	2007-08	2008-09*
1	2	3	4	5	6	7	8	9	10	11	12	13
Andhra Pradesh	11704.0	11872.0	13324.0	13785.0	9.0	9.0	8.0	8.0	3862.0	3001.0	4274.0	4228.0
Arunachal Pradesh	146.2	146.2	158.1	#	6.1	6.3	5.3	#	80.2	84.9	76.8	#
Assam	3552.5	2916.0	3319.0	3611.0	53.7	67.0	71.0	75.0	17.6	18.0	17.0	18.0
Bihar	3495.5	4989.3	4418.1	5653.0	3239.0	3911.4	4450.4	4196.0	1405.5	1759.7	1498.5	1143.2
Chhattisgarh	5011.6	5041.4	5426.6	4810.0	90.7	91.7	98.8	81.0	159.3	178.3	229.7	183.4
Goa	147.3	130.3	121.6	#	NG	NG	NG	NG	1.0	0.8	0.7	#
Gujarat	1298.0	1390.0	1474.0	1444.0	2473.0	3000.0	3838.0	3254.0	1836.0	1516.0	2151.0	1890.0
Haryana	3210.0	3371.0	3613.0	3298.0	8857.0	10055.0	10236.0	10593.0	813.0	1197.0	1357.0	1300.0
Himachal Pradesh	112.1	123.5	121.5	110.0	679.0	501.6	504.4	605.0	570.7	728.2	896.2	647.8
Jammu and Kashmir	556.8	554.0	561.3	553.0	444.0	492.2	495.9	480.0	467.7	512.3	499.5	494.3
Jharkhand	1558.0	2967.8	3336.4	3052.0	77.7	128.9	139.9	141.0	259.6	332.0	386.4	347.8
Karnataka	5744.0	3446.0	3717.0	3627.0	217.0	205.0	261.0	190.0	6564.0	5055.0	6943.0	6142.0
Kerala	629.9	631.0	528.5	608.0	NG	NG	NG		1.5	1.1	2.8	2.4
Madhya Pradesh	1656.3	1368.4	1461.9	1560.0	5957.7	7325.9	6032.5	5724.0	2348.4	1849.6	2122.5	2113.0
Maharashtra	2695.0	2569.0	2996.0	2311.0	1300.0	1631.1	2078.7	1345.0	6087.0	6141.0	7093.0	5982.0
Manipur	386.1	386.1	402.6	#	NG	NG	NG	NG	7.9	7.9	8.4	#
Meghalaya	151.9	200.2	200.0	#	1.2	1.2	1.1	#	26.4	27.2	27.4	#



1	2	3	4	5	6	7	8	9	10	11	12	13
Mizoram	99.2	29.5	15.7	#	NG	NG	NG	NG	22.7	21.0	0.7	#
Nagaland	263.1	263.5	290.6	#	1.9	1.3	1.6	#	120.1	126.4	139.4	#
Orissa	6859.0	6824.7	7540.7	6645.0	4.5	5.8	8.7	5.9	159.9	162.4	210.4	190.7
Punjab	10193.0	10138.0	10489.0	11000.0	14493.0	14596.0	15720.0	15531.0	472.0	552.0	583.1	583.0
Rajasthan	153.0	169.8	259.6	241.0	5865.3	7055.8	7124.9	6580.0	4528.6	5501.9	7121.4	7201.2
Sikkim	21.5	21.5	22.9	#	9.0	9.0	4.5	#	63.7	63.7	72.6	#
Tamil Nadu	5220.0	6610.6	5040.2	5833.0	NG	NG	NG	NG	730.2	1361.9	1357.1	1997.0
Tripura	552.9	620.5	624.6	#	2.9	1.8	1.9	#	2.2	2.4	2.1	#
Uttar Pradesh	11133.7	11124.0	11780.0	13074.0	24073.8	25031.0	25679.0	26981.0	2971.2	3084.4	3058.9	3183.0
Uttarakhand	590.0	556.0	593.0	579.0	645.0	801.0	814.0	777.0	323.0	344.0	339.0	348.0
West Bengal	14510.8	14745.9	14719.5	15600.0	773.5	799.9	917.3	975.0	150.3	274.7	265.8	325.8
Andaman and Nicobar Islands	30.7	30.7	21.9	#	NG	NG	NG	NG	0.1	0.2	0.9	#
Dadra and Nagar Haveli	23.7	23.7	23.7	#	1.1	1.1	1.1	#	2.7	2.7	2.7	#
Delhi	24.0	31.1	31.4	#	79.4	77.7	76.2	#	13.9	14.1	11.6	#
Daman and Diu	3.7	3.7	3.5	#	NG	NG	NG	NG			0.5	#
Puducherry	59.9	59.9	53.4	#	NG	NG	NG	NG	0.8	0.8	0.3	#
Others	NA	NA	NA	1974.0	NA	NA	NA	92.0	NA	NA	NA	346.0
All India	91793.4	93355.3	96692.9	99368.0	69354.5	75806.7	78570.2	77633.9	34069.3	33922.6	40750.4	38666.6

\*3rd Advance Estimates, # Included in others, NG: Not Grown, NR: Not Reported, NA: Not Applicable.

*State-wise estimates of production of major crops during the years 2005-06 to 2008-09*

(‘000 Tonnes)

State	Pulses				Foodgrains				Groundnut			
	2005-06	2006-07	2007-08	2008-09*	2005-06	2006-07	2007-08	2008-09*	2005-06	2006-07	2007-08	2008-09*
1	2	3	4	5	6	7	8	9	10	11	12	13
Andhra Pradesh	1376.0	1347.0	1697.0	1390.0	16951.0	16229.0	19303.0	19411.0	1366.0	743.0	2604.0	1552.3
Arunachal Pradesh	8.3	8.3	8.3	#	240.9	245.7	248.5	#	NG	NG	NG	NG
Assam	54.0	59.0	63.0	58.0	3677.8	3060.0	3470.0	3762.0	NG	NG	NG	NG
Bihar	446.8	438.2	497.1	378.0	8586.8	11098.6	10864.1	11370.2	0.5	0.5	0.6	0.5

1	2	3	4	5	6	7	8	9	10	11	12	13
Chhattisgarh	453.2	493.6	536.8	492.0	5714.8	5806.0	6291.9	5566.4	31.6	32.1	35.3	38.0
Goa	11.5	16.3	11.3	#	159.8	147.4	133.6	#	7.9	4.6	7.0	#
Gujarat	547.0	593.0	743.0	648.0	6154.0	6499.0	8206.0	7236.0	3389.0	1435.0	3299.0	2677.0
Haryana	118.1	140.0	101.8	161.0	12998.1	14763.0	15307.8	15352.0	2.2	2.1	1.3	2.0
Himachal Pradesh	19.6	28.9	36.0	36.4	1381.4	1382.2	1558.1	1399.2	0.0	0.1	0.1	0.1
Jammu and Kashmir	13.5	14.2	15.4	14.6	1482.0	1572.7	1572.1	1542.0	NR	NR	14.8	0.0
Jharkhand	172.3	258.1	301.8	283.4	2067.6	3686.8	4164.5	3824.2	NG	NG	NG	17.0
Karnataka	964.0	893.0	1265.0	945.0	13489.0	9599.0	12186.0	10904.0	671.0	379.0	733.0	557.0
Kerala	6.9	8.4	8.4	4.8	638.3	640.5	539.7	615.1	2.4	3.0	2.2	1.8
Madhya Pradesh	3232.6	3203.1	2453.6	2948.0	13195.0	13747.0	12070.5	12345.0	234.4	193.4	186.8	228.0
Maharashtra	2005.0	2304.0	3024.0	1710.0	12087.0	12645.1	15191.7	11348.0	410.0	399.0	472.0	387.0
Manipur	4.5	4.5	7.2	#	398.5	398.5	421.8	#	NG	NG	NG	NG
Meghalaya	3.6	2.9	3.3	#	183.1	231.5	231.8	#	NG	NG	NG	NG
Mizoram	7.9	5.8	2.7	#	129.8	56.3	19.1	#	NG	NG	NG	NG
Nagaland	39.7	45.0	41.6	#	424.8	436.2	473.2	#	0.3	1.0	1.1	#
Orissa	336.3	351.8	383.5	373.1	7359.7	7344.7	8143.3	7214.8	106.3	87.7	102.5	101.0
Punjab	26.2	27.1	23.0	38.0	25184.2	25313.1	26815.1	27152.0	3.0	3.8	2.7	2.0
Rajasthan	898.1	1481.3	1552.8	1843.0	11445.0	14208.8	16058.7	15865.2	491.0	395.7	477.4	537.0
Sikkim	6.1	6.1	11.6	#	100.3	100.3	111.6	#	NG	NG	NG	NG
Tamil Nadu	177.0	290.5	185.0	233.4	6127.2	8263.0	6582.3	8063.4	1098.2	1006.5	1047.6	990.0
Tripura	5.6	5.3	4.7	#	563.6	630.0	633.3		0.8	0.6	0.7	#
Uttar Pradesh	2231.5	1975.1	1576.9	2278.0	40410.2	41214.5	42094.8	45516.0	90.5	73.0	59.2	67.0
Uttarakhand	36.0	34.0	50.0	49.0	1594.0	1735.0	1796.0	1753.0	2.0	2.0	1.0	2.0
West Bengal	174.3	154.0	147.6	191.0	15608.9	15974.5	16050.2	17091.8	83.1	98.3	132.7	137.0
Andaman and Nicobar Islands	0.4	0.4	1.3	#	31.2	31.3	24.1	#	NG	NG	NG	NG
Dadra and Nagar Haveli	5.6	5.6	5.6	#	33.1	33.1	33.1	#	NG	NG	NG	NG
Delhi	0.5	0.7	0.7	#	117.8	123.6	119.9	#	NG	NG	NG	NG
Daman and Diu	1.1	1.1	1.1	#	4.8	4.8	5.1	#	NG	NG	NG	NG
Puducherry	1.2	1.2	0.4	#	61.9	61.9	54.1	#	3.1	3.1	1.5	
Others	NA	NA	NA	107.0	NA	NA	NA	2519.0	NA	NA	NA	10.0
All India	13384.4	14197.5	14761.5	14181.7	208601.6	217282.1	230775.0	229850.2	7993.3	4863.5	9182.5	7306.7

\*3rd Advance Estimates, # Included in others, NG: Not Grown, NR: Not Reported, NA: Not Applicable.

*State-wise estimates of production of major crops during the years 2005-06 to 2008-09*

(000' Tonnes)

State	Soyabean				Rapeseed & Mustard				Total Oilseeds			
	2005-06	2006-07	2007-08	2008-09*	2005-06	2006-07	2007-08	2008-09*	2005-06	2006-07	2007-08	2008-09*
1	2	3	4	5	6	7	8	9	10	11	12	13
Andhra Pradesh	191.0	156.0	173.0	178.0	2.0	3.0	3.0	2.0	2041.0	1362.0	3390.0	2146.3
Arunachal Pradesh	3.6	3.6	4.2	#	18.4	18.4	20.6	#	22.7	22.7	25.6	#
Assam	NG	NG	NG	NG	97.0	116.0	123.0	140.0	113.2	134.0	139.0	160.0
Bihar	NG	NG	NG	NG	76.0	89.4	81.6	81.0	136.5	147.4	137.9	122.6
Chhattisgarh	36.8	68.3	79.5	78.0	18.9	23.5	21.1	20.0	126.5	161.4	192.6	186.8
Goa	NG	NG	NG	NG	NG	NG	NG	NG	7.9	4.6	7.0	#
Gujarat	29.0	26.0	26.0	58.0	456.0	504.0	551.0	295.0	4682.0	2569.0	4725.0	4000.0
Haryana	NG	NG	NG	NG	792.0	802.0	598.0	899.0	825.2	834.6	642.8	918.0
Himachal Pradesh	0.8	0.4	1.1	1.1	2.8	4.5	3.6	4.7	5.2	7.1	6.5	7.6
Jammu and Kashmir	NG	NG	NG	NG	1.3	37.0	50.6	36.0	2.7	42.3	53.3	39.1
Jharkhand	NR	0.1	0.1	0.3		33.4	37.4	39.0	8.5	50.0	68.8	70.6
Karnataka	71.0	94.0	97.0	90.0	2.0	1.0	1.0	1.0	1715.0	1125.0	1549.0	1217.0
Kerala	NR	0.1	0.1	0.0	NG	NG	NG	NG	2.6	3.2	2.4	2.0
Madhya Pradesh	4500.7	4784.9	5480.5	5850.0	847.5	693.4	536.8	703.3	5721.9	5814.2	6352.0	6888.3
Maharashtra	2527.0	2892.0	3976.0	2758.5	4.0	5.0	4.0	2.0	3373.0	3721.0	4874.0	3413.5
Manipur	NG	NG	NG	NG	0.1	0.1	0.5	#	0.7	0.7	0.9	#
Meghalaya	1.0	1.0	1.0	#	4.8	4.8	4.8	#	6.7	6.6	6.7	#
Mizoram	2.7	2.0	0.4	#	1.0	0.3	0.1	#	5.4	3.8	0.8	#
Nagaland	32.0	30.6	32.5	#	21.2	20.7	21.9	#	62.8	62.6	68.1	#
Orissa	NG	NG	NG	NG	3.3	2.6	3.2	2.5	187.7	175.1	196.6	185.1
Punjab	NG	NG	NG	NG	54.0	46.0	33.0	42.0	89.6	78.2	76.5	83.0
Rajasthan	856.3	771.3	1071.2	1074.0	4416.9	3805.6	2362.2	3631.0	5964.0	5166.8	4197.6	5572.4
Sikkim	3.3	3.3	3.2	#	3.9	3.9	4.3	#	7.2	7.2	7.5	#
Tamil Nadu	1.0	NG	NG	NG	0.1	0.1	0.1	0.0	1152.9	1083.5	1146.8	1103.5
Tripura	NG	NG	NG	NG	2.3	1.4	1.1	#	3.9	3.1	2.7	#

1	2	3	4	5	6	7	8	9	10	11	12	13
Uttar Pradesh	3.0	7.0	3.2	9.0	907.8	873.8	997.3	967.0	1066.5	1033.3	1146.8	1113.0
Uttarakhand	15.0	10.0	19.0	14.0	12.0	9.0	9.0	10.0	30.0	21.0	29.0	26.0
West Bengal	0.3	0.3	0.3	0.6	383.0	338.6	361.7	383.0	610.4	645.4	705.1	747.7
Andaman and Nicobar Islands	NG	NG	NG	NG	NG	NG	NG	NG	NG	NG	NG	NG
Dadra and Nagar Haveli	NG	NG	NG	NG	NG	NG	NG	NG	0.1	0.1	0.1	#
Delhi	NG	NG	NG	NG	2.9	0.3	2.7	#	2.9	0.3	2.7	#
Daman and Diu	NG	NG	NG	NG	NG	NG	NG	NG	NG	NG	NG	NG
Puducherry	NG	NG	NG	NG	NG	NG	NG	NG	3.2	3.2	1.6	#
Others	NA	NA	NA	41.0	NA	NA	NA	56.0	NA	NA	NA	124.0
All India	8273.5	8850.8	10968.2	10152.5	8131.2	7437.8	5833.6	7314.5	27977.9	24289.4	29755.3	28126.5

\*3rd Advance Estimates, # Included in others, NG: Not Grown, NR: Not Reported, NA: Not Applicable.

*State-wise estimates of production of major crops during the years 2005-06 to 2008-09*

('000 Tonnes)

State	Sugarcane				Cotton ('000 Bales of 170 kg each)			
	2005-06	2006-07	2007-08	2008-09*	2005-06	2006-07	2007-08	2008-09*
1	2	3	4	5	6	7	8	9
Andhra Pradesh	17656.0	21692.0	20296.0	16612.0	2108.0	2181.0	3491.0	3462.0
Arunachal Pradesh	16.8	16.8	21.8	#	NG	NG	NG	NG
Assam	871.2	1055.0	980.0	996.0	0.6	0.6	0.6	1.0
Bihar	4337.9	5955.5	3854.9	4980.0	NG	NG	NG	NG
Chhattisgarh	16.4	18.7	27.5	39.0	0.4	0.2	0.1	0.0
Goa	55.9	58.0	56.0	#	NG	NG	NG	NG
Gujarat	14580.0	15630.0	15190.0	15040.0	6772.0	8787.0	8276.0	7962.0
Haryana	8180.0	9580.0	8860.0	5688.0	1499.0	1814.0	1885.0	1858.0
Himachal Pradesh	25.1	59.0	58.4	53.0	0.0	0.1	0.2	0.0
Jammu and Kashmir	0.8	0.8	0.2	0.6	NG	NG	NG	NG
Jharkhand	142.0	142.0	150.0	150.0	NG	NG	NG	NG
Karnataka	18267.0	28669.7	26240.0	23505.0	554.0	610.0	778.0	862.0

1	2	3	4	5	6	7	8	9
Kerala	916.5	440.0	218.0	256.0	3.5	2.0	1.7	1.0
Madhya Pradesh	2425.0	2806.0	3180.0	2705.0	745.1	828.6	864.8	823.0
Maharashtra	38853.0	78568.0	88437.0	50813.0	3160.0	4618.0	7015.0	4943.0
Manipur	23.0	23.0	16.8	#	NG	NG	NG	NG
Meghalaya	0.2	0.2	0.3	#	7.8	7.7	6.5	#
Mizoram	4.6	4.6	0.8	#	0.2	5.2	0.6	#
Nagaland	210.9	233.9	247.3	#	1.7	0.2	0.3	#
Orissa	1073.0	1274.4	1096.2	634.0	144.8	107.9	124.7	147.0
Punjab	4860.0	6020.0	6690.0	4880.0	2395.0	2678.0	2355.0	2285.0
Rajasthan	482.6	629.7	593.8	414.0	880.5	746.8	862.2	727.0
Sikkim	NG	NG	NG	NG	NG	NG	NG	NG
Tamil Nadu	35106.5	41124.0	38071.0	33283.0	213.3	220.9	200.7	163.0
Tripura	52.6	42.4	46.7	#	1.6	1.6	1.5	#
Uttar Pradesh	125469.9	133949.4	124665.3	121408.0	5.2	7.0	6.8	1.0
Uttarakhand	6134.0	6100.0	7686.0	5555.0	NG	NG	NG	NG
West Bengal	1247.7	1266.7	1272.0	1600.0	6.0	14.7	13.2	24.0
Andarnan and Nicobar Islands	5.9	2.6	3.5	#	NG	NG	NG	NG
Dadra and Nagar Haveli	NG	NG	NG	NG	NG	NG	NG	NG
Delhi	NG	NG	NG	NG	NG	NG	NG	NG
Daman and Diu	NG	NG	NG	NG	NG	NG	NG	NG
Puducherry	157.3	157.3	228.4	#	0.3	0.3	0.2	#
Others	NA	NA	NA	622.0	NA	NA	NA	9.0
All India	281171.8	355519.7	348187.9	289233.6	18499.0	22631.8	25884.1	23268.0

\*3rd Advance Estimates, # Included in others. NG: Not Grown, NR: Not Reported, NA: Not Applicable.

### Rise in Prices of Essential Commodities

\*52. SHRI KIRTI AZAD:  
SHRI P. KARUNAKARAN:

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

(a) whether the prices of essential commodities including foodgrains, pulses, edible oil, vegetables, milk etc. are on the rise despite the remedial steps taken by the Government;

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

(c) whether the Government has formulated any fresh scheme/action plan to improve availability and control the prices of essential commodities;

(d) if so, the details thereof and the action taken thereon;

(e) whether steps are being taken to strengthen the Price Monitoring Cell and vest it with more powers to control price rise; and

(f) if so, the details thereof?

THE MINISTER OF AGRICULTURE AND MINISTER OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (SHRI SHARAD PAWAR): (a) and (b) Government is aware of increasing trend in prices of

essential commodities and has taken series of steps to check the increase in prices by taking effective measures such as augmenting domestic supplies of rice, wheat, pulses and edible oils through imports at zero/reduced rates of duty and ban on exports. All these measures have stabilized and moderated the rise in prices of essential commodities.

Over the year, rise in price of pulses (except gram dal), Sugar are witnessed mainly due to inadequate supplies in relation to demand. Vegetable prices tend to fluctuate depending on the availability and seasonal factors and Rice, wheat, Milk prices have remained stable. Prices of gram dal and edible oils monitored by this Department such as groundnut oil, mustard oil have declined over the past one year. Retail Prices of essential commodities at Delhi during the last one year is given in table below:-

Commodity	Current Prices as on 1.7.09	Retail Prices (Rs./Kg.)				Variation Over 1 year
		1 Week Back 24.6.09	1 Month Back 1.6.09	6 Months Back 1.1.09	1 year Back 1.7.08	
Rice	20.00	20.00	20.00	22.00	20.00	0.00
Wheat	13.00	13.50	14.00	13.00	13.00	0.00
Atta	15.00	14.00	15.00	14.00	14.00	1.00
Gram dal	33.00	34.00	34.00	35.00	34.00	-1.50
Tur dal	66.50	65.00	61.00	50.00	43.00	23.50
Urad Dal	52.00	52.00	57.00	46.00	38.00	14.00
Moong Dal	56.00	56.00	56.00	45.00	39.00	17.00
Masur Dal	57.00	56.00	58.00	62.00	48.00	9.00
Sugar	27.00	27.00	27.00	21.00	17.00	10.00
Groundnut oil*	105.00	106.00	109.00	110.00	121.00	-16.00
Mustard Oil*	66.00	66.00	70.00	77.00	83.00	-17.00
Vanaspati	55.00	55.00	56.00	56.00	74.00	-19.00
Milk@	21.00	21.00	21.00	21.00	20.00	1.00
Potato	17.00	16.00	11.00	8.00	9.00	8.00
Onion	15.00	14.00	11.00	21.00	10.00	5.00
Salt (Packed)	12.00	12.00	12.00	11.00	10.00	2.00

\*Refined oil, @ per litre.

(c) and (d) The Government has taken a number of steps to control the price rise and to soften the impact of price rise on consumers. The important steps taken are given below:

- (i) Government has been taking effective steps to moderate the prices. Government measures are briefly list below:-

#### A. Short Term Measures

##### 1. Fiscal Measures

- (i) Reducing import duties to zero—for rice, wheat, pulses, edible oils (crude) and maize and butter and ghee;
- (ii) Reducing import duties on refined and hydrogenated oils and vegetable oils to 7.5%;
- (iii) Reducing the import duty on Skimmed Milk Powder (SMP) from 15% to 5%.

##### 2. Administrative Measures

- (i) The export of edible oils is permitted in branded consumer packs of up to 5 kgs, subject to a limit of 10,000 tonnes during the next one year up to 31st October, 2009.
- (ii) Banning export of non-basmati rice, wheat and pulses (except kabuli chana).
- (iii) No changes in Tariff Rate Values of edible oils.
- (iv) Imposition of stock limit orders in the case of paddy, rice, edible oils and oilseeds.
- (v) The periodic enhancement in MSP—currently Rs. 1080 per quintal for wheat, Rs. 850 per quintal for common rice and Rs. 880 per quintal for Grade A rice, to maximize procurement of wheat and rice, as well as give incentive to higher production.
- (vi) Using Minimum Export Price (MEP) to regulate exports of onion (averaging at \$ 185 per tonne for June 2009) and basmati rice (\$ 1100 PMT) w.e.f. 20.01.2009.
- (vii) Maintaining the Central Issue Price (CIP) for rice (at Rs. 5.65 per kg for BPL and Rs. 3 per kg for AAY) and wheat (at Rs. 4.15 per kg for BPL and Rs. 2 per kg for AAY).

- (viii) Futures trading in Rice, Wheat, Urad and Tur suspended by the Forward Market Commission in the year 2007-08 continued during the year 2008-09. Futures trading in sugar has been suspended w.e.f. 27.5.2009 upto 31st December, 2009. This was on a measure of abundant caution to negate inflationary expectations.
- (ix) Distribution of one million tons of imported edible oils to States/UTs at a subsidy @ Rs. 15/kg.
- (x) To augment availability of pulses, the Public Sector Undertakings (namely, STC, MMTC and PEC) and NAFED were permitted to import and sell pulses under a scheme and losses, if any, up to 15% are reimbursed by the Government.
- (xi) Distribution of imported pulses to State Governments at a subsidy of Rs. 10/- per kg.
- (xii) Government allowed import of raw sugar under advance authorization Scheme and permitted sugar factories to sell processed raw sugar in the domestic market and fulfil export obligation on ton to ton basis.
- (xiii) Allowed import of raw sugar under Advance Authorization Scheme by sugar mills (at zero duty) upto 30.9.2009 (notified on 17.2.2009 and 2.3.2009).
- (xiv) Allowed import of raw sugar at zero duty under O.G.L. upto 1.8.2009 by sugar mills (notified on 17.4.2009).
- (xv) Allowed import of white/refined sugar by STC/MMTC/PEC and NAFED upto 1 million tonnes by 1.8.2009 under O.G.L. at zero duty (notified on 17.4.2009).
- (xvi) Levy obligation was removed in respect of all imported raw sugar and white/refined sugar.
- (xvii) Released 6 lakh tonnes of additional non levy sugar for April-June 2009 Quarter taking the total release to 60 lakh tonnes against 50 lakh tonnes in corresponding Quarter in 2008 and 50 lakh tonnes in Jan-March 2009.
- (xviii) The availability of non-levy sugar for April' 09 including the additional quota released stood at 22 lac tons against 17 lacs for March, 2009 and 17 lac tons for April, 2008. For the month of May, 2009, release of non-levy sugar including

additional quota released stood at 21 lac tons as against 17.5 lac tons for May, 2008. For the month of June, 2009, the release of non-levy sugar stands at 16 lac tons as against release of 13.5 lac tons for June, 2008. Besides about 1 lac ton of raw sugar imported and reprocessed by sugar mills have been released during the month of June, 2009.

### B. Medium Term Measures

In the medium term, Government has taken initiatives such as the National Food Security Mission (NFSM), Rashtriya Krishi Vikas Yojana (RKVY) to improve production and productivity in agriculture.

(e) Price Monitoring Cell (PMC) set up under Department of Consumer Affairs is not mandated to control/check the rise in prices of essential commodities. The Price Monitoring Cell (PMC) is entrusted, *inter-alia*, with the task of monitoring of the prices and availability position of 17 essential commodities in the country *viz.*, rice, wheat, atta, gram dal, tur/arhar dal, moong dal, urad dal, masoor dal, tea, milk, sugar, vanaspati, mustard oil, groundnut oil, potato, onion and salt, and other matters concerning price scenario based on the information received from the State Food and Civil Supplies Departments. Information on Retail Prices is received on daily basis from 27 centres of the country. Similarly, information on Wholesale Prices is received from 37 centres of the country on weekly basis. Besides, the situation of prices of essential commodities is regularly monitored at High level Meetings in the Government. The decisions taken in these meetings are implemented by the concerned Ministry/Department which are charged with the responsibility of the subject matter of the decision. PMC monitors the action taken on those decisions and give feed back to the Government. No need is felt to vest PMC with more direct power in this regard.

(f) Does not arise.

### National Mineral Policy

\*53. SHRI CHANDRAKANT KHAIRE:  
SHRI TATHAGATA SATPATHY:

Will the Minister of MINES be pleased to state:

(a) whether a National Mineral Policy is being formulated;

(b) if so, the details thereof;

(c) whether the Government proposes to update the Mines and Minerals (Development and Regulation) Act, 1957;

(d) if so, the details thereof alongwith the likely impact on the mining industry as a result thereof;

(e) whether unorganised mines are being brought under the proposed National Mineral Policy; and

(f) if so, the details thereof and the criteria for selection of such unorganised mines?

THE MINISTER OF MINES AND MINISTER OF DEVELOPMENT OF NORTH EASTERN REGION (SHRI B.K. HANDIQUE): (a) and (b) The Government has enunciated a National Mineral Policy 2008 on 13.03.2008. The National Mineral Policy, *inter alia*, provides for transparency in the allocation of concessions, security of tenure, transferability etc. in order to make the regulatory environment more conducive to investment and technology flows. The core functions of the State will be facilitation and regulation and Geological Survey of India will be the principal agency for survey and regional mineral resource assessment. The private sector is envisaged as an important source of investment in reconnaissance and exploration. Exploration of minerals will be guided by long-term national goals as part of the overall strategy of the country's economic development, and will be done within a sustainable development framework.

(c) and (d) The Government has initiated action for changing the Mines and Minerals (Development and Regulation) Act, 1957 to give effect to the provisions of the National Mineral Policy, which in respect of mining industry, *inter alia* seeks to ensure scientific methods of mining, beneficiation and economic utilization. The Policy declares zero waste mining to be the national goal with mining technology being upgraded to ensure extraction and utilization of the entire run-of-mines.

(e) and (f) Small and isolated deposits of minerals are scattered all over the country. The National Mineral Policy recognizes the need to promote small scale mining of small deposits in a scientific and efficient manner while safeguarding vital environmental and ecological imperatives. The Policy provides for tightening of regulation so as to control and prevent the growth of illegal mining. Where small deposits are not susceptible to viable mining the Policy advocates a cluster approach by granting the deposits together as a single lease within a geographically defined boundary.



**Withdrawal of Armed Forces  
(Special Powers) Act, 1958**

\*54. SHRI GURUDAS DASGUPTA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether there is any proposal to withdraw the Armed Forces (Special Powers) Act, 1958; and

(b) if so, the time by which it is likely to be withdrawn?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLY RAMACHANDRAN):

(a) and (b) While there is no proposal to totally withdraw or repeal the Act, the application of the Act to certain areas and amendments to the Act are under consideration.

**Highway Projects**

\*55. SHRI ADHALRAO PATIL SHIVAJI: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Government proposes to set a target for constructing 20 km of National Highway per day and is considering a plan to decentralise National Highways Authority of India (NHAI) so as to ensure effective supervision and timely implementation of Highway projects;

(b) if so, the details thereof alongwith the time-frame by which a final decision on above issues are likely to be taken;

(c) whether there is any proposal to prepare annual work plan for expeditious completion of Highway projects and to give Government guarantee to the developers; and

(d) if so, the details thereof?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI KAMAL NATH): (a) and (b) Yes, Sir. The Government has initiated commensurate steps to work out the relevant details including the time frame for implementation. The steps also include commensurate action for reorganization of the National Highways Authority of India (NHAI) for effective management and control to ensure timely implementation of highway projects.

(c) and (d) For expeditious completion of National Highways Development Project, the process of formulation of Annual Work Plans has been undertaken by the NHAI. However, there is no proposal, at present, to give Government guarantee to the developers.

**Construction and Maintenance  
of National Highways**

\*56. SHRI NAVEEN JINDAL: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Government has identified the reasons impeding the timely construction and proper maintenance of National Highways;

(b) if so, the details thereof and the steps taken/being taken by the Government to remove the impediments and expedite highway development;

(c) the details of the targets fixed by the Government for increasing the network of the National Highways in the current year;

(d) whether a meeting was held in June, 2009 with the highway developers in this regard; and

(e) if so, the details thereof and the action taken thereon?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI KAMAL NATH): (a) and (b) Yes, Sir. The Government has identified the reasons impeding the timely construction and proper maintenance of National Highway. The main constraints in implementation of the projects are delays due to land acquisition, utility shifting, obtaining forest/environment clearances, clearance for rail over bridges, poor performance of contractors, budgetary constraints, etc. The steps taken/being taken to expedite implementation of highway projects are given in the enclosed Statement.

(c) No target has been fixed for increasing the National Highways network during the current year.

(d) and (e) Yes, Sir. A meetings was held with highway developers in June, 2009. Various issues were raised including environmental issues, delay in forest clearances, taxation issues regarding exemption of NH construction/maintenance works from service tax as well as local tax, exemption from custom duty for import of

equipment/machinery for construction, delay in signing of State Support Agreements, land acquisition problems, tolling issues etc. Action has been initiated to take up all issues with concerned authorities.

### **Statement**

#### *Steps Taken/Being Taken to Expedite Implementation of Highway Projects*

- a. The Contracts are regularly monitored at various levels such as by Supervision Consultant, Project Directors, Senior officers of NHAI. Progress reviews are also held at the level of Chairman, NHAI, Secretary, Department of Road Transport & Highways and Minister, Shipping Road Transport & Highways.
- b. State Governments have appointed Senior officers as nodal officers for resolving problems associated with implementation of the NHDP such as land acquisition, removal of utilities, forest/pollution/environment clearances etc. These nodal officers hold periodic meetings to review the projects and take action to resolve the problems.
- c. A Committee of Secretaries has been constituted under Cabinet Secretary to address inter-ministerial and Centre-State issues such as land acquisition, utility shifting, environment approvals, clearance of ROBs.
- d. The procedure of issue of Land Acquisition notifications has now been simplified. Earlier all the notifications under NH Act were vetted by the Ministry of Law. Recently, an amendment has been made in the Allocation of Business Rules by which these notifications are not required to be sent to the Ministry of Law. The Ministry of Law has approved the standard formats of various notifications keeping in view the similar nature of the notifications of Land Acquisition.
- e. To expedite the construction of ROBs an officer of the Railways has been posted to NHAI to coordinate with Ministry of Railways. MOU has also been signed with M/s. IRCON for construction of some of the ROBs.
- f. Action has been taken against not performing contractors and they are not allowed to bid for future projects unless they improve the performance in existing contracts.

- g. Steps have been taken to improve cash flow problems of contractors by granting interest bearing discretionary advance at the request of contractor, release of retention money against bank guarantee of equal amount, deferment of recovery of advances (on interest basis) and relaxation in minimum IPC amount.

### **Self Employment Scheme for the Poor**

\*57. SHRI PRASANTA KUMAR MAJUMDAR:  
SHRI NARAHARI MAHATO:

Will the Minister of MICRO, SMALL AND MEDIUM ENTERPRISES be pleased to state:

(a) whether the Khadi and Village Industries Commission (KVIC) has launched schemes for providing self employment to the Handicapped, Scheduled Castes, Scheduled Tribes, Minorities, Backward and the poor people living below the poverty line in the country;

(b) if so, the details of such schemes and the number of families benefited under the schemes during each of the last three years, State-wise including West Bengal;

(c) whether the KVIC proposes to chalk out any other new comprehensive scheme for the poor people living below poverty line in the country; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF MICRO, SMALL AND MEDIUM ENTERPRISES (SHRI DINSHA PATEL): (a) and (b) The Government (in the Ministry of Micro, Small and Medium Enterprises), through Khadi and Village Industries Commission (KVIC), had been implementing a Central Sector credit-linked subsidy scheme, called the Rural Employment Generation Programme (REGP) from 01.04.1995 to 31.03.2008, in the rural areas and small towns with population up to 20,000. Under this Programme, eligible entrepreneurs were assisted in establishing village industries, by availing of loans from public sector scheduled commercial banks, selected Regional Rural Banks, cooperative banks, etc., and also margin money assistance (subsidy) from the KVIC, for projects with a maximum cost upto Rs. 25 lakh. Entrepreneurs belonging to the categories of Scheduled Castes (SC), Scheduled Tribes (ST), Other

Backward Classes (OBC), physically handicapped, ex-servicemen, women, etc., were entitled to higher margin money assistance.

REGP has been implemented till 31.03.2008. A new scheme titled 'Prime Minister's Employment Generation

Programme (PMEGP)' was approved in August 2008 by merging the existing REGP and Pradhan Mantri Rozgar Yojana (PMRY) of this Ministry which is a significant initiative and more attractive and useful than both the above schemes. The permissible margin money assistance provides under PMEGP is as under:

Categories of beneficiaries under PMEGP	Beneficiary's Contribution (of project cost)	Rate of Subsidy (of project cost)	
		Urban	Rural
Area (location of project/unit)			
General Category	10%	15%	25%
Special Category (including SC/ST/OBC/Minorities/Women, Ex-servicemen, Physically handicapped, NER, Hill and Border areas etc.)	05%	25%	35%

PMEGP is implemented through KVIC as the single nodal agency at the national level. At the State/Union Territories level, the scheme is being implemented through field offices of KVIC, State/Union Territory Khadi and Village Industries Boards and District Industries Centres (DICs) with involvement of banks.

The State/UT-wise number of persons, including those

in West Bengal, estimated to have benefited from employment generated under REGP during 2006-07 and 2007-08, and PMEGP during 2008-09 (provisional figures) are given in the enclosed Statement.

(c) No, Sir.

(d) Does not arise.

#### **Statement**

*State/UT-wise number of persons estimated to have benefited through employment generated under REGP during 2006-07 and 2007-08 and PMEGP during 2008-09*

(Number of persons)

Sl.No.	States/Union Territories	Estimated employment generated under REGP		Estimated employment generated under PMEGP*
		2006-07	2007-08	2008-09
1	2	3	4	5
1.	Chandigarh	50	199	310
2.	Delhi	267	215	50
3.	Haryana	28339	45185	8210
4.	Himachal Pradesh	17102	26848	3400
5.	Jammu and Kashmir	23274	43865	18210
6.	Punjab	35604	37412	8870
7.	Rajasthan	44168	94468	7030

1	2	3	4	5
8.	Andaman and Nicobar Islands	323	273	80
9.	Bihar	12334	20057	67410
10.	Jharkhand	7289	9064	9400
11.	Orissa	16311	21857	19760
12.	West Bengal	42834	120126	56670
13.	Arunachal Pradesh	2106	1783	1300
14.	Assam	30912	48303	7280
15.	Manipur	1881	1105	30
16.	Meghalaya	2174	3509	30
17.	Mizoram	16455	17299	230
18.	Nagaland	3358	6910	310
19.	Tripura	5851	14178	50
20.	Sikkim	2208	2260	40
21.	Andhra Pradesh	59750	98449	9030
22.	Karnataka	42420	58855	24230
23.	Kerala	30144	48668	3890
24.	Lakshadweep	0	36	40
25.	Puducherry	854	2099	420
26.	Tamil Nadu	25216	54634	14730
27.	Goa	1389	809	70
28.	Gujarat	13520	19271	3070
29.	Daman and Diu	—	—	60
30.	Maharashtra	27182	33266	33680
31.	Chhattisgarh	17719	25933	10780
32.	Madhya Pradesh	22332	42793	6280
33.	Uttarakhand	10962	19270	3780
34.	Uttar Pradesh	51123	56652	44140
Total		595451	975651	362870

\*Provisional figures.

### Use of Alternative Manure

\*58. SHRI K.S. RAO: Will the Minister of AGRICULTURE be pleased to state:

(a) whether excessive use of fertilizers by farmers leads to nutrient loss and drop in productivity;

(b) if so, whether farmers have been educated to restrict the use of fertilizers;

(c) whether alternative manure like vermicompost helps to improve soil conditions and is being used in the country;

(d) if so, the details thereof and the benefits likely to accrue to the farmers as a result thereof;

(e) whether steps are being taken to encourage the use of other alternative non-chemical fertilizers so as to protect the top soil, restore the sustainability of productive soil and to ensure phased decline in the use of fertilizers; and

(f) if so, the details thereof?

THE MINISTER OF AGRICULTURE AND MINISTER OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (SHRI SHARAD PAWAR): (a) There are studies which indicate that imbalanced use of chemical fertilizers, and without any application of organic manures affected soil health and productivity in some parts of the country.

(b) Yes, Madam. Farmers are advised and trained to adopt integrated nutrient management involving judicious application of chemical fertilizers.

(c) Yes, Madam.

(d) Use of organic manures such as vermi-compost reduces the requirement of chemical fertilizers with additional benefits to soil health such as improved organic carbon and microbial load.

(e) and (f) Following steps have been taken to encourage use of organic manures and biological fertilizers:

(i) Under the National Project on Organic Farming, use of organic manure and biological fertilizers

is promoted through training, demonstration and awareness programmes. To increase availability of organic and biological fertilizers, 25% back-ended subsidy is provided for establishment of fruit/vegetable market waste compost units and vermi-compost and bio fertilizer production units.

(ii) Under the National Project for Management of Soil Health and Fertilizer assistance is provided for promotion of organic manures @ Rs. 500 per hectare.

(iii) Under National Horticulture Mission, there is special focus on promotion of organic farming.

The use of organic manure and biological fertilizers to improve soil health etc. and a supplement to increase in balanced use of chemical fertilizers is required to increase crop yield to meet the requirement of the country's food production targets.

### Operational Costs of Doordarshan

\*59. SHRI ASADUDDIN OWAISI: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the operational costs of the Doordarshan is constantly increasing while its revenue has not recorded any significant growth;

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

(c) the steps taken/proposed to be taken by the Government to bail out Doordarshan from the financial crisis?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRIMATI AMBIKA SONI): (a) and (b) No, Sir. As informed by Prasar Bharati, the Operational cost of Doordarshan is not constantly increasing over the last five years. With regard to Revenue generation, it has shown a significant growth during 2005-06 and thereafter, there is gradual growth in revenue earnings.

The details below illustrate the status of Operational Cost and Revenue generation during last five years:

Financial Year	(Rs. in crore)	
	Operational Exp.	Revenue (Net)
2004-05	862.75	580.02
2005-06	1069.25	768.91
2006-07	913.92	726.07
2007-08	830.27	724.42
2008-09	1152.42	737.05

There was an increase in Operational cost during the years 2005-06 and 2008-09 on account of grant of Dearness Pay and impact of recommendations of 6th Central Pay Commission on salary respectively.

During 2008-09 there is increase in net revenue earnings as compared to 2006-07 and 2007-08 despite stiff competition from other Private Channels.

(c) The GoM on Prasar Bharati was looking into the issues of capital and financial restructuring of Prasar Bharati. Re-constitution of GoM is under consideration of the Government.

#### Nutritional Status

\*60. SHRIMATI MANEKA GANDHI: Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) the ranking accorded to India in the Global Hunger Index brought out by the United Nations World Food Programme;

(b) the situation of hunger/undernourishment in different States as per the said report, State-wise; and

(c) the remedial steps taken/programmes launched by the Government to ensure adequate nutrition especially to children?

THE MINISTER OF AGRICULTURE AND MINISTER OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (SHRI SHARAD PAWAR): (a) As informed by World Food Programme (India), no report on Global Hunger Index has been prepared by them. However, International Food Policy Research Institute (IFPRI), New Delhi has brought out a Global Hunger Index (GHI) Report in 2008. In this report India is ranked 66th.

(b) International Food Policy Research Institute (IFPRI) Report, 2008 indicates ranking of 17 States in the Country. A State-wise statement showing the India State Hunger Index ranking is given in the enclosed Statement.

(c) The IFPRI Report, 2008 is based on 3 factors viz. proportion of undernourished population, prevalence of under-weight in children under-5 years of age and mortality rate among them.

In order to improve nutritional status of the people, Government is implementing various schemes. Government allocates foodgrains at subsidized prices to States and UTs under TPDS for Below Poverty Line (BPL) and Antyodaya Anna Yojana (AAY) families @ 35 kg/family/month. Allocations for APL category are also made at subsidized prices depending upon their availability in the Central Pool.

Ministry of Women and Child Development implements Integrated Child Development Scheme (ICDS) which aims at improving the nutrition and health status of pre-school children in age group of 0-6 years as also pregnant women and nursing mothers. Ministry of Human Resource Development implements mid-day-meal scheme for primary and upper primary school children in government, government-aided and local body schools in the country.

#### Statement

(The India State Hunger Index)  
(Reproduced from IFPRI report 2008 page 15)

Sl.No.	Name of States	India Hunger Index Rank
1	2	3
1.	Punjab	1
2.	Kerala	2
3.	Andhra Pradesh	3
4.	Assam	4
5.	Haryana	5
6.	Tamil Nadu	6
7.	Rajasthan	7
8.	West Bengal	8

1	2	3
9.	Uttar Pradesh	9
10.	Maharashtra	10
11.	Karnataka	11
12.	Orissa	12
13.	Gujarat	13
14.	Chhattisgarh	14
15.	Bihar	15
16.	Jharkhand	16
17.	Madhya Pradesh	17

*[Translation]*

#### **Drug Rackets**

313. SHRI K.D. DESHMUKH: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether spurious drug rackets have been busted in various States of the country;

(b) the quantum of spurious drugs confiscated in the process;

(c) the total number of persons arrested in this connection;

(d) the action taken by the Government against the culprits and manufacturer of the spurious drugs; and

(e) the steps taken by the Government to check cases of spurious drugs in future?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLY RAMACHANDRAN):

(a) to (c) Yes, Madam. Spurious drug racket have been busted in 2008 in Gurgaon and at Chennai. In the Gurgaon rackets, 12 counterfeit drugs have been detected and the materials used for production of spurious drugs have been seized by the Enforcement Authorities. The Managing Director of M/s Chem Pharma Pvt. Ltd., Udyog Vihar, Gurgaon has been arrested and the State Crime Branch and Drug Controller, Haryana have sealed the factory premises. In the Chennai racket, 3 cases of import of bulk drugs (2900 kgs.) from China have been detected at Chennai Port. The customs authorities at Chennai Port

have been asked for confiscation and prosecution in the import case.

(d) and (e) The Office of Drug Controller General of India has issued notices to all their offices in the country after the racket and they are also continuously writing to the State Drug Controllers for providing the details of manufacturers of the spurious drugs. As regards the import of spurious drugs, issues has been already been taken up with Central Drug Standard Control Organization (CDSCO) and Department of Revenue Customs authorities and all port officials, to have harmonized action throughout the country to curb such imports. Besides, the Drug Controller General of India have taken series of other measures importantly like amendment of Drugs and Cosmetics Bill for providing stringent penalties to manufacturers of spurious drugs, enhancing technical capabilities of drugs testing and Testing Laboratories through World Bank assistance, implementation of good manufacturing practices through schedule M of the Drugs and Cosmetics Act undertaking focused surveillance and enforcement measures and motivation of pharma of spurious drugs etc. Also detailed Guidelines have been issued to the State Governments to undertake focused surveillance or possible movements of spurious drugs. Specific training programmes for regulatory officials of State Governments on logistics for intelligence work, prosecutions, etc., has been conducted.

*[English]*

#### **FM Radio Stations**

314. SHRI S.S. RAMASUBBU: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) the number of All India Radio FM stations and Private FM Radio Stations presently operating in the country, State-wise;

(b) whether the Government proposes to issue new licence to the private players in this sector;

(c) if so, the details thereof and the number of FM radio channels likely to be added in the next three years, State-wise including Tamil Nadu;

(d) the total revenue likely to be generated as a result thereof;

(e) whether the Government also proposes to allow any concessions to those channels; and

(f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI CHOUDHURY MOHAN JATUA): (a) At present a total of 171 AIR FM Transmitters and 248 Private FM Radio Stations are operational in the country, details of which are given in the enclosed Statements-I and II respectively.

(b) and (c) TRAI have sent their recommendations on Phase-III of FM radio expansion.

(d) Cannot be predicted presently.

(e) No, Sir.

(f) Does not arise.

**Statement I**

Sl.No.	State	Total
1	2	3
1.	Andhra Pradesh	13
2.	Arunachal Pradesh	1
3.	Assam	5
4.	Bihar	4
5.	Chhattisgarh	4
6.	Delhi	2
7.	Goa	1
8.	Gujarat	5
9.	Haryana	3
10.	Himachal Pradesh	4
11.	Jammu and Kashmir	8
12.	Jharkhand	5
13.	Karnataka	14
14.	Kerala	7
15.	Madhya Pradesh	13
16.	Maharashtra	17
17.	Manipur	1
18.	Meghalaya	2

1	2	3
19.	Mizoram	2
20.	Nagaland	2
21.	Orissa	7
22.	Punjab	3
23.	Rajasthan	12
24.	Sikkim	0
25.	Tamil Nadu	9
26.	Tripura	3
27.	Uttarakhand	1
28.	Uttar Pradesh	10
29.	West Bengal	8
30.	Union Territory	5
Total		171

**Statement II**

*Existing Private FM Stations*

Sl.No.	State	Total
1	2	3
1.	Andhra Pradesh	13
2.	Arunachal Pradesh	1
3.	Assam	4
4.	Bihar	2
5.	Chhattisgarh	5
6.	Delhi	8
7.	Goa	3
8.	Gujarat	16
9.	Haryana	6
10.	Himachal Pradesh	—
11.	Jammu and Kashmir	2



1	2	3
12.	Jharkhand	7
13.	Karnataka	14
14.	Kerala	17
15.	Madhya Pradesh	16
16.	Maharashtra	31
17.	Manipur	—
18.	Meghalaya	2
19.	Mizoram	—
20.	Nagaland	—
21.	Orissa	5
22.	Punjab	12
23.	Rajasthan	19
24.	Sikkim	2
25.	Tamil Nadu	21
26.	Tripura	1
27.	Uttarakhand	—
28.	Uttar Pradesh	21
29.	West Bengal	15
30.	Union Territory	5
Total		248

#### Technology Mission on Oilseeds

315. SHRI KALIKESH N. SINGH DEO: Will the Minister of AGRICULTURE be pleased to state:

(a) the details of States where Technology Mission on oilseeds have started work; and

(b) the assistance extended by the Technology Mission to increase oilseeds production in the KBK districts, Orissa?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) The Government of India launched Technology Mission on Oilseeds in May, 1986 with a view to increase the production and productivity of oilseeds. Subsequently, pulses, oil palm and maize were also brought under the

ambit of Technology Mission in 1990, 1992-93 and 1995-96 respectively. Subsequently the above Mission was merged into one Centrally Sponsored Integrated Scheme *i.e.* Integrated Scheme of Oilseeds, Pulses, Oil Palm and Maize (ISOPOM) *w.e.f.* 1.4.2004. Details of States covered under ISOPOM are given in the enclosed Statement.

(b) Under ISOPOM, assistance is provided to the State of Orissa including the KBK districts. The funds released by Government of India under ISOPOM to Orissa during the last 5 years are as under:

Year	Rs. in lakhs
2004-05	455.00
2005-06	500.00
2006-07	525.00
2007-08	900.00
2008-09	575.00

#### Statement

#### States Covered Under Oilseeds Development Programme of ISOPOM

Sl.No.	States
1.	Andhra Pradesh
2.	Bihar
3.	Chhattisgarh
4.	Gujarat
5.	Haryana
6.	Karnataka
7.	Madhya Pradesh
8.	Maharashtra
9.	Orissa
10.	Punjab
11.	Rajasthan
12.	Tamil Nadu
13.	Uttar Pradesh
14.	West Bengal

**Widening of Highways Under NHDP**

316. SHRIMATI SUPRIYA SULE: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Government proposes to widen National Highways under the National Highways Development Programme;

(b) if so, the details of highways, length of road to be widened and cost thereof;

(c) whether the Government has also approved foreign direct investment by a Hyderabad based Company;

(d) if so, the terms and conditions of FDI and investment proposed to be made; and

(e) the progress made so far and the time by which a final decision is likely to be taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (KUNWAR R.P.N. SINGH): (a) Yes Sir. The National Highways Authority of India (NHAI) has been tasked with implementation of the National Highways Development Project (NHDP) which envisages upgradation and strengthening of National Highways through 4/6/8 laning of National Highways, construction of expressways, ring roads etc. under various phases of NHDP.

(b) The details of length of national highways under various phases of NHDP and cost thereof are given in the enclosed Statement.

(c) to (e) Foreign Direct Investment upto 100% is permitted in Highways on the automatic route.

**Statement**

*The Government of India has launched major initiatives to upgrade and strengthen National Highways through various phases of National Highways Development Project (NHDP), which are briefly as under:*

Phase	Total Length in km	Approved Cost in Rs. Crore
I. GO, EW-NS corridors, Port connectivity & others	7,498	30,300
II. 4/6 laning North South-East West Corridor, Others	6,647	34,339
III. Upgradation, 4/6 laning	12,109	80,626
IVA. 2-laning with paved shoulders	20,000	27,800
V. 6 laning of GQ and High density corridor	6,500	41,210
VI. Expressways	1000	16,680
VII. Ring Roads, Bypasses and flyovers and other structures	700 km of ring roads/bypass+ flyovers	16,680

**Small and Marginal Farmers**

317. SHRI ANANTHA VENKATARAMI REDDY: Will the Minister of AGRICULTURE be pleased to state:

(a) the percentage of small and marginal farmers out of the total number of farmers in the country;

(b) whether the small and marginal sections of farmers are being provided less than 30 percent of the total loans being disbursed for agriculture;

(c) if so, the details thereof including rural farmers; and

(d) if not, the percentage of loans extended to this section of farmers annually?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) As per the National Sample Survey Organisation (NSSO) data

59th round (2003), percentage of marginal and small farmers are as under:

Category of holding	% age of operational holding	% age of operated area
Marginal Farmer	71	22.6
Small Farmer	16.6	20.9

(b) No, Madam.

(c) Does not arise.

(d) Details are as under:

(Rs. in crore)

Year	Total credit flow	Credit flow to SF/MF	% of SF/MF to Total Credit Flow
2007-08	254,657.45	89,858.51	35.28
2008-09	287,149.19	164,491.39	57.28

#### Production of NALCO

318. SHRI E.G. SUGAVANAM: Will the Minister of MINES be pleased to state:

(a) the details of production achieved by the National Aluminium Company Limited (NALCO) during each of the last three years;

(b) the target fixed by NALCO for the next three years;

(c) whether the actual target is expected to be higher than the production estimates;

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

(e) whether any step has been taken to attain the target; and

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

THE MINISTER OF MINES AND MINISTER OF DEVELOPMENT OF NORTH EASTERN REGION (SHRI B.K. HANDIQUE): (a) The production achieved by National Aluminium Company Limited (NALCO), during the last three years is as follows:

Product	Unit	2006-07	2007-08	2008-09
Bauxite	Tonnes	46,23,278	46,84,684	47,00,027
Alumina hydrate	Tonnes	14,75,200	15,75,500	15,76,500
Aluminium cast metal	Tonnes	3,58,734	3,60,457	3,61,262
Net power generation	Million units	5,968	5,609	5,541

(b) to (f) As per existing guidelines, annual targets are fixed for the Central Public Sector Enterprises through the system of Memorandum of Understanding (MOU). In terms of the MOU signed by NALCO with Ministry of Mines in March, 2009 for the financial year 2009-10, the following production targets have been fixed:

Product	Unit	Target for 2009-10
Bauxite	Tonnes	55,80,000
Alumina hydrate	Tonnes	18,60,000
Aluminium cast metal	Tonnes	4,35,000
Net power generation	Million units	6,510

Presently, the 2nd phase expansion of the Company envisaging augmentation of capacities of bauxite mining from 48 lakhs tonnes per year (LTPY) to 63 LTPY, alumina refinery from 15.75 LTPY to 21 LTPY, aluminium smelter from 3.45 LTPY to 4.6 LTPY and captive power plant from 960 MW to 1200 MW is in advanced stage of completion. A capacity addition of 57,500 tonnes over and above the existing 3,45,000 tonnes of aluminium cast metal, has already been augmented alongwith completion of one additional unit of 120 MW for power generation. Action plan has been chalked out to achieve higher production targets on full commissioning of all the segments under the 2nd phase expansion.

#### Export of Coir Products

319. SHRI N. CHELUVARAYA SWAMY: Will the Minister of MICRO, SMALL AND MEDIUM ENTERPRISES be pleased to state:

(a) the details of coir and coir products exported during each of the last three years;

(b) the details of incentives proposed to be given to the industry to boost exports of these products; and

(c) the action plan of the Government to help the States including Karnataka to exploit this sector?

THE MINISTER OF STATE OF THE MINISTRY OF MICRO, SMALL AND MEDIUM ENTERPRISES (SHRI DINSHA PATEL): (a) The details of export of coir and coir products during the last three years are furnished below:

Year	Quantity (Metric Tonnes)	Value (Rs. Crore)
2006-07	168754.75	605.17
2007-08	187566.74	592.88
2008-09	199924.93	639.97

(b) The incentives provided for boosting export of coir products are given below:

- (i) Duty credit scrip of 1.5% under the Duty Entitlement Pass Book Scheme (DEPB) for coir goods exported in packed form.
- (ii) Fiscal incentive ranging from 1% to 5.6% as provided under the Duty Drawback scheme of the Dept. of Revenue.
- (iii) Duty free scrip of 1.25% under the Focus Product Scheme of Ministry of Commerce, for selected products.
- (iv) Duty Credit scrip of 2.5% under the Focus Market Scheme of Ministry of Commerce, for all coir products.
- (v) Subvention by lowering the interest rates of pre-shipment and post shipment credits by 2.5% by the Ministry of Finance.
- (vi) Financial assistance to exporters/entrepreneurs for undertaking various export promotion activities for participation in international fairs, Buyer Seller Meets, Trade Delegations etc. under External Market Development Assistance (EMDA) Scheme of the Ministry of MSME.
- (vii) Assistance under EMDA scheme towards 25% of the cost of production of Brochures/Catalogue, produced for release abroad subject to a maximum of Rs. 15,000/- once in a financial year.
- (viii) Assistance under the Market Access Initiative Scheme and Market Development Assistance Scheme of Ministry of Commerce for specific export promotion activities.

(c) Coir Board, a statutory body under the Ministry of Micro, Small and Medium Enterprises, is implementing Export Market Promotion Scheme which is applicable throughout the country including Karnataka. Under the scheme, the Government, through Coir Board, has commissioned a Market Intelligence Study through the Indian Institute of Foreign Trade, New Delhi in order to assess the market trends and preferences of Europe particularly UK, Italy, Germany and Netherlands with the ultimate objective of boosting the exports of traditional and value added coir products and also to position coir products as Home Decor Products. Further, following steps are also taken by Coir Board to accelerate coir exports:-

- (i) Coir Board organizes participation of Indian coir sector in about 12 important international fairs/exhibitions to boost the coir exports.
- (ii) Coir Board periodically organizes exporters meet to have interface with them on their problems, views and suggestions to improve trade, and
- (iii) Coir Board motivates the exporters to achieve better performance by presenting the Coir Industry Awards for excellence in various fields of export.

[*Translation*]

#### **Bharat Jodo Project in MP**

320. SHRIMATI SUMITRA MAHAJAN: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) the present status of the construction work of National Highways under the Bharat Jodo Project in Madhya Pradesh;
- (b) the time by which this project is likely to be completed; and
- (c) the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (KUNWAR R.P.N. SINGH): (a) There is no programme at present named as "Bharat Jodo Project" in the State of Madhya Pradesh.

- (b) and (c) Do not arise.

[*English*]

#### **Funds for Dairy Co-operatives**

321. SHRI G.M. SIDDESHWARA: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Central Government is providing funds to strengthen the infrastructure of dairy co-operatives;

(b) if so, the details of the agencies through which funding is being done;

(c) whether the existing guidelines stipulate for assistance only to the dairy co-operatives affiliated to the regional union;

(d) if so, whether the Government is considering a change in the present guidelines to include the traditional milk societies which are not affiliated to the union; and

(e) the response of the Government thereto?

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

(b) Government of India provides financial assistance under the Centrally Sponsored and Central Sector Schemes through agencies namely, National Dairy Development Board (NDDB), National Bank for Agriculture and Rural Development (NABARD), National Cooperative Dairy Corporation (NCDC) and State Dairy Federations to strengthen the infrastructure of dairy co-operatives.

(c) Existing guideline of few schemes provides for assistance only to dairy cooperatives affiliated to the regional unions.

(d) and (e) Assistance is provided to traditional milk societies under few schemes. However for proper monitoring of centrally sponsored projects affiliation to regional milk union is stipulated in a few schemes.

*[Translation]*

#### **Bangladeshis in NCR**

322. SHRI PRALHAD JOSHI: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether there has been a large influx of Bangladeshi migrants into the National Capital Region (NCR);

(b) if so, the details for the last three years and the action taken in this regard;

(c) whether the said migrants have spread across to the neighbouring areas of NCR like Gwalior, Agra and Meerut, etc;

(d) if so, the details thereof; and

(e) the action taken/proposed to be taken to deport such illegal immigrants?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLY RAMACHANDRAN): (a) to (e) India's long and porous border with Bangladesh, geographical proximity, family ties and ethnic similarity, coupled with better economic opportunities in India have resulted in illegal migration from Bangladesh. In addition some Bangladeshi nationals who enter India with valid travel documents, also tend to overstay for similar reasons. It may not be possible to indicate the exact number of illegal Bangladeshi immigrants who may have crossed over surreptitiously.

As and when an illegal immigrant is detected, action is taken to deport him. Central Government is vested with the powers to deport a foreign national under section 3(2) (c) of the Foreigners Act, 1946. These powers to identify and deport illegally staying foreign nationals have also been delegated to the State Governments/Union territory Administrations. A detailed procedure for detection and deportation of illegal Bangladeshi immigrants has also been set out and circulated to State Governments/UT Administrations who are implementing the same on a continuous basis.

*[English]*

#### **Minimum Support Price**

323. SHRI K.J.S.P. REDDY: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Minimum Support Price (MSP) of food crop compensate farmers adequately;

(b) if so, the details thereof;

(c) the details of MSP fixed for each crop; and

(d) the incentives proposed to be given to the farmers so as to motivate them?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) and (b) The Commission for Agricultural Costs and Prices (CACP), while formulating its recommendations on price policy considers a number of important factors which

include cost of production, changes in input prices, input/output price parity, trends in market prices, demand and supply situation, inter-crop price parity, effect on industrial cost structure, effect on general price level, effect on cost of living, international market price situation and parity between prices paid and prices received by the farmers.

The cost of cultivation/production taken into account includes all paid out costs, such as, those incurred on account of hired human labour, bullock labour/machine labour (both hired and owned) and rent paid for leased in land besides cash and kind expenses on use of material inputs like seeds, fertilizers, manures, irrigation charges including cost of diesel/electricity for operation of pump sets, etc. Besides, cost of production includes imputed value of wages of family labour and rent for owned land.

The cost also covers depreciation of farm machinery and buildings. As such, the cost of production covers not

only actual expenses in cash and kind but also imputed value of owned assets including land and family labour.

(c) A statement indicating the MSPs for food crops fixed in 2008-09 is enclosed.

(d) With a view to motivate the farmers, the Government of India is implementing the National Policy for Farmers, 2007 with the objective to increase the income of farmers by enhancing the economic viability of farming. The policy provisions, *inter alia*, include provision of support services and inputs; supply of good quality seeds and disease free planting material; timely, adequate and easy reach of institutional credit at reasonable interest rates; development of agricultural market infrastructure, Besides, a number of Plan Schemes/Programmes are being implemented which include National Food Security Mission, Rashtriya Krishi Vikas Yojana, National Horticulture Mission, Micro, Irrigation Schemes etc.

#### **Statement**

(Rupees per quintal)

Commodity	Variety	MSP (2008-09)	MSP (2009-10)	% increase over last year
1	2	3	4	5
Paddy	Common	850		31.8
	Grade A	880		30.4
Jowar	Hybrid	840		40.0
	Maldandi	860		38.7
Bajra	—	840		40.0
Maize	—	840		35.5
Ragi	—	915		52.5
Tur (Arhar)	—	2000		29.0
Moong	—	2520		48.2
Urad	—	2520		48.2
Groundnut-in-shell	—	2100		35.5
Soyabean	Yellow	1390		46.7
	Black	1350		48.4

1	2	3	4	5
Sunflower Seed	—	2215		32.4
Sesamum	—	2750		74.1
Nigerseed	—	2405		94.0
Wheat		1080		8.4
Barley		680		4.6
Gram		1730		8.1
Masur (Lentil)		1870		10.0
Rapeseed/Mustard		1830		1.7
Safflower		1650		0
Toria		1735		0
Copra	Milling	3660	4450	21.6
	Ball	3910	4700	20.2
De-husked Coconut		988	1200	21.46
Sugarcane		81.18	107.76	32.74

#### Relay Centre in Assam

324. SHRI RAJEN GOHAIN: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the Government proposes to install a relay centre at Lumding in Assam with a 10 KM FM Transmitter under the North East Special Package;

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

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING (DR. S. JAGATHRAKSHAKAN): (a) Setting up of 1 kW FM Transmitter (Relay Station) at Lumding (Assam) is an approved scheme under North East Special Package Phase-II.

(b) and (c) During 2010-11.

#### Production of Mangoes

325. SHRI M. SREENIVASULU REDDY:  
SHRIMATI USHA VERMA:

Will the Minister of AGRICULTURE be pleased to state:

(a) whether the production of various varieties of mangoes has fallen during the current year especially in Malehabad area of Uttar Pradesh as compared to previous years;

(b) if so, the details thereof; and

(c) the steps taken/proposed to be taken by the Government to increase the production of mangoes in the country?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) and (b) Yes, Madam. The production of mango has fallen

during the present crop season in the country including Malehabad area of Uttar Pradesh due to heavy and continuous rains which caused extended vegetative growth and reduction in flowering and fruit setting. The harvesting of mango is still continuing, therefore, the total production of mango can be assessed only after the crop season. A statement showing the production of mango during 2005-06 to 2007-08 in major mango growing States is enclosed.

(c) The Government of India has been implementing two Centrally Sponsored Schemes *viz.*, Technology Mission for Integrated Development of Horticulture in North Eastern States including Sikkim, Uttarakhand, Jammu and Kashmir and Himachal Pradesh (TMNE) and National Horticulture Mission (NHM) for the remaining States for holistic development of horticulture including improvement of production and productivity of fruit crops like mangoes. Under these schemes, assistance is being provided for area expansion, establishment of nurseries for raising quality planting material, tree canopy management, rejuvenation of senile orchards, nutrient and water management, etc. which help in improving the production and productivity of mangoes.

#### **Statement**

#### *Production of Mango in the Country During the Years 2005-06 to 2007-08*

(In 000' MT)

Sl.No.	State/UT	2005-06	2006-07	2007-08
1.	Andhra Pradesh	3306.0	3865.2	3865.2
2.	Uttar Pradesh	2553.6	2980.5	3256.6
3.	Karnataka	1292.7	1368.8	1337.7
4.	Gujarat	772.1	834.3	930.1
5.	Bihar	1222.7	1306.9	870.4
6.	Tamil Nadu	537.8	580.8	753.6
7.	Maharashtra	638.6	646.3	710.9
8.	West Bengal	513.3	549.8	623.3
9.	Kerala	511.1	445.4	445.4
10.	Orissa	428.8	431.4	251.8
11.	Others	822.5	724.6	747.0
Total		12599.4	13734.1	13792.1

#### **Agricultural Mechanisation**

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

(a) whether the Government is implementing programmes/schemes for the promotion of agricultural mechanization among small farmers in the country including Uttarakhand;

(b) if so, the details thereof;

(c) the details of the funds released for the programme during each of the last three years; and

(d) the result so far achieved under the programme, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) and (b) Yes, Madam. The Department of Agriculture and Cooperation is promoting agricultural mechanization among all categories of farmers including small farmers in all the States including the State of Uttarakhand mainly through the following Schemes by way of conducting training programmes, organizing demonstrations and subsidies for purchase of equipments and machines to the farmers.

1. 'Promotion and Strengthening of Agricultural Mechanization through Training, Testing and Demonstration'.
2. 'Post Harvest Technology and Management'.
3. 'Macro Management of Agriculture'.
4. 'Technology Mission for Integrated Development of Horticulture in North Eastern States, Sikkim, Jammu and Kashmir, Himachal Pradesh and Uttarakhand.

(c) The details of funds released under the schemes during the years 2006-07, 2007-08 and 2008-09 is given in the enclosed Statement-I.

(d) The details of achievement under these schemes, State-wise is given in the enclosed Statement-II.



**Statement I***Details of funds released for Farm Mechanisation during last three years*

(Rs. in Crores)

Sl.No.	Name of Scheme/Programme	Year			Total
		2006-07	2007-08	2008-09	
1.	Promotion and Strengthening of Agricultural Mechanization through Training, Testing and Demonstration	10.33	10.96	11.33	32.62
2.	Post Harvest Technology and Management	—	1.00	4.78	5.78
3.	Macro Management	155.53	168.80	175.74	500.07
4.	Technology Mission for Integrated Development of Horticulture in North Eastern States Sikkim, Jammu and Kashmir, Himachal Pradesh and Uttarakhand	8.47	6.93	3.50	18.90

**Statement II***State-wise achievements of Farm Mechanisation under schemes/programmes of Department of Agriculture and Cooperation during last three years (i.e. 2006-07 to 2008-09)*

Sl.No.	Name of the State	Promotion and Strengthening of Agricultural Mechanization through Training, Testing and Demonstration			Equipments distributed through subsidy under Macro Management Scheme of Agriculture (Nos.)	Equipments distributed through Technology Mission for Integrated Development of Horticulture (Nos.)
		Trainees trained (Nos.)	Demonstration conducted (Nos.)	Trainees trained through outsourcing (Nos.)		
1	2	3	4	5	6	7
1.	Andhra Pradesh	1533	58	600	228008	—
2.	Arunachal Pradesh	50	3040	60	30935	1030
3.	Assam	1758	0	—	30	2436
4.	Bihar	413	0	—	51673	—
5.	Chhattisgarh	178	5110	283	29459	—
6.	Goa	1	127	160	908	—
7.	Gujarat	136	4148	—	16736	—
8.	Haryana	4305	5244	—	3624	—
9.	Himachal Pradesh	49	2287	—	47892	9931

1	2	3	4	5	6	7
10.	Jammu and Kashmir	6	507	—	38726	935
11.	Jharkhand	128	70	430	NR	—
12.	Karnataka	989	0	—	18334	—
13.	Kerala	223	354	—	8950	—
14.	Madhya Pradesh	3583	3555	3350	113568	—
15.	Maharashtra	1530	100	—	17492	—
16.	Manipur	11	751	—	29708	6042
17.	Meghalaya	0	0	—	NR	2013
18.	Mizoram	0	0	—	1280	7800
19.	Nagaland	0	713	—	2780	4990
20.	Orissa	219	1623	20	46661	—
21.	Punjab	117	3507	—	1106	—
22.	Rajasthan	241	340	—	58447	—
23.	Sikkim	0	871	—	4464	5215
24.	Tamil Nadu	526	1804	6304	5368	—
25.	Tripura	17	3	74	13882	2083
26.	Uttar Pradesh	981	811	120	24384	—
27.	Uttarakhand	98	150	—	74662	1735
28.	West Bengal	85	0	154	8460	—
<b>Total</b>		<b>17177</b>	<b>35173</b>	<b>11555</b>	<b>877537</b>	<b>44210</b>

- Post Harvest Technology and Management Scheme implemented w.e.f. March 2008, and therefore the achievements under the scheme are yet to be reported by the States.
- NR—No report.

#### **Reduction in Import Duty on Sugar**

327. SHRI RAJAI AH SIRICILLA: Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether the Government has abolished the import duty of 60 per cent on raw and refined sugar;

(b) if so, the details thereof; and

(c) the extent to which this move is likely to affect the retail price of sugar?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) to (c) In order to augment domestic availability of sugar, the Central Government has permitted duty free import of raw sugar by sugar mills under Open General License

(OGL) and duty free import of upto 1 million ton of white/ refined sugar under OGL by designated agencies upto 01.08.2009 vide notification dated 17.04.2009. Further, the Government has also permitted sugar factories to import raw sugar under Advance Authorization Scheme upto 30.09.2009. The sugar processed from raw sugar imported under both streams is for sale in India to increase availability of sugar in the domestic market and is intended to keep sugar prices at a reasonable level.

*[Translation]*

### **Cottage Industry in Orissa**

328. SHRI YASHBANT LAGURI: Will the Minister of MICRO, SMALL AND MEDIUM ENTERPRISES be pleased to state:

(a) whether the condition of cottage industry in Orissa is far from satisfactory;

(b) if so, the details and action taken to rejuvenate cottage industry in the State;

(c) the total number of cottage industries presently running in Orissa; and

(d) the steps taken by the Government to set up more cottage industries in backward regions of Orissa?

THE MINISTER OF STATE OF THE MINISTRY OF MICRO, SMALL AND MEDIUM ENTERPRISES (SHRI DINSHA PATEL): (a) and (b) The primary responsibility of promoting village industries including cottage industries rests with the State/UT Governments. However, the Central Government implements a number of schemes to supplement the efforts of the State/UT Governments. Some of the important schemes are:

- (i) Credit Linked Capital Subsidy Scheme (CLCSS) for technology upgradation and modernisation of production techniques.
- (ii) Micro and Small Enterprises Cluster Development Programme (MSE-CDP) for holistic development of MSE clusters;
- (iii) Credit Guarantee Fund for Micro and Small Enterprises for providing guarantee cover to banks for collateral-free loans upto Rs. 25 lakh;
- (iv) Rural Industries Service Centres (RISC) Scheme for setting up of common facility centers (CFCs)

to provide infrastructural support and services to such industries;

(v) Product Development, Design Intervention and Packaging (PRODIP) Scheme for improved design and packaging of village industry products;

(vi) Financial assistance to village industry units for participation in national and international level exhibitions for market development;

(c) Such information is not maintained centrally. However, under erstwhile Rural Employment Generation Programme (REGP) that was in vogue till 31 March, 2008 financial assistance was provided through Khadi and Village Industries Commission(KVIC), to establish 6769 village industry units including cottage industry in Orissa.

(d) To promote village industries (including cottage industries) in the country including Orissa, the Government (in the Ministry of Micro, Small and Medium Enterprises), through Khadi and Village Industries Commission (KVIC), has introduced 'Prime Minister's Employment Generation Programme (PMEGP)' during 2008-09. Under this programme, financial assistance is provided for setting up of micro-enterprises costing upto Rs. 10 lakh in service/ business sector and Rs. 25 lakh in manufacturing sector. The assistance is provided in the form of subsidy upto 25 per cent (35 per cent for weaker sections) of the project cost in rural areas while it is 15 per cent (25 per cent for weaker sections) for urban areas. It is implemented through KVIC as the single nodal agency at the national level. At the State/Union Territory level, the scheme is being implemented through the field offices of KVIC, State/Union Territory Khadi and Village Industries Boards and District Industries Centres (DICs) with involvement of banks. The detailed implementation guidelines of PMEGP are available in the Ministry's website, [www.msme.gov.in](http://www.msme.gov.in).

Since the beginning of implementation of PMEGP in 2008-09, 1976 units have been sanctioned involving margin money subsidy of Rs. 30.05 crore for generating employment opportunities to an estimated 19760 persons in Orissa.

*[English]*

### **Expressway Between Delhi and Meerut**

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

(a) whether National Highways Authority of India (NHAI) proposes to construct Expressway between Delhi and Meerut as a part of the National Highway Development Programme (NHDP)-VI;

(b) if so, the present status of the same;

(c) whether there has been some delay in construction of the Expressway;

(d) if so, the reasons therefor; and

(e) the details of estimated amount earmarked for the construction of the Expressway and expected time frame for completion?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (KUNWAR R.P.N. SINGH): (a) and (b) Yes, Sir. The Government (Cabinet Committee on Economic Affairs) approved the proposal for construction of 1000 Kilometres of expressways under NHDP Phase-VI at an estimated cost of Rs. 16680 crore, in which the project of Delhi-Meerut expressway is also proposed for construction. The alignment of Delhi-Meerut Expressway has been finalized on the basis of satellite imageries. The feasibility study is in progress from April, 2009 and is targeted for completion within a period of six months. Detailed land plan schedules along the alignment will then be prepared and the process of land acquisition will be initiated, which may take about two years. The bidding process may be initiated approximately one year before the expected completion date of land acquisition so that award of concession and financial close (six months after the award) of the project as well as acquisition of the entire land are accomplished simultaneously.

(c) No, Sir.

(d) Does not arise.

(e) The project is to be executed on Build, Operate and Transfer (BOT) mode following a Design, Build, Finance and Operate (DBFO) pattern with maximum of 40% viability gap funding. The project is likely to be completed by the end of December, 2014.

### **Development of Roads from Central Road Fund**

330. SHRIMATI PRIYA DUTT: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the item-wise details of funds provided from the Central Road Fund by the Government for the development of roads in the various States of the country including Maharashtra during each of the last three years and the current year, State-wise;

(b) whether the entire funds have been utilised for the prescribed and targeted schemes;

(c) if so, the details thereof;

(d) the names of road development projects included for the years 2008-09 and 2009-10 in these States and the amount of funds allocated for each project; and

(e) the time by which these projects are likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (KUNWAR R.P.N. SINGH): (a) to (c) Allocation of funds to the States from Central Road Fund (CRF) is made State-wise and not project-wise. The release of funds from CRF depends on the utilization of the released amount and the progress of works approved on the basis of proposals submitted by the respective State Governments and implemented by them. The State-wise details of amount allocated and released for development of State Roads from CRF for the years 2006-07, 2007-08, 2008-09 and 2009-10 (upto 31.05.2009) is given in the enclosed Statement-I. The State-wise details of funds allocated and released under the schemes of Economic Importance and Inter-State Connectivity (EI&ISC) for the years and amount 2006-07, 2007-08, 2008-09 and 2009-10 (upto 31.05.2009) is given in the enclosed Statement-II.

(d) and (e) Information is being collected and will be laid on the Table of the House.

**Statement I**

*The State-wise/UT-wise allocation and release of fund under CRF for the years 2006-07, 2007-08 and 2008-09*

(Amount Rs. in crore)

Sl.No.	Name of the State/UT	Fund allocated under CRF in 2006-07	Release of funds from CRF 2006-07	Fund allocated under CRF in 2007-08	Release of funds from CRF 2007-08	Fund allocated under CRF in 2008-09	Release of funds from CRF 2008-09
1	2	3	4	5	6	7	8
1.	Andhra Pradesh	51.07	47.10	141.48	135.61	293.20	273.63
2.	Arunachal Pradesh	16.26	10.33	18.13	18.13	25.96	25.96
3.	Assam	24.61	18.60	26.13	26.13	15.09	15.09
4.	Bihar	38.65	22.91	38.52	16.14	32.03	32.03
5.	Chhattisgarh	23.63	22.72	40.35	40.35	26.52	26.52
6.	Goa	2.81	0.00	4.16	4.17	9.00	8.99
7.	Gujarat	96.00	96.00	97.07	97.07	177.14	177.14
8.	Haryana	56.57	56.57	64.30	54.76	91.18	91.18
9.	Himachal Pradesh	10.24	12.16	15.69	15.48	4.36	4.36
10.	Jammu and Kashmir	24.04	30.84	50.86	50.85	94.98	84.62
11.	Jharkhand	14.03	10.26	35.37	17.02	38.47	38.47
12.	Karnataka	108.81	108.81	112.42	102.42	148.87	148.87
13.	Kerala	30.92	30.92	48.42	29.45	43.60	43.60
14.	Madhya Pradesh	83.69	81.24	93.85	93.85	87.45	87.45
15.	Maharashtra	214.95	214.95	155.58	96.68	222.85	222.85
16.	Manipur	5.09	3.22	3.86	3.86	0.60	0.60
17.	Meghalaya	7.73	5.51	4.06	4.06	9.93	9.93
18.	Mizoram	4.59	4.06	4.86	4.74	5.67	5.67
19.	Nagaland	3.98	2.87	4.42	4.42	4.00	3.55
20.	Orissa	50.63	50.63	31.66	31.66	83.49	83.49
21.	Punjab	63.82	62.30	52.92	52.92	72.18	72.18
22.	Rajasthan	136.87	134.12	132.45	132.45	180.60	180.60
23.	Sikkim	2.01	1.42	2.15	2.07	2.54	2.54

1	2	3	4	5	6	7	8
24.	Tamil Nadu	128.74	128.74	100.00	68.84	142.10	142.10
25.	Tripura	3.15	2.92	0.00	0.00	3.78	3.78
26.	Uttarakhand	18.46	18.46	19.07	14.02	10.54	10.54
27.	Uttar Pradesh	193.14	193.14	159.34	159.34	234.55	234.55
28.	West Bengal	66.86	66.86	53.65	35.70	42.69	42.69
	Unallocated	0.00	0.00	0.00	0.00	2.45	0.00
	Sub Total	1481.95	1438.26	1510.77	1312.19	2105.82	2072.98
UTs							
29.	Andaman and Nicobar Islands	1.86	0.75	1.90	0.50	3.27	0.00
30.	Chandigarh	2.24	1.01	2.28	0.00	3.51	1.17
31.	Dadra and Nagar Haveli	1.08	0.00	1.10	0.00	1.64	0.00
32.	Daman and Diu	0.77	0.00	0.79	0.00	1.24	0.00
33.	Delhi	43.84	22.27	44.69	9.50	48.45	41.29
34.	Lakshadweep	0.12	0.00	0.12	0.00	0.12	0.00
35.	Puducherry	3.60	0.00	3.67	0.00	7.59	6.56
	Sub Total	53.51	24.03	54.55	10.00	65.82	49.02
	Total	1535.46	1462.29	1565.32	1322.19	2171.64	2122.00

Note:- A provision of Rs. 645.64 crore as Vote-on-Account has been made under CRF for States and UTs for the period from April-July, 2009. No fund has been released so far under CRF during the year 2009-10.

### Statement II

*The State-wise/UT-wise allocation and expenditure under the scheme of Economic Importance and Inter-State Connectivity for the years 2006-07, 2007-08 and 2008-09*

(Amount Rs. in crore)

Sl.No.	Name of the States/UTs	Total Allocation under EI&ISC during the year 2006-07	Expenditure during the year 2006-07	Total Allocation under EI&ISC during the year 2007-08	Expenditure during the year 2007-08	Total Allocation under EI&ISC during year 2008-09	Expenditure during the year 2008-09
1	2	3	4	5	6	7	8
1.	Andhra Pradesh	5.83	0.00	5.91	0.00	5.29	5.29
2.	Arunachal Pradesh	3.88	3.87	6.38	5.20	6.53	6.53

1	2	3	4	5	6	7	8
3.	Assam	12.24	1.83	6.38	0.00	0.40	0.40
4.	Bihar	3.22	0.00	3.15	0.00	0.00	0.00
5.	Chhattisgarh	0.50	0.00	2.00	0.00	0.00	0.00
6.	Goa	0.00	0.00	0.00	0.00	0.00	0.00
7.	Gujarat	12.15	11.60	6.40	14.06	1.46	1.46
8.	Haryana	7.81	2.57	6.62	6.62	4.60	4.60
9.	Himachal Pradesh	2.09	0.00	2.05	1.89	9.91	9.91
10.	Jammu and Kashmir	0.99	0.00	1.73	0.00	0.00	0.00
11.	Jharkhand	0.50	0.00	0.94	0.00	1.99	1.99
12.	Karnataka	27.09	26.48	23.32	22.64	20.36	20.36
13.	Kerala	0.25	0.00	2.68	0.00	1.25	1.25
14.	Madhya Pradesh	8.83	0.00	12.81	6.89	0.00	0.00
15.	Maharashtra	5.57	0.00	20.71	18.84	0.00	0.00
16.	Manipur	1.54	1.29	0.08	0.00	0.00	0.00
17.	Meghalaya	2.46	1.50	0.72	0.64	0.00	0.00
18.	Mizoram	0.34	0.00	2.92	4.41	13.39	13.39
19.	Nagaland	3.68	3.68	5.75	5.20	4.75	4.75
20.	Orissa	17.03	17.03	12.08	1.90	35.04	35.04
21.	Punjab	5.03	3.71	2.83	2.52	8.47	8.47
22.	Rajasthan	7.31	6.67	5.91	10.97	20.81	20.81
23.	Sikkim	4.68	3.70	12.70	15.72	16.80	16.80
24.	Tamil Nadu	0.25	0.00	0.16	0.00	4.19	4.19
25.	Tripura	1.47	1.38	1.97	1.70	1.29	1.29
26.	Uttarakhand	6.87	2.79	6.38	5.50	0.00	0.00
27.	Uttar Pradesh	12.85	0.00	6.65	0.00	17.82	17.82
28.	West Bengal	7.60	5.00	5.70	5.00	1.30	1.30
	Reserve for State					0.09	0.00
	Sub Total	162.06	93.10	164.93	129.70	175.74	175.65

1	2	3	4	5	6	7	8
<b>Union Territory</b>							
1.	Andaman and Nicobar Islands	0.00	0.00	0.00	0.00	0.00	0.00
2.	Chandigarh	0.00	0.00	1.00	0.00	3.00	0.00
3.	Dadra and Nagar Haveli	0.50	0.00	2.00	0.00	0.50	0.00
4.	Daman and Diu	2.40	0.00	2.00	1.60	1.50	0.00
5.	Delhi	0.00	0.00	0.00	0.00	0.00	0.00
6.	Lakshadweep	0.00	0.00	0.00	0.00	0.00	0.00
7.	Puducherry	0.00	0.00	0.00	0.00	0.00	0.00
	Reserve	5.65		4.00	0.00	5.00	
	Sub Total	8.55	0.00	9.00	1.60	10.00	0.00
	Total	8.55	0.00	9.00	1.60	10.00	0.00

Note: A provision of Rs. 71.24 crore as Vote-on-Account has been made under EI & ISC for States and UTs for the period from April-July, 2009. No fund under the scheme has so far been released to the States and UTs during the current financial year 2009-10.

[*Translation*]

### **Exaggerated Advertisements**

331. SHRI HARISHCHANDRA CHAVAN: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the Government is aware of deceptive advertisements of several products in print and visual media;

(b) if so, the details thereof;

(c) whether the Government proposes to enact a comprehensive law against such exaggerated advertisements to protect the interest of the consumers;

(d) if so, the details thereof;

(e) whether any organisation has been consulted by the government in this regard; and

(f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI CHUDHURY MOHAN JATUA): (a) and (b) Certain instances of such advertisement on TV channels have

been noticed such as 'Roop Amrit' Fairness Cream; Height increasing products; Talisman, etc. where action under the Cable Television Networks (Regulation) Act, 1995 and Rules framed thereunder, have been taken.

(c) to (f) All the Private TV channels are required to adhere to the Programme and Advertising Code prescribed under the Cable TV Networks (Regulation) Act, 1995 and Rules framed thereunder. Whenever any complaint against violation of the Codes is brought to the notice of this Ministry, action is taken as per provision of the Cable Act.

As far as the Press in India is concerned the Government has set up the Press Council of India (PCI) which is a statutory autonomous body set up under the Press Council Act, 1978, with the twin objectives of preserving the freedom of the press and maintaining and improving the standards of newspapers and news agencies in India and to inculcate principles of self-regulation among the press. The Government does not exercise any control on the content of the print media. However, complaints against content of print media coverage including advertisements in some cases, are adjudicated by the Press Council of India. Accordingly, Press Council of India, in order to prevail upon the press to practice self-regulation, has been issuing directions/appeals to newspapers/magazine to guide them in



publication of advertisements. The Press Council of India have formed Norms of Journalistic Conduct under Article 13(2)(b) of the Press Council Act 1978. There is also the Advertising Standards Council of India, a voluntary self-regulatory body of advertising industry which considers complaints of misleading or false or objectionable advertisements and advises the Advertising Agencies in the matter.

[English]

#### Four Laning of NH-5

332. SHRI ARJUN CHARAN SETHI: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether four laning of National Highway No. 5 is yet to be completed though the work began in the year 2001-02;

(b) if so, the reasons for delay; and

(c) the steps taken/proposed to be taken to complete the work expeditiously?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (KUNWAR R.P.N. SINGH): (a) to (c) The total length of 1458 km of National Highway-5 in the State of Tamil Nadu, Andhra Pradesh and Orissa is being improved to four lane standard as part of Golden Quadrilateral. The four laning in the States of Tamil Nadu and Andhra Pradesh in an aggregate length of 1067.40 km has already been completed. Out of remaining 390.60 km length which is in Orissa, 83.50 km length still remains to be improved to four lane. The reason for delay is that the original contracts had to be terminated due to non-performance on 3 contract packages namely, Ichhapuram-Ganjam, Ganjam-Sunakhala and Bhadrak-Balasore and subsequent litigations by the terminated contractors. The balance work of Ichhapuram-Ganjam and Bhadrak-Balasore has now been awarded and the work is in progress. For Ganjam-Sunakhala package, National Highways Authority of India has taken action to finalise bids for award of balance work. There is also procedural delay in allotment of quarries by State Government and Stay Order by Orissa High Court on crushing operations.

[Translation]

#### Cotton Technology Fund

333. SHRI BRIJBHUSHAN SHARAN SINGH: Will the Minister of AGRICULTURE be pleased to state:

(a) whether there has been adverse impact on the production of high quality cotton due to insufficient Cotton technology fund;

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

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

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) to (c) No, Madam. The fund available for Technology Mission on Cotton consisting of four Mini Missions *viz.* Mini Mission-I, Mini Mission-II, Mini Mission-III and Mini-Mission-IV, are quite sufficient and there is no adverse impact on production of high quality cotton. Mini Mission-I dealing with research is implemented by Indian Council of Agricultural Research (ICAR), while Mini Mission-II for extension and Developmental activities is dealt by Department of Agriculture and Cooperation. Mini Mission-III is for the developing marketing infrastructure and Mini Mission-IV on modernization of ginning and pressing factories to improve quality of cotton are implemented by Ministry of Textiles.

The fund allocated for Technology Mission on Cotton during the last eight years are as under indicating the quantum of funds required was provided by the Government.

Year	Allocation (Rs. in crores)
2001-02	73.00
2002-03	54.00
2003-04	72.00
2004-05	103.00
2005-06	134.00
2006-07	178.00
2007-08	155.00
2008-09	146.00

The above efforts helped in significant increase in cotton production during the above mentioned years, which is given below:

Year	Cotton lint production (Lakh Bales of 170 kg each)
2001-02	99.27
2002-03	86.24
2003-04	137.29
2004-05	164.29
2005-06	184.29
2006-07	226.32
2007-08	258.84
2008-09	232.68

(provisional)

Besides, the implementation of Mini Mission-III and Mini Mission-IV has helped in improving cotton quality. The trash content in cotton has decreased significantly from 6-7% to 1-2% with uniform bales during above period.

#### **Crime Against Women**

334. DR. MURLI MANOHAR JOSHI:  
SHRI K.S. RAO:  
SHRI JAGDISH SHARMA:  
SHRI MILIND DEORA:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether cases of crime/atrocities against women are on the rise in the country;

(b) if so, the total number of cases relating to crime against women registered during each of the last three years, Statewise, crimewise including dowry death, burning cases, torture and cruelty in matrimonial homes, separately;

(c) whether the Government proposes to set up a nation wide surveillance system to ensure reporting, registering, proper investigation of cases relating to crime against women and also to provide relief and support to children of women affected by such crimes;

(d) if so, the details thereof; and

(e) the steps taken by the Government to check such cases in future?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) A total of 155553, 164765 and 185312 cases of crime against women were reported in the country during 2005 to 2007 respectively are given in the enclosed statement-I.

(b) The State/UTs wise and crime head-wise number of cases reported during 2005 to 2007 are given in the enclosed Statement-II.

(c) and (d) Government of India has, from time to time, been issuing advisories to the State Governments to make concerted efforts to improve the administration of the Criminal Justice System. The Steps suggested to the State Governments include setting up of women police cells in the police stations and exclusive women police stations wherever needed, sensitization and training of police personnel, recruitment of adequate number of women police officials in the State Police Force, ensuring that there is no delay in registration of FIR, ensuring through investigation and filing of charge sheet against the accused within 3 months of the crime, permanent exhibition of help line numbers of crime against women cells. Ministry of women and Child Development has Informed that with the Introduction of section 357A in the Code of Criminal Procedure, all victims who suffer loss of injury as a result of crime are required to be of injury as a result of crime are required to be compensated.

(e) As per the Seventh Schedule to the Constitution of India, "Police" and "Public Order" are State subjects and, as such the primary responsibility of prevention, detection, registration, investigation and prosecution of crime, lies with the State. However, the Union Government has issued advisory to the State Governments from time to time to give focused attention to the prevention and control of crimes within their jurisdiction with special emphasis on prevention of atrocities against women. Also, consolidated advisory was issued enumerating various steps for improving effectiveness of the machinery in tackling atrocities against women and increasing responsiveness of the law and order machinery (copy enclosed). Advisory has also been issued for improving safety condition on roads for women on 8th June, 2009 (copy enclosed).

**Statement I***Cases Registered for Various Crimes Against Women During 2005*

Sl.No.	State	Rape	Kidnapping & Abduction	Dowry Deaths	Molestat- ion	Sexual Harassment (Eve Teasing)	Cruiy by Husband & Relatives	Importation of Girls	Immoral Traffic (P) Act	Dowry Prohibit- ion Act	indecent Representat- ion of Women Act	Sati Prevention Act	Total Crimes Against Women
1	2	3	4	5	6	7	8	9	10	11	12	13	14
1.	Andhra Pradesh	935	995	443	3595	2506	8696	3	681	306	2657	0	20819
2.	Arunachal Pradesh	35	39	0	67	0	0	0	0	0	0	0	150
3.	Assam	1238	1456	99	899	19	2206	3	25	82	0	0	6027
4.	Bihar	1147	929	1014	451	13	1574	74	28	789	0	0	6019
5.	Chhattisgarh	990	184	100	1450	132	732	0	6	5	0	0	3599
6.	Goa	20	12	2	30	8	11	0	38	0	0	0	121
7.	Gujarat	324	916	48	802	104	4090	0	59	0	0	0	6343
8.	Haryana	461	344	212	380	597	2075	0	85	7	0	0	4161
9.	Himachal Pradesh	141	102	2	286	29	228	0	4	1	0	0	793
10.	Jammu and Kashmir	201	658	5	830	371	76	0	3	0	0	0	2144
11.	Jharkhand	753	283	257	293	36	590	4	13	313	2	0	2544
12.	Karnataka	343	312	261	1585	71	1883	0	1241	361	0	0	6057
13.	Kerala	478	129	21	2339	175	3283	0	225	4	108	0	6762
14.	Madhya Pradesh	2921	604	739	6426	792	2989	3	19	36	0	0	14529
15.	Maharashtra	1545	851	341	3228	919	6233	0	222	23	8	0	13370
16.	Manipur	25	69	0	25	0	20	0	1	0	0	0	140
17.	Meghalaya	63	19	1	44	0	3	0	1	0	0	0	131
18.	Mizoram	37	0	4	49	4	0	0	1	0	0	0	95
19.	Nagaland	17	9	0	7	0	0	0	4	0	0	0	37
20.	Orissa	799	547	334	2238	184	1671	0	29	446	1	0	6249
21.	Punjab	398	329	99	308	43	729	0	58	5	0	0	1969
22.	Rajasthan	993	1549	361	2503	28	5997	0	115	1	109	1	11657
23.	Sikkim	18	2	0	38	0	4	0	0	0	0	0	62
24.	Tamil Nadu	571	783	215	1764	665	1650	0	2777	193	30	0	8648

1	2	3	4	5	6	7	8	9	10	11	12	13	14
25.	Tripura	162	43	34	161	1	439	0	0	0	0	0	840
26.	Uttar Pradesh	1217	2256	1564	1835	2881	4505	0	31	586	0	0	14875
27.	Uttarakhand	133	125	63	100	89	272	0	2	2	0	0	786
28.	West Bengal	1686	1039	446	1572	54	6936	61	74	18	1	0	11887
	Total State	17651	14584	6665	33305	9723	56901	148	5742	3178	2916	1	150614
29.	Andaman and Nicobar Islands	4	1	0	11	1	5	0	0	0	0	0	22
30.	Chandigarh	33	45	3	31	9	75	0	9	0	0	0	205
31.	Dadra and Nagar Haveli	5	9	0	5	0	5	0	0	0	0	0	24
32.	Daman and Diu	2	2	1	1	0	3	0	1	0	0	0	10
33.	Delhi UT	658	1106	114	762	225	1324	1	151	9	1	0	4351
34.	Lakshadweep	0	0	0	0	0	0	0	0	0	0	0	0
35.	Puducherry	6	3	4	60	26	6	0	5	17	0	0	127
	Total UT	708	1166	122	870	261	1418	1	166	26	1	0	4739
	Total All India	18359	15750	6787	34175	9984	58319	149	5908	3204	2917	1	155353

Source: Crime in India

*Cases Registered for Various Crimes Against Women During 2006*

Sl.No.	State	Rape	Kidnapping & Abduction	Dowry Deaths	Molestation	Sexual Harassment (Eve Teasing)	Cruity by Husband & Relatives	Importation of Girls	Immoral Traffic (P) Act	Dowry Prohibition Act	indecent Representation of Women Act	Sati Prevention Act	Total Crimes Against Women
1	2	3	4	5	6	7	8	9	10	11	12	13	14
1.	Andhra Pradesh	1049	1329	519	4534	2411	9164	0	657	474	1347	0	21484
2.	Arunachal Pradesh	37	51	1	63	2	14	0	0	0	0	0	168
3.	Assam	1244	1544	105	1290	10	2548	0	29	31	0	0	6801
4.	Bihar	1232	1084	1188	530	53	1689	42	13	909	0	0	6740
5.	Chhattisgarh	995	178	103	1598	143	717	1	13	9	0	0	3757
6.	Goa	21	10	0	18	7	14	0	26	0	0	0	96

1	2	3	4	5	6	7	8	9	10	11	12	13	14
7.	Gujarat	354	945	50	736	138	4977	0	78	1	0	0	7279
8.	Haryana	608	431	255	486	491	2254	0	85	7	0	0	4617
9.	Himachal Pradesh	113	109	3	275	31	259	0	0	2	0	0	792
10.	Jammu and Kashmir	250	723	10	960	347	135	0	5	2	0	0	2432
11.	Jharkhand	799	410	281	414	44	668	5	11	345	2	0	2979
12.	Karnataka	400	328	244	1683	38	2129	0	786	476	0	0	6084
13.	Kerala	601	202	25	2543	222	3708	0	189	5	59	0	7554
14.	Madhya Pradesh	2900	617	764	6243	762	2989	0	12	32	2	0	14321
15.	Maharashtra	1500	921	387	3479	984	6738	1	378	55	9	0	14452
16.	Manipur	40	79	0	42	0	10	0	0	0	0	0	171
17.	Meghalaya	74	25	6	57	0	13	0	1	0	0	0	176
18.	Mizoram	72	1	0	51	0	1	0	0	0	0	0	125
19.	Nagaland	23	3	0	3	2	3	0	9	0	0	0	43
20.	Orissa	985	577	457	2415	247	694	12	44	1394	0	0	6825
21.	Punjab	442	418	130	314	60	801	2	67	7	1	0	2242
22.	Rajasthan	1085	1553	394	2582	31	7038	3	143	3	102	0	12934
23.	Sikkim	20	7	0	14	0	6	0	0	0	0	0	47
24.	Tamil Nadu	457	718	187	1179	852	1248	0	1732	81	35	0	6489
25.	Tripura	189	62	35	207	0	471	0	0	0	0	0	964
26.	Uttar Pradesh	1314	2551	1798	2096	2714	5204	0	70	628	0	0	16375
27.	Uttarakhad	147	183	80	153	113	358	0	3	1	0	0	1038
28.	West Bengal	1731	1199	445	1837	63	7414	1	66	25	4	0	12785
Total State		18682	16258	7467	35802	9765	61264	67	4417	4487	1561	0	159770
29.	Andaman and Nicobar Islands	6	5	0	14	4	7	0	0	0	0	0	36

1	2	3	4	5	6	7	8	9	10	11	12	13	14
30.	Chandigarh	19	57	10	20	13	102	0	3	0	0	0	224
31.	Dadra and Nagar Haveli	6	14	1	5	1	5	0	0	0	0	0	32
32.	Daman and Diu	3	1	0	2	0	2	0	1	0	0	0	9
33.	Delhi UT	623	1066	137	718	144	1728	0	112	15	1	0	4544
34.	Lakshadweep	0	0	0	0	0	1	0	0	0	0	0	1
35.	Puducherry	9	13	3	56	39	19	0	8	2	0	0	149
Total UT		666	1156	151	815	201	1864	0	124	17	1	0	4995
Total All India		19348	17414	7618	36617	9966	63128	67	4541	4504	1562	0	164765

*Cases Registered for Various Crimes Against Women During 2007*

Sl.No.	State	Rape	Kidnapping & Abduction	Dowry Deaths	Molestation	Sexual Harassment (Eve Teasing)	Cruity by Husband & Relatives	Importation of Girls	Immoral Traffic (P) Act	Dowry Prohibition Act	indecent Representation of Women Act	Sati Prevention Act	Total Crimes Against Women
1	2	3	4	5	6	7	8	9	10	11	12	13	14
1.	Andhra Pradesh	1070	1564	613	4406	3316	11335	0	612	817	1005	0	24738
2.	Arunachal Pradesh	48	44	0	72	1	20	0	0	0	0	0	185
3.	Assam	1437	1471	100	789	10	3000	0	21	16	0	0	6844
4.	Assam	1555	1260	1172	853	12	1635	56	27	978	0	0	7548
5.	Chhattisgarh	982	181	100	1549	111	824	0	14	14	0	0	3775
6.	Goa	20	7	2	20	7	14	0	10	0	0	0	80
7.	Gujarat	316	1089	42	822	120	5827	0	44	0	0	0	8260
8.	Haryana	488	554	269	417	409	2412	0	88	8	0	0	4645
9.	Himachal Pradesh	159	150	8	322	33	342	0	0	4	0	0	1018
10.	Jammu and Kashmir	288	707	9	986	353	176	0	1	1	0	0	2521
11.	Jharkhand	855	534	303	342	15	801	0	14	453	0	0	3317
12.	Karnataka	436	390	251	1828	28	2507	0	612	517	0	0	6569
13.	Kerala	512	177	27	2624	262	3999	0	201	9	26	0	7837

1	2	3	4	5	6	7	8	9	10	11	12	13	14
14.	Madhya Pradesh	3010	701	742	6772	780	3294	0	19	52	0	0	15370
15.	Maharashtra	1451	967	436	3306	1039	7356	0	322	45	2	0	14924
16.	Manipur	20	83	0	70	0	15	0	0	0	0	0	188
17.	Meghalaya	82	22	2	45	1	19	0	1	0	0	0	172
18.	Mizoram	83	0	0	66	0	2	0	0	0	0	0	151
19.	Nagaland	13	6	0	8	1	0	0	4	0	0	0	32
20.	Orissa	939	660	461	2775	241	728	0	40	1460	0	0	7304
21.	Punjab	519	545	133	427	48	971	0	45	6	0	0	2694
22.	Rajasthan	1238	1694	439	2477	28	8170	0	91	2	131	0	14270
23.	Sikkim	24	9	0	13	0	7	0	2	0	0	0	55
24.	Tamil Nadu	523	1097	208	1540	875	1976	0	1199	368	25	0	7811
25.	Tripura	157	81	36	244	4	545	0	0	0	0	0	1067
26.	Uttar Pradesh	1648	3363	2076	2522	2882	7650	0	49	803	0	0	20993
27.	Uttarakhand	117	227	70	146	63	463	0	9	2	0	0	1097
28.	West Bengal	2106	1590	451	2281	99	9900	5	62	40	10	0	16544
	Total State	20096	19173	7950	37722	10738	73988	61	3487	5595	1199	0	180009
29.	Andaman and Nicobar Islands	3	9	1	21	2	18	0	1	1	0	0	56
30.	Chandigarh	22	46	1	32	11	112	0	5	0	1	0	230
31.	Dadra and Nagar Haveli	7	6	0	0	0	3	0	2	0	0	0	18
32.	Daman and Diu	1	1	1	0	0	3	0	5	0	0	0	11
33.	Delhi UT	598	1167	138	868	167	1787	0	63	16	0	0	4804
34.	Lakshadweep	1	0	0	2	0	2	0	0	0	0	0	5
35.	Puducherry	9	14	2	89	32	17	0	5	11	0	0	179
	Total UT	641	1243	143	1012	212	1942	0	81	28	1	0	5303
	Total All India	20737	20416	8093	38734	10950	75930	61	3568	5623	1200	0	185312

**Statement II**

*Cases Registered (CR), Cases Chargesheeted (CS), Cases Convicted (CV), Persons Arrested (PAR), Persons chargesheeted (PCS) and Persons Convicted (PCV) for Crimes Committed Against Women During 2005 to 2007*

Sl.No.	State/UT	2005						2006						2007					
		CR	CS	CV	PAR	PCS	PCV	CR	CS	Cv	PAR	PCS	PCV	CR	CS	CV	PAR	PCS	PCV
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
1.	Andhra Pradesh	20819	18226	5353	31136	30369	7543	21484	16139	3579	30660	27617	5892	24738	20967	3911	35121	34088	6093
2.	Arunachal Pradesh	150	122	38	129	105	45	168	108	16	141	114	22	185	128	16	203	155	20
3.	Assam	6027	3876	524	8760	5934	762	6801	3987	692	8438	5425	955	6844	4148	821	8797	5755	851
4.	Bihar	6019	4267	626	11220	9280	1035	6740	4488	801	11757	9827	1591	7548	5941	764	14955	11842	1425
5.	Chhattisgarh	3599	3417	1085	5491	5435	1683	3757	3665	881	5758	5676	1491	3775	3637	580	5855	5764	1038
6.	Goa	121	97	47	229	196	105	96	83	29	159	166	65	80	48	10	145	88	14
7.	Gujarat	6343	5834	345	16510	16314	555	7279	6592	276	18188	17566	543	8260	7763	298	21665	21625	581
8.	Haryana	4161	2914	741	6275	6264	1159	4617	3255	791	6857	6665	1308	4645	3368	636	7071	6876	1111
9.	Himachal Pradesh	793	668	73	1267	1242	102	792	645	69	1151	1153	97	1018	727	53	1476	1302	76
10.	Jammu and Kashmir	2144	1781	104	3163	3039	136	2432	2142	170	3896	3887	268	2521	2192	123	4411	4398	183
11.	Jharkhand	2544	1790	475	3432	2367	721	2979	2110	629	4117	3733	526	3317	2383	829	4528	4047	854
12.	Karnataka	6057	5102	1238	10590	10335	2375	6084	5252	716	11035	10494	1509	6569	5576	685	11302	11049	1412
13.	Kerala	6762	5929	461	10669	10155	929	7554	6565	617	11406	10926	1159	7837	7267	470	11210	11440	805
14.	Madhya Pradesh	14529	13939	3301	24254	24298	5836	14321	13950	3705	23753	23696	6061	15370	15030	3737	25990	25989	6932
15.	Maharashtra	13370	12625	616	34156	33326	944	14452	13020	584	36197	34067	1064	14924	13516	597	36040	34625	1073
16.	Manipur	140	11	0	127	11	0	171	3	3	104	3	2	188	3	1	133	3	1
17.	Meghalaya	131	62	4	106	53	4	176	88	7	158	101	10	172	67	16	130	71	30
18.	Mizoram	95	89	29	85	70	169	125	128	209	138	139	128	151	142	84	152	163	95
19.	Nagaland	37	29	34	37	40	49	43	36	26	64	52	38	32	25	38	58	40	49
20.	Orissa	6249	5015	377	9524	9368	693	6825	5851	535	10408	10179	957	7304	6098	547	10424	9902	1391
21.	Punjab	1969	1381	224	3303	3027	498	2242	1588	276	3882	3094	697	2694	1672	274	4211	3358	708
22.	Rajasthan	11657	7393	2383	12838	12856	4042	12934	8155	2719	14546	14565	4987	14270	8693	2446	14548	14528	4138
23.	Sikkim	62	26	6	42	25	5	47	34	3	39	34	3	55	33	2	63	44	2
24.	Tamil Nadu	8648	7877	4630	12275	12471	6152	6489	5598	2923	9483	8987	4991	7811	5963	2116	11601	10449	3338
25.	Tripura	840	742	111	1308	1090	192	964	834	106	1272	892	159	1067	1078	133	1107	1175	222
26.	Uttar Pradesh	14875	12316	6484	32720	31006	14537	16375	13254	6800	34720	32599	15710	20993	15626	6918	48291	39978	17392



1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
27.	Uttarakhand	786	603	183	1648	1465	382	1038	836	207	2176	1895	523	1097	810	329	2711	2059	804
28.	West Bengal	11887	11199	812	19227	17324	1261	12785	11445	1001	22398	18226	2077	16544	14424	467	22175	22423	667
	Total State	150814	127330	30304	260521	247465	51914	159770	129851	28370	272901	251778	52833	180009	147325	26901	304373	283236	51305
29.	Andaman and Nicobar Islands	22	14	1	32	23	2	36	39	1	49	63	1	56	36	3	80	50	6
30.	Chandigarh	205	141	12	306	247	17	224	133	24	352	267	33	230	128	28	290	232	40
31.	Dadra and Nagar Haveli	24	18	0	35	33	0	32	22	2	25	31	3	18	14	1	21	17	1
32.	Daman and Diu	10	8	0	17	18	0	9	9	1	28	26	3	11	7	1	57	30	1
33.	Delhi UT	4351	2552	473	5853	5238	798	4544	2909	565	6207	5537	925	4804	2587	646	5648	4739	1022
34.	Lakshadweep	0	1	0	0	0	0	1	0	0	1	0	0	5	2	0	2	2	0
35.	Puducherry	127	109	36	191	177	54	149	139	35	260	250	77	179	178	32	337	351	69
	Total (UTs)	4739	2843	522	6434	5736	871	4995	3251	628	6922	6174	1042	5303	2952	711	6435	5421	1139
	Total All India	155553	130173	30826	266955	253201	52785	164765	133102	28998	279823	257952	53875	185312	150277	27612	310808	288657	52444

Source: Crime India

Note: Information on disposal of police and courts includes the information on pending cases from previous years also.

No. 15011/21/2004-SC/ST-Cell  
GOVERNMENT OF INDIA  
Ministry of Home Affairs

Dated New Delhi the 5th May, 2004

To

The Chief Secretaries,  
All State Government & Union Territory Administrations

**Subject: Crime against Women-Measures needed to curb-regarding**

Sir/Madam,

The Government of India have been advising the State Governments from time to time regarding the steps that need to be taken to afford a greater measure of protection to the women and in particular to prevent incidence of crimes against them. The advisories issued earlier with particular reference to the crime against women vide D.O. letters No.15018/214/94-GPA.VI dated 17.4.1995, No. 24013/65/96-GPA. VI dated 12.9.1996, No. 15018/214/96-GPA.VI dated 18.3.1997, No. 24013/84/97-

GPA.VI dated 6.10.1997, No. 24013/50/98-GPA.VI dated 8/11.8.1998 and No. 24013/83/2001-GPA.VI dated 19/26.3.2002 may be referred to in this regard. These advisories, *inter-alia*, include gender sensitization of the police personnel, adopting appropriate measures for swift and salutary punishment to public servants found guilty of custodial violence against women, minimizing delays in investigations of murder, rape and torture of women and improving its quality, setting up a 'crime against women cell' in districts where they do not exist, providing adequate counseling centres and shelter homes for women who have been victimized, setting up of special women courts, and improving the effectiveness of schemes developed for the welfare and rehabilitation of women who are victimized with greater emphasis on income generation to make the women more independent and self-reliant.

2. Through the aforesaid advisories, the State Governments were also requested to undertake a comprehensive review of the effectiveness of the machinery intackling the problem of women and to take appropriate measures aimed at increasing the

responsiveness of the law and order machinery. No doubt, some State Governments have taken some measures in this regard, however, the inputs regarding crime against women available with this Ministry indicate that these measures need to be strengthened further, so that the women folk feel secure, enjoy their human rights and live their life with dignity and respect that they deserve.

3. The National Commission for women has been undertaking visits to various States to review the status of women and has also been conducting its own investigations in certain cases of serious incidents of crime against women. The Commission has been making available findings of their inquiry to the concerned State Governments as well as to this Ministry. The reports of the inquiries conducted by the Commission in the these specific incidents indicate that the level of sensitiveness and care with which crime against women should be handled is not up to the desired level. The Commission has pointed out laxity and insensitiveness on the part of certain police officials in some specific cases. The Commission has observed that filing of FIRs even in heinous cases continues to be a problem. Some critical observations & recommendations made by the National Commission of Women in its various reports of investigations into major incidents of crime against women are annexed herewith.

4. The Government of India is deeply concerned with this trend and ground situation and would therefore re-emphasize that urgent action should be taken on the following:—

*Crime prone areas should be identified and a mechanism be put in place to monitor infractions in schools/colleges for ensuring safety and security of female students. Women police officers in adequate number fully equipped with policing infrastructure may be posted in such areas.*

There should be no delay whatsoever in registration of FIR in all cases of crime against women.

All out efforts should be made to apprehend all the accused named in the FIR immediately so as to generate confidence in the victims and their family members.

Cases should be thoroughly investigated and charge sheets against the accused persons should be filed within three months from the date of occurrence, without compromising on the quality of investigation. The medical examination of rape victims should be conducted without delay.

Help-line number of the crime against women cells should be exhibited prominently in hospitals/schools/colleges premises, and in other suitable places.

Women police cells in the police stations and exclusive women police stations should be set up as needed.

Police officials charged with the responsibility of protecting women should be sensitized adequately.

Police personnel should be trained adequately in special laws dealing with atrocities against women.

Enforcement aspect should be emphasized adequately so as to streamline it.

Women police officials in the State Police Force should be recruited widely.

Close coordination between the police and the NGOs dealing with the interests of women may be ensured.

The local police should arrange for patrolling in the affected areas and more especially in the locality of the weaker sections of the society. Periodic visits by DM & SP will create a sense of safety and security among these sections of the people.

Thorough counseling through professional counselors is required for victim as well as her family to overcome the trauma of the crime.

The effectiveness of schemes developed for welfare and rehabilitation of women who have been victimized should be improved.

5. It is requested that action taken in this regard may be reviewed by the State Governments and UT administrations and a report indicating the present status sent to this Ministry within a month.

6. The receipt of this letter may kindly be acknowledged immediately.

Yours faithfully,  
(A.K. SRIVASTAVA)  
Joint Secretary (CS)

Copy for information to:

Chairperson, National Commission for Women, 4, Deen Dayal Upadhyaya Marg, New Delhi-110002.

(A.K.SRIVASTAVA)  
Joint Secretary (CS)

Secret  
Fax message (Through IB fax)

From : Home, New Delhi

To : Directors General of Police of all States and  
Commissioner of Police, Delhi

Info : Chief Secretaries of all States/UTs.

F.No.I-11034/2/2009-IS.IV dated 8th June, 2009

The following suggestions, *inter-alia*, has been emerged out of the Action Plan on Convergence and Coordination of Government Programmers for Gender Equality and Fighting Social Evil for *improving the safety condition on road*, to prevent *crimes against women*:

- Increasing the number of beat constables
- Increase the number of police help booth/kioksk especially in remote and lonely stretches
- Increase police patrolling during night
- Increasing women police officers in the mobile police vans.

2. It is requested that the above suggestions may please be noted for taking necessary action for improving safety condition on road for women.

(P.K. Mishra),  
Director (IS-II)

Copy for information to:

CS Division (Shri P.N. Saxena, Deputy Secretary-CS-I) -w.r.t. their O.M. No. 15011/15/2009-SC/ST-W dated 4.6.2009

[English]

#### Sub-Standard Wheat Under PDS

335. SHRIMATI SUMITRA MAHAJAN: Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether the Government has received complaints regarding the supply and distribution of sub-standard imported wheat under the Public Distribution System (PDS) and Targeted Public Distribution System (TPDS) from various States;

(b) if so, the details thereof indicating the number and nature of complaints received, State-wise;

(c) whether the foodgrain stocks in some States have been found to include substandard quality of wheat;

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

(e) the remedial steps taken by the Government in this regard?

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

A complaint was received from State Government of Maharashtra in April, 2007 about quality of imported wheat being distributed through PDS. It was informed by the State Government that some of the imported wheat samples drawn by them from Fair Price Shops in Mumbai and Pune were found unfit for human consumption. Samples of imported wheat jointly drawn by Food Corporation of India (FCI) and State Government officials from FCI's Food Storage Depots, GM, Borivili and Bhiwandi and analysed in Government of Maharashtra, State Public Health Laboratory, Pune were found conforming to Prevention of Food Adulteration Act (PFA) standards and fit for human consumption.

A complaint was received in December, 2006 from Smt. Sumitra Mahajan, Hon'ble Member of Parliament about supply of poor quality of imported wheat in PDS in Madhya Pradesh. The quality of imported wheat drawn from Fair Price Shop at Indore was got tested in the

State Food Laboratory, Indore and was found to be conforming to PFA standards.

A complaint was received in December, 2006 from a consumer's organisation, District Ajmer, Rajasthan about quality of imported red wheat. According to FCI, the imported wheat was issued conforming to Government of India specifications for distribution in PDS after representatives of State Government were satisfied with the quality.

(c) and (d) No, Madam. The imported wheat samples drawn from FCI depots in Andhra Pradesh, Madhya Pradesh, Rajasthan and Maharashtra Regions during October, 2007 were found conforming to Prevention of Food Adulteration Act (PFA) Standards.

(e) The following remedial steps have been taken by the Government in this regard:

- (i) The quality of imported wheat is thoroughly checked at the entry port to ensure conformity with PFA standards by officials authorized by Ministry of Health and Plant Quarantine Order by officials authorized by Ministry of Agriculture.
- (ii) During storage, scientific code of practices are adopted by FCI so that the foodgrains are not damaged.
- (iii) Before lifting the stocks from FCI godowns for PDS, joint inspection of stock is carried out by the representatives of State Government and FCI

and only stocks which are approved by the joint inspection teams are issued for PDS.

#### **Status of Commonwealth Games Preparations**

336. SHRI SANJAY NIRUPAM: Will the Minister of YOUTH AFFAIRS AND SPORTS be pleased to state:

(a) the names of the agencies entrusted with the work of implementing projects relating to Commonwealth Games, 2010 scheduled to be held in the country next year alongwith the amount allocated, the amount actually spent and the projected expenditure of each project; and

(b) the level of coordination between different agencies involved and success achieved by them for the timely completion of all the said projects?

THE MINISTER OF STATE IN THE MINISTRY OF YOUTH AFFAIRS AND SPORTS (SHRI PRATIK PATIL):

(a) The requested details have been indicated in the enclosed Statement.

(b) The Minister of Youth Affairs and Sports holds coordination meetings regularly with all concerned to review the progress of various matters related to CWG 2010 including sports infrastructure. A web based monitoring system has also been developed for each infrastructure project. As a result of the efforts put in by all the concerned agencies, various sports facilities would be completed well in time for the Games.

#### **Statement**

(Rs. in Crores)

Sl.No.	Implementing Agency	Name of Stadium/ Project	Amount allocated	Amount Actually spent	Projected Expenditure
1	2	3	4	5	6
1.	Sports Authority of India/Central Public Works Department (CPWD)	Jawahar Lal Nehru Stadium	961.00	346.00	961.00
2.	Sports Authority of India/Central Public Works Department (CPWD)	Maj. Dhyan Chand National Stadium	262.00	103.74	262.00

1	2	3	4	5	6
3.	-do-	Indira Gandhi Stadium	669.00	224.73	669.00
4.	-do-	Dr. SPM Swimming Pool Complex	377.00	112.32	377.00
5.	-do-	Dr. Karni Singh Shooting Range	149.00	48.07	149.00
6.	University of Delhi	Competition/Training venues	222.27	97.00	306.41
7.	Jamia Millia Islamia University	Construction/ Upgradation of training venues	33.41	9.00	42.57
8.	All India Tennis Association	R.K. Khanna Stadium	30.00	14.53	65.65
9.	Central Reserve Police Force/CPWD	Kadarpur Shooting Range, Gurgaon	15.00	5.00	28.26
10.	Delhi Public School/CPWD	Training venue for Lawn Bowl, R.K. Puram, New Delhi	1.73	0.50	1.73
11.	Delhi Development Authority	Games Village/ Competition and Training venues	325.00	276.09	1034.82
12.	Govt. of NCT of Delhi	Competition and Training venues	417.00	179.08	417.00
13.	New Delhi Municipal Committee	Competition and Training venues	330.00	76.60	330.00

### **Toll Tax on National Highways**

337. SHRI GANESHRAO NAGORAO DUDHGAONKAR:  
SHRI BALIRAM JADHAV:

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

(a) the amount of toll tax collected on the National  
Highways during each of the last three years and the  
current year, State-wise and year-wise;

(b) whether a large stretch of completed Highways  
not under toll is resulting in loss of revenue to the National  
Highways Authority of India (NHAI);

(c) if so, the details of length of such road and the  
revenue loss thereon;

(d) the steps taken/proposed to be taken to check  
the loss of revenue;

(e) whether some State Governments have requested  
discontinuation of toll tax at some stretches passing  
through their States; and

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

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (KUNWAR R.P.N. SINGH): (a) The details of the amount of toll tax collected on the national highways in last three years and the current year upto May, 2009, State-wise and year-wise are given in enclosed Statement-I.

(b) to (d) 3476.31 kms length of National Highways has been completed partially in stretches and hence are

not under tolling. The details of fully completed and partially completed sections as on 31.3.2009 are enclosed given in the enclosed Statement II. Completion of tollable section in all respect including safety measures like lane marking signages, guard rails etc. is a pre-requisite for commencement of tolling within 30 days from the date of completion of tollable section or issue of takeover certificate, whichever is later.

(e) No, Sir.

(f) Does not arise.

**Statement I**

*State-wise/Year-wise toll Collection for Last Three Years and Current Year upto May 2009 (All Rs. in Lakhs)*

State	2006-07	2007-08	2008-09	2009-10 (Upto May 09)
Andhra Pradesh	24728.05	34193.86	37916.30	8574.25
Bihar	0.00	1402.00	3418.56	614.39
Chhattisgarh	1810.83	2098.47	2216.58	397.32
Gujarat	21138.27	22367.48	26947.19	6594.10
Haryana	13521.67	15203.87	35131.11	2060.48
Jharkhand	1915.53	2258.00	4831.88	818.49
Karnataka	4627.84	9449.99	17641.84	3100.64
Maharashtra	17160.58	22904.79	24949.11	4929.27
Madhya Pradesh	1417.61	1243.29	1929.11	403.58
Orissa	705.79	787.85	2434.88	634.11
Punjab	4665.97	5029.55	7008.31	1334.66
Rajasthan	29670.03	35801.50	42568.58	9649.96
Tamil Nadu	10370.43	16563.93	19239.31	4644.93
Uttar Pradesh	6196.06	8030.56	17366.04	4051.45
West Bengal	6468.77	13741.69	17743.47	3339.58
<b>Grand Total</b>	<b>144397.43</b>	<b>191076.83</b>	<b>261342.26</b>	<b>51147.22</b>

**Statement II***Detail of Fully Completed and Partially Completed Sections as on 31.03.2009*

Sl.No.	Particulars	Total Completed	Fully Completed	Partially Completed
1.	Goden Quadrilateral	5721.00	5119.00	602.81
2.	NSEW	3436.00	1818.00	1618.00
3.	Port Connectivity projects	206.00	111.00	95.00
4.	Other Projects	781.00	325.50	455.50
5.	NHDP Phase III	787.00	187.00	599.00
6.	NHDP Phase V	106.00		106.00
	<b>Total</b>	<b>11037.00</b>	<b>7560.50</b>	<b>3476.31</b>

*[Translation]*

(c) if so, the details thereof?

**Road Projects Funded out of Central Road Fund**

338. SHRI BHAUSAHEB RAJARAM WAKCHAURE: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the number of road projects funded out of the Central Road Fund particularly in the backward and rural areas in the States during each of the last three years and the current year, State-wise;

(b) whether any of the above roads are being constructed particularly in the backward districts; and

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (KUNWAR R.P.N. SINGH): (a) to (c) The State-wise details of number of road projects funded out of the Central Road Fund during each of the three years and the current year are enclosed as statement. As per Central Road Fund Act, 2000, projects are selected with a view to have balanced development of the road network in the entire State based on recommendations of State Government. Separate details of roads being constructed in the backward and rural areas are not maintained.

**Statement**

S.No.	State	Number of CRF Works sanctioned					Number of Economic Importance (EI) & Inter-State Coonectivity (ISC) Works sanctioned				
		2006-07	2007-08	2008-09	2009-10 (As on 31.5.2009)	Total	2006-07	2007-08	2008-09	2009-10 (As on 31.5.2009)	Total
1	2	3	4	5	6	7	8	9	10	11	12
1.	Andhra Pradesh	22	76	447	0	545	2	8	2	0	12
2.	Andaman and Nicobar Islands	0	0	0	2	2	0	0	0	0	0
3.	Arunachal Pradesh	11	5	1	6	23	1	1	0	0	2
4.	Assam	5	6	8	0	19	2	1	0	0	3

1	2	3	4	5	6	7	8	9	10	11	12
5.	Bihar	5	10	2	0	17	0	0	2	0	2
6.	Chandigarh	0	0	1	0	1	0	0	0	0	0
7.	Chhattisgarh	10	2	10	0	22	0	1	0	0	1
8.	Delhi	26	0	9	6	41	0	0	0	0	0
9.	Dadra and Nagar Haveli	0	0	0	0	0	2	0	0	0	2
10.	Goa	3	0	8	0	11	0	0	0	0	0
11.	Gujarat	27	77	79	0	183	1	5	3	0	9
12.	Haryana	1	7	10	0	18	1	0	4	0	5
13.	Himachal Pradesh	2	4	7	0	13	1	0	1	0	2
14.	Jammu and Kashmir	2	8	18	0	28	0	1	0	0	1
15.	Jharkhand	8	0	7	0	15	0	1	5	0	6
16.	Karnataka	249	4	354	0	607	2	5	1	0	8
17.	Kerala	4	8	18	0	30	1	3	0	0	4
18.	Madhya Pradesh	28	18	14	0	60	0	6	1	0	7
19.	Maharashtra	64	45	139	0	248	1	4	1	0	6
20.	Manipur	2	1	0	0	3	0	0	2	0	2
21.	Meghalaya	0	3	0	3	6	0	0	0	0	0
22.	Mizoram	4	10	0	0	14	1	1	0	0	2
23.	Nagaland	0	2	1	0	3	1	2	0	0	3
24.	Orissa	11	14	15	0	40	2	6	1	0	9
25.	Puducherry	0	1	0	0	1	0	0	0	0	0
26.	Panjab	6	7	13	0	26	0	0	0	0	0
27.	Rajasthan	85	50	54	0	189	3	5	1	0	9
28.	Sikkim	4	3	2	0	9	4	2	1	0	7
29.	Tamil Nadu	67	18	75	0	160	0	2	3	0	5
30.	Tripura	0	3	0	0	3	0	0	0	0	0
31.	Uttar Pradesh	17	18	20	0	55	0	1	0	0	1
32.	Uttarakhand	0	0	6	0	6	1	0	0	0	1
33.	West Bengal	2	0	5	0	7	0	0	0	0	0



### Deployment of Agricultural Scientists

339. SHRI RAVINDRA KUMAR PANDEY: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government has conducted any survey to ensure the deployment of agricultural scientists in every and city of the country;

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

(c) the number of agricultural scientists deployed in each State during the last three years and the current year; and

(d) the effective steps taken by the Government so far to review the activities undertaken by these scientists?

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

(b) Does not arise.

(c) and (d) Does not arise.

### Import of Pulses

340. SHRI HANSRAJ G. AHIR:  
SHRI PRALHAD JOSHI:

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

(a) whether pulses are being imported into the country;

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

(c) whether the sale of Khesari pulse is still banned;

(d) if so, whether the reports regarding sale of Khesari pulse, polished with chemicals and poisonous substances in the open market have been received by the Government; and

(e) if so, the details thereof and remedial steps taken in this regard?

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

PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) and (b) Yes, Madam, Government has permitted import of pulses at zero duty. As per DGCI&S data (provisional), about 2.95 million tonnes of pulse were imported during 2007-08, as compared to 2.49 million tonnes during the previous years. During the current year (April-February) 2.14 million tonnes of pulses have been imported.

*Table:1 Imports of pulses (2005-06 to 2008-09)*

(in lakh tonnes)	
Year	Imports of pulses
2005-06	18.70
2006-07	24.91
2007-08	29.52
2008-09 (April-February)	21.42

*Source: Directorate of Commercial Intelligence and Statistics (DGCI&S)*

(c) The sale of Khesari pulses has been prohibited under rule 44A in the prevention of Food Adulteration Rules, 1995. An extract of the relevant rule is reproduced below:—

'Rule 44-A:— Sale of Khesari gram prohibited:— No person in any State shall, with effect from such date as the State Government concerned may by notification in the Official Gazette specify in this behalf, sell or offer or expose for sale, or have in his possession for the purpose of sale, under any description or for use as an ingredient in the preparation of any article of food intended for sale Khesari gram and its mixture.'

(d) There is no such report received by the Government.

(e) Does not arise.

*[English]*

### Review of Functioning of Highways

341. SHRI VILAS MUTTEMWAR: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Government proposes to review the functioning of the Highways in view of the slow pace of work on the construction of roads;

(b) if so, the details thereof;

(c) whether awarding work to private contractors is presently restricted to a certain number of projects that can be given only to a particular contractor;

(d) if so, the details thereof and the norms laid down for the purpose;

(e) whether these norms are being followed in awarding works; and

(f) the details of the schemes being worked out to ensure the completion of road construction work in a time bound manner?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (KUNWAR R.P.N. SINGH): (a) and (b) Yes, Sir, Review of progress of development of Highways is an ongoing process. During the process of review, various constraints in implementation are identified and necessary steps are taken for resolution of the issues so as to ensure timely implementation of the projects.

(c) No, Sir.

(d) and (e) Does not arise.

(f) The steps taken by the Government to ensure timely completion of road construction are enclosed as Statement.

#### **Statement**

##### *Steps Taken by the Government for Early Completion on the Project*

- a. The Contracts are regularly monitored at various levels such as by Supervision Consultant, Project Directors, Senior officers of NHAI. Progress reviews are also held at the level of Chairman, NHAI, Secretary, Department of Road Transport and Highways.
- b. State Governments have appointed Senior officers as nodal officers for resolving problems associated with implementation of the NHDP such as land acquisition, removal of utilities, forest/pollution/environment clearances etc. These nodal officers hold periodic meetings to review the projects and take action to resolve the problems.

c. A Committee of Secretaries has been constituted under Cabinet Secretary to address inter-ministerial and Centre-State issues such as land acquisition, utility shifting, environment approvals, clearance of ROBs.

d. The procedure of issue of Land Acquisition notifications has been simplified. Earlier all the notifications under NH Act were vetted by the Ministry of Law. Recently, an amendment has been made in the Allocation of Business Rules by which these notifications are not required to be sent to the Ministry of Law. The Ministry of Law has approved the standard formats of various notifications keeping in view the similar nature of the notification of Land Acquisition.

e. To expedite the construction of ROBs an officer of the Railways has been posted to NHAI to coordinate with Ministry of Railways. MOU has also been signed with M/s IRCON for construction of some of the ROBs.

f. Action has been taken against non performing contractors and they are not allowed to bid for future projects unless they improve the performance in existing contracts.

#### **Revision of Royalty on Minerals**

342. SHRI RAYAPATI SAMBASIVA RAO: Will the Minister of MINES be pleased to state:

(a) whether the royalty rates of iron ore and other major minerals has not been revised by the Government since long;

(b) if so, the reasons therefor;

(c) whether any study has been conducted to establish a priority between royalty and price of mineral;

(d) if so, the details and outcome thereof;

(e) the total revenue expected to be mopped up after revision of royalty rates;

(f) whether any compensation is proposed to be paid to the mineral producing States like Orissa, Chhattisgarh and Jharkhand on account of delay in revision of royalty;

(g) if not, the reasons therefor; and

(h) the time by which the royalty rates on all the minerals are likely to be fixed?

THE MINISTER OF MINES AND MINISTER OF DEVELOPMENT OF NORTH EASTERN REGION (SHRI B.K. HANDIQUE): (a) to (h) As per the provisions of the Mines and Minerals (Development and Regulation) Act, 1957, upward revision of the rates of royalty may be done only once in three years. The rates of royalty, including those for iron ore and other major minerals were last revised on 14th October 2004. In order to revise the rates of royalty and dead rent the Government set up a Study Group consisting of members from Central Government Ministries/Departments, important mineral producing States and industry, which recommended revision of royalty rates and dead rents. The Study Group determined the royalty rates after taking into account the trend of domestic prices, trend on export prices of minerals, cost of mineral production, cost of transportation and handling charges, margins realised by the miners, implication of the revision of royalty rates on the revenue realization of the State Government and industry and also inflation factor. There is no provision in the Mines and Minerals (Development and Regulation) Act to pay compensation to State Governments since revised rates of royalty are effective prospective only. The revision of royalty rates is presently under consideration.

#### **Deployment of Para Military Forces**

343. SHRI PRADEEP MAJHI:  
SHRI KISHANBHAI V. PATEL:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government proposes to review the deployment of Central Reserve Police Forces (CRPFs) and other Para Military Forces (PMFs) in Jammu and Kashmir;

(b) if so, the details thereof;

(c) whether there is any proposal to reduce the strength of PMFs in the State; and

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

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) and (b) The deployment of Central Reserve Police Force (CRPFs) and other Para Military Forces (PMFs) in Jammu and Kashmir is constantly reviewed by the Central Government and the State Government in the light of the emerging ground situation in the State.

(c) and (d) Reduction in the strength of Para Military Forces in Jammu and Kashmir will be considered as and when warranted by improvement in the law and order situation in the State.

*[Translation]*

#### **Krishi Vigyan Kendra**

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

(a) the total number of Krishi Vigyan Kendras (KVKs) in the country including Himachal Pradesh, State-wise;

(b) whether the Government proposes to set up more KVKs;

(c) if so, the details of the locations identified; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) The total number of Krishi Vigyan Kendras (KVK) in the country is 567 including 12 in Himachal Pradesh. The State-wise number of KVKs is given in the enclosed Statement-I.

(b) and (c) The India Council of Agricultural Research has a proposal to set up 92 more KVKs. The State-wise details of identified approved districts for setting up of these KVKs are given in enclosed Statements-II to IV.

(d) Does not arise.

#### **Statement I**

*State/Union Territory Wise Details of Number of Krishi Vigyan Kendras Set up Including Himachal Pradesh*

Sl.No.	States/UTs	Number of KVKs
1	2	3
1.	Andaman and Nicobar Islands	1
2.	Andhra Pradesh	22
3.	Arunachal Pradesh	12
4.	Assam	20

1	2	3
5.	Bihar	38
6.	Chhattisgarh	16
7.	Delhi	1
8.	Goa	2
9.	Gujarat	24
10.	Haryana	18
11.	Himachal Pradesh	12
12.	Jammu and Kashmir	14
13.	Jharkhand	21
14.	Karnataka	27
15.	Kerala	14
16.	Lakshadweep	1
17.	Madhya Pradesh	47
18.	Maharashtra	33
19.	Manipur	9
20.	Meghalaya	5
21.	Mizoram	8
22.	Nagaland	8
23.	Orissa	29
24.	Puducherry	2
25.	Punjab	17
26.	Rajasthan	32
27.	Sikkim	4
28.	Tamil Nadu	30
29.	Tripura	4
30.	Uttar Pradesh	66
31.	Uttaranchal	13
32.	West Bengal	17
	Total	567

**Statement II**

*State/Union Territory-Wise details of 15 districts approved in X plan and remain to be covered with Krishi Vigyan Kendra*

Sl.No.	State	District uncovered
1.	Arunachal Pradesh	1. Changlang
2.	Assam	2. Hailakandi
		3. Morigaon
		4. North Cachar Hills
3.	Gujarat	5. Bhavnagar
4.	Haryana	6. Panchkula
5.	Jharkhand	7. Seraikela
6.	Madhya Pradesh	8. Anuppur
7.	Meghalaya	9. South Garo Hills
		10. East Garo Hills
8.	Orissa	11. Bolangir
9.	Uttar Pradesh	12. Ambedkarnagar
		13. Sharavasti
		14. Jyotiba Phule Nagar
10.	West Bengal	15. East Midnapur

**Statement III**

*List of 28 Newly Created Districts Approved for Establishment of KVK*

Sl.No.	State	Name of Districts
1	2	3
1.	Andaman and Nicobar Islands	1. North and Middle Andaman (Mayabunder)
2.	Arunachal Pradesh	2. Anjaw
3.	Assam	3. Baska, 4. Chirang, 5. Udalguri
4.	Chhattisgarh	6. Narayanapur, 7. Bijapur
5.	Gujarat	8. Tapi
6.	Haryana	9. Mewat

1	2	3
7. Jammu and Kashmir	10. Reasai, 11. Samba, 12. Ramban, 13. Kishtwar, 14. Gandrbal, 15. Kulgam, 16. Bandipura, 17. Shopian	
8. Jarkhand	18. Ramgarh, 19. Kuti	
9. Karnataka	20. Ramanagara, 21. Chikkaballapur	
10. Nagaland	22. Paren, 23. Kaiphire, 24. Laongleng	
11. Punjab	25. Tarantaran 26. Barnala, 27. Mohali	
12. Rajasthan	28. Pratappgarh	

**Statement IV**

*State-wise Details of 49 out of 50 Approved Districts for Establishment of one Additional KVK*

Sl.No.	Name of State/ No of KVKs	Name of District
1	2	3
1.	Andhra Pradesh (12)	1. Ananthapur, 2. Kurnool, 3. Guntur, 4. Prakasam, 5. Mahaboobnagar, 6. East Godavari, 7. Nalgonda, 8. Chittoor, 9. Warangal, 10. West Godavari, 11. Krishna, 12. Karimnagar,
2.	Chhattisgarh (2)	13. Raipur, 14. Sarguja,
3.	Gujarat (3)	15. Kachchh, 16. Banaskantha, 17. Rajkot,

1	2	3
4. Jammu and Kashmir (1)	18. Leh	
5. Karnataka (2)	19. Gulbarga, 20. Belgaum,	
6. Maharashtra (12)	21. Ahmednagar, 22. Solapur, 23. Pune, 24. Jalgaon, 25. Nashik, 26. Yavatmal, 27. Nanded, 28. Amravati, 29. Satara, 30. Beed, 31. Buldhana, 32. Aurangabad	
7. Orissa (3)	33. Mayurbhanj, 34. Ganjam, 35. Sundergarh	
8. Rajasthan (9)	36. Barmer, 37. Nagaur, 38. Bikaner, 39. Jodhpur, 40. Churu, 41. Jaipur, 42. Jaisalmer, 43. Alwar, 44. Hanumangarh	
9. Uttar Pradesh (2)	45. Allahabad, 46. Sitapur,	
10. West Bengal (3)	47. South 24 Parganas, 48. Murshidabad, 49. Bardhaman	

**Survey of Livestock**

345. SHRI ASHOK KUMAR RAWAT: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government has conducted/proposes to conduct any survey on livestock in the country, especially in backward and rural areas;

(b) if so, the details thereof;

(c) if not, the reasons therefor; and

(d) the steps taken/proposed to be taken to increase the number of livestock in the country and also to improve their breed?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) and (b) The Department of Animal Husbandry, Dairying and Fisheries implements Centrally Sponsored Schemes namely "Integrated Sample Survey Scheme" to estimate Major Livestock Products on seasonal and annual basis and "Livestock Census" to count the livestock population of different species on quinquennial basis. The Livestock Census was conducted with reference date as 15th October 2007.

The National Sample Survey Organisation conducts land and livestock holding survey once in every ten years. Last such survey was conducted during January—December, 2003.

(c) Does not arise.

(d) The Department of Animal Husbandry, Dairying and Fisheries is implementing the following Central Sector & Centrally Sponsored Schemes for breed improvement/conservation and protection of livestock:

(i) National Project for Central Poultry Development Organisation and (vii) Poultry Venture Capital Fund Scheme.

*[English]*

#### **Accidents on Expressways and Highways**

346. SHRI Sk. SAIDUL HAQUE: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether accidents on expressways and highways have increased during each of the last three years and the current year;

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

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

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI MAHADEO SINGH KHANDELA): (a) and (b) Yes, Sir. State-wise details of road accidents that occurred on the National Highways (including Expressways) and State Highways in the country for the calendar years 2005 to 2007 (the latest available data) are given in the enclosed Statement.

(c) The safety of road users is primarily the responsibility of the concerned State Government. However, this Ministry has taken several steps to improve road safety for road users which are as under:

- (i) Road safety is an integral part of road design at the planning stage for National Highways/Expressways.
- (ii) Various steps to enhance road safety such as road furniture, road markings/road signs introduction of Highway Traffic Management System using Intelligent Transport System, enhancement of discipline among contractors during construction, road safety audit on selected stretches, have been undertaken by National Highways Authority of India.
- (iii) Refresher training to Heavy Motor Vehicle drivers in the unorganized sector being implemented by the Ministry since 1997-98 under plan activities.
- (iv) Involvement of NGOs for road safety activities by Ministry of Road Transport and Highways and National Highways Authority of India.
- (v) Setting up of Driving Training School in the country.
- (vi) Publicity campaign on road safety awareness both through the audio-visual and print media.
- (vii) Institution of National Award for voluntary organizations/individual for outstanding work in the field of road safety.
- (viii) Tightening of safety standards of vehicles.
- (ix) Providing cranes and ambulances to various State Governments/NGOs under National Highways Accident Relief Service Scheme. National Highways Authority of India also provides ambulances at a distance of 50 km. on each of its completed stretches of National Highways under its Operation and Maintenance contracts.
- (x) Widening and improvements of National Highways from 2 lanes to 4 lanes and 4 lanes to 6 lanes etc.

**Statement***Total Number of Road Accidents on National Highways and State Highways for the calendar years 2005 to 2007*

Sl.No	States/UTs	Total Number of Road Accidents on National Highways (including Expressways)			Total Number of Road Accidents on State Highways		
		2005	2006	2007	2005	2006	2007
1	2	3	4	5	6	7	8
<b>States</b>							
1.	Andhra Pradesh	9799	15188	13040	10026	10953	9979
2.	Arunachal Pradesh	17	109	67	111	82	88
3.	Assam	2533	2758	2334	947	946	1010
4.	Bihar	1688	2695	3159	1076	1702	1971
5.	Chhattisgarh	4167	4608	3421	3543	3356	3265
6.	Goa	1254	1225	1398	400	421	536
7.	Gujarat	7846	7030	7253	10133	9071	9630
8.	Haryana	3217	3492	4042	2917	3202	3752
9.	Himachal Pradesh	1178	1086	1947	787	792	845
10.	Jammu and Kashmir	2035	2013	2385	1060	1286	745
11.	Jharkhand	1739	1849	1718	1580	1438	1766
12.	Karnataka	13106	13212	13310	8062	10004	15034
13.	Kerala	11585	10619	11000	7669	5444	7215
14.	Madhya Pradesh	6420	11216	10468	9454	12115	10645
15.	Maharashtra	13643	14448	13563	11831	11957	13402
16.	Manipur	391	310	307	100	111	137
17.	Meghalaya	244	294	153	105	109	79
18.	Mizoram	43	32	23	9	26	36
19.	Nagaland	90	98	121	77	54	58
20.	Orissa	3305	3589	3699	1466	2088	2198
21.	Punjab	1884	1811	2240	1147	1434	1047
22.	Rajasthan	7728	7960	8218	2380	2175	2870
23.	Sikkim	41	51	38	101	34	26

1	2	3	4	5	6	7	8
24.	Tamil Nadu	17695	17763	19910	17042	17013	17848
25.	Tripura	307	383	445	73	211	306
26.	Uttarakhand	623	647	788	416	464	335
27.	Uttar Pradesh	9156	7892	8105	4975	5961	7396
28.	West Bengal	6296	5082	4343	5040	3591	3170
<b>UTs</b>							
1.	Andaman and Nicobar Islands	15	0	0	0	0	0
2.	Chandigarh	67	86	99	0	0	0
3.	Dadra and Nagar Haveli	0	0	0	0	0	0
4.	Daman and Diu	0	0	0	0	0	0
5.	Delhi	1057	1826	956	1300	1592	1133
6.	Lakshadweep	0	0	0	0	0	0
7.	Puducherry	825	786	372	0	0	386
Total		129994	140158	138922	103827	107632	116908

**Realignment of Narol-Naroda  
Section on NH-8**

347. SHRI HARIN PATHAK: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Government of Gujarat had sent a proposal regarding realignment of the Narol-Naroda section on National Highway-8;

(b) if so, the details thereof and the time by which the proposal would be approved and work commence; and

(c) the status of planning for rerouting of the Narol-Naroda section of NH-8?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (KUNWAR R.P.N. SINGH): (a) No proposal for realignment of Narol-Naroda section of NH-8 has been received.

(b) and (c) Does not arise.

**Organic Farming**

348. SHRI K.C. VENUGOPAL:  
SHRI M.K. RAGHAVAN:

Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government proposes to promote organic farming throughout the country;

(b) if so, the details thereof;

(c) whether the Government also proposes to provide subsidy for the promotion of organic farming; and

(d) the details of funds sanctioned during each of the last three years, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) The Government is already promoting organic farming in the country.



(b) and (c) The Government is implementing a National Project on Organic Farming (NPOF) for production, promotion and market development of organic farming in the country, wherein financial assistance is being provided for capacity building through service providers; setting up of organic input production units of fruit/vegetable wastes compost, bio-fertilizers and vermiculture hatcheries; trainings, field demonstrations, setting up of model organic farms; and market development.

Government is also implementing National Horticulture Mission (NHM) under which promotion of organic farming has been included as one of the components and financial assistance is being provided for organic cultivation of horticultural crops, setting up of vermi-compost units and organic farming certification.

(d) The details of State-wise fund sanctioned under NPOF and NHM during each of the last three years for promotion of organic farming are given in the enclosed Statement-I and II respectively.

### **Statement I**

#### *State-wise details of funds released under National Project on Organic Farming*

(Rs. in lakh)

Sl.No.	Name of the States	2006-07	2007-08	2008-09	Total
1	2	3	4	5	6
1.	Arunachal Pradesh	41.28	25.25	0.00	66.53
2.	Assam	2.28	91.64	0.00	93.92
3.	Manipur	101.58	12.60	9.33	123.51
4.	Meghalaya	0.78	0.00	11.02	11.80
5.	Mizoram	166.59	146.41	25.76	338.76
6.	Nagaland	88.31	198.55	0.00	286.86
7.	Sikkim	32.58	0.00	0.00	32.58
8.	Tripura	30.00	0.00	100.08	130.08
9.	Andhra Pradesh	40.15	19.55	24.14	83.84
10.	Bihar	69.36	1.78	0.00	71.14
11.	Chhattisgarh	119.24	178.85	0.00	178.85
12.	Delhi	1.82	6.00	17.97	25.79
13.	Goa	4.13	0.00	0.00	4.13
14.	Gujarat	0.00	0.00	0.00	0.00
15.	Haryana	48.23	29.95	1.63	79.81
16.	Himachal Pradesh	50.56	39.44	47.48	137.48
17.	Jammu and Kashmir	0.00	106.30	0.00	106.30
18.	Jharkhand	93.00	0.00	0.86	93.86

1	2	3	4	5	6
19.	Karnataka	57.09	183.83	22.84	263.76
20.	Kerala	50.20	2.40	13.19	65.78
21.	Lakshadweep	0.00	0.00	0.00	0.00
22.	Madhya Pradesh	149.45	109.11	55.06	313.62
23.	Maharashtra	168.03	86.51	186.49	273.00
24.	Orissa	199.91	142.69	6.56	349.16
25.	Puducherry	0.00	0.00	7.92	7.92
26.	Punjab	16.16	15.20	0.00	31.36
27.	Rajasthan	17.56	25.68	38.74	81.98
28.	Tamil Nadu	72.96	45.78	154.75	273.49
29.	Uttar Pradesh	51.88	43.93	13.73	109.54
30.	Uttaranchal	332.72	22.89	1.40	357.01
31.	West Bengal	99.13	2.98	5.28	107.39
32.	NABARD	0.00	250.00	118.33	368.33
33.	NCDC, New Delhi	0.00	0.00	0.00	0.00
34.	MANAGE, Hyderabad	0.00	7.50	7.50	15.00
Grand Total		2104.98	1794.82	870.06	4482.58

**Statement II***State-wise details of financial achievements in Organic Farming under National Horticulture Mission*

(Rs. in lakh)

State	2006-07	2007-08	2008-09	Total
1	2	3	4	5
Andhra Pradesh	129.77	180.18	754.65	1064.60
Bihar	825.00	766.24	721.44	2312.68
Chhattisgarh	1605.00	404.73	1409.94	3419.67
Delhi	0.00	0.00	0.00	0.00
Goa	30.12	30.70	27.04	87.86
Gujarat	52.85	83.36	9.27	145.48

1	2	3	4	5
Haryana	173.52	268.53	753.47	1195.52
Jharkhand	0.00	34.52	17.53	52.05
Karnataka	631.50	1137.47	1224.19	2993.16
Kerala	488.30	658.86	705.60	1852.76
Madhya Pradesh	371.41	500.13	167.92	1039.46
Maharashtra	1673.16	462.77	763.21	2899.14
Orissa	185.00	106.49	150.15	441.64
Punjab	75.60	316.48	422.86	814.94
Rajasthan	94.55	217.01	186.52	498.08
Tamil Nadu	366.43	740.79	135.76	1242.98
Uttar Pradesh	1221.29	2013.12	1463.38	4697.79
West Bengal	171.40	559.58	187.25	918.23
<b>Grand Total</b>	<b>8094.90</b>	<b>8480.96</b>	<b>9100.18</b>	<b>25676.04</b>

#### **Modernisation of Police Stations**

349. SHRI EKNATH MAHADEO GAIKWAD:  
SHRI MADHU GOUD YASKHI:  
SHRI MUKESH BHERAVADANJI GADHVI:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government has taken a decision to link 14,000 Police Stations/Police Chowky in the country with modern equipment like Telephone, Fax, Computer and Cyber network to improve the connectivity and increase their crime fighting capabilities;

(b) if so, the details alongwith the total funds that are likely to be incurred thereon; and

(c) the time by which all the Police Stations/Police Chowky of the country are likely to be connected with modern technology and equipment?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) and (b) Yes, Madam. The Crime and Criminal Tracking Network and Systems (CCTNS) Project, which is proposed to be

implemented as a Mission Mode Project, aims at creating a comprehensive and integrated system for enhancing the efficiency and effectiveness of policing at police station level through adoption of principles of e-Governance by creation of a nationwide networked infrastructure for evolution of IT-enabled state-of-the-art tracking system around "Investigation of crime and detection of criminals" in the real time. Under the Project about 14000 Police Stations and 6000 other Police offices at various levels would be connected through this computer network. Telephones or Faxes are not part of this Project. The total estimated cost of this Project is Rs. 2000 Crore during the 11th Five Year Plan.

(c) The Police Stations are likely to be connected by the end of 2010-11.

#### **Allotment of Iron Ore Mines in Jharkhand**

350. SHRI NISHIKANT DUBEY: Will the Minister of MINES be pleased to state:

(a) whether several proposals have been received from the Government of Jharkhand seeking approval for allotment of iron ore mines during each of the last three years and the current year;

(b) if so, the details and the status of these proposals including number of such proposals pending with the Government alongwith the reasons therefor;

(c) whether the Government has formulated any plan for exploration and exploitation of iron ore available in Jharkhand; and

(d) if so, the details thereof and the steps taken in this direction?

THE MINISTER OF MINES AND MINISTER OF DEVELOPMENT OF NORTH EASTERN REGION (SHRI B.K. HANDIQUE): (a) and (b) Yes, Sir. The number of proposals for mining leases for iron ore received from Government of Jharkhand during last three years and the current year and their status is as follows:-

	Proposals pending at the beginning of the year	Proposals received -during the year	Proposals approved	Proposals pending at the end of the year
2006-07	8	1	4	5
2007-08	5	5	5	5
2008-09	5	5	6	4
2009-10 (till 03.07.2009)	4	0	0	4

The status in respect of the pending proposals is given in the website of the Ministry of Mines at [www.mines.nic.in](http://www.mines.nic.in).

(c) and (d) Geological Survey of India (GSI), a subordinate office of the Ministry of Mines, has formulated a programme for exploration of iron ore in Ghatkuri block, District West Singhbhum. GSI has applied for forest permission before commencement of the operations. Another investigation has been undertaken by GSI in Chunga, Rajhara, Sokra, Nawa, Datam, Bhiwabatham areas in District Palamau.

Mineral Exploration Corporation Limited (MECL), a Public Sector Undertaking under the administrative control of Ministry of Mines, has also formulated a proposal for detailed exploration of iron ore at Ghatkuri (East), District West Singhbhum in Jharkhand, on promotional basis on behalf of the Ministry of Mines. MECL has applied for forest permission before commencement of the operations. In addition exploration and exploitation work is done by

the private sector and by State Government agencies in accordance with the provisions of the Mines and Minerals (Development and Regulation) Act. 1957.

### Monitoring of PDS

351. SHRI B. MAHTAB: Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether the Government is monitoring the Public Distribution System (PDS) through its own officers in the country;

(b) if so, the details of the mechanism and the nature of the duties performed by these officers;

(c) whether the Government has received any recommendations in this regard; and

(d) if so, the details thereof and the effective steps taken thereon?

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

(b) to (d) Targeted Public Distribution System (TPDS) is implemented jointly by Central Government and State/UT Governments, with sharing of responsibilities in this regard.

For better coordination between Central Government and State/UT Governments for implementing TPDS and other schemes, an arrangement of field visits by senior officers of the Department of Food and Public Distribution was introduced in 2000. These officers are termed as Area Officers. They are allotted States and UTs to visit and make assessment about functioning of TPDS and other schemes by visiting Fair Price Shops, FCI Depots and meeting beneficiaries of such schemes. The duties to be performed by these officers are given in the enclosed Statement-I.

Reports of the Area Officers are forwarded to the concerned State Government/UT Administration for taking appropriate action on the findings/recommendations contained therein. Findings/recommendations of the Area Officers' visits during 2008-09 are given in the enclosed Statement-II.

**Statement I**

Duties and responsibilities of the Area Officers:

- (i) The Area Officers shall visit their allocated States/UTs at least once in a quarter for inspecting TPDS functioning.
- (ii) Each Area Officer, during the inspection in the allotted State would inspect TPDS operations in one/two districts in the State. For surprise nature of their inspection and its objective, all Area Officers should select a minimum of two village Panchayats in each of the Districts on random basis. Assessment of the functioning of TPDS in the State be made by inspecting Fair Price Shops, FCI Depots, State Government Department godowns issuing foodgrains to FPS, and as well as interacting with TPDS ration card holding families.
- (iii) The Area Officer would select such area, having population belonging to SC, ST and very poor category.
- (iv) The Area Officers shall review functioning of TPDS as per the questionnaire/check list available given to them.
- (v) The Area Officers are expected to make an in-depth study on the functioning of TPDS in the area considering the actual situation prevailing in the area and submit an analytical report. In order to assess extent of diversion/leakage and price being charged, officer would first interview AAY/BPL/APL beneficiary on random basis about receipt of foodgrains and prices charged and crosscheck the same with State register maintained with FPSs.
- (vi) Area Officer may collect information from various divisions in the Department on the important issues pending with the State Food Secretary of concerned State and take up the issue with the Food Secretary.
- (vii) During meeting with State/UT Government representatives, the Area Officer shall disseminate the important decisions taken by the Central Government and concern of the Department of F&PD with the functioning of TPDS.
- (viii) The Area Officers shall submit their inspection reports within fortnight of inspection to the Department.

**Statement II**

State/UT	Findings/recommendations of Area Officers 2008-09
1	2
West Bengal	Less quantity of foodgrains was supplied to BPL/AAY beneficiaries. Higher price was charged from the BPL beneficiaries. FPSs were short of slips for recording the distribution of foodgrains to beneficiaries. Transporter/wholesaler should be selected through tender process.
Bihar	Beneficiaries were not getting foodgrains and kerosene regularly. BPL & AAY were not issued new cards after review of the lists. Non-lifting of foodgrains from FCI depots. Charging of higher prices of TPDS commodities by the FPSs.
Assam	Beneficiaries distributed foodgrains without producing cards at FPS. Beneficiaries were also getting foodgrains 1 kg less than the quantity allotted to very poor persons in order to adjust the extra transport cost.
Karnataka	Records in FPS should be updated and checked by SIO. The State Godowns should maintain quality of foodgrains supplied by the FCI. FPSs should be not very far away from the residences of beneficiaries. Monthly review meetings of functioning of TPDS in the State.
Rajasthan	Less quantity of foodgrains was distributed to the BPL beneficiaries i.e. 30 kg of wheat to BPL families in Tonk, 30 kg of wheat to BPL families in Jaipur district.
Madhya Pradesh	BPL cardholders were supplied 20 or 30 kg foodgrains. Whereas both the categories are entitled to get 35 kg foodgrain per family per month. No supply of foodgrains was made to APL households for some months. Foodgrains were supplied once in two months to wholesalers and subsequently to FPS to reduce transportation cost. Fair price shops

1	2
Maharashtra	<p>did not issue receipts to TPDS beneficiaries. It was also noted that Vigilance Committee had not inspected the Fair Price Shops for about 6 months.</p> <p>The FPS level records to be tallied and checked by SIO. Foodgrains at FPS level should be preserved properly to prevent infestation. FPS should be at vicinity of all beneficiaries. Foodgrains at FCI to be lifted in a time bound manner. Monthly review meetings with State and District level officers to be held regularly.</p>

[*Translation*]

#### Pending Bills from State Governments

352. SHRI RADHA MOHAN SINGH:  
SHRI HARIN PATHAK:  
SHRI TATHAGATA SATPATHY:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government has received several Bills from various State Governments for approval;

(b) if so, the name of the Bills received during each of the last three years and the current year, State-wise including the Sugarcane Bill, 1981 and the Gujarat Motor Vehicles (Use of fuel) Regulation Bill, received from the Government of Gujarat;

(c) the details of the Bills approved and pending with the Union Government separately during the said period, Statewise; and

(d) the time by which the pending Bills are likely to be approved?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLY RAMACHANDRAN):

(a) Yes, Madam.

(b) and (c) A Statement containing State-wise list of Bills received for approval or assent of the President since January, 2006 giving status of each Bill is enclosed.

No Bill viz., Sugarcane Bill, 1981 has been received in this Ministry from any State Government. However, a Bill namely the Bihar Sugar-cane (Regulation of Supply and Purchase) (Amendment) Bill, 2007, proposing to amend the Bihar Sugarcane (Regulation of Supply and Purchase) Act, 1981, as passed by the State Legislature and as reserved by the Governor of Bihar for the assent of the President under Article 200 of the Constitution of India, has been received in this Ministry.

The Gujarat Motor Vehicles (Use of Fuel) Regulation Bill, 2005, seeking the approval of the Government of India before its introduction in the State Legislature, has also been received.

(d) The State Legislations are examined from the three angles viz., (a) repugnancy with Central Laws, (b) deviation from National or Central Policy and (c) legal and Constitutional validity. Whenever necessary, the State Government are advised to modify/amend provision of such legislation keeping the above in view. With a view to expeditiously arriving at a decision, discussions are also held with State Governments and Ministries/Departments of the Government of India. Hence no time-frame can be fixed in this behalf.

#### Statement

*List of State Bills received since January, 2006*

#### Year 2006

SI.No.	Name of State	Name of Legislation	Present status: Finalized/Pending
1	2	3	4
1.	Andhra Pradesh	The Andhra Pradesh Government Property (Preservation, Protection and Resumption) Ordinance, 2006.	Finalized

1	2	3	4
2.	Andhra Pradesh	The Andhra Pradesh Chit Fund (Amendment) Ordinance, 2006.	Finalized
3.	Andhra Pradesh	The Registration (Andhra Pradesh Amendment) Ordinance, 2006.	Finalized
4.	Andhra Pradesh	The Registration (Andhra Pradesh Amendment) Bill, 2006.	Finalized
5.	Andhra Pradesh	The Andhra Pradesh Forest (Amendment) Bill, 2006.	Finalized
6.	Andhra Pradesh	The Andhra Pradesh Forest (Amendment) Bill, 2006.	Pending
7.	Andhra Pradesh	The Andhra Pradesh Maritime Board Bill, 2006.	Pending
8.	Andhra Pradesh	The Andhra Pradesh Special Economic Zones Bill, 2005.	Pending
9.	Andhra Pradesh	The Industrial Disputes (Andhra Pradesh Amendment) Bill, 2005	Finalized
10.	Arunachal Pradesh	—	—
11.	Assam	The Assam Apartments (Construction and Transfer of Ownership) Bill, 2006	Finalized
12.	Bihar	—	—
13.	Chhattisgarh	The Chhattisgarh High Court (Appeal to Division Bench) Bill, 2005	Finalized
14.	Chhattisgarh	The Code of Criminal Procedure (Chhattisgarh Amendment) Bill, 2005.	Finalized
15.	Chhattisgarh	The Chhattisgarh Vishesh Jan Suraksha Vidheyak, 2005.	Finalized
16.	Chhattisgarh	The Chhattisgarh Protection of Depositors Interest Bill, 2005.	Finalized
17.	Chhattisgarh	The Chhattisgarh High Court Bill, 2006.	Finalized
18.	Chhattisgarh	The Chhattisgarh Cooperative Society Bill, 2006.	Pending
19.	Goa	—	—
20.	Gujarat	—	—
21.	Haryana	The Punjab Agricultural Produce Marketing (Haryana Amendment) Bill, 2005.	Finalized
22.	Haryana	The Haryana Municipal Corporation (Amendment) Bill, 2006.	Finalized
23.	Haryana	The Haryana Public Premises and Land (Eviction and Rent Recovery) Amendment Bil, 2006.	Pending
24.	Himachal Pradesh	The Shimla Road Users and Pedestrians (Public Safety and Convenience) Bill, 2006.	Finalized
25.	Himachal Pradesh	The Code of Criminal Procedure (Himachal Pradesh Amendment) Bill, 2006.	Pending
26.	Himachal Pradesh	The Criminal Law (Himchal Pradesh Amendment) Bill, 2006.	Finalized

1	2	3	4
27.	Jharkhand	The Code of Criminal Procedure (Jharkhand Amendment) Bill, 2006.	Finalized
28.	Karnataka	The Industrial Employment (Standing Orders) (Karnataka Amendment) Bill, 2006.	Finalized
29.	Karnataka	The Karnataka Molasses Regulation Bill, 2004.	Finalized
30.	Kerala	The Protection of Human Rights (Kerala Amendment) Ordinance, 2005.	Finalized
31.	Kerala	The Kerala (Scheduled Castes and Scheduled Tribes) Regulation of issue of Community Certificates (Amendment) Ordinance, 2006.	Pending
32.	Kerala	The Motor Vehicles (Kerala Amendment) Ordinance, 2006.	Finalized
33.	Kerala	The Code of Criminal Procedure (Kerala Amendment) Ordinance, 2006.	Finalized
34.	Kerala	The Kerala Medical Officers Admission to Post Graduate Courses Under Service Quota Bill, 2006.	Finalized
35.	Kerala	Sree Pandaravaka Land (Vesting and Enfranchisement) Amendment Bill, 2006.	Finalized
36.	Kerala	The Kerala Land Reforms (Second Amendment) Bill, 2004.	Finalized
37.	Kerala	The Kerala Stay of Eviction Proceedings Bill, 2004.	Finalized
38.	Madhya Pradesh	The Code of Criminal Procedure (Madhya Pradesh Amendment) Bill, 2005.	Finalized
39.	Madhya Pradesh	The Motor Vehicles, (Madhya Pradesh Amendment) Bill, 2005.	Finalized
40.	Madhya Pradesh	The Indian Forest (Madhya Pradesh Amendment) Bill, 2005.	Finalized
41.	Madhya Pradesh	The Madhya Pradesh Uchha Nyayalaya (Khand Nyaypeeth Ko Appeal) Vidheyak, 2005.	Finalized
42.	Madhya Pradesh	The Motor Vehicles (Madhya Pradesh Amendment) Bill, 2005.	Finalized
43.	Madhya Pradesh	The Industrial Disputes (Madhya Pradesh Amendment) Bill, 2006.	Finalized
44.	Maharashtra	The Code of Criminal Procedure (Maharashtra Amendment) Bill, 2006.	Finalized
45.	Maharashtra	The Maharashtra Special Economic Zones and Designated Areas Bill, 2006.	Finalized
46.	Maharashtra	The Orphanages and Other Charitable Homes (Supervision and Control), the Persons with Disabilities (Equal Opportunities, Protection of Rights and Full Participation) and the Building and Other Construction Workers (Regulation of Employment and Conditions of Service) (Maharashtra Amendment) Bill, 2006.	Pending



1	2	3	4
47.	Maharashtra	The Bombay Tenancy and Agricultural Land (Amendment) Bill, 2005.	Finalized
48.	Maharashtra	The Maharashtra State Commission for Backward Classes Bill, 2005.	Finalized
49.	Maharashtra	The Maharashtra Devadasi System (Abolition) Bill, 2005.	Finalized
50.	Maharashtra	The Factories (Maharashtra Amendment) Bill, 2006.	Finalized
51.	Maharashtra	The Prevention of Food Adulteration (Maharashtra Amendment) Bill, 2006.	Finalized
52.	Maharashtra	The Maharashtra Agriculture Produce Marketing (Development and Regulation) Amendment Bill, 2006.	Finalized
53.	Maharashtra	The Maharashtra Fire Prevention and Life Safety Measures Bill, 2006.	Finalized
54.	Manipur	The Electricity (Manipur Amendment) Bill, 2006.	Finalized
55.	Manipur	The Manipur Protection of Interest of Depositors (In Financial Establishment) Bill, 2004.	Finalized
56.	Manipur	The Manipur State Commission for Women Bill, 2006.	Finalized
57.	Manipur	The Manipur State Commission for Other Backward Classes Bill, 2006.	Finalized
58.	Meghalaya	The Meghalaya Transfer of Land (Regulation) Amendment Bill, 2006.	Finalized
59.	Mizoram	—	—
60.	Nagaland	—	—
61.	Orissa	The Code of Civil Procedure (Orissa Amendment) Bill, 2006.	Finalized
62.	Orissa	The Orissa Ground Water (Regulation and Control of Development and Management) Bill, 2006.	Finalized
63.	Orissa	The Orissa Special Courts Bill, 2006.	Finalized
64.	Punjab	The Motor Vehicles (Punjab Amendment) Bill, 2006.	Finalized
65.	Punjab	The Punjab Self-Supporting Cooperative Societies Bill, 2006.	Finalized
66.	Punjab	The Code of Criminal Procedure (Punjab Amendment) Bill, 2006.	Finalized
67.	Rajasthan	The Indian Partnership (Rajasthan Amendment) Bill, 2006.	Finalized
68.	Rajasthan	The Rajasthan Control of Organised Crime Bill, 2006.	Pending
69.	Rajasthan	The Rajasthan Excise (Amendment) Bill, 2006.	Finalized
70.	Rajasthan	The Rajasthan Prevention of Defacement of Property Bill, 2006.	Finalized

1	2	3	4
71.	Sikkim	The Sikkim Medical Registration Bill, 2005.	Finalized
72.	Sikkim	The Sikkim Public Demand Recovery Bill, 2006.	Finalized
73.	Tamil Nadu	The Factories (Tamil Nadu Amendment) Bill, 2005.	Finalized
74.	Tamil Nadu	The Indian Penal Code and the Code of Criminal Procedure (Tamil Nadu Amendment) Bill, 2006.	Pending
75.	Tamil Nadu	The Tamil Nadu Professional Educational Institutions (Regulation of Admission and Determination of Fee) Bill, 2006.	Pending
76.	Tamil Nadu	The Indian Stamp and Registration (Tamil Nadu Amendment) Bill, 2006.	Finalized
77.	Tripura	The Tripura Vigilance Commission Bill, 1991.	Finalized
78.	UttarakhandU	The Revenue Recovery (Uttaranchal Amendment) Bill, 2006.	Pending
79.	Uttar Pradesh	—	—
80.	West Bengal	The New Town Kolkata Development Authority Authority Ordinance, 2005.	Finalized
81.	West Bengal	The West Bengal Administrative (Adjudication of School Disputes) Commission Bill, 2006.	Finalized
82.	West Bengal	The West Bengal Municipal Corporation Bill, 2006.	Finalized
83.	West Bengal	The West Bengal Cooperative Society's Bill, 2006.	Pending
<b>Year 2007</b>			
1.	Andhra Pradesh	The Land Acquisition (Andhra Pradesh Amendment) Ordinance, 2007.	Finalized
2.	Andhra Pradesh	The Andhra Pradesh Public Property (Prevention of Damages and Recovery of Losses) Bill, 2006.	Finalized
3.	Andhra Pradesh	The Land Acquisition (Andhra Pradesh Amendment) Bill 2007	Finalized
4.	Andhra Pradesh	The Industrial Disputes (Andhra Pradesh Amendment) Bill, 2007	Finalized
5.	Andhra Pradesh	The Andhra Pradesh Control of Organised Crime Bill, 2006	Pending
6.	Andhra Pradesh	The Criminal Laws (Andhra Pradesh Amendment) Bill, 2007.	Pending
7.	Andhra Pradesh	The Andhra Pradesh Community Service of Offenders Bill, 2007.	Pending
8.	Andhra Pradesh	The Code of Criminal Procedure (Andhra Pradesh Amendment) Bill, 2006.	Finalized
9.	Andhra Pradesh	The Registration (Andhra Pradesh Amendment) Bill, 2006.	Finalized
10.	Andhra Pradesh	The Andhra Pradesh Government Property (Preservation, Protection and Resumption) Bill, 2006.	Finalized

1	2	3	4
11.	Arunachal Pradesh	—	—
12.	Assam	The Assam Entry Tax (Amendment and Validation) Bill, 2007.	Finalized
13.	Assam	The Assam Gratuity (Amendment) Bill, 2006.	Finalized
14.	Assam	The Assam Tea Plantations Provident Fund and Pension Fund and Deposit Linked Insurance Fund Scheme (Second Amendment) Bill, 2007.	Finalized
15.	Assam	The Assam Cooperative Societies Bill, 2007.	Pending
16.	Assam	The Industrial Disputes (Assam Amendment) Bill, 2007.	Finalized
17.	Bihar	The Bihar Sugarcane (Regulation of Supply and Purchase) (Amendment) Bill, 2007.	Pending
18.	Chhattisgarh	The Indian Stamp (Chhattisgarh Amendment) Bill, 2006.	Finalized
19.	Goa	The Goa Lokayukta Bill, 2003.	Pending
20.	Gujarat	The Bombay Tenancy and Agricultural Lands (Gujarat Amendment) Bill, 2007.	Finalized
21.	Gujarat	The Gujarat Prohibition of Transfer of Immovable Property and Provision of Protection of Tenant from Eviction from Eviction from Premises in Disturbed Areas (Amendment) Bill, 2007.	Finalized
22.	Gujarat	The Registration (Gujarat Amendment) Bill, 2006.	Finalized
23.	Haryana	The Haryana Police Ordinance, 2006.	Finalized
24.	Haryana	The Haryana Police Bill, 2007.	Finalized
25.	Himachal Pradesh	The Code of Criminal Procedure (Himachal Pradesh Amendment) Bill, 2006.	Finalized
26.	Himachal Pradesh	The Himachal Pradesh Lokayukta (Amendment) Bill, 2007.	Finalized
27.	Himachal Pradesh	The Himachal Pradesh Prevention of Specific Corrupt Practices (Amendment) Bill, 2007.	Finalized
28.	Himachal Pradesh	The Himachal Pradesh Tenancy and Land Reforms (Amendment) Bill, 2006.	Finalized
29.	Himachal Pradesh	The Himachal Pradesh Courts (Amendment) Bill, 2007.	Finalized
30.	Himachal Pradesh	The Shimla Road Users and Pedestrians (Public Safety and Convenience) Bill, 2007.	Finalized
31.	Jharkhand	The Jharkhand Registration of Marriages Bill, 2006.	Pending
32.	Karnataka	The Karnataka Bhu Kabalika (Nishedha) Vidheyaka, 2007.	Pending
33.	Karnataka	The Karnataka Stamp (Second Amendment) Bill, 2007.	Finalized
34.	Karnataka	The Chit Funds (Karnataka Amendment) Bill, 2007.	Finalized
35.	Kerala	The Kerala Tax on Entry of Goods into Local Areas Bill, 2007.	Pending

1	2	3	4
36.	Kerala	The Industrial Disputes (Kerala Amendment) Bill, 2007.	Finalized
37.	Kerala	The Code of Criminal Procedure (Kerala Amendment) Bill, 2007.	Finalized
38.	Kerala	The Travancore-Cochin Hindu Religious Institutions (Second Amendment) Bill, 2007.	Finalized
39.	Kerala	The Kerala Recognition of Trade Unions Bill, 2007.	Finalized
40.	Madhya Pradesh	The Madhya Pradesh Gauvansh Vadh Pratishedh (Sanshodhan) Vidheyak, 2007.	Pending
41.	Madhya Pradesh	The Madhya Pradesh Van Upaj (Viyapar Viniyaman) Sanshodhan Vidheyak, 2006.	Finalized
42.	Madhya Pradesh	The Code of Criminal Procedure (Madhya Pradesh Amendment) Bill, 2007.	Finalized
43.	Madhya Pradesh	The Madhya Pradesh Tendu Patta (Vyapar Viniyaman) Sanshodhan Vidheyak, 2007.	Finalized
44.	Madhya Pradesh	The Madhya Pradesh Dharma Swatantrya (Sanshodhan) Vidheyak, 2006.	Pending
45.	Maharashtra	The Maharashtra Prevention of Dangerous Activities of Slumlords, Bootleggers, Drug-offenders and Dangerous Persons (Amendment) Ordinance, 2007.	Finalized
46.	Maharashtra	The Maharashtra High Court (Hearing of Writ Petitions by Division Bench and Abolition of Letters patent Appeals) (Amendment) Bill, 2007.	Finalized
47.	Maharashtra	The Code of Criminal Procedure (Maharashtra Amendment) Bill, 2006.	Pending
48.	Maharashtra	The Maharashtra Ownership Flats (Regulation of the Promotion of Construction, Sale, Management and Transfer) Amendment Bill, 2005.	Finalized
49.	Maharashtra	The Code of Criminal Procedure (Maharashtra Amendment) Bill, 2007.	Finalized
50.	Manipur	The Criminal Law (Manipur Amendment) Bill, 2007.	Pending
51.	Manipur	The Electricity (Manipur Amendment) Bill, 2007.	Pending
52.	Meghalaya	—	
53.	Mizoram	—	
54.	Nagaland	—	
55.	Orissa	The Indian Stamp (Orissa Amendment) Bill, 2007.	Finalized
56.	Punjab	—	
57.	Rajasthan	The Rajasthan Cooperative Societies (Second Amendment) Ordinance, 2007.	Pending

1	2	3	4
58.	Rajasthan	The Indian Partnership (Rajasthan Amendment) Bill, 2006.	Finalized
59.	Rajasthan	The Rajasthan Excise (Amendment) Bill, 2006.	Finalized
60.	Sikkim	The Sikkim Forests, Water Courses and Road Revenue (Preservation and Protection) Amendment Bill, 2007.	Finalized
61.	Tamil Nadu	The Tamil Nadu Admission in Professional Educational Institutions Bill, 2006.	Finalized
62.	Tamil Nadu	The Factories (Tamil Nadu Amendment) Bill, 2007	Finalized
63.	Tamil Nadu	The Tamil Nadu Universities Laws (Amendment) Bill, 2007	Finalized
64.	Tripura	—	
65.	Uttarakhand	—	
66.	Uttar Pradesh	The Uttar Pradesh Value Added Tax Bill, 2007.	Finalized
67.	Uttar Pradesh	The Uttar Pradesh Value Added Tax Ordinance, 2007.	Finalized
68.	Uttar Pradesh	The Uttar Pradesh Revenue Code Bill, 2006.	Pending
69.	Uttar Pradesh	The Intermediate Education (Amendment) Bill, 2007.	Finalized
70.	Uttar Pradesh	The Code of Criminal Procedure (Uttar Pradesh Amendment) Bill, 2007.	Pending
71.	West Bengal	The West Bengal Schools (Mapping and Planning) and Private School (Miscellaneous Provision) Bill, 2007	Finalized
72.	West Bengal	The West Bengal Medical Council Bill, 2007.	Finalized
73.	West Bengal	The West Bengal Municipal Corporation (Amendment) Bill, 2007.	Finalized
74.	West Bengal	The New Town Kolkata Development Authority Bill, 2007.	Finalized
75.	West Bengal	The Industrial Disputes (West Bengal Amendment) Bill, 2007.	Finalized
76.	West Bengal	The West Bengal Estates Acquisition (Amendment) Bill, 2007.	Finalized
<b>Year 2008</b>			
1.	Andhra Pradesh	The Andhra Pradesh Land Reforms (Ceiling on Agricultural Holdings) (Amendment) Ordinance, 2008.	Pending
2.	Andhra Pradesh	The Andhra Pradesh Prohibition (Amendment) Bill, 2007.	Finalized
3.	Andhra Pradesh	The Andhra Pradesh Forest (Amendment) Bill, 2007.	Pending
4.	Andhra Pradesh	The Industrial Disputes (Andhra Pradesh Amendment) Bill, 2008.	Finalized
5.	Andhra Pradesh	The Andhra Pradesh Court Fees and Suits Valuation (Amendment) Bill, 2007.	Pending
6.	Andhra Pradesh	The Andhra Pradesh Chit Funds (Amendment) Bill, 2007.	Finalized

1	2	3	4
7.	Andhra Pradesh	The Land Acquisition (Andhra Pradesh Amendment) Bill, 2007	Finalized
8.	Andhra Pradesh	The Industrial Disputes (Andhra Pradesh Amendmet) Bill, 2008.	Finalized
9.	Arunachal Pradesh	--	
10.	Assam	The Assam Moslem Marriages and Divorces Registration (Amendment) Bill, 2007.	Pending
11.	Assam	The Registration (Assam Amendment) Bill, 2008.	Finalized
12.	Bihar	--	
13.	Chhattisgarh	The Indian Penal Code (Chhattisgarh Amendment) Bil, 2009.	Pending
14.	Chhattisgarh	The Code of Criminal Procedure (Chhattisgarh Amendment) Bill, 2008.	Pending
15.	Chhattisgarh	The Code of Criminal Procedure (Chhattisgarh Amendment) Bill, 2008.	Pending
16.	Goa	The Registration (Goa Amendment) Bill, 2008.	Pending
17.	Gujarat	The Registration (Gujarat Amendment) Bill, 2008.	Finalized
18.	Haryana	--	
19.	Himachal Pradesh	The Indian Forest (Himachal Pradesh Amendment) Bill, 2008.	Pending
20.	Himachal Pradesh	The Shimla Road Users and Pedestrians (Public Safety and Convenience) Amendment Bill, 2008.	Finalized
21.	Himachal Pradesh	The Himachal Pradesh Prevention of Specific Safety and Convenience) Amendment Bill, 2008.	Finalized
22.	Jharkhand	The Bengal, Agra and Assam Civil Courts (Jharkhand Amendment) Bill, 2007.	Pending
23.	Karnataka	The Karnataka Devadasis (Prohibition of Dedication) (Amendment) Ordinance, 2008.	Pending
24.	Kerala	The Kerala Medical Officers' Admission to Post Graduate Courses Under Service Quota Ordinance, 2008.	Finalized
25.	Kerala	The Thiruppuvarm Payment (Abolition) Amendment Bill, 2008.	Finalized
26.	Kerala	The Kerala Medical Officers' Admission to the Post Graduate Courses Under Service Quota Bill, 2008.	Finalized
27.	Madhya Pradesh	The Madhya Pradesh Aatankvadi Evam Uchhedak Gatividhiyan Tatha Sangathit Apradh Niyantran Vidheyak, 2007.	Pending
28.	Madhya Pradesh	The Industrial Disputes (Madhya Pradesh Amendment) Bill, 2007.	Finalized
29.	Madhya Pradesh	The Madhya Pradesh Motoryan Karadhan (Sanshodhan) Vidheyak, 2007.	Finalized
30.	Madhya Pradesh	The Madhya Pradesh Stamp Bill, 2008.	Pending

1	2	3	4
31.	Madhya Pradesh	The Registration (Madhya Pradesh Amendment) Bill, 2008.	Finalized
32.	Maharashtra	The Maharashtra Special Economic Zones and Designated Areas Ordinance, 2008.	Pending
33.	Maharashtra	The Maharashtra Money-lending (Regulation) Ordinance, 2008.	Pending
34.	Maharashtra	The Indian Penal Code (Maharashtra Amendment) Bill, 2008.	Pending
35.	Maharashtra	The Code of Criminal Procedure (Maharashtra Amendment) Bill, 2008.	Pending
36.	Maharashtra	The Maharashtra Housing Sector Regulatory Commission Bill, 2008.	Pending
37.	Maharashtra	The Maharashtra High Court (Hearing of Writ Petitions by Division Bench and Abolition of Letters Patent Appeals) (Amendment) Bill, 2008.	Finalized
38.	Manipur	The Manipur Compulsory Registration of Marriages Bill, 2008.	Pending
39.	Meghalaya	—	—
40.	Mizoram	—	—
41.	Nagaland	—	—
42.	Orissa	The Code of Criminal Procedure (Orissa Amendment) Ordinance, 2008.	Finalized
43.	Orissa	The Indian Stamp (Orissa Amendment) Bill, 2008.	Finalized
44.	Punjab	The Code of Criminal Procedure (Punjab Amendment) Bill, 2007.	Finalized
45.	Punjab	The Punjab Compulsory Registration of Marriages Bill, 2008.	Pending
46.	Rajasthan	The Rajasthan Bovine Animal (Prohibition of Slaughter and Regulation of Temporary Migration or Export (Amendment) Bill, 2008.	Pending
47.	Rajasthan	The Rajasthan Apartment Ownership Bill, 2008.	Pending
48.	Rajasthan	The Rajasthan Stamp (Amendment) Bill, 2008.	Pending
49.	Rajasthan	The Rajasthan Dharam Swatantra Vidheyak, 2008.	Pending
50.	Sikkim	The Sikkim Promotion of Local Employment Bill, 2008.	Pending
51.	Sikkim	The Sikkim Nurses, Midwives and Health Visitors Bill, 2008.	Pending
52.	Sikkim	The Sikkim (Constitution of Special Eco-Task Forest Guards) Bill, 2008.	Pending
53.	Sikkim	The Sikkim Forests, Water Courses and Road Reserve (Preservation and Protection) Amendment Bill, 2008.	Pending

1	2	3	4
54.	Tamil Nadu	The Contract Labour (Regulation and Abolition) (Tamil Nadu Amendment) Bill, 2008.	Finalized Finalized
55.	Tamil Nadu	The Registration (Tamil Nadu Amendment) Bill, 2008.	Finalized
56.	Tamil Nadu	The Building and Other Construction Workers (Regulation of Employment and Conditions of Service) and the Building and Other Construction Workers Welfare Laws (Tamil Nadu Amendment) Bill, 2008.	Pending
57.	Tamil Nadu	The Registration (Tamil Nadu Second Amendment) Bill, 2008.	Pending
58.	Tamil Nadu	The Registration (Tamil Nadu Third Amendment) Bill, 2008.	Finalized
59.	Tamil Nadu	The Industrial Disputes (Tamil Nadu Amendment) Bill, 2008.	Finalized
60.	Tamil Nadu	The Industrial Employment (Standing Orders) (Tamil Nadu Amendment) Bill, 2008.	Pending
61.	Tamil Nadu	The Motor Transport Workers (Tamil Nadu Amendment) Bill, 2008.	Pending
62.	Tamil Nadu	The Registration (Tamil Nadu Amendment) Bill, 2008	Finalized
63.	Tamil Nadu	The Tamil Nadu Land Reforms (Fixation of Ceiling on Land) Amendment Bill, 2008.	Pending
64.	Tripura	—	
65.	Uttarakhand	—	
66.	Uttar Pradesh	The Uttar Pradesh Control of Organised Crime Bill, 2007.	Pending
67.	Uttar Pradesh	The Uttar Pradesh Stamp Bill, 2008.	Pending
68.	West Bengal	The Industrial Disputes (West Bengal Amendment) Bill, 2008.	Pending
69.	West Bengal	The West Bengal Administration (Adjudication of School Disputes) Commission Bill, 2008.	Pending
<b>Year 2009</b>			
1.	Andhra Pradesh	The Industrial Disputes (Andhra Pradesh) Amendment Bill, 2008.	Pending
2.	Andhra Pradesh	The Contract Labour (Regulation and Abolition) (Andhra Pradesh Amendment) Bill, 2009.	Pending
3.	Andhra Pradesh	The Andhra Pradesh Excise (Amendment) Bill, 2009.	Pending
4.	Arunachal Pradesh	—	
5.	Assam	The Assam Tea Plantations Provident Fund (And Pension Fund) and Deposit Linked Insurance Fund) Scheme (Amendment) Bill, 2009.	Finalized



1	2	3	4
6.	Assam	The Registration (Assam Amendment) Bill, 2009.	Pending
7.	Assam	The Assam Preventive Detention (Amendment) Bill, 2009.	Pending
8.	Bihar	The Bihar Special Courts Bill, 2009.	Pending
9.	Chhattisgarh	—	
10.	Goa	The Registration (Goa Amendment) Bill, 2009.	Pending
11.	Gujarat	The Bombay Tenancy and Agricultural Lands (Gujarat Amendment) Bill, 2009.	Finalized
12.	Haryana	The Code of Criminal Procedure (Haryana Amendment) Bill, 2008.	Pending
13.	Haryana	The Haryana Shri Mata Mansa Devi Shrine (Amendment) Bill, 2009.	Pending
14.	Haryana	The Haryana Shri Kapal Mochan, Shri Badri Narain, Shri Mantra Devi and Shri Kedar Nath Shrine Bill, 2009.	Pending
15.	Himachal Pradesh	—	
16.	Jammu and Kashmir	The Constitution Jammu and Kashmir (Thirty Fourth Amendment) Bill, 2009	Pending
17.	Jharkhand	The National University of Study and Research in Law Ranchi, Ordinance, 2009.	Pending
18.	Jharkhand	The Jharkhand Special Economic Zone Bill, 2007.	Pending
19.	Karnataka	The Karnataka Devadasis (Prohibition of Dedication) (Amendment) Bill, 2009.	Pending
20.	Kerala	The Indian Partnership (Kerala Amendment) Bill, 2008.	Pending
21.	Kerala	The Registration (Kerala Amendment) Bill, 2008.	Finalized
22.	Kerala	The Plantations Labour (Kerala Amendment) Bill, 2009.	Pending
23.	Madhya Pradesh	—	
24.	Maharashtra	The Maharashtra Regional and Town Planning (Second Amendment) Ordinance, 2009.	Pending
25.	Maharashtra	The Registration (Maharashtra Amendment) Bill, 2009.	Pending
26.	Maharashtra	The Bombay Primary Education (Amendment) Bill, 2009.	Pending
27.	Maharashtra	The Mumbai Municipal Corporation, the Bombay Provincial Municipal Corporation, the City of Nagpur Corporation, the Bombay Police and the Maharashtra Municipal Councils, Nagpur Panchyats and Industrial Townships (Amendment) Bill, 2009.	Pending
28.	Maharashtra	The Maharashtra Ground Water (Development and Management) Bill, 2009.	Pending
29.	Manipur	The Manipur Minorities Commission Bill, 2009.	Pending

1	2	3	4
30.	Manipur	The Manipur Medical Council Bill, 2008.	Pending
31.	Meghalaya	The Industrial Disputes (Meghalaya Amendment) Bill, 2009.	Finalized
32.	Mizoram	—	
33.	Nagaland	—	
34.	Orissa	The Orissa Excise Bill, 2008.	Pending
35.	Punjab	The Code of Criminal Procedure (Punjab Amendment) Bill, 2008.	Pending
36.	Punjab	The Indian Penal Code (Punjab Amendment) Bill, 2008.	Pending
37.	Punjab	The Industrial Disputes (Punjab Amendment) Bill, 2009.	Pending
38.	Rajasthan	—	
39.	Sikkim	—	
40.	Tamil Nadu	—	
41.	Tripura	The Tripura State Minority Commission Bill, 2008.	Pending
42.	Tripura	The Tripura Lokayukta Bill, 2008.	Pending
43.	Tripura	The Industrial Disputes (Tripura Amendment) Bill, 2009.	Pending
44.	Tripura	The Code of Criminal Procedure (Tripura Eighth Amendment) Bill, 2009.	Pending
45.	Uttarkhand	—	
46.	Uttar Pradesh	—	
47.	West Bengal	—	

#### Review of Essential Commodities Act, 1955

353. SHRI JAI PRAKASH AGARWAL: Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) the number of commodities presently included in the list of essential commodities under the Essential Commodities Act, 1955;

(b) whether the Government has reviewed/proposed to review the relevance of the said Act in the light of economic liberalisation; and

(c) if so, the details thereof alongwith the progress made therein?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) The Essential Commodities Act, 1955 was last amended in 2006. As per the amended Act, the number of essential

commodities are seven (7) and these are specified in the Schedule to the Act, as under:

- (1) Drugs,
- (2) Fertilizer, whether inorganic, organic or mixed;
- (3) Foodstuffs, including edible oilseeds and oils;
- (4) Hank yarn made wholly from cotton;
- (5) Petroleum and petroleum products;
- (6) Raw jute and jute textile;
- (7) (i) seeds of food-crop's and seeds of fruits and vegetables;
- (ii) seeds of cattle fodder; and
- (iii) jute seeds,

(b) There is no proposal to further amend the Act.

(c) In view of (b) above question does not arise.

*[English]*

**Conversion of State Highways into  
National Highways**

354. SHRI BALIRAM JADHAV:  
SHRI YASHBANT LAGURI:

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

(a) the norms laid down for converting State Highways into National Highways;

(b) whether the Union Government has received proposals from the States for declaring/upgrading of State Highways into National Highways during each of the last three years and the current year;

(c) if so, the details thereof alongwith the State road projects for which upgradations have been accepted and the annual allocation provided to execute the project, proposal-wise; and

(d) the rationale for not upgrading the State roads into National Highways, proposal-wise?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (KUNWAR R.P.N. SINGH): (a) An eleven point criteria broadly has been prescribed for converting State Highways into National Highways. A copy of same is given in the enclosed Statement-I.

(b) and (c) Consolidated details of the proposals received during the last three years and during the current year is given in the enclosed Statement-II as the details not maintained year-wise. The details of the State roads which have been declared as National Highways during last three years are given in the enclosed Statement-III. The allocation of funds for development and maintenance of National Highways is made in lumpsum. No separate funds are allocated for new National Highways.

(d) At present, emphasis is being given for development of existing National Highways to the requisite standard instead of more roads as National Highways due to financial constraints.

**Statement I**

*Criteria for Declaration of National Highways*

1. Roads which run through the length and breadth of the country.
2. Roads connecting adjacent countries.
3. Roads connecting the National Capital with State Capital and roads connecting mutually the State Capitals.
4. Roads connecting major ports, large industrial centres or tourist centres.
5. Roads meeting very important strategic requirements.
6. Arterial roads which enable sizeable reduction in travel distance and achieve substantial economic growth thereby.
7. Roads which help opening up large tracts of backward area and hilly regions.
8. National Highways grid of 100 Km is achieved.
9. The road must be up to the standard laid down for State Highways—both in its technical requirements as well as the land requirements.
10. The road and right of way must be free of any type of encroachment and should be the property to the State Government.
11. The right of way required for the National Highways (preferable 45m, minimum 30m) must be available for acquiring, free of encroachments and the State Government would complete acquiring formalities within six months.

**Statement II**

*Updated Details of proposals for declaration of new National Highways  
received from State Governments after 25.2.2004*

Sl.No.	Name of the State	Details of Roads/Stretches	Length in Kms
1	2	3	4
1.	Andhra Pradesh	1. Nellore-Atmakur-Badvel-Mydukure-Gooty	314

1	2	3	4
		2. Hyderabad-Ramagundam-Mancherial-Chanda	330
		*3. Hyderabad-Srisaïlam-Dornala-Atmakur-Nandyal	353.18
		4. Gundugolu-Nallageria-Devarapalli-Vernagiri road	83
		5. Krishnapatnam Port-Nellore-Chellakara near Chitradurg	470
		6. Hyderabad-Medak-Bodhan-Basar-Luxettipet	395
		*7. Kakinada-Dwarapuydi-Rajamundry-Kovvur-Suryapeta	300
		8. Rajamundry-Maredumilli-Chinturu-Bhoopalapatnam	400
		9. Kurnool-Atmakur-Dornala-Thokapalli-Pericherla-Guntur	300
		10. Kodad-Miryalaguda-Devarakonda-Tandur-Chincholi	240
		11. Bellary-Adoni-Raichut-Mehboobnagar-Jadcherla	200
		12. Kalingapatnam-Srikakulum-Rayagadh to NH 201	120
		*13. Sironcha Mahadevapur-Tungaturthi-Erpedu-Renigunta	650
		14. Anakapalli-Anadapuram	50
		15. Kuppam-Gundipalli-Kolar, to NH 219	70
		16. Kodad-Khammam-Thorrur-Warangal-Jagityal	290
		17. Ananthapur-Uravakonda-Bellary	78
		18. Puthalapattu-Naidupet road	117
		19. Kurnool-Bellary road	126
		20. Tadipatri-Raichur road via Ananthapur-Urvakonda road	146.17
		*21. Road from "Guntur-Vinukonda-Tokapalli-Nandyal Banganapalli-Owk-Thadapatri-Dharmavaram-Kodur	530
		*22. Adilabad-Utnoor-Khanapur-Korutla-Vemulawada-Siddipet- Janagon-Suryapeta-Miryalguda-Piduguralla-Narasaraopeta- Vodarevu	630
		Sub Total	6192.35
2.	Assam	1. Dhodar Ali	250
3.	Bihar	1. Darbhanga-Kamtola-Madhapur road	—
4.	Dadra and Nagar Haveli	1. Daman to Nasik via Vapi, Silvassa, Khanvel and Triambakeshwar	190
		2. Vapi-Silvassa-Talasari road	50
		Sub Total	240
5.	Gujarat	1. Sarkhej-Sanand-Viramgam-NH No. 8A near Maliya	186

1	2	3	4
		2. Himatnagar-Mehsana-Radhanpur State Highway	165
		3. Vadodara-Por-Nasik road linking NH No. 8A with NH 6	245
		4. Ahmedabad-Dhoika-Vataman	80
		5. Nadiad-Kapadwanj-Modasa joining NH 8	135
		6. Shamlaji-Modasa-Godhara-Vapi State Highway No. 5	506
		7. Vadodara-Dabhol-Chhotaudepur to MP border	125
		8. Bhaurch-Ankelshwar-Sagbara to Maharashtra border	90
		9. Himatnagar-Ider-Khedbhrama-Ambaji to Abu road border	130
		10. Jafarabad-Rajula-Avarkundala-Patadi-Sami-Radhanpur	440
		11. Gandevi-Manekpur-Chinchli upto Maharashtra border	120
		12. Vadasad-Pardi-Kaparada Maharashtra border	60
		13. Gandhinagar-Dehgam-Bayad-Jalod to Rajasthan border	200
		14. Gandhinagar-Goraria-Visanagar-Ambaji-Abu road	170
		15. Bhachau-Bhuj-Pandhro road	220
		16. Bagodara-Dhanduka-Vallbhipur-Rajula-Jafarabad	265
		17. Bagodara-Dhandhuka-Bhavnagar	130
		18. Bhavnagar-Vataman-Padara-Karjan on NH 8	200
		19. Malia-Jamnagar-Okha Dwarka	340
		Sub Total	3806.00
6.	Haryana	1. Ambala Cantt. (NH 1) to Saha (NH 73)	15
		2. Saha (NH 73) to Sahabad (NH 1)	16
		3. Uklana (NH 65)-Surewalchal to Tohna-Patran (NH 71)	29.40
		4. Between NH-71 and NH-71A in Rohtak city	2.60
		Sub Total	63.00
7.	Himachal Pradesh	1. Hoshiarpur-Bhankhandi-Jhalara-Una-Bhota-Joha-Rewalsar-Mandi Road	180.00
		2. Yamuna Nagar-Lal Dhank-Paunta-Daranghati Road	352.00
		3. Kiratpur Sahib-Nangal-Una-Maclodeganj Road	207.50
		4. Slappar-Tattapani-Luri-Sainj Road	120.00

1	2	3	4
		5. Chandigarh (PGI)-Baddi-Ramashahar-Shalaghat Road	127.20
		6. Sainj-Luri-Banjar-Aut (Bagitar) Road	97.00
		7. Taradevi (Shimla)-Jubbarhatti-Kunihar-Ramshehar- Nalagarh-Ghanouli (SH No. 6) (HP Boundary) road	106.40
		8. Bharmour-Chamba-Dallhousie-Pathankot Road	133.00
		9. Hamirpur-Sujanpur-Palampur Road	60.00
		10. Brahampukhar-Bilaspur-Ghumarwin-Sarkaghat-Bajinath Road	111.80
		11. Slapper-Pandoh-Chailchowk-Karsog-Tattapani-Dhalli-Theog-Kotkhai-Jubbal-Hatkoti Road	300.00
		Sub Total	1793.50
8.	Jharkhand	Gobindpur-Jamtara-Dumka-Sahebgunj road	310
9.	Karnataka	1. Mysore-Channarayapatna-Arasikere-Loop between Channarayapatna and Sakaleshpura via Holenarasipura	187
		2. Bilikere-Hassan-Belur-Tarikere-Shimoga-Honnali-H.P. Halli-Hospet-Gangavathi-Sindanur-Manvi-Raichur	612
		3. NH 48-Hassan-Gorur-Arakalgud-Ramanathapura-Bettadapura-Periyapatna-Gundlupt Road	249
		4. Bantwal-Mudigere-Belur-Halebidu-Sira-Gowribidanur-C.B.Pura-Chintamani-Srinivasapura-Mulbagal.	487
		5. Bangalore-Outer Ring road Dobaspet-Solur-Magadi-Ramanagaram-Kanakapura-Anekal-Attibnele-Sarjapura	194
		6. Bangalore-Ramanagara-Channapatna-Mandya-Mysore-Mercara-Mangalore (to join NH-17)	385
		7. Bidar-Humnabad-Gulbarga-Siriguppa-Bellary-Hiriyur-Chikkanayakanahalli-Nagamangala-Pandavapura-Srirangapatna	679
		8. Koratagere-Tumkur-Kunigal-Huliyurgurga-Maddur-Malavalli Road	140
		9. Belgaum-Bijapur-Gulbarga-Humnabad	144
		10. Belgaum-Bagalkot-Raichur-Mehaboobnagar-Andhra Pradesh	336
		11. Chitradurga-Holakere-Hosadurga-Chikkamangalore-Mudigere-Belthangadi-Bantwal-Mangalore (to join NH-17)	250
		12. Padubidri-Karkala-Sringere-Thirthahalli-Shikaripura-Siralkooppa-Hubli-Bagalkot-Humnabad	665
		13. Malavalli-Bannur-Mysore Road	45

1	2	3	4
		14. Ginigere (Koppal)-Gangavathi-Kalmala (Raichur) Road	167
		15. Kumta-Sirsi-Thadasa-Hubli Road	140
		16. S.H-24 from Hiriyur on NH-4 linking Penugonda in Andhra Pradesh	115
		17. Jewargi-Bellari-Hattigudur-Lingasugur-Sindhanur-Siriguppa	248
		18. Doddaballapur-Kolar Road via Nandi Vijayapura, Vemgal	82
		19. Kumta-Sirsi-Haveri-Molakalmuru-Ananthapura	245
		20. Aurad-Bidar-Chincholi-Jewargi-Bijapur-Sedbal-Gatkarwadin Maharashtra	480
		21. Hebsur-Dharwar-Rangagaram-Panaji Road	95
		22. Bagalkot-Guledagudda-Gajendragarh-Kukunur-Bhanapur	130
		23. Bangalore-Hindupura to join NH-7 (Somandenapalli) upto State Border	80
		24. Kadur-Kannanagada State Highway No. 64	190
		25. Belgaum-Bagalkot-Hungund road	165
		26. Koppala-Jewargi road	216
		27. Navalgund-Kushtagi road	97
		28. Manadavady-H.D. Kote-Jaipura-Kollegal-Salem road	197
		Sub Total	7020
10.	Kerala	Tirur-Kottakkal-Malappuram-Manjeri-Gundalupet road	164
11.	Maharashtra	1. Coastal Road	733.87
		2. Akola-Nanded-Dugulur-Raichur	
		3. Kolhapur-Solapur-Latur-Nanded-Yantol-Wardha-Nagpur	457.00
		Sub Total	1190.87
12.	Meghalaya	1. Nongstoin-Tura Road	218
		2. Agia-Medhipara-Phulwabri-Barengapara road	224
		Sub Total	442
13.	Manipur	1. Churachandpur to Tuivai via Singhat-Singzawl road	163
14.	Mizoram	1. Keitum to Zokhawthar via Khawbung road	179
15.	Nagaland	1. Bokajan in Assam Rengmapani-Kiphire in Nagaland	278

1	2	3	4
		2. Halflong-Mahur-Laike-Kohima in Nagaland	182
		3. Tuensang in Nagaland-Nagimora-Sibsagar (Simulguri) in Assam	265
		Sub Total	725
16.	Orissa	1. Cuttack-Paradeep	82.00
		2. Sambalpur-Rourkella road	162.50
		3. Jagatpur-Kendrapara-Chandbali-Bhadrak road	152.18
		4. Phulbanakhara-Charichhak-Gop-Konark-Puri	104.00
		5. Berhampur-Koraput road	313.60
		6. Kaakhia-Jajpur-Ardi-Bhadrak road	92.50
		7. Joshipur-Rairangpur-Tiringi road	40.49
		8. Karamdihi-Subdega-Talsora-Luhakera	37.00
		9. Rourkella-Rainbahal-Kanibahal road	111.00
		10. Kukurbhuka-Lanjiberna-Salang bahal road	31.00
		11. Jaleswar-Batagaon-Chandaneswar road	35.60
		12. Dhenkanal-Naranpur road	100.00
		13. Jeypore-Malkangiri-Motu road	323.00
		Sub-Total	1584.87
17.	Puducherry	1. Karaikal-Nedungadu-Kumbakonam-Tanjore road	
		2. Karaikal-Peralam-Mayiladuthurai-Sirkali road	
		3. Karaikal-Peralam-Thiruvapur road	
		4. Sirkali-Sembanarkoil-Akkoor road link with Karaikal	
		5. East Coast Road from Chennai to Puducherry	
18.	Punjab	1. SH-25 Amritsar-Raja Sansi International Airport-Dera Baba Nanak-Gurdaspur	—
		2. SH-22-Kiratpur Sahim-Anandpur Sahib-Nangal-Una (through Himachal Pradesh) Hoshiarpur	—
		3. Guru Gobind Singh Marg from Takhat Sri Damdama Sahib (Talwandi Sabo) to Sachkhand Sri Hazoor Sahib (Nanded)	2480
		Sub Total	2480



1	2	3	4
19.	Rajasthan	1. Mathura-Bharatpur road	40
		2. Nasirabad-Devli road	95
		3. Kotputli-Sikar road	125
		4. Khairwara-Doongarpur-Baanswara-Ratlam road	210
		5. Swarup-Ganj-Kotra-Som-Kherwada road	147
		6. Faludi-Nagore road	140
		7. Shridungargarh-Sardarshahar-Pulasar-Jasarasar	115
		8. Sawaimadhopur-Shivpuri (MP)	44
		9. Koshi-Kama-Deeg-Bharatpur-Roopwas-Dholpur	139
		10. Gaumti-Chauraha-Desuri-Sadri-Ahor-Jalore-Barmer	306
		11. Phalodi-Balotra-Jalore-Sirohi	343
		12. Nagaur-Deedwana-Khur-Sikar	176
		13. Kirki chowki-Bhinder-Saiulumber-Aspur-Durgarpur	146
		14. Hodel-Punhana-Nharatpur-Roopwas-Dholpur	202
		15. Chandwaji-Chomu-Bagru on NH-8	171
		16. Sirohi-Mandar-Deesa (Gujarat)	68
		17. Gurgaon-Alwar-Sariska-Dausa-Swaimadhopur	248
		18. Barmer (NH-15)-Jalore-Ahor-Sadri-Desuri-Gaumati ka Chauraha-Kankroli-Bhilwara-Mandalgarh	446
		19. Jaipur (NH-8)-Jobner-Kuchaman-Nagaur-Phalodi (NH-15)	336
		20. Mathura (NH-3) Bharatput-Banyana-Bhadoti- Swaimadhopur-Palighat-Itawa-Mangrol-Baran (NH-76)	332
		21. Bharatpur (NH-11)-Alwar-Bansur-Kotputli-Neem Ka Thana-Sikar-Salasar (NH-65)	301
		22. Fatehpur (NH-11)-Jhunjhunu-Chirawa-Singhana- Namol-Rewari (NH-8)	164
		23. Pratapgarh (NH-113)-Dungarpur-Bichiwada (NH-8)	226
		24. Jaipur (NH-12)-Diggi-Kekri-Shahpura-Mandal-Bhilwara (NH-79)	123
		Sub-Total	4673
20.	Sikkim	1. Alternate National Highway from Nathula to Siliguri	—
		2. Lachung Valley through Singtham and Chungthang	—
		3. Rongli through Rangpo and Rorathang	—
		4. Pakyong through Ranipool and Rorathang	—

1	2	3	4
21.	Tamil Nadu	1. Sathy-Athani-Bhavani road (State Highway No. 82)	52.80
		2. Avinashi-Tiruppur-Palladam-Pollachi-Meenkarai road	99.60
		3. Trichy-Namakkal road	77.40
		4. Thirucharapalli-Lalgudi-Kallagudi-Udyanpalya-Ganjaikonda-Chalapuri-Mee-Kattumannagady-Chidambaram	140.00
		5. Thanjavur-Adanakkottai-Pudukottai	60.00
		6. Dindigul-Natham-Singampunari-Thirupathur Devakottai Rastha road	120.40
		7. Cuddalore-Chittoor road	203
		Sub-Total	753.20
22	Tripura**	Kukital to Sabroom via Dharmanagar-Amarpur, Rupaichari	310
23.	Uttar Pradesh**	1. Kuravali-Mainpuri-Karhal-Etawah road	73.158
		2. Sirsaganj-Karhal-Kishni-Vidhuna-Chobepur road	161.53
		3. Bareilly-Badaaun-Bilsi-Gajraula-Chandpur-Binjaur road	262.39
		4. Jagdishpur-Gauriganj-Amethi-Pratapgarh road	79.00
		5. Fatehpur-Raibareilly-Jagdishpur-Faizabad road	181.960
		6. Lumbini Dudhi State Highway No. 5	101.00
		7. Lucknow-Banda	148.52
		8. Pilbhit-Bareilly-Badaun-Kasganj-Hathras-Mathura-Bharatpur (Rajasthan Border)	283.03
		Sub Total	1291.065
24.	Uttarakhand	1. Himalayan Highway (Himachal Border-Tuni-Chakrata-Lakhwad-Yamuna-Bridge-Almora-Lohaghat road)	706
		2. Badwala to Juddo (Harbartpur-Badkot Band)	18
		3. Buakhal-Ghurdauri-Devprayag	49
		Sub Total	773
25.	West Bengal	1. Galgalia in West Bengal and Bihar border to Purnia	102
		Sub Total	102
Total			34214.865

\*Revised proposal received from State Government after 25.04.08 according to Ministry's 11-point criteria. (\*\* All proposals)

**Statement III***Details of National Highways Declared During the Last Three Years and Current Year*

State	National Highways No.	Stretch	Approx Length (Km)
1	2	3	4
<b>(2006-07)</b>			
Uttar Pradesh	24B	Lucknow-Rai Bareilly-Allahabad	185
Tamil Nadu	226	Thanjavur-Gandharvakottai-Sivaganga-Manamadurai	144
	227	Thiruchirappalli-connecting-Lalgudi-Kumaratchi-Chidambaram	135
Gujarat	228	Ahemdabad-Dandi (Dandi heritage route)	374
West Bengal	2B	Burdwan-Bolpur	52
Bihar	2C	Dehri-Akbarpur-Bihar/UP Border	105
<b>(2007-08)</b>			
West Bengal	31D	Siliguri-Salsalabari-Fulbari-Mainaguri-Dhupguri Falakata and Sonapur	147
Kerala	47C	Kalamassery, crossing NH-17 and terminating at Vallarpadam	17
<b>(2008-09)</b>			
Arunachal Pradesh	229	The highway starting from Tawang passing through Bomdila, Nechipu, Seppa, Sagalee, Ziro, Daporijo, Along terminating at Pasighat in the State of Arunachal Pradesh	1090
Arunachal Pradesh	Extension of NH 52 B	The highway starting from Mahadevpur Passing through Namchik, Changlang, Khonsa and Kanubari in the State of Arunachal Pradesh and terminating near Dibrugarh in the State of Assam, joining with approaches to Bogibeel bridge	450
Arunachal Pradesh	Extension of NH 37	The National Highway Number 37 is extended from its dead end near Saikhowaghat in Assam to join NH 52 near Roing in Arunachal Pradesh	60
Tamil Nadu	Extension of NH-226	The highway starting from Perambalur connecting Perali, Keelapalur, Ariyalur, Kunnam, Thiruvaiyaru, Kandiyur and joining NH-226 at Thanjavur in the State of Tamil Nadu	85
Tamil Nadu	230	The Highway starting from Madurai connecting Tiruppuvanam, Poovandhi, Sivaganga, Kalaiyarkoil, Thiruvadana and terminating at Tondi Port town in the State of Tamil Nadu	82

1	2	3	4
West Bengal	Extension of NH-2B	The highway starting from Bolpur connecting Prantik, Mayureswar and terminating at Mollarpur at the junction of NH-60 in the State of West Bengal	54
Himachal Pradesh	20A	The highway starting from Nagrota at the Junction of NH 20 connecting Ranital, Dehra and terminating at Musbarikpur at the Junction of NH 70 in Himachal Pradesh	91
Himachal Pradesh	72B	The highway starting from Paonta at the Junction of NH 72 connecting Rajban, Shillai in the State of Himachal Pradesh and passing through Minus, Tuini in Uttarakhand and terminating at Hatkoti in Himachal Pradesh	109
Uttarakhand	72B	The highway starting from Paonta at the Junction of NH 72 connecting Rajban, Shillai in the State of Himachal Pradesh and passing through Minus, Tuini in Uttarakhand and terminating at Hatkoti in Himachal Pradesh	51
Uttar Pradesh	231	The highway starting from Raibareli connecting Salon, Pratapgarh, Machlishahar and terminating at Jaunpur in the State of Uttar Pradesh	169
	232	The highway starting from Ambedkarnagar (Tanda) connecting Sultanpur, Amethi, Raibareli, Lalganj, Fatehpur and terminating at Banda in the State of Uttar Pradesh	305
	232A	The highway starting from Unnao and terminating at Lalganj (junction of NH 232) in the State of Uttar Pradesh	68
	233	The highway starting from India/Nepal Border (connecting to Lumbani) via Naugarh, Sidarthanagar, Bansi, Basti, Tanda, Ajmagarh and terminating at Varanasi in the State of Uttar Pradesh	292
	235	The highway starting from Meerut connecting Hapur, Gulawthi and terminating at Bulandshahar in the State of Uttar Pradesh	66
Andhra Pradesh	18A	The highway starting from Puthalapattu and terminating at Tirupati in Andhra Pradesh	42
Andhra Pradesh, Karnataka, Tamil Nadu	234	The highway starting from Mangalore connecting Beltangadi, Mudigare, Belur, Huliya, Sira, Madhugiri, Chintamani in Karnataka, Venktagiri Kota in Andhra Pradesh, Pernampet, Gudiyattam, Katpadi, Vellore, Pushpagiri, Polur and terminating at Tiruvanmalai-Viluppuram in Tamil Nadu	780

### Regularisation of Workers in FCI

355. SHRI A. SAMPATH: Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether there have been demands from various quarters for the regularization of the contract workers of the Food Corporation of India (FCI) at Chalakuddi, Mavellikara and West Hill (Kozhikode) in Kerala;

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

(c) whether the FCI in Kerala had entered into an agreement with the workers to that effect; and

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

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

(b) Certain demand raised by the Trade Unions of FCI were examined by a Committee constituted under the Chairmanship of AS&FA, Ministry of Consumer Affairs, Food and Public Distribution. The Government accepted the recommendation of the Committee that the Government would not bring any depot under Departmental/DPS Labour till the existing surplus labour force with FCI is fully utilized.

Court cases have been filed by existing contract labour of 3 depots viz. West Hill (Kozhikode), Mavellikara and Chalakuddi for regularization. These cases are pending before the High Court of Kerala as well as Supreme Court of India. The matter is, therefore, subjudice.

(c) No Madam.

(d) Does not arise.

### Establishment of Stadium and Sports College in Kerala

356. SHRI P.T. THOMAS: Will the Minister of YOUTH AFFAIRS AND SPORTS be pleased to state:

(a) whether the Government is aware that children living in the hilly areas are endowed with good stamina and excel in sports;

(b) whether the Government proposes to establish a Stadium and Sports College in the high ranges of Idukki district in Kerala; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF YOUTH AFFAIRS AND SPORTS (SHRI PRATIK PATIL):

(a) Yes, Sir.

(b) and (c) The erstwhile Centrally Sponsored Sports Infrastructure Schemes of the Government have been transferred to the State Sector w.e.f. 01.04.2005. As such, it is for the State Government to establish such facilities.

### Nexus Between ULFA and ISI

357. SHRIMATI BOTCHA JHANSI LAKSHMI: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Pakistan based ISI has helped ULFA in waging a proxy war against India;

(b) if so, the details of such cases reported; and

(c) the steps taken by the Government in this regard including co-ordination with Bangladesh Government to neutralize militant outfits in North-East Region?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLY RAMACHANDRAN): (a) and (b) Available inputs indicate that there are links of United Liberation Front of Asom (ULFA) with Pakistan ISI. According to available inputs some ULFA cadres have been provided training of arms and explosions in Pakistan.

(c) The Government has regularly taken up various security related matter including misuse of Bangladesh Territory for activities inimical to India with Bangladesh authorities at various levels. In order to deal with militancy, efforts of the State Governments are being supplemented by the Central Government through various measures such as deployment of additional Central Security Forces including Army; sharing of Intelligence; financial assistance for local police forces and intelligence agencies under the Police Modernization Scheme; provision of assistance for strengthening various aspect of security apparatus and other aspects of anti-militancy operations by way of

reimbursement of Security Related Expenditure; assistance to the State for raising of additional Forces in the form of India Reserve Battalions, etc.

[*Translation*]

**Funds to MP Under Pradhan Mantri  
Gram Sadak Yojana**

358. SHRI PREMCHAND GUDDU: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the amount allocated/proposed to be allocated to the State of Madhya Pradesh under the Pradhan Mantri Gram Sadak Yojana scheme;

(b) the total amount allocated/proposed to be allocated to the Ujjain Division of Madhya Pradesh under the scheme;

(c) the total length of roads in Kms proposed to be constructed in Ujjain Division under the Scheme along with the names of areas to be covered and pace of its construction;

(d) whether the State Government has spent the amount allocated under the Scheme within the scheduled time frame for the said project; and

(e) if so, the details of utilisation of funds and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (KUNWAR R.P.N. SINGH): Rural Roads do not come under the purview of Ministry of Road Transport and Highways. On the basis of information received from Ministry of Rural Development, the replies to the question are as follows:

(a) The allocation (Diesel Cess) under Pradhan Mantri Gram Sadak Yojana (PMGSY) for Madhya Pradesh was Rs. 2815 crore for the period 2000-01 to 2008-09.

(b) Funds under PMGSY are allocated by the Ministry of Rural Development, Government of India to the States and not to the divisions/districts of State.

(c) Details of road length sanctioned under PMGSY by the Ministry of Rural Development, Govt. of India and constructed in Ujjain Division during the period 200-01 to

2008-09, as reported by the State Government of Madhya Pradesh, are as under:

Sl.No.	Name of District	Total road length (km.)	
		Sanctioned	Construted
1.	Dewas	838.97	378.30
2.	Ratlam	1371.82	503.00
3.	Shajapur	960.73	551.00
4.	Neemuch	451.03	289.00
5.	Mandsour	1205.15	786.00
6.	Ujjain	1166.23	355.00

(d) and (e) During the period 2000-01 to 2008-09, Rs. 6442.88 crore was released to Madhya Pradesh under MPGSY. The State Government has reported the expenditure of Rs. 6560.50 crore during the same period i.e. 2000-01 to 2008-09.

**Production of Minerals**

359. SHRI GANESH SINGH: Will the Minister of MINES be pleased to state:

(a) whether the mining sector has recorded a growth rate of 2.34 per cent during the year 2008-09;

(b) if so, the details thereof;

(c) the target for production of various minerals for the year 2009-10 and the initiatives taken to achieve this target;

(d) whether the Government is contemplating to take special measures to promote production of various rare minerals including gold in the North Eastern Region of the country; and

(e) if so, the details thereof?

THE MINISTER OF MINES AND MINISTER OF DEVELOPMENT OF NORTH EASTERN REGION (SHRI B.K. HANDIQUE): (a) and (b) As per available information the growth rate in Mining Section in 2008-09 was 2.58%. The growth rate of Fuel Minerals and MCDR Minerals was 2.85% and 1.70% respectively.

(c) to (e) Mining of minerals depends broadly on availability of mineral resources, economic viability, demand of the market etc. Under the liberalised economic environment, investment decisions, including choice of location, are taken by the entrepreneurs based on their techno-economic judgements and commercial considerations. The Central Government has enunciated the new National Mineral Policy, 2008 which envisages streamlining and simplifying the procedures in grant of mineral concessions in order to attract investment into mining sector. 35 investigations were carried out by the Geological Survey of India in North Eastern Region during annual programme of 2007-08 and 32 items are proposed to be taken in 2008-09.

[English]

### Setting up of FM Stations

360. SHRI MUKESH BHERAVADANJI GADHVI: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the Government has received proposals for setting up of Fm stations in different parts of the country, including Banaskantha District of Gujarat;

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

(c) the number of proposals pending during the said period along with the time by which the pending proposals are likely to be cleared?

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI CHOUDHURY MOHAN JATUA): (a) and (b) Yes, Sir. Details of the proposals received in respect of AIR FM stations since April 2004 are enclosed as Statement.

(c) At present about 32 proposals are pending and these have been included in XI Plan.

### Statement

Sl.No.	State	Locations
1	2	3
1.	Andhra Pradesh	1. Nellore 2. Kakinada 3. Karim Nagar 4. Guntur 5. Cuddapa

1	2	3
2.	Assam	1. Expansion of AIR network to every district HQ of the State CSI 2. Karimganj
3.	Bihar	1. Banka 2. Motihari 3. Gaya 4. Madhubani 5. Bhabua 6. Kishanganj 7. Sitamarhi 8. Request for improvement of border coverage 9. Supaul
4.	Chhattisgarh	1. Rajnandgaon 2. Establishment of FM Band facility in every district of Chhattisgarh
5.	Daman and Diu	1. Diu
6.	Gujarat	1. Dahod district 2. Lunawada (Godhra district) 3. Amreli 4. Porbandar 5. Banaskantha
7.	Jharkhand	1. Deogarh 2. Dhanbad
8.	Himachal Pradesh	1. Chamba 2. Lahaul and Spiti 3. Kinnaur
9.	Karnataka	1. Bhadravathi 2. Davangere
10.	Kerala	1. Trissur
11.	Lakshadweep	1. Kavaratti
12.	Madhya Pradesh	1. Shajapur 2. Satna

1	2	3
		3. Harda
		4. Chattarpur
		5. Ujjain
13.	Mizoram	1. Champai
14.	Meghalaya	1. Dawki
15.	Maharashtra	1. Buldana
		2. Pune
		3. Jalgaon
		4. Parbhani
		5. Amravati
16.	Orissa	1. Deogarh
		2. Phulbani
17.	Punjab	1. Amritsar
18.	Rajasthan	1. Jhunjhunu
19.	Tamil Nadu	1. Dharmapuri
20.	Tripura	1. Longtherai
		2. Udaypur
		3. Nutanbazar
21.	Uttar Pradesh	1. Raibareilly
		2. Kanpur
		3. Rampur
22.	Uttarakhand	Setting up of radio stations at 13 places in Uttarakhand

1	2	3
23.	West Bengal	1. Raiganj
		2. Chanchal
		3. Kalimpong
		4. Kharagpur

#### Dairy Development Projects

361. SHRI A.T. NANA PATIL: Will the Minister of AGRICULTURE be pleased to state:

(a) the details of proposals regarding dairy development projects submitted to the Union Government by the Government of Maharashtra during each of the last three years and the current year, State-wise;

(b) the present status of these proposals;

(c) whether any proposal has been rejected; and

(d) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) and (b) One project proposal under Intensive Dairy Development Programme and Seventeen project proposals under Strengthening Infrastructure for Quality and Clean Milk Production (CMP) scheme have been received by Government of India from Government of Maharashtra during 2006-07 to 2008-09 and the current year.

Details of the proposals alongwith present status is given in the Statement enclosed.

(c) and (d) The proposal from Samrudhi Milk and Milk Product Limited, Vhanali, Kolhapur was rejected under CMP scheme for want of compliance of guidelines of the scheme.

#### Statement

*Details of Proposals received from the Government of Maharashtra during last three years and the current year under Dairy Development Schemes along with present status*

Sl.No.	Name of Implementing Agency	District Covered	Total Cost (in Rs. lakhs)	Status
1	2	3	4	5
<b>1. Strengthening Infrastructure for Quality and Clean Milk Production Proposals submitted during 2006-07</b>				
1.	Hiranyakeshi-Ghatprabha Multipurpose Multi State Cooperative Union Ltd.	Kolhapur	283.69	Reply sent vide letter No. 3-01/07-DP dated 11.01.07.



1	2	3	4	5
2.	Wardha Jilha Sahakari Dudh Utpadak Sangh Ltd.	Wardha	135.88	Reply sent vide letter No. 3-46/05-DP dated 19.07.07
3.	Jalgaon Jilha Sahakari Dudh Utpadak Sangh	Jalgaon	498.94	Revised proposal as per revised guidelines issued vide letter No. 1-1/2002-DP dated 29.04.08 has not been received from the State Government.
4.	Akola Distt. Coop. Milk Union, Akola	Akola	302.03	Reply sent vide letter No. 3-32/06/DP dated 08.01.07.
5.	Beed Jilha Sahakari Dudh Sangh	Beed	136.33	Reply sent vide No. 3-29/06-DP sent on 29.02.08
6.	Bhoom Taluka Shahakari Dudh Sangh	Bhoom Taluka of Osmanabad distt.	224.31	Reply sent vide letter No. 3-1/07-DP dated 30.04.07.
7.	Dr. Lambaji Mukta Rao Dudh Sangh	Shirur Taluka of Beed Distt.	161.590	Approved by Government of India in 2007-08.
8.	Samrudhi Milk and Milk Products. Vhanali, Kolhapur	Kolhapur	137.77	Rejected vide letter No. 3-12/07-DP dated 28.03.07 as it was registered under Companies Act, 1956 while as per guidelines of the project has to be implemented by District Milk Union/Milk Federations.

**Proposals submitted during 2007-08**

1.	Mahesh Coop. Milk Union Ltd. Murshadpur, Taluka Ashti	Beed	217.7	Reply sent vide letter No. 3-29/06-DP dated 29.02.08
2.	Shrirampur Doodh Jilla Madhyavarti Doodh Vyavasaik Sangh, Babhaleshwar, Ahmednagar	Rahata, Rahturi, Shrirampur Newasa & Kopergaon in Ahmednagar distt.	287.98	Reply sent vide letter No. 3-12/08-DP dated 06.01.09

**Proposals submitted during 2008-09**

1.	Bhandra Zilha Dugdh Utpadak Sahakari Sangh Maryadit, Bhandara	Bhandara	253.69	Milk Union has not submitted the revised proposal through State Government sought vide letter dated 12.06.08.
2.	Satara Saha'kar Dudh Utpadak Va Prakriya Sangh Ltd.	Satara	501.48	Reply sent vide letter No. 3/01/09-DP dated 01.04.09
3.	Latur Zilha Sahakari Dudh Utpadak Singh Ltd. & Manjara Dudh Sankalan Va Prakriya Sangh Ltd., Latur Taluka	Latur	444.88	Reply sent vide letter No. 3-12/06-DP dated 03.07.09

1	2	3	4	5
4.	Sampat Rao Deshmukh Coop. Milk Union	Kadegaon, Sangli Distt.	629.74	Reply sent vide letter No. 3-04/08-DP dated 03.07.09.
5.	Jawli Taluka Sahakari Dudh Purvthasangh	Jaolli/ Mahabaleshwar Taluka, Jawli	311.00	Reply sent vide letter No. 3-04/08-DP dated 03.07.09.
6.	Khandala Taluka Sahakari Dudh Purvatha Sangh, Khandala, Satara	Khandala	215.00	Reply sent vide letter No.3-04/08-DP dated 03.07.09

**Proposals submitted during 2009-10**

1.	Shree Warana Sahakari Dudh Utpadak Prakriya Sangh, Kolhapur Zilla Sahakari Dudh Utpadak Sangh Ltd. & Mahalakshmi Sahakari Dudh Utpadak Sangh Ltd. & Fateksingh Naik Sahakari Dudh Utpadak Sangh, Shirala	Kolhapur	1424.39	Reply sent vide letter No. 3-12-2006/DP dated 03.07.09
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**2. Intensive Dairy Development Programme****Proposals submitted during 2006-07**

1.	Maharashtra Rajya Sahakari Dudg Mahasangh Maryadit	Sangli	181.53	Reply from the State Government has not been received on this Department's observations sent vide letter No. 2-1/2007-DP dated 08.04.08
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**Construction of Four Lane Road Between Jalandhar By-Pass to Dhilwan-Amritsar**

362. DR. RATTAN SINGH AJNALA: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Government has received representation regarding construction of four lane road between Jalandhar Bye-Pass to Dhilwan-Amritsar;

(b) if so, the details thereof; and

(c) the reaction of the Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (KUNWAR R.P.N. SINGH): (a) and (b) Yes Sir, the Government of Punjab had requested for expediting the work of 4 laning of National Highway-1 from Jalandhar bypass to Dhilwan-Amritsar.

(c) The status of 4-laning of Jalandhar-Amritsar section of NH-1 from km 387.100 to 456.100 is as under:-

1. Jalandhar bypass to Dhilwan section from km 387.100 km 407.100:

The proposal for 4-laning of this stretch was considered by the Standing Finance Committee of the Ministry of Road Transport and Highway in its meeting held on 21.01.2009 and it has granted approval to the project proposal with the condition that (i) NHAI may explore the possibility of including this stretch with either of the two adjoining stretches on BOT toll basis within the provision of change of scope with their respective Concession Agreement and (ii) In case it is not feasible to include the stretch with either of adjoining stretch NHAI may propose for change of mode of implementation

for taking the project on EPC mode with proper justification. Modified proposal is under finalization.

2. Dhillwan-Amritsar section of NH-1 from km 407.100 to 456.100:

The 4-laning of this stretch is in progress on BOT basis with physical progress of 87.5% and is likely to be completed by September 2009.

[Translation]

#### **Funds to Bihar under PMEGP**

363. SHRI OM PRAKASH YADAV: Will the Minister of MICRO, SMALL AND MEDIUM ENTERPRISES be pleased to state:

(a) the amount of funds allocated to Bihar under the Prime Minister's Employment Generation Programme (PMEGP) during each of the last three years and the current year; and

(b) the number of villages benefited therefrom?

THE MINISTER OF STATE OF THE MINISTRY OF MICRO, SMALL AND MEDIUM ENTERPRISES (SHRI DINSHA PATEL): (a) and (b) The Prime Minister's Employment Generation Programme (PMEGP), an employment generation programme for setting up micro-enterprises was approved in August 2008 and its implementation guidelines were issued in September 2008. The programme is being implemented throughout the country with Khadi and Village Industries Commission (KVIC) as the single national level nodal agency. Under this programme, an amount of Rs. 5152.18 lakh has been provided towards margin money to the State of Bihar during 2008-09 and Rs. 6440.22 lakh has been allocated for 2009-10. Since the beginning of implementation of the programme in 2008-09, 6741 units have been sanctioned under PMEGP for generating employment opportunities for an estimated 67410 persons in Bihar. Village-wise details are not maintained centrally at KVIC.

#### **Foreign Funds to NGOs**

364. SHRI MANSUKHBHAI D. VASAVA:  
SHRI YASHBANT LAGURI:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Non-Governmental Organisations (NGOs) working in the country are getting financial assistance from abroad;

(b) if so, the names of such NGOs receiving more than rupees ten lakh as financial assistance during each of the last three years;

(c) whether the Government reviews the working of such NGOs to ensure that such funds are used in accordance with the rules and safety norms by the NGOs;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLY RAMACHANDRAN): (a) Yes, Sir. As per the Foreign Contribution (Regulation) Act, 1976, no Association having a definite cultural, economic, educational, religious or social programme can accept foreign contribution without registration or prior permission from the Central Government under the Act.

(b) As per the information available, the number of Associations, which have received foreign contribution of more than Rs. 10 lakh during the last three years, is given in the table below.

Year	Number of Associations
2005-2006	5278
2006-2007	6483
2007-2008	6653

(c) to (e) Monitoring of receipt and utilization of foreign contribution by Associations is done through the scrutiny of audited annual returns filed by the Associations. In case of any complaint or adverse inputs indicating violations of the provisions of the Act, an inspection of books of accounts and records of the Associations is carried out and appropriate action is taken.

If any association is found involved in misutilisation/diversion of foreign contribution, action is initiated against the association. Such action includes (i) placing the Association in Prior Permission category, (ii) prohibiting it from receiving foreign contribution, (iii) prosecuting it in a court of law and (iv) freezing its bank accounts. In case of serious violations, where it is found that the contribution is being diverted for purposes other than the stated

objectives of the association, the matter is referred to Central Bureau of Investigation (CBI) for a detailed investigation and prosecution, if necessary.

On the basis of the complaints received and inquiries made, 41 associations have been prohibited from receiving foreign contribution, 34 Associations have been placed in Prior Permission category, and accounts of 11 Associations have been frozen. A list of the associations against which action has been taken for violation of various provisions of the Act, is available on HMA's website: (<http://mha.nic.in/fcra.htm>). 13 cases have been referred to CBI for detailed investigations of FCRA violations.

[English]

### Salinity of Land

365. SHRI RAMSINH RATHWA: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the farmers in the coastal areas of the country are facing an acute problem of heavy ingress of salinity of land;

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

(c) whether the Government proposes to provide special package for such areas including the State of Gujarat;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) to (e) As per available estimate, about 1.33 million ha. of area in the coastal tracts are affected by the problems of salinity in the country including the State of Gujarat. The Ground Water Management and Artificial Recharge studies conducted by Ministry of Water Resources indicate that the saline water ingress in coastal aquifers has been observed prominently in Mangrol-Chorwad areas and Coastal Saurashtra of Gujarat, Minjur area in Tamil Nadu, Pondicherry coast, parts of Orissa, Andhra Pradesh, Kerala, Maharashtra and Karnataka coast. Coastal area affected by salinity ingress in ground water are among the thrust areas for studies to be carried out by Ministry of Water Resources.

The Coastal salinity is widespread all along the coastal areas in a strip of land ranging from a few km to about 50 kms. from the coast. Seasonal intrusion of seawater leads to salinisation of large inland areas, which in turn reduces productivity, especially in Rabi season. Hence, the entire area is mostly mono cropped with rice in Kharif (monsoon) season.

Government of India is not implementing any specific scheme for reclamation and development of coastal salinity. However, Indian Council of Agricultural Research (ICAR) has developed following technologies to boost the productivity of coastal agriculture:

- Economically viable land-use package on rice cum-sweet water fish during Kharif followed by brackish water fish during rabi/summer.
- Doruvu technology for skimming fresh water floating over saline aquifers in coastal sandy soils.
- Construction of Brick-pitched earthen embankments for flood control in low-lying areas.
- Growing of suitable varieties of paddy viz. CSR-1, CST2, CSR 3, CSR 4, CSTR 6, CST 7-1 and sumati for coastal saline soils.
- Cultivation of sugar beet, cotton, barley, tomato, chilli and linseed during rabi under moisture and salinity stress.
- Demonstration on mulching with amendments like rice-husk, sand etc. to reduce salt accumulation at the soil surface.
- Plantation of suitable mangrove forest species *i.e.* Avicennia, Xylocarpus, Excoecaria, Brugaria and Heretiera in non-tidal coastal saline soils.

### National Highways in Gujarat

366. SHRI PRABHATSINH P. CHAUHAN: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the number and total length of National Highways in the State of Gujarat including portions which are four laned;

(b) the ongoing projects undertaken by NHAI in Gujarat;

(c) whether steps are taken by the Government to convert the entire National Highways in Gujarat to four lane, particularly the section between Godhara, Dahod, Hissol which is connected with Indore; and

(d) if so, the details thereof and the time by which it would be completed?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (KUNWAR R.P.N. SINGH): (a) There are 15 National Highways in Gujarat namely NH-6, NH-6 (Ext.), NH 8, NH-8A, NH-8A (Ext.), NH-8B, NH-8C, NH-8D, NH-8E, NH-8E (Ext), NH-14, NH-15, NH-59, NH-113 and NH-228. Apart from this, there is one National Expressway NE-1 in Gujarat. The total length of National Highways in Gujarat is about 3233 kms. Out of the total length, about 1576 km are four lane or more.

(b) The details of on-going projects undertaken by NHAI in Gujarat are given in the enclosed Statement.

(c) and (d) The widening of National Highways to four lanes is taken up depending upon the inter se priority, traffic needs and availability of funds. However, 1700 km of NH in the State of Gujarat has been identified/undertaken for 4-laning by NHAI under NHDP Phase I, II and III.

The section between Godhara and Dahod, fall on NH-59 which connects to Indore. However, Dahod-Halol falls on State Highway. The entire section of NH-59 in Gujarat i.e. Ahmedabad-Godhara-Gujarat MP Border (Km 4.20 to Km 215.900) has been identified for four laning under NHDP Phase III on BOT (Toll) basis. Request for Qualification (RFQ) for pre-qualification of bidders for the section has been invited.

The project is targeted for award during the year 2009-10. After award, it may take about 3 years to complete the project.

#### **Statement**

##### *List of Projects currently under implementation by NHAI in the State of Gujarat*

Stretch	NH No.	Total Length
<b>NHDP Phase II</b>		
Garamore to Bamanbore (Package-III)	8A	71.4
Gagodhar to Garamore (Package-IV)	15,8A	90.3
<b>NHDP Phase III</b>		
Gujarat/Maharashtra Border-Surat-Hazira Port section	6	132.9
<b>NHDP Phase V</b>		
Vadodara to Bharuch Package BOT-I (Six lane)	8	83.3
Bharuch to Surat Package BOT-II (Six lane)	8	65
Surat-Dahisar (six lane)	8	239

*[Translation]*

#### **BRT Corridor**

367. SHRI VISHWA MOHAN KUMAR: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Bus Rapid Transit (BRT) Corridor in South Delhi pose danger from security point of view;

(b) if so, the total number of deaths and other accidents which occurred on the BRT Corridor during the last one year;

(c) whether the Government has received any complaints with regard to incidents of misbehavior with women and elderly people in the crowded buses on the BRT Corridor;

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

(e) the steps taken by the Government for ensuring normal traffic flow on the BRT Corridor?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLY RAMACHANDRAN): (a) and (b) As per Delhi Police, there is nothing specific to suggest that BRT poses any danger from security point of view. The details of accidents, deaths and injured persons are given below:

Year	Accidents		Persons	
	Simple	Fatal	Dead	Injured
2008	55	15	15	71
2009 (Upto 15th June)	20	05	05	31

(c) and (d) No such complaints have been received by Delhi Police and the Government of NCT of Delhi.

(e) Delhi Police has deployed two traffic patrol motor cycles, two upper subordinates, three Head Constables and eight constables in the BRT corridor for ensuring proper traffic management. In addition, Government of NCT of Delhi has deployed traffic marshals to assist police in regulation of traffic. The Government of NCT of Delhi has approved some additional measures for the benefit of BRT corridor users such as interection improvement at Chirag Delhi and Siri Fort junction, construction of foot-over bridges, installation of ITS System and providing parking space.

*[English]*

#### **Bodoland Central Agricultural University**

368. SHRI SANSUMA KHUNGGUR BWISWMUTHIARY: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government proposes to set up a Bodoland Central Agriculture University at Kokrajhar and Krishi Vigyan Kendras within Bodoland Territorial Areas District (BTAD) in lower Assam in order to help boost both agriculture sector as well as agricultural based technical education;

(b) if so, the details thereof and the steps taken in this regard; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) and (b) There is no proposal under consideration of the Government to set up a Bodoland Central Agricultural University at Kokrajhar. Out of 10 districts in lower Assam, seven (07) districts already have Krishi Vigyan Kendras. Establishment of Krishi Vigyan Kendras in the remaining three (03) districts *viz.* Baska, Udalguri and Chirang has already been approved.

(c) Does not arise.

*[Translation]*

#### **Maintenance of Bridges**

369. SHRI HUKMADEO NARAYAN YADAV:  
DR. RAGHUVANSH PRASAD SINGH:

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

(a) whether the Mahasetu Bridge and Mahatma Gandhi Bridge on the Ganga river on Patna-Hajipur road and Godia Bridge on NH-77 are in dilapidated condition thereby causing heavy traffic jams and frequent accidents;

(b) if so, the details thereof alongwith the age of these bridge, their projected life span and the expenditure incurred on them annually for maintenance;

(c) the steps taken by the Government for their repair and maintenance;

(d) whether any study has been conducted or is proposed by expert team for solving the problem of traffic jams on the bridges; and

(e) the time by which the bridges would be repaired?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (KUNWAR R.P.N. SINGH): (a) to (c) (i) Mahatma Gandhi (M.G.) Setu earlier also known as Mahasetu is about 27 years old. There has been some distress in the superstructure of M.G. Setu which is being attended on priority basis. Since

2002-03, an amount of Rs. 28.91 crore has been spent for rehabilitation of this Setu. Two works for repair and rehabilitation of 14 numbers of spans of Upstream lane at an estimated cost of Rs. 21.70 crore are in progress and targeted to be completed by March, 2010.

(ii) Traffic is plying uninterrupted on M.G. Setu. However, due to repair work on 14 spans of Upstream lane mentioned in para (i) above, traffic is diverted to Downstream lane in those spans.

(iii) The Godia Bridge also known as Gorphia Bridge on NH-77, is about 100 years old. An expenditure of about Rs. 2.00 lakhs per year is being incurred for repair of this bridge during the last five years.

(d) The Government of Bihar has already got conducted a study regarding the condition of M.G. Setu and suggesting remedial measures required for rehabilitation of the bridge.

(e) A provision of Rs. 30.00 crore is kept in Annual Plan 2009-10 for rehabilitation of M.G. Setu. This work after sanction would take about one year to complete.

*[English]*

#### **Condition of Roads and Bridges in Goa**

370. SHRI FRANCISCO COSME SARDINHA: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Zuari bridge at Cortalim is in a dilapidated state and non-construction of two bridges at Canacona causes great hardship to the commuters of National Highways in Goa;

(b) if so, the details thereof and the steps being taken in this regard;

(c) whether NH-17 in Goa is narrow and is in a bad shape thereby causing several accidents; and

(d) if so, the details of steps being taken to widen and repair NH-17 in Goa, and the time by which it is likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (KUNWAR R.P.N. SINGH): (a) and (b) Zuari bridge on National Highway

No. 1 (NH-17) is not in a dilapidated condition. The bridge was rehabilitated in 2001. However, the State Government has restricted the traffic on the bridge to light commercial vehicles and passenger buses only. As regards two bridges in Cancona, these are included in the project proposal prepared by National Highways Authority of India (NHAI).

(c) NH-17 in Goa is not narrow. It is mostly a two lane with 7.00 mtr. width with good riding quality. Though some stretches have intermediate lane width of 5.5 mtr.

(d) The entire length of NH-17 in the State of Goa is proposed for four-laning under National Highway Development Project, Phase III and NHAI has completed the process of project preparation and qualification of bidders with a view to award the concession on Design, Build, Finance, Operate & Transfer basis. The work is likely to commence in 2010-11 with completion time of about 3 years.

*[Translation]*

#### **Allocation Under PDS to Madhya Pradesh**

371. SHRIMATI SUSHMA SWARAJ: Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether foodgrains allocated under Public Distribution System (PDS) to the people Below Poverty Line and Above Poverty line in Madhya Pradesh has decreased;

(b) if so, the reasons therefor; and

(c) the details of wheat, rice, sugar and kerosene oil supplied under PDS to Madhya Pradesh during the last three years?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) to (c) Under the Targeted Public Distribution System full allocation of foodgrains is made @ 35kg. per family per month to all accepted number of families of the Below Poverty Line (BPL) (including the Antyodaya Anna Yojna (AAY)) category in the State of Madhya Pradesh. However, allocations under APL category are made depending upon

the availability of stocks of foodgrains in Central Pool and past offtake. Allocation of rice under APL category during 2008-09 was made to States/UTs including Madhya Pradesh on the basis of average of offtake level during 2006-07 and 2007-08. Allocation of wheat under this category was initially maintained at the level of 2007-08 but additional allocations of 1.6 Lakh tons of wheat were made later. For 2009-10 also, the monthly APL allocations have been maintained as in March 2009.

The details of the allocation of wheat, rice, sugar, and kerosene for the State of Madhya Pradesh, for the last years are as follows:

Year	Wheat	Rice	Sugar (Oct-Sept)	Kerosene
2006-07	1614.274	1142.370	155.98	488.609
2007-08	1363.258	443.768	155.53	488.609
2008-09	1822.471	263.212	122.2*	488.609

\*upto July, 2009

[English]

#### Impact of Monsoon on Agriculture

372. SHRI MADHU GOUD YASKHI:  
SHRI EKNATH MAHADEO GAIKWAD:

Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Monsoon is likely to be less than normal this year;

(b) if so, the details thereof and its likely impact on agriculture, State-wise; and

(c) the details of contingent plan/special scheme chalked out by the Government to tackle the situation?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) and (b) As per the updated forecast released by India Meteorological Department on 24th June, 2009, rainfall during South-West monsoon season (June-September) is likely to be below normal. Quantitatively, rainfall for the country as a whole is likely to be 93% of the long period average with a model error of + 4%.

The impact on sowing of kharif crops in different States will depend on the extent of deficiency in rainfall in the respective States. As on date, a delay of one to two weeks in arrival of monsoon in certain States such as Maharashtra, Chhattisgarh, Jharkhand, Bihar, East Madhya Pradesh, Orissa, East Uttar Pradesh has been observed. As a result, some delay in sowing of Rice, Groundnut, Soyabean in these States has been reported.

(c) Government is closely monitoring the situation on a day to day basis. States have been advised to identify the pockets of distress, if any, and take remedial measures. The Ministry also intends to increase the allocations under National Food Security Mission (NFSM) and Rashtriya Krishi Vikas Yojana (RKVY) and give more flexibility to States to use these schemes to meet the contingent situations in the event of deficient rainfall, particularly for purchase and distribution of seeds, support for micro-irrigation etc.

#### Special Relief Package to Farmers

373. SHRI GUTHA SUKHENDER REDDY: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the farmers are facing difficulties in getting loans from banks on time and have to source their credit requirement from agencies other than banks and as a result pay heavy interest on such loans;

(b) if so, the corrective action taken thereon;

(c) whether the Government has announced any special relief package for the coming season (Kharif) to mitigate the sufferings of the farmers, specially in view of late monsoons; and

(d) if so, the details thereof and the time by which the special package is likely to be announced?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) and (b) As per the report on "Indebtedness of Farmer Households" released by National Sample Survey Organisation in May, 2005, 57.7% of the outstanding loan of indebted farmers was sourced from formal/institutional sources consisting of banks, cooperative society and the Government.



In consultation with the Reserve Bank of India and National Bank for Agriculture and Rural Development, the Government has initiated several measures for providing timely and adequate credit facilities to the farmers at a reasonable rate of interest. Some of the important measures are as under:

- Effective from Kharif 2006-07, the Government has lowered the interest rates on crop loans to 7% with an upper limit of Rs. 3 lakhs on the principal amount.
- Loans upto Rs. 50,000/- have been made collateral and margin free.
- Banks have been advised to simplify the procedure for documentation for agricultural loans.
- A scheme of debt waiver and debt relief for farmers has been implemented by the Government under which an estimated amount of Rs. 65,318.33 crore has been provided as debt waiver/relief to about 3.68 crore farmers.
- In order to revive the short-term rural cooperative credit institutions, a package of measures as recommended by the Vaidyanathan Committee with estimated financial outlay of Rs. 13,596 crore is under implementation.

(c) No, Madam.

(d) Does not arise.

#### **Law and Order Situation in NE States**

374. DR. PRASANNA KUMAR PATASANI: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government is aware of the deteriorating law and order situation in North Eastern States;

(b) if so, the details thereof;

(c) the remedial measures being taken in this regard; and

(d) the steps being taken to prevent spreading of insurgency in the neighbouring States?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLY RAMACHANDRAN): (a) and (b) The Government is aware of militancy and related incidents of violence in some States in the North East, like Assam, Manipur, Nagaland and Tripura. Data on violent incidents in North Eastern States, State-wise for the period January to May 2009 and comparative data for the same period during previous two years, are given in the Statement.

(c) and (d) Central Government has deployed Central Security Forces to aid the State authorities for carrying out counter insurgency operations and providing security for vulnerable institutions and installations; shared intelligence on continuous basis; gave financial assistance for strengthening of the local Police Forces and intelligence agencies under the Police Modernization Scheme; and provided assistance for strengthening various aspect of the security apparatus and counter-insurgency operations, by way of reimbursement of Security Related Expenditure. The scheme is being implemented in all States of the region except Mizoram and Sikkim, it has also assisted the States for raising of additional Forces in the form of India Reserve Battalions.

#### **Statement**

*Data on violent incidents for the period January to May during the year 2007, 2008 and 2009 in the North Eastern States*

State	Incidents			Security Forces personnel killed			Civilians killed		
	2007	2008	2009	2007	2008	2009	2007	2008	2009
1	2	3	4	5	6	7	8	9	10
Assam	248	207	221	9	8	20	132	93	83
Meghalaya	5	6	3	—	1	—	3	—	—

1	2	3	4	5	6	7	8	9	10
Tripura	46	41	10	3	—	—	7	4	—
Arunachal Pradesh	11	13	23	2	—	—	2	2	1
Nagaland	128	145	56	1	2	—	21	35	2
Mizoram	1	—	—	—	—	—	—	2	—
Manipur	240	262	311	23	7	7	46	76	40

### CISF Security Cover

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

(a) whether the schools and various other organisations have approached the Central Industrial Security Force (CISF) for providing security cover;

(b) if so, the details alongwith the criteria laid down for providing security cover to establishments other than the Government sector; and

(c) the action taken by the Government on such requests for deployment of CISF security to the private sector?

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

(b) Requests have been received from 2 schools and 75 other organizations for deployment of CISF. As per criteria laid down, CISF is to be deployed in the core industries in the Private/Joint sector, on cost reimbursement basis, after a detailed security survey to assess the requirements for CISF deployment.

(c) The requests received from Private Sector organizations for CISF security cover are examined according to the policy decided for deployment of CISF for the security of important and critical installation in Private/Joint Sector enterprises.

### National and State Highways

376. SHRI KALIKESH NARAYAN SINGH DEO: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the total length (in kilometres) of National Highways/Expressways and State Highways in the country, State-wise and their break-up;

(b) the allocation of funds made for the construction and maintenance of the roads during each of the last three years and current year;

(c) whether steps are being taken to remove regional imbalances in the construction of Highways and Expressways; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (KUNWAR R.P.N. SINGH): (a) This Ministry is primarily responsible for development and maintenance of National Highways (NHs) and National Expressways. The development and maintenance of the State Roads including State Highways is the responsibility of the State Governments concerned. The State-wise details of the National Highways/National Expressways and State Highways in the country are given in the enclosed Statement.

(b) This Ministry provides funds for development and maintenance of State Roads other than Rural Roads as per the provisions of the Central Road Fund Act 2000. The details of allocations of the funds made for development and maintenance of National Highways and State Roads other than Rural Roads for the last three years and current year are given below:

(Amount in Rs. crore)

Year	Allocation for development and maintenance of National Highways and State Roads excluding Rural Roads
2006-07	13790.80
2007-08	15007.92
2008-09	16906.91
2009-10	5596.83*

\*As per Vote-on-Account.

(c) and (d) The development and maintenance of National Highways is a continuous process and depends upon the traffic, its growth, *inter-se* priority and availability of funds. At present, the emphasis is being given for

development of roads already declared as National Highways instead of declaring more roads as National Highways.

**Statement**

Sl.No.	Name of State	National Expressways (NE)/National Highways Nos.	Length (in km)	State Highways Length (in km) (as in 2004)
1	2	3	4	5
1.	Andhra Pradesh	4, 5, 7, 9, 16, 18, 18A, 43, 63, 202, 205, 214, 214A, 219, 221, 222 & 234	4537	8349
2.	Arunachal Pradesh	52, 52A, 153, 229, 52B Ext. & 37 Ext.	1992	NR*
3.	Assam	31, 31B, 31C, 36, 37, 37A, 38, 39, 44, 51, 52, 52A, 52B, 53, 54, 61, 62, 151, 152, 153 & 154	2836	2821
4.	Bihar	2, 2C, 19, 28, 28A, 28B, 30, 30A, 31, 57, 57A, 77, 80, 81, 82, 83, 84, 85, 98, 99, 101, 102, 103, 104, 105, 106, 107 & 110	3642	2382
5.	Chandigarh	21	24	NR*
6.	Chhattisgarh	6, 12A, 16, 43, 78, 200, 202, 216, 217, 111 & 221	2184	3213
7.	Delhi	1, 2, 8, 10 & 24	72	Nil
8.	Goa	4A, 17, 17A & 17B	269	279
9.	Gujarat	NE-I, 6, 8, 8A, 8B, 8C, 8D, 8E, 14, 15, 59, 113 & 228	3245	19176
10.	Haryana	1, 2, 8, 10, 21A, 22, 64, 65, 71, 71A, 72, 73, 73A, 71B & NE-II	1512	2536
11.	Himachal Pradesh	1A, 20, 20A, 21, 21A, 22, 70, 72, 72B, 88 & 73A	1409	1518
12.	Jammu and Kashmir	1A, 1B, 1C & 1D	1245	67
13.	Jharkhand	2, 6, 23, 31, 32, 33, 75, 78, 80, 98, 99 & 100	1805	NR*
14.	Karnataka	4, 4A, 7, 9, 13, 17, 48, 63, 67, 206, 207, 209, 212, 218 & 234	4396	9590
15.	Kerala	17, 47, 47A, 47C, 49, 208, 212, 213 & 220	1457	3523
16.	Madhya Pradesh	3, 7, 12, 12A, 25, 26, 26A, 27, 59, 59A, 69, 75, 76, 78, 86 & 92	4670	8099

1	2	3	4	5
17.	Maharashtra	3, 4, 4B, 4C, 6, 7, 8, 9, 13, 16, 17, 50, 69, 204, 211 & 222	4176	33237
18.	Manipur	39, 53, 150 & 155	959	1118
19.	Meghalaya	40, 44, 51 & 62	810	831
20.	Mizoram	44A, 54, 54A, 54B, 150 & 154	927	126
21.	Nagaland	36, 39, 61, 150 & 155	494	398
22.	Orissa	5, 5A, 6, 23, 42, 43, 60, 75, 200, 201, 203, 203A, 215, 217 & 224	3704	4957
23.	Puducherry	45A & 66	53	35
24.	Punjab	1, 1A, 10, 15, 20, 21, 22, 64, 70, 71, 72 & 95	1557	1515
25.	Rajasthan	3, 8, 11, 11A, 11B, 11C, 12, 14, 15, 65, 71B, 76, 79, 79A, 89, 90, 113, 112, 114 & 116	5585	8412
26.	Sikkim	31A	62	186
27.	Tamil Nadu	4, 5, 7, 7A, 45, 45A, 45B, 45C, 46, 47, 47B, 49, 66, 67, 68, 205, 207, 208, 209, 210, 219, 220, 226, 226E, 227, 230 & 234	4832	7226
28.	Tripura	44 & 44A	400	689
29.	Uttarakhand	58, 72, 72A, 72B, 73, 74, 87, 94, 108, 109, 123, 119, 121, 87 Ext. & 125	2042	418
30.	Uttar Pradesh	2, 2A, 3, 7, 11, 12A, 19, 24, 24A, 24B, 25, 25A, 26, 27, 28, 28B, 28C, 29, 56, 56A, 56B, 58, 72A, 73, 74, 75, 76, 86, 87, 91, 91A, 92, 93, 96, 97, 119, 231, 232, 232A, 233, 235 & NE-II	6774	9097
31.	West Bengal	2, 2B, 2C Ext., 6, 31, 31A, 31C, 31D, 32, 34, 35, 41, 55, 60, 60A, 80, 81 & 117	2578	3337
32.	Andaman and Nicobar Islands	223	300	NR*
33.	Dadra and Nagar Haveli	Nil		42
34.	Daman and Diu	Nil		NR*
35.	Lakshadweep	Nil		NR*

\*NR-Not Reported by the concerned State/UT Government.

### Overcrowding in Jails

377. SHRI M. RAJA MOHAN REDDY: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether overcrowding is a major problem in the Indian jails;

(b) if so, the steps taken in consultation with State Governments to solve the problem of overcrowding;

(c) the total number of jails in the country indicating their capacity and percentage of undertrials lodged; and

(d) the further action proposed to be taken to reduce overcrowding in jails to the minimal?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) Yes, Madam. The overcrowding in Indian prisons exist to the extent of 135.7%.

(b) "Prisons" is a State subject under List II of the Seventh Schedule to the Constitution and Prison Administration is the responsibility of the State Governments. However, in order to reduce overcrowding and to improve the condition of prisons and prisoners, the Central Government started a non-plan scheme in 2002-03 for construction of additional prisons/barracks to reduce overcrowding, repair and renovation of existing prisons, improvement in sanitation and water supply and living conditions of prisoners as also accommodation for prison staff. The scheme had a total outlay of Rs. 1800 crore on cost sharing basis in the ratio of 75:25 between the Central and State Governments respectively. The scheme has now ended on 31.3.2009.

(c) As per the data compiled by the National Crime Record Bureau (NCRB), the total number of jails in the country at the end of 2007 was 1276. The total authorized capacity of these jails is 2,77,304. The total number of undertrials lodged in these prisons were 2,50,727 which constitutes 66.6% of the total inmates.

(d) With a view to reduce the overcrowding in jails, the Government of India has taken following measures:

- (i) Amendment in Code of Criminal Procedure 1973 by inserting a new article viz 436 A on 23.6.2006 which provide that where an undertrial prisoner other than the one accused of an offence for which death has been prescribed as one of the punishments, has been under detention for a period extending to one-half of the maximum period of imprisonment, provided for the alleged offence, he should be released on his personal bond, with or without sureties. It also provides that in no case will an undertrial prisoner be detained beyond the maximum period of imprisonment for which he can be convicted for the alleged offence. Further, Section 436 (1) of the Code of Criminal Procedure 1973 has also

been amended on 23.6.2006 to make a mandatory provision that if the arrested person is accused for a bailable offence and he is an indigent and cannot furnish surety, the Court shall release him on his execution of a bond without sureties.

- (ii) Setting up of Fast Track Courts for disposal of long pending cases.
- (iii) Introduction of scheme of Plea Bargaining from 5.7.2006.

Apart from the above steps, the Government of India has also initiated the process of formulating second phase of the scheme of Modernisation of Prisons after consultations with the States/UTs in the All India conference of jail Ministers/Principle Secretaries (Prison)/ DG/IG (Prisons) held in April 2008. Apart from other components being proposed in the second phase, the emphasis shall be laid on construction of new jails/ additional barracks so as to address the problem of overcrowding.

#### **Demand of Copper**

378. SHRI VIKRAMBHAI ARJANBHAI MADAM: Will the Minister of MINES be pleased to state:

(a) whether the demand of copper has come down recently;

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

(c) the steps taken by the Government to boost the demand of copper both in the domestic and foreign markets?

THE MINISTER OF MINES AND MINISTER OF DEVELOPMENT OF NORTH EASTERN REGION (SHRI B.K. HANDIQUE): (a) No, Sir.

(b) Does not arise.

(c) Government of India's thrust on power, infrastructure and automobiles sectors, reduction of import duty on finished copper products and copper concentrate have increased the consumption of copper in domestic market.

#### **Deployment of CISF in DMRC**

379. SHRI E.G. SUGAVANAM: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the total number of Central Industrial Security Force (CISF) personnel deputed with the Delhi Metro Rail Corporation (DMRC) till date;

(b) whether the DMRC has sought additional CISF personnel to tackle the increasing security threats;

(c) if so, the details alongwith the action taken thereon; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLY RAMACHANDRAN):

(a) The Government has created 3039 posts in the Central Industrial Security Force (CISF) for providing security coverage to the Delhi Metro Rail Corporation (DMRC). In addition to these, 432 CISF personnel are deployed on internal security duty pattern for the security of DMRC.

(b) to (d) Augmentation in the strength of the CISF, deployed for the security of the DMRC, is a continuous process, based on the review conducted from time to time keeping in view the security requirement of the DMRC.

#### **Contract Farming**

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

(a) whether contract farming is being carried out on a large scale in some of the States;

(b) if so, the details thereof;

(c) whether the farmers are suffering huge losses in the absence of a law on contract farming;

(d) if so, the details thereof;

(e) whether the Union Government has urged the States to enact a law on contract farming; and

(f) if so, the steps taken by the States in this regard?

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

(b) Question does not arise.

(c) No, Madam.

(d) Question does not arise.

(e) and (f) With a view to promote contract farming as part of the reforms in agriculture, the Central Government has circulated a Model Agricultural Produce Marketing (Regulation) Act to the States in 2003 which provides for the registration of contract farming sponsors and recording of contract farming agreements with the Agricultural Produce Marketing Committee (APMC) or a prescribed authority under the Act, protection of title or rights of the farmers over the land under such contracts, dispute settlement mechanism and a model draft agreement suggesting various terms and conditions. To help States in the formulation of Rules in this regard, the Ministry of Agriculture has also circulated a set of Model APMC Rules to them for adoption. By now, relevant provisions have been made by several State Governments/Union Territories for contract farming in their respective APMC Acts for providing a legal framework to contract farming. The Model Act circulated by the Ministry is suggestive in nature, and, since Agriculture is a State subject, it is for the State Governments to decide on the implementation, intermediation and monitoring of the contract farming arrangements in their States.

#### **Inter-State Roads**

381. SHRI G.M. SIDDESHWARA: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether proposals from Karnataka State with regard to inter-State roads are pending with the Union Government;

(b) if so, the details thereof;

(c) the estimates of inter-State roads that are pending with the Government for technical approval and financial sanction and the time since pending; and

(d) the number of proposals and the estimates thereof accorded clearance by the Government?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (KUNWAR R.P.N. SINGH): (a) No, Sir. No proposal has been received in the Ministry from Karnataka State during current financial year. Proposals under Inter State Connectivity are considered on year to year basis.

(b) Does not arise.

(c) and (d) So far, 23 proposals have been approved 'in principle' under Inter State Connectivity and the State Government has forwarded 21 estimates against the approved proposals, which have already been sanctioned at an aggregate cost of about Rs. 83 crore by the Ministry.

#### **Poor Maintenance of Highways**

382. SHRI NAVEEN JINDAL: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Government has received any complaint regarding poor maintenance of Highways, particularly NH-1;

(b) if so, the details thereof; and

(c) the measures being adopted for the speedy improvement of all the Highways?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (KUNWAR R.P.N. SINGH): (a) to (c) Complaints have been received from time to time regarding some sections of National Highways including bad condition of NH-1 from km. 16.5 to 29.3. The development and maintenance of National Highways (NHs) is a continuous process and the NHs in the country are being kept in traffic worthy condition within the available resources, depending upon traffic density and inter-se priority of works. Action for restoration of the stretches of NHs damaged in various States due to floods, rains, etc., are accordingly taken up from time to time to keep such stretches in traffic worthy conditions. The maintenance of existing roads are carried out by the Contractor/Concessionaire, to keep them in traffic worthy condition, as part of their obligations under contract/concession agreement wherever 4/6 laning works are under implementation under National Highways Development Project (NHDP). The maintenance of existing stretches of NHs entrusted to the National Highways Authority of India (NHAI) are carried out either directly by NHAI or through the concerned State Public Works Departments (PWDs) with funds provided by NHAI in case the works of improvement to 4/6 laning have not yet started in such sections. All such NHs are maintained in traffic worthy conditions as per availability of funds, traffic density, extent of damages and inter-se priority.

#### **Jalpaiguri Doordarshan Kendra**

383. SHRI NARAHARI MAHATO:  
SHRI NRIPENDRA NATH ROY:  
SHRI PRASANTA KUMAR MAJUMDAR:

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

(a) whether the Government is aware that the Doordarshan Kendra (DDK), Jalpaiguri is under utilized for many years;

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

(c) whether due to shortage of staff at DDK, Jalpaiguri the relay of programmes has been affected and it is being done from DDK, Kolkata;

(d) if so, the details thereof; and

(e) the time by which DDK, Jalpaiguri is likely to relay its own programmes?

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING (DR. S. JAGATHRAKSHAKAN): (a) No, Sir.

(b) Does not arise.

(c) DDK, Jalpaiguri has a Programme Generating Facility (PGF) for producing limited local specific programme. One hour programme from 5 P.M. to 6 P.M. from Monday to Friday are being produced and transmitted regularly.

(d) Does not arise.

(e) DDK, Jalpaiguri is already telecasting its own programmes.

#### **Normative Price on Packaged Items**

384. SHRI PURNMASI RAM: Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether the Government has since considered the report of the Expert Committee concerning declaration of normative price in addition to Maximum Retail Price on packaged items;

(b) if so, the details of the recommendations made by the said Expert Committee alongwith the action taken thereon; and

(c) the measures taken to check price rise?

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

(b) The Expert committee recommended the following:

- (i) It is neither feasible nor advisable to declare normative price in addition to Maximum Retail price on packaged items.
- (ii) In respect of Packaged commodities wherein excise duty is determined on the basis of MRP declared on the package as per Central Excise Act there is no incentive to overstate MRP.
- (iii) In respect of other commodities, majority of the members felt that attempt should be made to activate competition in the market and Competition Commission should be given powers to monitor it.

The Government accepted the recommendations of the Expert Committee and a copy of the report of the Expert committee was forwarded to the Competition Commission of India for action on (iii) above.

(c) As per statement enclosed.

#### **Statement**

During the year 2008-09, the prices of essential commodities were closely monitored and various measures were taken to augment supplies and stabilize prices of certain essential commodities. Rise in domestic prices was owing to the combined effect of factors such as growing demand on account of increase in population and income, hardening of international prices, changes in consumption pattern, diversion of food grains for Bio fuel, adverse weather and climate change, increase in crude oil prices and increase in freight rates.

Government has been taking effective steps to moderate the prices. Government measures are briefly listed below:-

### **A. Short Term Measures**

#### **1. Fiscal Measures**

- (i) Reducing import duties to zero—for rice, wheat, pulses, edible oils (crude) and maize and butter and ghee;
- (ii) Reducing import duties on refined and hydrogenated oils and vegetable oils to 7.5%;
- (iii) Reducing the import duty on Skimmed Milk Powder (SMP) from 15% to 5%.

#### **2. Administrative Measures**

- (i) The export of edible oils is permitted in branded consumer packs of up to 5 kgs, subject to a limit of 10,000 tonnes during the next one year up to 31st October, 2009.
- (ii) Banning export of non-basmati rice, wheat and pulses (except kabuli chana).
- (iii) No changes in Tariff Rate Values of edible oils.
- (iv) Imposition of stock limit orders in the case of paddy, rice, edible oils and oilseeds.
- (v) The periodic enhancements in MSP—currently Rs. 1080 per quintal for wheat, Rs. 850 per quintal for common rice and Rs. 880 per quintal for Grade A rice, to maximize procurement of wheat and rice.
- (vi) Using Minimum Export Price (MEP) to regulate exports of onion (averaging at \$ 185 per tonne for June 2009) and basmati rice (\$ 1100 PMT) w.e.f. 20.01.2009.
- (vii) Maintaining the Central Issue Price (CIP) for rice (at Rs. 5.65 per kg for BPL and Rs. 3 per kg for AAY) and wheat (at Rs. 4.15 per kg for BPL and Rs. 2 per kg for AAY).
- (viii) Futures trading in Rice, Wheat, Urad and Tur suspended by the Forward Market Commission in the year 2007-08 continued during the year 2008-09. Futures trading in sugar has been suspended w.e.f. 27.5.2009 upto 31st December, 2009.
- (ix) Distribution of one million tons of imported edible oils to States/UTs at a subsidy @ Rs. 15/kg.



- (x) To augment availability of pulses the Public Sector Undertakings (namely, STC, MMTC and PEC) and NAFED were permitted to import and sell pulses under a scheme and losses, if any, up to 15% will be reimbursed by the Government.
- (xi) Distribution of imported pulses to State Governments at a subsidy of Rs. 10/- per kg.
- (xii) Government allowed import of raw sugar under Advance Authorization Scheme and permitted sugar factories to sell processed raw sugar in the domestic market and fulfill export obligation on ton to ton basis.
- (xiii) Government allowed import of raw sugar Advance Authorization Scheme by sugar mills (at zero duty) upto 30.9.2009 (notified on 17.2.2009 and 2.3.2009).
- (xiv) Government allowed import of raw sugar at zero duty under O.G.L. upto 1.8.2009 by sugar mills (notified on 17.4.2009).
- (xv) Government allowed import of white/refined sugar by STC/MMTC/PEC and NAFED upto 1 million tonnes by 1.8.2009 under O.G.L. at zero duty (notified on 17.4.2009).
- (xvi) Levy obligation was removed in respect of all imported raw sugar and white/refined sugar.
- (xvii) Released 6 lakh tonnes of additional non levy sugar for April-June 2009 Quarter taking the total release to 60 lakh tonnes against 50 lakh tonnes in corresponding Quarter in 2008 and 50 lakh tonnes in Jan.-March 2009.
- (xviii) The availability of non-levy sugar for April' 09 including the additional quota released stood at 22 lakh tons against 17 lakh tons for March, 2009 and 17 lakh tons for April, 2008. For the month of May, 2009, release of non-levy sugar including additional quota released stood at 21 lakh tons as against 17.5 lakh tons for May, 2008. For the month of June, 2009, the release of non-levy sugar stands at 16 lakh tons as against release of 13.5 lakh tons for June, 2008. Besides about 1 lakh of raw sugar imported and reprocessed by sugar mills have been released during the month of June, 2009.

#### **B. Medium Term Measures**

In the medium term, Government has taken initiative such as the National Food Security Mission (NFSM), Rashtriya Krishi Vikas Yojana (RKVY) to improve production and productivity in agriculture.

#### **Procurement of Crops**

385. SHRI RAJAI AH SIRICILLA: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Cotton Corporation of India and NAFED are procuring half of the crop that came to the market;

(b) if so, the details thereof, State-wise including Andhra Pradesh; and

(c) the revenue earned during the current year by such procurement?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) During the cotton season 2008-09, the Cotton Corporation of India (CCI) and NAFED are the Central agencies under Minimum Support Price operations. The total arrival of cotton in the country is 284.20 lakh bales out of which around 127.07 lakh bales of cotton have been procured by CCI (89.35 lakh bales) and NAFED (37.72 lakh bales) which works out to around 44%.

(b) State-wise details of purchases of cotton bales by CCI and NAFED during 2008-09 cotton crop season are as under:-

State	(No. in lakh bales)	
	By CCI	By NAFED
Maharashtra	19.97	35.21
Andhra Pradesh	32.77	1.34
Gujarat	12.36	1.17
Punjab	10.43	—
Haryana	2.58	—
Rajasthan	1.55	—
Madhya Pradesh	7.36	—
Karnataka	1.62	—
Orissa	0.71	—
<b>Total</b>	<b>89.35</b>	<b>37.72</b>

(c) CCI and NAFED are Central agencies for procurement of cotton under MSP operations. Losses, if any, incurred on procurement under MSP operations are reimbursed fully by the Government of India. Since the procurement cost at MSP prices was higher than the market prices during the cotton season 2008-09, no revenue (profit) was generated under such operations.

#### **Rebate to Khadi and Village Industries**

386. SHRI P. KARUNAKARAN:  
SHRI VILAS MUTTEMWAR:

Will the Minister of MICRO, SMALL AND MEDIUM ENTERPRISES be pleased to state:

(a) the details of rebate provided by the Government for the development of Khadi and Village Industries in the country;

(b) whether the Government has any proposal to withdraw the said rebate scheme;

(c) if so, the reasons therefor;

(d) whether the Government proposes to seek the clearance of the Planning Commission for redesigning the scheme instead of seeking extension for year to year basis;

(e) if so, the details thereof;

(f) whether any revised scheme has been drawn up in this regard and if so, the details thereof; and

(g) the other measures being taken by the Government to protect the Khadi and Village Industries and Textile Sectors in the country?

THE MINISTER OF STATE OF THE MINISTRY OF MICRO, SMALL AND MEDIUM ENTERPRISES (SHRI DINSHA PATEL): (a) The details of rebate provided by the Government through Khadi and Village Industries Commission (KVIC) on the sale of khadi and khadi products during last three years are as under:

Year	Amount (Rs. crore)
2006-07	101.47
2007-08	84.05
2008-09	136.22

(b) to (f) Rebate on the retail sale of khadi and khadi products is announced by the Government every year. A normal rebate of 10% on khadi sale is passed on to customers throughout the year and an additional special rebate is given @ 10% for 108 days which could coincide with local festivals, etc. Several Committees formed by the Government have gone into the question of rebate to khadi and it has been observed that khadi needs support in view of its inherent low productivity with the objective to develop the sector so that it is able to face open market competition and attract consumers by way of quality, design and appeal and not just by rebate.

Based on the recommendations of various Committees and observations made by the Ministry of Finance, the Government felt the need to find effective alternative to the rebate scheme and is considering a scheme of Market Development Assistance (MDA) on production of khadi. Details of the scheme are under finalization.

(g) The Government has taken several measures for the development of khadi and village industry sectors which include introduction of two new schemes namely 'Workshed Scheme for Khadi Artisans' for providing assistance for construction of Workshed giving artisans better work environment and Scheme for 'Enhancing Productivity & Competitiveness of Khadi Industry and Artisans' to assist 200 khadi institutions to make khadi industry competitive with more market driven and profitable production by replacement of obsolete and old machinery and equipment.

*[Translation]*

#### **Fake Currency**

387. SHRI SANJAY SINGH CHAUHAN: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether fake currencies brought into the country have been seized from banks and smugglers;

(b) if so, the quantum of fake currencies smuggled into the country from the different borders during each of the last three years and the current year, border-wise; and

(c) the measures being taken by the Government to check the entry of fake currencies into the country?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) and (b) As per available information, cases of seizure and recovery of Fake Indian Currency Notes (FICNs) from smugglers and banks respectively, have come to the notice of the Government. The details of quantum of FICNs smuggled into the country, border-wise, are not centrally maintained.

(c) To address the multi-dimensional aspects of the FICN menace, several agencies such as the RBI the Ministry of Finance, the Ministry of Home Affairs, the Intelligence Agencies fo the Centre the Central Bureau of Investigation (CBI), etc. are working in tandem to thwart the nefariou activity related to FICNs. The activities of these agancies are also periodically reviewed in a nodal group set up for this purpose. In this context, at the functional level, the CBI has been declared as the nodal agency for coordination with the States; the Directorate General of Revenue-Intelligence has been nominated as the Lead intelligence Agency for this purpose. Apart from the above, the State Governments have been asked to set up dedicated and well-equipped Cell under senior level supervision to comprehensively monitor and deal with organized crimes including FICN, and also specifically designate a nodal officer to, coordinate activities relating to FICNs. The States have also been asked to set up a Committee headed by the DGP of the State with GM/ DGM of RBI, senior officers of SIB, Intelligence Branch of 'State Police, CID of State Police, etc. as members.

[English]

#### Road Network in Naxal Affected Regions

388. SHRI BAIJAYANT PANDA: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Government proposes to revamp the road network in the naxal affected areas in the country including Orissa;

(b) if so, the details of the road projects proposed to be taken up in such areas;

(c) whether the Ranchi-Vijayawada Highway road project is likely to help the States in tackling the naxal menace; and

(d) if so, the status of the project thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (KUNWAR R.P.N. SINGH): (a) and (b) Yes, Sir. The Government has approved a scheme for development of 1202.44 km of National Highways and 4363.45 km of State Highways in Naxal affected areas of eight States including Orissa at an estimated cost of Rs. 7300 crore. The length of roads State-wise included in this scheme is enclosed as Statement-I.

(c) and (d) Yes, Sir. The total length of Ranchi-Vijayawada route is about 1651 km. with 196 km. in Jharkhand, 1219 km. in Orissa and 236 km. in Andhra Pradesh. Improvement of this section is at various stages and the status of the project is enclosed as Statement-II.

#### Statement I

Sl.No.	States	National Highways Length (km.)	State Roads Length (km.)
1.	Andhra Pradesh	119.95	339.89
2.	Bihar	75.50	1306.47
3.	Chhattisgarh	410.00	1603.50
4.	Jharkhand	534.16	41.05
5.	Madhya Pradesh	—	120.80
6.	Maharashtra	—	401.86
7.	Orissa	—	470.11
8.	Uttar Pradesh	62.83	79.77
Total		1202.44	4363.45

#### Statement II

Sl.No.	State	Length (Km.)	Status
1	2	3	4
1.	Jharkhand	196	<ul style="list-style-type: none"> <li>• Work sanctioned for 13 km. of road. Tender in progress.</li> <li>• The work is in progress for 54 km. of road.</li> <li>• Proposals for improvement in 129 km. of road is to be prepared and submitted by the State PWD.</li> </ul>
2.	Orissa	1219	<ul style="list-style-type: none"> <li>• 176 km. of road is already 2-lane.</li> <li>• Work is in progress for 321 km. of length.</li> </ul>

1	2	3	4
			<ul style="list-style-type: none"> <li>• 166 km of road is being considered by State Government under World Bank Scheme.</li> <li>• Preparation of Detailed Project Report is in progress for 556 km of roads.</li> </ul>
3.	Andhra Pradesh	236	<ul style="list-style-type: none"> <li>• 170 km of road has been included under NHDP phase-IVA and State PWD is taking action for preparation of feasibility studies for its development.</li> <li>• Proposals for improvement in 66 km of road is being prepared by State PWD.</li> </ul>
Total		1651	

#### Cash for Food Scheme

389. SHRI ANANDRAO ADSUL:  
SHRI ADHALRAO PATIL SHIVAJI:  
DR. PRASANNA KUMAR PATASANI:  
SHRI PRADEEP MAJHI:  
SHRI KISHANBHAI V. PATEL:

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

(a) whether the Planning Commission has recommended discontinuation of the present Public Distribution Scheme and introduce in its place a Cash for Food Scheme;

(b) if so, the details thereof and the benefits likely to accrue therefrom; and

(c) the manner in which the Government proposes to ensure that the benefits/cash provided under the said scheme reaches the intended beneficiaries?

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

(c) Planning Commission has not recommended discontinuation of the present Targeted Public Distribution System and introduction in its place of a cash for food scheme. However, State Governments of Uttar Pradesh, Haryana and Delhi submitted proposals for approval to direct disbursement of food subsidy in cash to BPL families in lieu of foodgrains under TPDS on a pilot basis in five districts i.e. Lakhimpur Kheri and Hardoi in Uttar Pradesh, Panchkula and Jhajjar in Haryana and Central District in Delhi. Based on those proposals, a draft scheme has been prepared to test feasibility of the alternative mode of transfer of food subsidy to BPL/AAY beneficiaries under TPDS. The draft scheme is under examination.

#### Rashtriya Krishi Vikas Yojana

390. SHRI ADHIR CHOWDHURY: Will the Minister of AGRICULTURE be pleased to state:

(a) the number of States which have submitted proposals under the Rashtriya Krishi Vikas Yojana;

(b) the details of such proposals, State-wise; and

(c) the incentives and assistance provided to the States under the Scheme?

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

(b) and (c) The details are given as under:

(Rs. in crore)

Sl.No.	Name of the State	Allocation (2009-10)	Amount for which proposal received	Fund Released
1	2	3	4	5
1.	Andhra Pradesh	315.33	497.39	118.25 On 26.06.2009
2.	Haryana	96.91	178.49	#
3.	Rajasthan	145.72	126.92	##
4.	Maharashtra	302.70	330.62	##
5.	Kerala	99.48	57.23	#

1	2	3	4	5
6.	Uttar Pradesh	315.33	437.19	##
7.	Madhya Pradesh	202.39	134.01	#
8.	Tamil Nadu	87.57	87.27	#

#State Level Sanctioning Committee (SLSC) meeting for approval of projects is to be held shortly.

##SLSC meeting for approval of projects under Rashtriya Krishi Vikas Yojana for the year 2009-10 already held. Release of funds is being processed.

### Communal Riots

391. SHRI RUDRAMADHAB RAY: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government has conducted any investigations into incidents of communal riots in Orissa; and

(b) if so, the details and outcome of the investigations alongwith the special package for rehabilitation provided to the victims of such riots?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) No, Madam.

(b) The Government of Orissa has reported that the following relief and rehabilitation measures have been provided to the victims of communal violence that took place in the State in second half of 2008:

(A) From Prime Minister's National Relief Fund (PMNRF):

- (i) Assistance of Rs. 20,000/- each for fully damaged houses for 1193 houses (Rs. 238.60 lakh)
- (ii) Assistance of Rs. 2 lakh each for 21 fully damaged public institutions (Rs. 42 lakh)
- (iii) Assistance of Rs. 10,000/- each for partially damaged 3232 houses (Rs. 323.20 lakh)
- (iv) Assistance of Rs. 1 lakh each for 51 partially damaged public institutions (51 lakh)

(B) From Chief Minister's Fund;

- (i) Rs. 2 lakh ex-gratia to the next of kin of the persons who died due to communal/ethnic violence.

(ii) Construction assistance for 1069 fully damaged dwelling houses @ Rs. 50,000/ and for 2807 partially damaged dwelling houses @ Rs. 20,000/-

(iii) Assistance for damage to shops/shops cum residences @ Rs. 15,000/- to Rs. 40,000/- depending on damage assessment.

(iv) Assistance for Bicycle damage @ Rs. 2000/-

(v) Assistance for damage to public institutions like school, clinic, hospital, hostel and orphanages etc. @ Rs. 2 lakh.

(vi) Relief kits for families returning to villages consisting of food, material for hygiene and sanitation, household kit and other materials.

(vii) Compensation for damaged Prayer Halls and Churches:

(a) For Prayer Halls:

- (1) Fully damaged—Rs. 50,000/-
- (2) Severely damaged—Rs. 20,000/-
- (3) Partially damaged—Rs. 10,000/-

(b) For Churches:

- (1) Severely damaged—Rs. 2 lakh
- (2) Partially damaged—Rs. 1 lakh

In addition, the State Government has submitted proposals to the Central Government for providing assistance to the families of the victims of the violence under "Scheme for Assistance to Victims of Terrorist and Communal Violence". The assistance amounting to Rs. 3 lakh each has so far been approved in 28 cases.

### Procurement of Foodgrains

392. SHRI CHANDRAKANT KHAIRE: Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether the Government proposes to restructure the present procurement system of foodgrains;

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

(c) whether there is lack of parity amongst various agricultural crops leading to distortion in crop economy; and

(d) if so, the corrective action taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) and (b) There is no proposal to restructure the present system of procurement of foodgrains.

(c) and (d) The Commission for Agricultural Cost and Prices (CACP), while formulating its recommendations on price policy considers a number of important factors, including inter-crop price parity.

#### **Atrocities Against Minorities**

393. SHRI PRASANTA KUMAR MAJUMDAR:  
SHRI NARAHARI MAHATO:  
SHRI NRIPENDRA NATH ROY:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether any survey has been conducted by the Government with regard to atrocities committed on minorities including Christians in the country;

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

(c) the total number of persons arrested in this connection during the said period, State-wise; and

(d) the measures being taken or proposed to be taken to curtail such atrocities in the country?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) No, Madam.

(b) Does not arise.

(c) 'Police' and 'Public Order' being State subjects under the Constitution of India, the primary responsibility

of registration, investigation and prosecution of crime rests with the State Governments. The Central Government does not maintain any centralized list of arrests made.

(d) To maintain communal harmony in the country, the Central Government assists the State Governments/ Union Territory Administrations in a variety of ways like sharing of Intelligence, sending alert messages, sending Central para-military Forces to the concerned State Governments on specific request including the composite Rapid Action Force which has been created specially to deal with communal situations, and in the modernization of the State Police Forces. In addition, the Union Government sends advisories in this regard from time to time. The Central Government has also circulated revised Guidelines to promote communal harmony, to the States and Union Territories in the month of June, 2008.

Further, the Central Government has introduced a Bill titled 'The Communal Violence (Prevention, Control and Rehabilitation of Victims) Bill, 2005' in the Rajya Sabha to address various aspects of the issue of communal violence.

#### **Availability of Sugar**

394. SHRI K.S. RAO: Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) the pattern of sugar consumption in rural and urban India and also in terms of human and industrial consumption;

(b) the demand, production and availability of sugar during each of the last three years and estimates for the present year;

(c) whether the Government proposes to promote import of finished sugar for domestic consumption by making changes in the conditions for import and permit sugar mills to sell white sugar in domestic market so as to increase the availability and check thereby its prices; and

(d) if so, the details thereof?

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

Government does not maintain data on the pattern of sugar consumption in rural and urban India and also in terms of human and industrial consumption.

(b) The estimate of demand/internal consumption, production and estimated availability of sugar during each of the last three years (sugar seasons) (Oct-Sept.) and estimates for the current year/sugar season (Oct-Sept.) are as under:

(Qty. in lac tons)

Sl.No.	Season	Demand/Internal Consumption	Production	Availability of sugar
1.	2005-06	183.21	189.59	233.21
2.	2006-07	199.00	282.00	326.00
3.	2007-08 (P)	210.00	263.00	368.00
4.	2008-09 (E)	225.00	150-155	269-274

(P)-Provisional (E)-Estimated.

(c) and (d) In order to augment domestic availability of sugar, the Central Government has permitted duty free import of white/refined sugar upto 1 million ton under OGL by the designated agencies upto 01.08.2009 vide notification dated 17.04.2009. Further, the Government has also permitted sugar factories to import raw sugar under Advance Authorization Scheme upto 30.09.2009 and under Open General License (OGL) upto 01.08.2009 and sell the processed raw sugar within India so as to increase availability of sugar in the domestic market. This is with a view to keep sugar prices at a reasonable level.

As per the latest report (29.06.09) from the Department of Commerce, the total quantity of white/refined sugar contracted by the designated agencies is 108895 M.Ts. As per trade circles, about 25 lac tons of raw sugar have been contracted by Indian sugar factories out of which 17.43 lac tons have already arrived or would be arriving shortly. However, information received from Central Board of Excise and Customs indicates clearance of 5.83 lac tons of raw sugar from customs warehouses since 17.04.09 upto 30.06.2009.

**Women Prisoners**

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

(a) whether the National Human Rights Commission has taken a serious view of the increase in the incidents of oppression of women prisoners in various jails of the country;

(b) if so, the details of such incidents reported during each of the last three years, State-wise;

(c) whether the Government has formulated any special guidelines to check this trend; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) The National Human Rights Commission (NHRC) monitors the condition of all the prisoners including the women prisoners and the infrastructure of jails in the country. The observations of the Members and Special Rapporteurs of the Commission visiting all over the country are conveyed to the State Governments from time to time for implementation.

(b) A Statement indicating State-wise break-up of cases registered in the Commission regarding oppression of women in jails in the last three years is enclosed.

(c) and (d) 'Police' and 'Prison' are State subjects under the Seventh schedule of the Constitution and the responsibility lies primarily with the respective State Governments. However, advisories are issued from time to time by the Government of India in this regard to take stern action against the guilty officials. The Government of India has also circulated a Model Prison Manual to all the States/Union Territories in 2003 for their guidance and adoption which has specific provision for providing various facilities to the women prisoners such as separate prison/barracks for women prisoners and their children in jail, educational facilities to the children of women prisoners, providing other basic amenities such as sanitary napkins etc., various recreation and correctional programme etc.

**Statement**

*Details of cases registered in the National Human Rights Commission during the last 3 years regarding oppression of women prisoners*

Sl.No.	State/UT	Years		
		2006-07	2007-08	2008-09
1	2	3	4	5
1.	Andhra Pradesh	0	7	3
2.	Arunachal Pradesh	0	0	1

1	2	3	4	5
3.	Assam	1	1	0
4.	Bihar	6	4	5
5.	Chandigarh	0	1	0
6.	Chhattisgarh	0	2	1
7.	Delhi	3	5	6
8.	Goa	0	0	0
9.	Gujarat	1	1	23
10.	Haryana	2	2	2
11.	Himachal Pradesh	1	0	0
12.	Jammu and Kashmir	0	0	0
13.	Jharkhand	1	3	4
14.	Karnataka	1	3	0
15.	Kerala	2	1	1
16.	Lakshadweep	0	0	0
17.	Madhya Pradesh	1	4	3
18.	Maharashtra	3	11	11
19.	Manipur	0	0	0
20.	Meghalaya	0	0	0
21.	Mizoram	0	0	0
22.	Nagaland	0	0	0
23.	Orissa	1	5	3
24.	Puducherry	0	1	0
25.	Punjab	8	2	2
26.	Rajasthan	0	3	2
27.	Sikkim	0	0	0
28.	Tamil Nadu	3	4	8
29.	Tripura	0	0	0
30.	Uttar Pradesh	16	26	21
31.	Uttaranchal	3	2	0
32.	West Bengal	2	6	7
Total		55	94	103

### Expressway Between Delhi and Jaipur

396. SHRI DUSHYANT SINGH: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the proposal for constructing an Expressway between Delhi and Jaipur is pending;

(b) if so, the reasons therefor; and

(c) the steps taken/proposed to be taken to allocate funds and start the construction work on the expressway?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (KUNWAR R.P.N. SINGH): (a) to (c) Expressway facility from Delhi to Gurgaon is already in operation. A concession agreement for upgradation of Gurgaon-Jaipur section of NH-8 from existing four-lane to six-lane standard has already been signed during June, 2008, which will take care of the traffic volume for another 10-12 years. Presently, construction of a new expressway is not envisaged between Delhi and Jaipur.

### Closure of Manufacturing Units

397. SHRIMATI MANEKA GANDHI: Will the Minister of MICRO, SMALL AND MEDIUM ENTERPRISES be pleased to state:

(a) whether a large number of small scale industries have been closed down in various States of the country including Noida;

(b) if so, the number of such industries that have been closed down, State-wise during each of the last three years and the current year alongwith the reasons therefor; and

(c) the steps taken by the Government to save the said industries and to provide alternative employment opportunities?

THE MINISTER OF STATE OF THE MINISTRY OF MICRO, SMALL AND MEDIUM ENTERPRISES (SHRI DINSHA PATEL): (a) and (b) Based on the Third All India Census of SSIs with reference year 2001-02, out of 22,62,401 SSI units registered up to 31.03.2001, 39 per cent (i.e. number 8,87,427) units were found closed. The State/UT-wise distribution of these closed units is given in the Statement enclosed. The main reasons of closure include shortage of working capital, fall in demand of specific products, change in technology, shortage of raw



material, marketing problems and increase in competition. The information on year-wise closure of small scale industries (SSIs) is not maintained centrally.

(c) The Reserve Bank of India (RBI) has announced several measures for reviving MSMEs which, *inter alia*, includes: (i) As a one time measure, the second restructuring done by banks of exposures up to June 30, 2009, will also be eligible for exceptional regulatory treatment; and (ii) While sanctioning/renewing credit limits to their large corporate borrowers, banks have been advised to fix separate sub-limits, within the overall limits, specifically for meeting payment obligations in respect of purchases from MSEs. Recently, the RBI has advised the banks to apply the Reserve Bank's guidelines on debt restructuring optimally and in letter and spirit and to put in place a non-discretionary one-time settlement scheme for the MSMEs. The Government has also issued an advisory to central public sector enterprises to ensure prompt payment of bills of MSMEs.

In addition, the Government has promulgated the Micro, Small and Medium Enterprises Development (MSMED) Act, 2006 to facilitate the promotion and development of MSMEs and to enhance their competitiveness. The Act, *inter alia*, provides for rigorous provisions to counter the problems of delayed payments to the micro and small enterprises.

The Government is running several programmes for entrepreneurship development, skill development, management development, etc. for new and existing entrepreneurs and for other persons to make them employable in the industries and service sector. Besides, Government has launched a new credit linked subsidy programme called Prime Minister's Employment Generation Programme (PMEGP) for generation of employment opportunities through establishment of micro enterprises in rural as well as urban areas.

#### **Statement**

*State/UT-wise Distribution of Closed SSI Units as Per Third All India Census of Registered SSIs, 2001-02*

Sl.No.	Name of State/Union Territory	Total No. of Closed Units
1	2	3
1.	Jammu and Kashmir	22709
2.	Himachal Pradesh	6509
3.	Punjab	82731

1	2	3
4.	Chandigarh	1405
5.	Uttarakhand	12100
6.	Haryana	27546
7.	Delhi	8357
8.	Rajasthan	36847
9.	Uttar Pradesh	122282
10.	Bihar	20525
11.	Sikkim	155
12.	Arunachal Pradesh	248
13.	Nagaland	129
14.	Manipur	1226
15.	Mizoram	1313
16.	Tripura	1077
17.	Meghalaya	1908
18.	Assam	10338
19.	West Bengal	26080
20.	Jharkhand	13822
21.	Orissa	9708
22.	Chhattisgarh	27830
23.	Madhya Pradesh	65649
24.	Gujarat	39159
25.	Daman and Diu	454
26.	Dadra and Nagar Haveli	423
27.	Maharashtra	54243
28.	Andhra Pradesh	38582
29.	Karnataka	46611
30.	Goa	2327
31.	Lakshadweep	16
32.	Kerala	74832
33.	Tamil Nadu	127185
34.	Puducherry	2586
35.	Andaman and Nicobar Islands	515
	All India	8,87,427

[*Translation*]

### **Terrorist Training Camps**

398. SHRI JAGDISH SHARMA:  
DR. MURLI MANOHAR JOSHI:

Will the Minister of HOME AFFAIRS be pleased to state:

- (a) whether terrorist training camps are being run in neighbouring countries;
- (b) if so, the details thereof;
- (c) whether the Government has taken up the matter with such countries; and
- (d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) to (d) Available inputs indicate that terrorist have camps in some neighbouring countries. The Government has taken up the matter in the bilateral fora that exist for this purpose, from time to time. The countries have assured that their soil would not be used for any activity inimical to India.

[*English*]

### **Training of Police Personnel**

399. SHRI GANESHRAO NAGORAO DUDHGAONKAR:  
SHRI BALIRAM JADHAV:

Will the Minister of HOME AFFAIRS be pleased to state:

- (a) whether the police personnel in various States in the country do not possess adequate and effective weapons to tackle the increasing terrorist and naxalite activities; and
- (b) the steps taken by the Government to modernise police forces in the country *vis-a-vis* imparting of training to the police personnel to combat terrorist and naxalite activities in the country?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPALLY RAMACHANDRAN):

(a) 'Police' being a State subject, it is primarily the responsibility of the State Governments to adequately equip their police forces with modern weapons etc. The Ministry of Home Affairs, however, supplements the efforts of the State Governments towards modernizing the State police forces under a Non-Plan Scheme for Modernization of State Police Forces (MPF Scheme). Under the Scheme, assistance is provided to the State for procurement of modern weaponry, construction of residential and non residential buildings, mobility, communication/security/forensic science equipment, training infrastructure facilities, etc. Modern weaponry, such as INSAS rifles, AK 47, 9MM carbine, SLRs 7.62 mm, etc. have been provided to the State Governments under the Scheme.

(b) The funds are being provided under the MPF Scheme to states, *inter-alia*, for creating and upgrading police training infrastructure and procuring related training equipment. Police being a state subject, imparting training to State police personnel is primarily responsibility of the State Governments. Bureau of police Research and Development organizes training programmes for police personnel of all ranks from States, U.Ts. on basic training as well as on topical interest. Training facilities are also being made available to various State Police Forces at training institutions of the Central Police Forces. A Plan Scheme for setting up of four temporary Counter Insurgency and Anti Terrorism Schools during the 11th Plan period in each of the States of Assam, Bihar, Chhattisgarh, Jharkhand and Orissa to provide training to the police personnel of these States with a view to tackle the menace of naxalism is being implemented from 2008-09. Besides this, training is also being provided to State Police personnel through various courses run by the Indian Army for various operations including counter naxal operations.

[*Translation*]

### **Toll Tax on Delhi-Gurgaon Expressway**

400. DR. MURLI MANOHAR JOSHI:  
SHRI RAJIV RANJAN SINGH *ALIAS* LALAN  
SINGH:

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

(a) whether the toll tax charged from vehicles plying on the Delhi-Gurgaon Expressway has been raised in April 2009;

(b) if so, the percentage of the said increase;

(c) whether the said increase was made on the basis of rate of inflation;

(d) if not, the reasons therefor; and

(e) the details of toll tax increased so far alongwith the number of times it has been increased?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (KUNWAR R.P.N. SINGH): (a) Yes, Sir.

(b) The percentage of increase is 5.77%.

(c) The increase is based on changes in Whole Sale Price Index (WPI)

(d) Does not arise.

(e) The fee collection on Delhi-Gurgaon BOT project was started from 28.1.2008 on the basis of WPI of Dec, 2006 (208.40). The fee rates have been increased twice till date. The first revision with 3.98% increase was effective from 1st April, 2008 (based on WPI of 216.7 for the week ending on or nearest to 31st December, 2007). The second revision with 5.77% increase was effective from 1st April, 2009 (based on WPI of 229.20 for the week ending on or nearest to 31st December 2008).

#### **Development of Roads in the Country**

401. SHRI BHAUSAHEB RAJARAM WAKCHAURE:  
DR. PRASANNA KUMAR PATSANI:

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

(a) the details targets fixed, estimated expenditure, the total amount sanctioned and utilized for development of roads in the country especially in backward and rural areas during each of the last three years and the current year, State-wise;

(b) the plan of action drawn to finance road development programme in these States;

(c) the time frame fixed for completion of the projects;

(d) the funds provided by World Bank and Asian Development Bank and other International Financial Institutions for the development and improvement of roads in the country during each of the last three years and the current year; and

(e) the amount actually spent in this regard, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (KUNWAR R.P.N. SINGH): (a) and (b) Details of the State wise allocation, expenditure and sanctions for development of NHs during the last three years and the current year is given in the enclosed Statement. Projects are sanctioned State wise as such details regarding backward areas or rural areas are not maintained. Funds allocated in the last three years utilized.

(c) Development of National Highways is a continuous process and projects are sanctioned based on the inter-se-priority and availability of funds. Generally projects are targeted for completion from 12 months to 36 months, depending up on the nature and magnitude of the project.

(d) and (e) Details of the assistance provided by World Bank, Asian Development Bank and other international Financial Institutions for development of National highways are as under:

		(Rs in crore)
Sl.No.	Year	External Assistance
1.	2006-07	1978.00
2.	2007-08	2220.00
3.	2008-09	1894.00
4.	2009-10 (Up to May 09)	Nil

Entire assistance had been utilized. The assistance was provided through NHAI, for which State-wise details are not being maintained.

**Statement***State-wise Details of Allocation, Expenditure and Sanctions for Development of National Highways during the Last Three Years and Current Year*

Sl.No.	State/Union Territory	2006-07			2007-08			2008-09			2009-2010		
		Allocation	Expenditure	Sanctions	Allocation	Expenditure	Sanctions	Allocation	Expenditure	Sanctions	Proposed Allocation	Expenditure (up to 31.5.2009)	Sanctions
1	2	3	4	5	6	7	8	9	10	11	12	13	14
1.	Andhra Pradesh	58.41	58.06	128.77	76.00	75.89	113.46	187.31	187.31	339.80	165.00	54.89	0.00
2.	Arunachal Pradesh	8.30	8.29	0.00	6.00	5.65	0.00	1.10	1.10	4.78	10.00	0.00	0.00
3.	Assam	77.25	76.49	93.00	86.00	85.24	112.00	86.30	86.30	215.00	120.00	28.05	0.00
4.	Bihar	97.20	97.13	112.30	83.00	82.89	174.72	91.10	91.10	276.07	150.00	37.57	4.30
5.	Chandigarh	1.00	0.96	0.00	2.00	2.00	3.56	3.39	3.39	4.19	4.00	0.00	0.00
6.	Chhattisgarh	37.00	36.19	91.39	39.00	38.78	69.90	63.66	63.66	96.17	75.00	23.73	0.00
7.	Delhi	3.00	1.47	13.29	9.00	8.30	14.63	15.80	15.80	7.48	15.00	2.39	0.00
8.	Goa	2.95	2.64	17.10	15.00	15.00	41.18	34.39	34.39	25.53	33.00	1.03	0.00
9.	Gujarat	60.00	60.00	96.52	62.00	62.00	136.04	97.00	97.00	356.00	125.00	29.94	0.00
10.	Haryana	64.00	64.00	124.92	81.25	81.24	128.74	103.23	103.23	117.65	105.00	23.33	0.00
11.	Himachal Pradesh	39.50	39.44	123.76	57.00	57.00	34.05	76.21	76.21	96.05	78.00	12.13	0.00
12.	Jharkhand	34.86	35.00	91.14	57.25	57.24	187.11	96.41	96.41	180.77	120.00	9.16	0.00
13.	Karnataka	85.00	84.84	159.39	99.50	99.48	175.31	211.79	211.79	365.38	196.00	34.63	0.00
14.	Kerala	55.00	54.44	60.25	50.00	50.00	159.74	62.74	62.74	81.35	80.00	36.49	0.00
15.	Madhya Pradesh	84.09	82.92	136.26	65.00	65.98	67.27	92.97	92.97	91.89	110.00	22.01	1.67
16.	Maharashtra	148.75	148.75	204.30	133.79	133.79	96.65	187.50	187.50	229.48	208.00	69.22	9.00
17.	Manipur	14.65	14.65	9.96	12.00	10.24	37.97	23.65	23.65	30.38	40.00	0.00	0.73
18.	Meghalaya	24.50	24.31	32.93	22.00	22.33	43.87	50.77	50.77	81.78	60.00	0.83	39.86
19.	Mizoram	15.53	15.53	9.61	15.00	15.00	21.95	13.55	13.55	40.26	28.00	0.80	8.29
20.	Nagaland	11.82	11.81	0.00	12.00	10.20	47.08	30.60	30.60	57.90	40.00	0.00	0.00
21.	Orissa	72.00	72.00	219.04	137.50	137.50	207.32	207.68	207.68	548.66	200.00	50.94	0.00

1	2	3	4	5	6	7	8	9	10	11	12	13	14
22.	Puducherry	5.00	4.99	4.61	7.55	7.49	6.36	2.95	2.95	11.22	7.00	0.01	0.00
23.	Punjab	72.00	72.00	80.07	82.90	82.90	180.15	154.00	154.00	146.68	154.00	29.26	0.00
24.	Rajasthan	75.00	74.38	130.78	99.00	98.98	186.84	209.91	209.91	224.49	184.00	47.14	13.17
25.	Tamil Nadu	82.00	79.40	98.58	91.25	91.25	165.17	131.96	131.96	210.50	129.00	43.00	27.74
26.	Uttar Pradesh	91.40	91.32	66.60	130.00	130.00	357.34	215.64	215.64	429.07	250.00	78.81	0.00
27.	Uttarakhand	52.75	52.64	3.22	38.95	38.94	142.77	109.51	109.51	193.24	90.00	19.26	18.00
28.	West Bengal	47.00	46.77	101.00	58.00	57.99	115.00	95.30	95.30	168.53	142.00	46.83	1.65

### Revamping of PDS

402. SHRI RAVINDRA KUMAR PANDEY:  
 SHRI KODIKKUNNIL SURESH:  
 SHRI GORAKH PRASAD JAISWAL:  
 SHRI MANSUKH BHAI D. VASAVA:  
 SHRI KAMAL KISHOR ALIAS COMMANDO:  
 SHRI K.J.S.P. REDDY:  
 SHRI PASHUPATI NATH SINGH:

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

(a) whether the Union Government is aware that in the absence of identification of Below Poverty Line families, the Public Distribution System in several States is on the verge of collapse.

(b) whether Union Government has issued any directives to State Governments to expedite the identification of Below Poverty Line families and improve the functioning of the Public Distribution System in the States;

(c) if so, the details and the outcome thereof;

(d) whether the Government proposes to revamp Public Distribution System in view of large scale corruption; and

(e) if not, the reasons therefor?

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

(e) Targeted Public Distribution System (TPDS) is implemented jointly by Government of India and State/UT Governments with sharing of responsibilities in this regard. The Government of India carries out procurement of foodgrains for the TPDS, their storage, transportation and allocation to the State/UT Governments. The responsibilities for allocation of foodgrains within State/UT, identification of eligible BPL and AAY families based on estimates of Planning Commission and issuance of ration cards to them, and supervision of distribution of allocated foodgrains to eligible ration card holders through the fair price shops rest with the State/UT Governments.

For identification of BPL families, guidelines are to be formulated by State/UT Government as stipulated under the Public Distribution System (Control), Order 2001. To facilitate this, Ministries of rural Development and Housing and Urban Poverty Alleviation issues guidelines in consultation with Planning Commission.

For allocations of foodgrains to States and UTs under TPDS, the Department of Food and Public Distribution uses the number of BPL families based on 1993-94 poverty estimates of Planning Commission and population estimates of the Registrar General of India as on 1st March 2000. This number of BPL families is 6.52 crore.

However, as reported by June 2009, the State and UT Governments have issued 10.86 crore BPL ration cards, which include 2.43 crore AAY cards.

Because of higher number of BPL ration cards issued by some State Governments, the scale of issue of foodgrains for BPL families per month is lower than 35 kg in those States.

To improve functioning of TPDS, Government has been regularly requesting State and UT Governments. Government has initiated a series of measures to streamline TPDS by.

- (i) continuous review of lists of BPL and AAY families and ensuring timely availability of foodgrains at fair price shops;
- (ii) ensuring greater transparency in functioning of TPDS;
- (iii) improve monitoring and vigilance at various levels.
- (iv) introduction of new technologies such as Computerization of TPDS operations at various levels, smart-based delivery of essential commodities, and
- (v) getting periodically evaluated functioning of TPDS.

#### **Laying of Pipeline along with NH-7**

403. SHRI HANSRAJ G. AHIR: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether necessary sanction for laying water supply pipeline across the National Highway (NH-7) for the proposed Multi Modal International Airport Project at Nagpur (Maharashtra) has been issued;

(b) if so, the details thereof;

(c) whether the Government of Maharashtra has sought for permission of the Union Government for the said project; and

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

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (KUNWAR R.P.N. SINGH): (a) to (d) Permission for laying Water line from Km. 18.765 to Km. 34/140 along NH-7 by Maharashtra Airport Development Company Limited (MADC) for water supply to Multi-Modal International Passenger and Cargo Hub Airport (MIHAN) at Nagpur has been accorded by NHA vide letter dated 7.1.2009.

*[English]*

#### **Bids for Sale of Maize**

404. SHRI VILAS MUTTEMWAR: Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether the Food Corporation of India has invited bids for the sale of maize;

(b) if so, the quantity of maize available with the Food Corporation of India for sale;

(c) the prices at which maize was procured and proposed to be sold; and

(d) the quantity of maize supplied to the fair price shops under various food based welfare programmes?

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

(b) A quantity of 9,94,691 tonnes of maize has been procured in the Central Pool during Kharif Marketing Season 2008-09, After meeting the allocation made under Targeted Public Distribution Scheme (TPDS), the balance quantity would be sold by Food Corporation of India (FCI) through tenders.

(c) The stocks were procured at the Minimum Support Price of Rs. 840 per quintal declared by the Government for Kharif Marketing Season 2009-10.

Sale of maize is undertaken by FCI through open tenders in the past, the rates have varied across depots and States. In 2009-10 also, FCI will finalize sale of maize through tenders.

(d) 34,253 tonnes maize has been allocated to various states for TPDS for the year 2009-10.

#### **Drip Irrigation**

405. SHRI RAYAPATI SAMBASIVA RAO: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government has formulated a national policy for promotion of drip irrigation system in the country;

(b) if so, the details thereof;

(c) if not, the time by which such policy is likely to be formulated;

(d) whether the Government proposes to grant 100 per cent exemption on drip irrigation equipment from customs/excise duty; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) to (c) Yes, Madam. The Government has launched a Centrally Sponsored Scheme on Micro Irrigation to install drip and sprinkler irrigation system in the country. Financial assistance is provided for drip irrigation @ 50% of the total cost of the system, in which 40% is borne by Central Government, 10% by State Government and remaining 50% is borne by beneficiary either from his/her own resources or soft loan from financial institution. The assistance for drip system is limited to a maximum area of five ha. per beneficiary family and all categories of farmers are covered under this scheme. All agriculture and horticulture crops are covered under this scheme except tea, coffee, rubber and oil palm.

(d) and (e) There is 100% exemption of excise duty on drip irrigation equipment but 5% custom duty is levied on such equipment.

#### **Award of Contract by NHAI**

406. SHRI PRADEEP MAJHI:  
SHRI KISHANBHAI V. PATEL:

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

(a) whether the National Highways Authority of India has decided to award contract work only after acquisition of land for a project is completed;

(b) if so, the details thereof;

(c) the details of projects that could not be completed on time due to non-acquisition of land, State-wise;

(d) the details and nature of problems being faced by NHAI for acquisition of land; and

(e) the remedial measures taken by the Government to expedite the land acquisition process?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (KUNWAR R.P.N. SINGH): (a) and (b) Yes, Sir. NHAI Board in its meeting held on 8th May, 2009 has decided to award contracts only after Notification under Section 3D(1) of the National Highways Act 1956 is issued for all land to be acquired from private landowners. This Notification vests the land absolutely in the Central Government.

(c) Delay in land acquisition is one of the multifarious factors which contribute to delay in timely completion of project. State-wise details of delay NHAI projects due to various constraints including delay in land acquisition are enclosed as Statement-I.

(d) and (e) Details are enclosed as Statement-II.

#### **Statement I**

##### *List of delayed NHAI projects—State-wise*

Sl.No.	Name of the State	Number of Projects
1	2	3
1.	Andhra Pradesh	25
2.	Assam	27
3.	Bihar	19
4.	Chhattisgarh	1
5.	Delhi	3
6.	Goa	1
7.	Gujarat	10
8.	Haryana	4
9.	Jammu and Kashmir	7
10.	Jharkhand	1

1	2	3
11.	Karnataka	13
12.	Kerala	2
13.	Madhya Pradesh	13
14.	Maharashtra	17
15.	Orissa	9
16.	Punjab	6
17.	Rajasthan	19
18.	Tamil Nadu	38
19.	Uttar Pradesh	41
20.	West Bengal	12

**Statement II**

*Problems being faced by NHA for Land Acquisition*

1. Frequent Transfer of Competent Authorities for Land Acquisition (CALA) by State Government Revenue Departments.
2. Problems due to provisions relating to determination of compensation in Land Acquisition Act, 1894 *vis-a-vis* National Highways Act, 1956.
3. Demand for compensation for Land belonging to State Governments.
4. Incomplete Revenue Records.
5. Problems in acquisition of land from other departments.

*Remedial measures taken by Government to expedite the Land Acquisition process*

1. Simplification of Procedure for issuing Notifications for acquisition of land.
2. Project Implementation Units (PIUs) authorized to engage retired revenue officials to assist in Land Acquisition.
3. Appointment of State Level Coordinator for land acquisition/pre-construction works.

**Commissioning of Transmitters**

407. SHRI M. SREENIVASULU REDDY: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether a number of High Power Transmitters, Low Power Transmitters and Very Low Power Transmitters which were installed by Doordarshan and AIR in the last three years could not be commissioned in various States including Andhra Pradesh;

(b) if so, the reasons therefor;

(c) the total amount spent on each of them;

(d) the reasons for delay in commissioning of these projects; and

(e) the time by which transmitters are likely to be commissioned?

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING (DR. S. JAGATHRAKSHAKAN): (a) to (d) As regards All India Radio (AIR), 5 transmitters including one FM Transmitter in Andhra Pradesh could not be commissioned due to non-sanction of Operation and Maintenance (O&M) staff.

94 nos. of 100 Watt FM relay Transmitters (49 nos. in North-East region & 45 nos. in rest of the country) including two in Andhra Pradesh could not be commissioned due to non-receipt of frequency clearance from WPC.

Details of total amount spent on each of them is given in the enclosed Statement.

So far as Doordarshan is concerned, all the new transmitters installed during the last three years, have been commissioned. No new transmitter project in Andhra Pradesh has been installed during the last three years.

(e) Commissioning of AIR transmitters are dependant on availability of staff and frequency clearance.



**Statement***Total Amount Spent on each of the  
All India Radio schemes*

(Rs. in Crores)

Sl.No.	Place/Transmitter	Capital Cost
1.	Dharmanagar (Tripura)-1 KW MW Transmitter. (Tr.)	4.00
2.	Oras (Sindhurgnagan) (Maharashtra)- 5 KW FM Tr.	3.69
3.	Dungarpur (Rajasthan)-1 KW MW Tr.	2.90
4.	Suryapet (Andhra Pradesh)- (1 kW FM Tr. Interim set up of 10 kW FM Tr)	0.34
5.	Rairangpur (Orissa)-1 kW FM Tr. with 300 meter Tower	3.66
6.	100 Watt FM Relay Trs. (45 Places) under Normal Plan	3.73
7.	100 Watt FM Relay Trs. under North East Package-Phase-II (49 places)	3.92

*[Translation]***Pradhan Mantri Bharat Jodo Pariyojana**

408. SHRI K.D. DESHMUKH: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the progress of work regarding modernisation of the roads in the country under the Pradhan Mantri Bharat Jodo Pariyojana has slowed down;

(b) if so, the reasons therefor;

(c) whether the Government has chalked out any plan to give impetus to the work relating to the modernisation of roads; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (KUNWAR R.P.N. SINGH): (a) and (b) There is no programme at present named as 'Pradhan Mantri Bharat Jodo Pariyojana'. However, Modernization of National Highways in the country under National Highways Development Project (NHDP) is under implementation. There has been some slow down in process of award of projects as the projects did not attract bidders due to lack of viability and inability

of the developers to raise necessary finance on account of prevailing economic downturn.

(c) and (d) Concerted efforts are being made for finalizing the work plan for award of projects on the basis of viability and inter-se priority. It is planned to complete four-laning of about 3165 km of National Highways and award of projects for a length of 9800 km during 2009-2010.

*[English]***Rising Crime in Delhi**

409. SHRI TATHAGATA SATPATHY: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether instances of crime are on the rise in the NCT of Delhi in the last one year;

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

(c) the steps taken/proposed to be taken by the Government to curb the rise in crime?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPALLY RAMACHANDRAN): (a) to (c) While IPC crimes have registered a decline of 3.38% the heinous crimes have come down by 10.01% during the period 1st January to 15 June, 2009 as compared to the corresponding period in 2008. The steps taken by Delhi Police to curb the crime in Delhi include introduction of 'eyes and ears' scheme to improve collection of intelligence at the grass-root level, identification of vulnerable areas on the basis of regular analysis of crime trends, emphasis on community policing for better relationship with the public, setting up of Area Security Committee in North Campus of Delhi University; identification of Police Station with high rate of crime and provision of additional manpower and motor cycle patrols to such Police Stations; regular surveillance on the activities of desperate criminals; organisation of special patrolling during dark nights in order to check any strike of criminals; setting up of 'Senior Citizens Security Cell' at the Police Headquarters; introduction of special help line 1291 to attend the distress calls pertaining to the safety and security of senior citizens; initiation of various Community Policing programmes for taking care of Senior Citizens; sensitization of the Policemen towards the problems of senior citizens; periodic organisation of security melas to create awareness among senior citizens regarding various aspects of safety, security and use of modern gadgets; creating awareness among senior citizens through print media and distribution of pamphlets regarding Do's and Don't for their safety; introduction of

Parivartan Scheme for involving and educating parents, teachers, students etc. to facilitate handling of women's grievances; deployment of women police officials for beat duties; imparting special training to the women police officials to control crimes against women; starting of gender sensitization and legal awareness programmes for police personnel; establishment of Police Stations for cases pertaining to Crime against Women; starting of dedicated 'Women Helpline' to attend to the complaints by women; constitution of 'Women Mobile Team' to attend to distress calls from women on round-the-clock basis; deployment of one lady constable in every PCR Van patrolling the areas covering prominent colleges etc.

[*Translation*]

#### **Assistance to Kashmiri Migrants**

410. SHRI ASHOK KUMAR RAWAT: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the amount admissible and total amount disbursed to Kashmiri migrants as *ex-gratia* and loan separately during each of the last three years and the current year;

(b) the number of Kashmiri families displaced and now residing in comps/dwelling units set up in Jammu, Delhi and other States during the said period, yearwise;

(c) the number and percentage of the families returned to the Valley so far; and

(d) the measures taken by the Government to rehabilitate the displaced Kashmiris to their homes?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) to (d) Government of Jammu and Kashmir has been providing *ex-gratia* relief to the next-of-kins of victims of militancy @ Rs. 1.00 lakh in the case of death, Rs. 75,000/-, Rs. 50,000/-, an Rs. 1,000/- for permanent disability, grievous injury and minor injury respectively caused in a terrorist incidents. 50% of the loss of immovable property, subject to a ceiling of Rs. 1.00 lakh is paid as *ex-gratia* for the property damaged in militancy. As intimated by Government of Jammu and Kashmir, the details of *ex-gratia* disbursed to Kashmiri Migrants during last three years and the current year is as under:-

(Rs. Lakhs)

	2006-07	2007-08	2008-09	2009-10 (till 30.6.09)
Funds disbursed	36.95	18.10	19.58	Nil

There is no separate scheme of disbursement of loans to migrants by Government. Government of N.C.T. of Delhi has also not disbursed any *ex-gratia* or loan to Kashmiri Migrants. The migrants can directly approach the banks for sanction of loans as per the laid down procedures. The information concerning disbursement of individual loans is not centrally maintained.

There are 57,981 registered families of Kashmiri migrants putting up in Jammu, Delhi and other States. Of these, about 5000 families are residing in various camps in Jammu and 13 families are staying in camps in Delhi. The number of registered migrants has remained constant during the said period. Though a number of families have evinced interest in returning to the Valley, so far no family has returned.

For facilitating the return of migrants who are willing to return to the Valley, the Central Government approved the construction of 200 flats at Sheikpora in Budgam district. The Shrine in Mattan and Kheer Bhavani has been developed into two model clusters containing temporary shelters for Kashmiri migrants where they could be settled temporarily till such time they can repair their existing residential houses. The State Government has constructed 18 flats at Mattan and 100 one-room tenements at Kheer Bhavani. A Package of Rs. 1618.40 crore for return and rehabilitation of Kashmiri migrants to the Valley has been announced on 25.4.08 and an initial amount of Rs. 8.35 crore has been released. The package provides for, provision of assistance for repair/renovation and damaged houses, transit accommodation, continuance of cash and rations relief, students' scholarship, employment in Government and financial assistance for self employment, financial assistance to agriculturists and horticulturists and waiver of interest on loans.

[*English*]

#### **Status of Work on Vadodara-Mumbai Expressway**

411. SHRI HARIN PATHAK: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the present status of work on the Vadodara-Mumbai expressway alongwith the phases of planning and implementation of the project;

(b) whether the State Government of Gujarat had frozen the land along the proposed alignment of the Expressway;

(c) if so, details thereof;

(d) whether any timeframe has been fixed by the Government for starting land acquisition and construction of work;

(e) if so, the details thereof; and

(f) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (KUNWAR R.P.N. SINGH): (a) The alignment of Vadodara-Mumbai Expressway has been finalized on the basis of satellite Imageries. The consultant for feasibility study has been appointed. The consultant has already started the services from Feb '09. The feasibility study is likely to be completed within a period of one year. Detailed land plan schedules along the alignment will then be prepared and the process of land acquisition will be initiated.

(b) and (c) Yes, Sir. The Gujarat Government has frozen a corridor of 300 metres width in the State of Gujarat. The proposed alignment is mostly passing through the same corridor.

(d) and (e) A time frame of two years has been targeted for land acquisition of above project and the construction is likely to be completed by the end of December, 2015.

(f) Does not arise.

#### **Review of Border Security**

412. SHRI EKNATH MAHADEO GAIKWAD:  
SHRI MADHU GOUD YASKHI:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government has reviewed the progress of use of high speed interceptor boats, fencing, road construction, floodlighting, construction of border outposts etc. along the international borders;

(b) if so, the outcome thereof; and

(c) the time frame fixed for the completion of these projects along with the financial implication therein?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLY RAMACHANDRAN): (a) to (c) Yes, The review has been made at different levels in the Government. Delivery of interceptor boats to coastal State UTs started in April, 2009. So far 14 boats have been delivered to the States UTs. Along Indo-Bangladesh border 1800.09 km. of fencing and 718.64 km of roads have been completed under Phase-II project. Further, replacement of 376 km. of fencing has been completed under Phase-III project. The installation of floodlighting works is also in progress. The construction work for additional Border Outposts along Indo-Bangladesh and Indo-Pakistan borders has been awarded, Construction work in 10 strategic roads along Indo-China border has started.

After assessment of various factors, the Annual Action Plan for border works has been prepared and targets has been fixed for 2009-10. Targets for supply of interceptor boats to 9 coastal States and 4 Union Territories, under Coastal Security Scheme has also been finalized.

The details of projects, area of operation, time frame for completion and financial implications for these projects are given below:

Sl.No.	Project	Project content	Area of Operation	Time Frame for Completion	Financial Implication (Rs. In crore)
1	2	3	4	5	6
1.	Phase-II Project (Fencing & Road Works)	Fence 2579.22 km. Road 1422.45 km.	Indo-Bangladesh border	2000-2010	4393.67
2.	Phase-III Project (Replacement of Fencing works)	Fence 861.72 km.	Indo-Bangladesh border	2006-2010	884.00

1	2	3	4	5	6
3.	Floodlighting	2840.90 km	Indo-Bangladesh border	2007-2012	1327.77
4.	Construction of Border Out Posts	509 Nos. (IPB-126 IBB-383)	Indo-Bangladesh and Indo-Pakistan borders	2008-2014	1832.50
5.	Construction of Border Roads	Construction of 27 Link roads of operational significance to ITBP, totalling 804 km.	Along Indo-China-Border in the States of Jammu and Kashmir, Himachal Pradesh, Uttrakhand, Sikkim and Arunachal Pradesh	2008-2013	1937.00
6.	Supply of Interceptor Boats (Under Coastal Security Scheme)	Under the present Coastal Security Scheme, 73 coastal police stations, 97 check-posts, 58 out-posts and 30 barracks have been approved along with 204 interceptor boats, 153 jeeps and 312 motorcycles.	9 Coastal States and 4 Union Territories	2005-2010	400.00

### Radio Stations

413. SHRI NISHIKANT DUBEY: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) the number of All India Radio and private radio stations functioning in the country, State-wise;

(b) whether there is any proposal to set up new AIR and private radio stations in the country;

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

(d) whether any review has been done to assess the comparative performance of AIR and private radio stations during the last three years;

(e) if so, the details thereof alongwith the outcome of such review; and

(f) the total revenue earned from commercial advertisements during each of the last three years?

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING (DR. S. JAGATHRAKSHAKAN): (a) 232 All India Radio (AIR) Stations are functioning in the country. Details are given in the enclosed Statement-I. The details of 248 private FM stations are indicated in the enclosed Statement-II.

(b) and (c) Yes, Sir. 194 new Stations including 145 nos. of 100 Watt FM Transmitters of 10th Plan have been continued in 11th Plan. Details are given in the enclosed Statement-III.

The 11th Plan proposal for AIR Stations is yet to be approved.

In so far as Private FM radio stations are concerned, the Government's views on the Telecom Regulatory Authority of India's (TRAI) recommendations with regard to Phase-III of expansion of private FM radio broadcasting in the country are in the process of being firmed up.

(d) and (e) As regards AIR, in 2008-09, Audience Research Unit has conducted listenership survey of AIR and Private Channels at 18 Places across the country. The details of listenership of AIR *vis-a-vis* Private channels are given in the enclosed Statement-IV.

(f) Commercial Revenue earned in respect of AIR during last three years:

2008-09	Rs. 208,59,19,206/-
2007-08	Rs. 233,29,60,007/-
2006-07	Rs. 236,15,37,603/-
2005-06	Rs. 222,76,94,290/-

In so far as Private radio stations are concerned, no such data regarding revenue earned from commercial advertisement by them is maintained in the Ministry.

**Statement I**

*Existing Stations of AIR*

Sl.No.	State	Total
1	2	3
1.	Andhra Pradesh	13
2.	Arunachal Pradesh	5
3.	Assam	10
4.	Bihar	6
5.	Chhattisgarh	6
6.	Delhi	1
7.	Goa	1
8.	Gujarat	8
9.	Haryana	3
10.	Himachal Pradesh	6
11.	Jammu and Kashmir	16
12.	Jharkhand	5
13.	Karnataka	14
14.	Kerala	8
15.	Madhya Pradesh	16
16.	Maharashtra	20
17.	Manipur	1
18.	Meghalaya	5
19.	Mizoram	3
20.	Nagaland	4
21.	Orissa	13
22.	Punjab	3
23.	Rajasthan	17

1	2	3
24.	Sikkim	1
25.	Tamil Nadu	11
26.	Tripura	3
27.	Uttarakhand	6
28.	Uttar Pradesh	14
29.	West Bengal	7
30.	Union Territory	6
Total		232

**Statement II**

*Existing Private FM Stations*

Sl.No.	State	Total
1	2	3
1.	Andhra Pradesh	13
2.	Arunachal Pradesh	1
3.	Assam	4
4.	Bihar	2
5.	Chhattisgarh	5
6.	Delhi	8
7.	Goa	3
8.	Gujarat	16
9.	Haryana	6
10.	Himachal Pradesh	—
11.	Jammu and Kashmir	2
12.	Jharkhand	7
13.	Karnataka	14
14.	Kerala	17
15.	Madhya Pradesh	16
16.	Maharashtra	31

1	2	3
17.	Manipur	—
18.	Meghalaya	2
19.	Mizoram	—
20.	Nagaland	—
21.	Orissa	5
22.	Punjab	12
23.	Rajasthan	19
24.	Sikkim	2
25.	Tamil Nadu	21
26.	Tripura	1
27.	Uttarakhand	—
28.	Uttar Pradesh	21
29.	West Bengal	15
30.	Union Territory	5
Total		248

**Statement III***AIR New Stations of 10th Plan continued in 11th plan*

Sl.No.	State	
1	2	3
1.	Andhra Pradesh	4
2.	Arunachal Pradesh	5

1	2	3
3.	Assam	3
4.	Gujarat	1
5.	Jharkhand	1
6.	Madhya Pradesh	1
7.	Maharashtra	2
8.	Manipur	3
9.	Meghalaya	1
10.	Mizoram	3
11.	Nagaland	3
12.	Orissa	1
13.	Punjab	2
14.	Rajasthan	2
15.	Tripura	4
16.	Uttar Pradesh	4
17.	Uttarakhand	6
18.	West Bengal	3
19.	100 Watt FM Tr.	145 (100 nos. in N-E Region & 45 in rest of the country)
Total		194

\*49 nos. of 100 Watt FM stations in North-East & 45 nos. of 100 Watt FM Tr. in rest of the country are technically ready.

\*Churachandpur, Rairangpur, Dharmanagar, Oras and Dunglepur are technically ready.

**Statement IV***Comparative Listenership of FM Stations in Metro Cities (Figures in %)***2008-09**

Sl.No.	Station	Rainbow	Gold	Mirchi	Red FM	Radio City	Suryan FM	Amar FM	Power FM	GO	Big FM	Radio Indigo
1	2	3	4	5	6	7	8	9	10	11	12	13
1.	Delhi	28.0	47.0	38.0	22.0	26.0					9.8	
2.	Chennai	24.3	3.0	21.0		2.8	52.5				10.3	



1	2	3	4	5	6	7	8	9	10	11	12	13
14.	Shillong											
15.	Kurseiong											33.5
16.	Mussoorie											
17.	Hyderabad				73.5							
18.	Aligarh	51.5										
Average		51.5	12.1	41.0	23.4	6.8	7.6	5.1	6.3	6.0	8.5	33.5

Sl.No.	Station	FM Radio Hi	91.9 FM	FM Kanchan- jungha	FM Koshi (Nepal)	FM Saptokoshi (Nepal)	Aaha FM	Chennai FM	Amruthav- arshini
1.	Kurseiong	4.5	6.5	43.0	3.0	2.5			
2.	Chennai						2.2	0.5	
3.	Bangalore								16
Average		4.5	6.5	43.0	3.0	2.5	2.2	0.5	16.0

### National Investigation Agency

414. SHRI B. MAHTAB: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the National Investigation Agency (NIA) has been set up;

(b) if so, the details thereof;

(c) whether the Government has received views of the States in this regard; and

(d) if so, the details and the action taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) and (b) The National Investigation Agency (NIA) has been constituted and the Director General, has been appointed and assumed office 217 additional posts have been sanctioned. The National Investigation Agency has been assigned three cases for investigation and prosecution.

(c) and (d) The National Investigation Agency has been constituted under an Act of Parliament which was passed after due debate and discussion, for investigation and prosecution of offences affecting the sovereignty, security and integrity of India, security of State, friendly relations with foreign states and Acts enacted to implement international treaties agreements and conventions, falling under the Acts listed in the Schedule to the National Investigation Agency Act, 2008. It would operate in a concurrent, jurisdiction framework and take up selected cases.

The provisions of the Act were also deliberated upon in the Conference of Chief Ministers on internal security held on 6.1.2009. Following the Conference, the Home Minister has also written to all the Chief Ministers detailing and explaining the scope, extent and application of the provisions of the Act, wherein it had also been indicated that if there are any questions on doubts they would be clarified. Response has been received from some States and the position has been clarified.

[Translation]

### Kidnapping of Children

415. SHRI PRALHAD JOSHI: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether cases of kidnapping are on the rise in the country;

(b) if so, the steps taken by the Government to rescue the children kidnapped from the National Capital Region and other parts of the country;

(c) the number of children rescued by the Government during each of the last three years and the current year;

(d) whether reports have been received that organs were removed from the bodies of kidnapped children and subsequently sold;



(e) if so, the details thereof; and

(f) the steps taken by the Government to check the incidents of kidnapping?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) As per National Crime Records Bureau (NCRB) a total of 22,832, 23,991 and 27,561 cases of kidnapping and abduction were reported in the country during 2005-2007 respectively. The number of cases of kidnapping and abduction in case of children were 3518 in 2005, 5102 in 2006 and 6377 in 2007.

(b) The primary responsibility of prevention, detection, registration, investigation and prosecution of crime, lies with the State. However, the Union Government has issued advisory to the State Government from time to time to give focused attention to the prevention and control of crimes within their jurisdiction. The State/UT-wise details of cases registered, cases charge-sheeted, cases convicted, persons arrested, persons charge-sheeted and persons convicted under kidnapping and abduction of children up to 18 years of age during 2005-2007 are enclosed Statements-I & IV. The details of cases registered under kidnapping and abduction in various districts of NCR are enclosed at Statement II.

(c) The NCRB compiles crime statistics on the basis of First Information Reports received by the police in the country. As "missing of a person" is not a cognisable crime, NCRB does not collect statistical information in this regard. As the States generally do not report back

whether any person has been traced back, this information is not available.

(d) to (e) As per NCRB, no information regarding reports on organs being removed from the bodies of kidnapped children is being compiled. Only 3 cases have been reported by Government of Bihar regarding kidnapping and abduction of child victims (upto 18 years of age) for the purpose of selling body parts during 2005-2007 which is enclosed as Statement III.

(t) As per the seventh schedule to the Constitution of India 'Police' and "Public Order" are State subjects and, as such the primary responsibility of prevention, detection, registration, investigation and prosecution of crime, lies with the States. The Ministry of Home Affairs has from time to time been issuing advisories to the State Governments, urging them to give focused attention and to take effective action to ensure prevention of crimes against the children and to provide security and protection to them. The Government has notified the Commissions for Protection of Child Rights Act, 2005. The National Commissions for Protection of Child Rights has already been set up for proper enforcement of children's rights and effective implementation of laws and programmes relating to children. There is also a 24-hour toll free emergency helpline service for children in need of care and protection in several cities under the aegis of the Ministry of Women and Child Development. The Government is committed to take comprehensive measures to prevent offences against children and provide protection to them against crime and exploitation.

#### **Statement I**

*Cases Registered (CR), Cases Chargesheeted (CS), Cases convicted (CV), Persons Arrested (Par), Persons Chargesheeted (Pcs) and Persons Convicted (PCV) Kidnapping and Abduction of Children During 2005-2007*

Sl.No.	States/UTs	2005						2006						2007					
		CR	CS	CV	PAR	PCS	PCV	CR	CS	CV	PAR	PCS	PCV	CR	CS	CV	PAR	PCS	PCV
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
1.	Andhra Pradesh	332	205	19	448	385	38	498	281	37	600	489	78	609	447	35	654	651	54
2.	Arunachal Pradesh	12	9	0	13	9	0	27	12	0	18	11	0	3	8	0	3	5	0
3.	Assam	18	16	0	18	13	0	25	18	2	25	18	2	29	24	10	29	22	10
4.	Bihar	72	23	0	74	51	0	25	30	5	44	42	8	421	130	6	603	243	16
5.	Chhattisgarh	110	101	11	95	95	10	113	109	24	115	114	18	103	82	9	87	85	14
6.	Goa	11	6	1	12	8	2	10	11	0	14	15	0	7	3	2	5	3	3
7.	Gujarat	285	241	9	369	365	16	360	259	8	391	387	16	436	317	18	505	464	19
8.	Haryana	101	40	2	60	58	10	158	88	20	123	118	21	107	31	5	138	141	28

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
9.	Himachal Pradesh	37	25	0	52	44	0	52	19	0	41	41	0	61	32	2	32	29	0
10.	Jammu and Kashmir	48	19	0	19	19	0	72	55	0	57	57	0	8	20	0	9	9	0
11.	Jharkhand	11	7	3	18	20	1	11	8	1	23	17	0	7	8	6	6	7	17
12.	Karnataka	35	30	0	45	38	0	62	41	0	50	56	0	62	46	1	62	54	1
13.	Kerala	45	81	23	107	87	23	73	52	1	126	98	4	73	58	4	96	91	8
14.	Madhya Pradesh	240	216	62	351	357	75	237	215	24	304	285	36	283	205	47	271	285	85
15.	Maharashtra	420	346	12	503	494	16	552	431	13	612	561	17	590	415	8	680	614	13
16.	Manipur	13	0	0	11	0	0	32	0	0	30	0	0	42	0	0	17	0	0
17.	Meghalaya	11	4	0	2	1	0	13	8	0	1	1	0	9	3	0	7	3	0
18.	Mizoram	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.	Nagaland	0	0	0	0	0	0	0	1	1	0	0	0	2	2	1	2	2	1
20.	Orissa	16	13	1	25	22	3	17	13	1	23	23	2	36	29	0	36	34	0
21.	Punjab	59	46	6	90	70	7	169	73	16	67	47	13	296	127	12	165	128	29
22.	Rajasthan	132	63	6	85	88	18	392	225	17	255	254	32	589	278	19	300	298	23
23.	Sikkim	2	1	0	2	2	0	6	0	0	0	0	0	5	1	0	3	2	0
24.	Tamil Nadu	69	37	5	68	58	9	118	71	15	146	96	18	197	84	3	197	115	12
25.	Tripura	6	5	0	17	16	0	0	0	1	0	0	1	11	8	2	9	8	3
26.	Uttar Pradesh	749	629	292	1192	1115	568	734	624	304	1120	1061	601	1041	729	372	1563	1240	607
27.	Uttarakhand	41	22	1	50	36	1	5	15	2	7	16	2	46	31	6	49	38	13
28.	West Bengal	102	70	0	124	78	0	156	111	8	233	170	10	88	38	1	110	51	1
	Total State	2977	2255	453	3850	3529	797	3917	2770	500	4425	3977	879	5161	3156	569	5638	4622	957
29.	Andaman and Nicobar Islands	2	0	0	0	0	0	4	6	0	4	4	0	7	2	0	6	3	0
30.	Chandigarh	23	8	1	29	28	1	43	18	5	29	24	6	30	8	10	36	20	14
31.	Dadra and Nagar Haveli	4	3	0	4	3	0	10	9	0	10	11	0	6	4	0	4	4	0
32.	Daman and Diu	2	1	0	4	4	0	1	1	0	1	1	0	0	0	0	0	0	0
33.	Delhi UT	507	139	23	157	146	87	1114	334	33	396	170	34	1161	236	41	410	383	48
34.	Lakshadweep	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
35.	Puducherry	3	3	0	5	3	0	13	8	0	23	18	0	12	13	0	10	17	0
	Total UT	541	154	24	199	184	88	1185	376	38	463	228	40	1216	263	51	466	427	62
	Total All India	3518	2409	477	4049	3713	885	5102	3146	538	4888	4205	919	6377	3419	620	6104	5049	1019

Source: Crime in India

Note. Information on disposal by police and courts includes the information on pending cases from previous years also

**Statement II**

*Cases Registered Under Crime Head "Kidnapping and Abduction" of Children in National Capital Region During 2005-2007*

SI.No.	NCR	2005	2006	2007
1.	Alwar	0	17	30
2.	Baghpat	5	5	9
3.	Bulandshahar	5	0	26
4.	Delhi UT Total	507	1114	1161
5.	Faridabad	58	58	0
6.	Gautambudh Nagar	3	14	15
7.	Ghaziabad	53	22	61
8.	Gurgaon	11	36	46
9.	Jhajjar	0	0	0
10.	Meerut	21	29	32
11.	Panipat	15	29	8
12.	Rewari	2	2	11
13.	Rohtak	0	0	0
14.	Sonipat	0	0	0
Total NCR		680	1326	1399

Source: Crime in India

**Statement III**

*Victims of Kidnapping and Abudction of Children (Upto 18 years of Age) for Selling Body Parts During 2005-2007*

SI.No.	State	2005	2006	2007
1	2	3	4	5
1.	Andhra Pradesh	0	0	0
2.	Arunachal Pradesh	0	0	0
3.	Assam	0	0	0

1	2	3	4	5
4.	Bihar	3	0	0
5.	Chhattisgarh	0	0	0
6.	Goa	0	0	0
7.	Gujarat	0	0	0
8.	Haryana	0	0	0
9.	Himachal Pradesh	0	0	0
10.	Jammu and Kashmir	0	0	0
11.	Jharkhand	0	0	0
12.	Karnataka	0	0	0
13.	Kerala	0	0	0
14.	Madhya Pradesh	0	0	0
15.	Maharashtra	0	0	0
16.	Manipur	0	0	0
17.	Meghalaya	0	0	0
18.	Mizoram	0	0	0
19.	Nagaland	0	0	0
20.	Orissa	0	0	0
21.	Punjab	0	0	0
22.	Rajasthan	0	0	0
23.	Sikkim	0	0	0
24.	Tamil Nadu	0	0	0
25.	Tripura	0	0	0
26.	Uttar Pradesh	0	0	0
27.	Uttrakhand	0	0	0
28.	West Bengal	0	0	0
Total State		3	0	0

1	2	3	4	5	1	2	3	4	5	
29.	Andaman and Nicobar Islands	0	0	0	34.	Lakshadweep	0	0	0	
30.	Chandigarh	0	0	0	35.	Puducherry	0	0	0	
31.	Dadra and Nagar Haveli	0	0	0	Total UT			0	0	0
32.	Daman and Diu	0	0	0	Total All India			3	0	0
33.	Delhi UT	0	0	0						

Source: Crime in India.

**Statement IV**

*Cases Registered (CR), Cases Chargesheeted (CS), Cases Convicted (CV), Persons Chargesheeted (PCS) and Persons Convicted (PCV) Kidnapping and Abduction During 2005-2007*

Sl.No.	State	2005						2006						2007					
		CR	CS	CV	PAR	PCS	PCV	CR	CS	CV	PAR	PCS	PCV	CR	CS	CV	PAR	PCS	PCV
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
1.	Andhra Pradesh	1612	950	89	2156	1849	174	2030	1005	100	2106	1976	275	2097	1363	81	2605	2285	256
2.	Arunachal Pradesh	58	40	6	45	30	6	75	44	5	70	44	8	68	44	4	66	48	5
3.	Assam	1751	890	148	2846	1683	202	1825	919	124	2162	1292	152	1971	1154	299	2170	1313	298
4.	Bihar	2693	1723	197	5218	4336	369	2619	1886	389	5506	4144	800	2530	1986	268	5261	4295	552
5.	Chhattisgarh	246	204	33	339	334	58	239	196	50	322	318	77	244	192	23	286	283	56
6.	Goa	17	9	1	32	12	2	16	12	0	22	21	0	12	4	2	12	7	3
7.	Gujarat	1164	763	57	1627	1568	89	1128	765	81	1441	1461	145	1312	1018	61	1768	1721	104
8.	Haryana	492	249	66	531	506	121	635	378	73	757	740	108	801	433	67	860	830	144
9.	Himachal Pradesh	118	57	2	143	121	5	130	56	6	130	113	7	171	59	3	124	101	7
10.	Jammu and Kashmir	748	485	7	793	764	7	789	596	8	934	916	19	758	530	2	1018	1013	2
11.	Jharkhad	621	322	64	721	415	154	635	350	78	799	936	123	762	526	219	845	758	235
12.	Karnataka	589	305	18	690	614	39	563	335	14	669	625	32	680	409	16	776	718	30
13.	Kerala	226	159	6	367	409	24	294	231	10	405	365	25	255	205	14	379	370	24
14.	Madhya Pradesh	847	680	213	1557	1556	444	808	680	271	1361	1349	429	922	756	196	1435	1454	473
15.	Maharashtra	1194	786	46	2046	1840	87	1261	819	45	1900	1680	69	1312	914	60	1949	1856	88
16.	Manipur	106	2	1	81	2	1	130	1	2	57	1	1	150	2	1	95	2	1
17.	Meghalaya	48	13	0	43	26	0	57	18	0	93	29	0	52	13	4	46	26	6

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
18.	Mizoram	13	5	2	6	5	10	6	6	11	6	8	2	4	7	6	2	4	6
19.	Nagaland	26	27	84	30	35	57	31	12	7	22	16	10	17	15	17	34	17	24
20.	Orissa	641	399	29	685	673	49	704	472	64	737	709	78	801	493	36	859	829	82
21.	Punjab	478	235	24	568	460	47	591	238	44	779	494	95	760	312	34	840	573	84
22.	Rajasthan	1993	681	214	1597	1606	513	1970	763	303	1661	1665	733	2177	774	183	1554	1553	398
23.	Sikkim	3	2	0	3	1	0	8	5	0	0	2	0	9	2	0	3	3	0
24.	Tamil Nadu	1029	457	92	1268	1276	203	906	428	90	1405	998	261	1270	565	63	1465	1144	189
25.	Tripura	85	73	16	105	126	22	105	60	10	107	79	8	113	112	10	126	117	17
26.	Uttar Pradesh	2955	2092	944	5098	4643	2195	3318	2286	1166	5806	5488	2847	4478	2408	1042	7890	5747	2578
27.	Uttarakhand	203	114	45	391	242	85	212	152	53	384	318	151	253	127	67	397	307	108
28.	West Bengal	1207	952	106	1841	1703	346	1355	940	134	1886	1430	198	1800	1034	34	1986	1762	64
	Total State	21163	12674	2510	30827	26835	5309	22440	13653	3138	31527	27217	6653	25799	15457	2812	34851	29136	5834
29.	Andaman and Nicobar Islands	2	0	0	0	0	0	5	7	0	10	10	0	12	3	0	6	3	0
30.	Chandigarh	54	13	1	46	27	3	65	34	6	65	63	8	52	24	12	50	33	16
31.	Dadra and Nagar Haveli	13	7	0	17	22	0	18	11	0	18	19	0	9	5	0	12	7	0
32.	Daman and Diu	4	3	0	13	13	0	3	1	0	1	1	0	1	1	0	3	3	0
33.	Delhi UT	1590	371	34	873	615	91	1442	379	46	684	524	87	1688	402	54	614	481	98
34.	Lakshadweep	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
35.	Puducherry	6	8	1	14	26	1	17	13	0	34	31	0	20	13	1	26	24	3
	Total UT	1669	402	36	963	703	95	1551	445	52	812	648	95	1782	448	67	711	551	117
	Total All India	22832	13076	2546	31790	27538	5404	23991	14098	3190	32339	27865	6748	2756	15905	2879	15562	29687	5951

Source: Crime in India

Note: Information on disposal by police and courts includes the information on pending cases from previous years also

### Consumption of Fuel

416. SHRI BRIJBHUSHAN SHARAN SINGH: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether dilapidated condition of National Highways have resulted in high consumption of fuel;

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

(c) the estimated value of additional petrol/diesel which gets consumed in a year due to poor condition of road; and

(d) the corrective action taken in the matter?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (KUNWAR R.P.N. SINGH): (a) No, Sir. The National Highways are maintained in traffic worthy condition depending upon availability of funds and inter-se priority.

(b) to (d) Government has undertaken number of initiatives to improve the condition of National Highways by way of strengthening, widening, geometric improvements etc. to reduce vehicle operating cost due to poor condition of roads. Improvement and maintenance of NHs are a continuing process. Estimation of additional petrol/diesel which gets consumed in a year due to poor condition of the road will depend on many factors such as the total number of vehicles using the road, speed of the vehicles, driving habits of the driver, overloading of the vehicle, pricing of petrol/diesel, etc. Hence no estimation could be done.

#### **Crime Among Educated Youth**

417. SHRIMATI SUMITRA MAHAJAN: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether there is growing tendency of educated youths entering into the world of crime;

(b) if so, the reasons therefor;

(c) whether the Government has conducted any survey in this regard;

(d) if so, the outcome of the survey; and

(e) the measures being taken by the Government to wean away the youth from such criminal tendency?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MALKEN): (a) and (b) National Crime Records Bureau (NCRB) does not maintain specific information in this regard. However, as per information compiled by NCRB, the percentage of youths, *i.e.*, persons in the age group of 18-30 years, arrested to total number of persons arrested under IPC & SLL crimes in the country during 2005-2007 were 44%, 43.7% and 44.6% respectively, indicating that it cannot be said with certainty that there is any such growing tendency of youths entering into the world of crime. Further, the information compiled by NCRB indicates a positive correlation between the growth in incidence of crime and the population of the country. The other factors influencing the crime situation at a particular place besides population of the country. The other factors influencing the crime situation at a particular place besides population could be growing urbanisation leading to migration of population

from neighbouring places, illegal settlements, diverse socio-cultural disparities, unemployment, economic inequality etc.

(c) The Union Ministry of Home Affairs is not aware of any such survey.

(d) Does not arise.

(e) 'Police' and 'Public Order' are State subjects under the Seventh Schedule to the Constitution of India and therefore, the State Governments are primarily responsible for prevention, detection, registration and investigation of crime and for prosecuting the criminals through the machinery of their law enforcement agencies. The Union Government, however, attaches highest importance to the matter of prevention of crime and therefore, has been advising the State Governments/UT Administrations from time to time to give more focused attention to improving the administration of criminal justice system and take such measures as are necessary for prevention and control of crime.

#### **CNG Run Vehicles**

418. SHRI RADHA MOHAN SINGH: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether several incidents of Compressed Natural Gas (CNG) fuel run buses and autos catching fire have been reported recently;

(b) if so, the number of such incidents in the last six months alongwith the reasons therefor category-wise;

(c) whether the Government has initiated any inquiry into such incidents;

(d) if so, the details thereof;

(e) whether the chassis of most of the CNG vehicles including CNG buses were not changed and the cylinders were not fitted properly;

(f) if so, the details thereof;

(g) whether CNG buses and autos are not checked timely as a result of which a number of passengers died in accidents due to faulty systems on such vehicles; and

(h) if so, the steps taken to monitor such vehicles?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI MAHADEO SINGH KHANDELA): (a) to (h) This Ministry is primarily responsible for notifying the norms and safety standards in respect of motor vehicles fitted with CNG kits. The rules in this regard have already been notified under the Central Motor Vehicle Rules (CMVR), 1989. It is the responsibility of the concerned State Government to ensure that the rules are enforced strictly and that the vehicles converted to CNG mode are complying with the safety standards. Further, it is also the responsibility of State Government to enquire into such incidents to know the reasons and to take corrective measures. This Ministry does not maintain any data with regard to the incidents of CNG run buses and auto catching fire.

#### **Village and Rural Industries**

419. SHRI JAI PRAKASH AGARWAL:  
SHRI M. SREENIVASULU REDDY:

Will the Minister of MICRO, SMALL AND MEDIUM ENTERPRISES be pleased to state:

(a) whether the Government is encouraging the setting up of village/rural industries;

(b) if so, the details of schemes functioning in this regard and the funds provided during each of the last three years under the said schemes, State-wise;

(c) the number of village industries set up in each State including Andhra Pradesh;

(d) the details of employment generated therein, State-wise;

(e) whether the Government has formulated/proposes to formulate any scheme for rural industrialization and technical progress; and

(f) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF MICRO, SMALL AND MEDIUM ENTERPRISES (SHRI DINSHA PATEL): (a) to (f) The Government (in the Ministry of Micro, Small and Medium Enterprises), through Khadi and Village Industries Commission (KVIC), was implementing Rural Employment Generation Programme (REGP) a credit-linked subsidy programme, for promotion of village/rural industries. The said programme has been discontinued after 31 March 2008 and a new scheme titled Prime Minister's Employment Generation Programme (PMEGP) has been approved in August 2008 with a total plan outlay of Rs. 4735 crore including Rs. 250 crore for backward and forward linkages.

Under this programme, financial assistance is provided for setting up of micro-enterprises costing upto Rs. 10 lakh in service/business sector and Rs. 25 lakh in manufacturing sector. The assistance is provided in the form of subsidy upto 25 per cent (35 per cent for weaker sections) of the project cost in rural areas while it is 15 per cent (25 per cent for weaker sections) for urban areas. It is implemented through KVIC as the single nodal agency at the national level. At the State/Union Territories level, the scheme is being implemented through field offices of KVIC, State/Union Territory Khadi and Village Industries Boards and District Industries Centres (DICs) with involvement of banks. The detailed implementation guidelines of MPEGP are available in the Ministry's website, [www.msme.gov.in](http://www.msme.gov.in).

The state-wise number of units set up, funds provided towards margin money and estimated employment opportunities generated under the erstwhile REGP and recent launched PMEGP schemes during last three years including Andhra Pradesh are given in the enclosed Statements-I, II and III, respectively.

#### **Statement I**

*State wise number of Units Assisted Under REGP and PMEGP during the Last Three years*

Sl.No.	State/UT	Under REGP		Under PMEGP
		2006-07	2007-08	2008-09*
1	2	3	4	5
1.	Chandigarh	2	9	31
2.	Delhi	13	12	5

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1	2	3	4	5
3.	Haryana	869	1346	821
4.	Himachal Pradesh	803	1167	340
5.	Jammu and Kashmir	1716	2999	1821
6.	Punjab	1022	1625	887
7.	Rajasthan	1340	3157	703
8.	Andaman and Nicobar Islands	127	97	8
9.	Bihar	849	927	6741
10.	Jharkhand	221	239	940
11.	Orissa	857	1105	1976
12.	West Bengal	2290	7334	5667
13.	Arunachal Pradesh	88	186	130
14.	Assam	1599	2560	728
15.	Manipur	139	77	3
16.	Meghalaya	165	409	3
17.	Mizoram	990	1290	23
18.	Nagaland	156	462	31
19.	Tripura	212	608	5
20.	Sikkim	89	143	4
21.	Andhra Pradesh	2113	3105	903
22.	Karnataka	1689	2228	2423
23.	Kerala	912	1398	389
24.	Lakshadweep	0	6	4
25.	Puducherry	164	380	42
26.	Tamil Nadu	1075	2110	1473
27.	Goa	104	128	7
28.	Gujarat	412	536	307
29.	Maharashtra	2296	2502	3368
30.	Chhattisgarh	691	1282	1078

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1	2	3	4	5
31.	Madhya Pradesh	934	1333	628
32.	Uttaranchal	641	901	378
33.	Uttar Pradesh	1509	2624	4414
Grand Total		26087	44285	36281

\*Provisional

**Statement II***State wise Margin Money Provided Under REGP and PMEGP during the Last Three Years*

(Rs. lakh)

SI.No.	States/Union Territories	Under REGP		Under PMEGP
		2006-07	2007-08	2008-09*
1	2	3	4	5
1.	Chandigarh	3.47	12.30	8.09
2.	Delhi	18.37	13.23	4.15
3.	Haryana	1749.31	2949.39	1437.76
4.	Himachal Pradesh	1165.42	1799.85	452.11
5.	Jammu and Kashmir	1565.20	1753.83	1452.17
6.	Punjab	1826.00	3273.35	1407.93
7.	Rajasthan	2106.77	3871.78	1461.95
8.	Andaman and Nicobar Islands	22.15	34.84	2.36
9.	Bihar	715.67	1163.37	4524.59
10.	Jharkhand	357.92	461.04	1128.00
11.	Orissa	1055.54	1456.41	3004.88
12.	West Bengal	2396.03	6367.70	6465.81
13.	Arunachal Pradesh	144.45	325.67	95.00
14.	Assam	1717.35	2887.94	525.16
15.	Manipur	128.99	82.39	1.80
16.	Meghalaya	255.06	512.55	3.00
17.	Mizoram	1043.60	1125.97	71.23

1	2	3	4	5
18.	Nagaland	192.13	471.18	61.08
19.	Tripura	151.47	681.83	4.30
20.	Sikkim	278.41	273.58	6.70
21.	Andhra Pradesh	3674.06	5456.10	2605.60
22.	Karnataka	2424.27	3315.64	3246.82
23.	Kerala	1567.36	2358.49	610.79
24.	Lakshadweep	0.00	7.78	5.33
25.	Puducherry	42.76	132.25	15.96
26.	Tamil Nadu	1438.04	3163.38	2926.56
27.	Goa	95.25	112.73	12.95
28.	Gujarat	756.10	1075.28	445.22
29.	Maharashtra	1837.03	2770.70	4192.19
30.	Chhattisgarh	1215.03	1788.20	1942.19
31.	Madhya Pradesh	1531.38	2291.58	1351.48
32.	Uttar Pradesh	601.44	1074.43	466.77
33.	Uttaranchal	2903.32	4994.83	10660.40
Total		34979.35	58059.59	50600.33

\*Provisional

**Statement III***State wise Estimated Employment Opportunities Generated Under REGP and PMEGP during the Last Three Years*

Sl.No.	States/Union Territories	Under REGP		Under PMEGP
		2006-07	2007-08	2008-09*
1	2	3	4	5
1.	Chandigarh	50	199	310
2.	Delhi	267	215	50
3.	Haryana	28339	45185	8210
4.	Himachal Pradesh	17102	26848	3400

1	2	3	4	5
5.	Jammu and Kashmir	23274	43865	18210
6.	Punjab	35604	37412	8870
7.	Rajasthan	44168	94468	7030
8.	Andaman and Nicobar Islands	323	273	80
9.	Bihar	12334	20057	67410
10.	Jharkhand	7289	9064	9400
11.	Orissa	16311	21857	19760
12.	West Bengal	42834	120126	56670
13.	Arunachal Pradesh	2106	1783	1300
14.	Assam	30912	48303	7280
15.	Manipur	1881	1105	30
16.	Meghalaya	2174	3509	30
17.	Mizoram	16455	17299	230
18.	Nagaland	3358	6910	310
19.	Tripura	5851	14178	50
20.	Sikkim	2208	2260	40
21.	Andhra Pradesh	59750	98449	9030
22.	Karnataka	42420	58855	24230
23.	Kerala	30144	48668	3890
24.	Lakshadweep	0	36	40
25.	Puducherry	854	2099	420
26.	Tamil Nadu	25216	54634	14730
27.	Goa	1389	809	70
28.	Gujarat	13520	19271	3070
29.	Maharashtra	27182	33266	33680
30.	Chhattisgarh	17719	25933	10780
31.	Madhya Pradesh	22332	42793	6280
32.	Uttaranchal	10962	19270	3780
33.	Uttar Pradesh	51123	56652	44140
Total		595451	975651	362810

\*Provisional

*[English]***Statutory Development Board for Konkan**

420. SHRIMATI SUPRIYA SULE: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government has received any request from the Government of Maharashtra for a separate Statutory Development Board for Konkan; and

(b) if so, the details thereof and the time by which the separate Statutory Development Board for Konkan is likely to be established?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) and (b) Government has received a Resolution passed on 20th February, 2005 by both the Houses of Maharashtra State Legislature recommending the establishment of a separate Development Board for Konkan region of the State. The Planning Commission, who were consulted in the matter in February 2006, are of the view (May 2006) that backwardness by itself is not a reason for constitutional amendment for establishing a separate Development Board for Konkan region as there are other Instruments available to the Centre and State Governments to gear up their developmental machinery. The matter was referred back to Planning Commission in 2007 for re-examination in view of the persisting demand for Government of Maharashtra. However, they reiterated their earlier view. No definite time-frame can be specified in this regard.

**FCI Godowns**

421. SHRI A. SAMPATH: Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether the Food Corporation of India (FCI) proposes to establish new godowns or discontinue any of the existing godowns; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) and (b) FCI proposes to establish new godowns under the Plan Scheme for construction of storage godowns. FCI has prepared a shelf of project to establish new godowns of 3.41 lac tonnes capacity in various States during 11th

Five Year Plan (2007-12) to manage the procurement/maintenance of adequate stocks for supplies in the PDS and other Welfare Schemes. The details of shelf of project for 11th Five Year Plan (2007-12) are given in the Statement-I. The actual number of godowns taken up out of this will depend on sanction of funds during the Plan period and availability of land from State Government Under the Scheme for creation of capacity under Five Year Guarantee, FCI proposes to create additional capacity of about 126 lac tonnes under a Scheme of Five Year Guarantee for hiring of godowns. The details of additional capacity propose to be created in various States are given in the Statement-II.

FCI has the powers to dehire godowns at locations where such godowns are not likely to be used.

**Statement I***List of Priority of Centres Proposed for Construction of Godowns during 11th Five Year Plan (2007-12)*

Sl.No.	Name of the Centre	Proposed Capacity (Fig. in)	Estimated Cost (Rs. in Crores)
1	2	3	4
<b>I. Assam Region</b>			
1.	Changsori	50,000 with siding	Rs. 25
2.	Hailakandi	5,000	Rs. 1.5
3.	Karimganj	5,000	Rs. 1.75
4.	Kokrajhar	5,000	Rs. 1.75
5.	Nowgaon	25,000 with siding	Rs. 17.5
6.	Dibrugarh	25,000 with siding	Rs. 17.5
7.	Fakiragram	5,000	Rs. 1.75
Total		1.20 lakh	Rs. 66.75
<b>II. Tripura</b>			
1.	Nandannagar	2,500 (within Existing Complex)	Rs. 1.25
2.	Kumarghat	5,000	Rs. 3.0
Total		7,500	Rs. 4.25
<b>III. Manipur</b>			
1.	Jiribam	7,500	Rs. 4.5
2.	Senapati	5,000	Rs. 3.00

1	2	3	4
3.	Churachandpur	2,500	Rs. 1.50
	Total	15,000	Rs. 9.0
<b>IV.</b>	<b>Nagaland</b>		
1.	Kohima	5,000	Rs. 3.0
2.	Dimapur	5,000	Rs. 3.0
	Total	10,000	Rs. 6.0
<b>V.</b>	<b>Meghalaya</b>		
1.	Baghamara/South Garo Hills	2,500	Rs. 1.50
2.	Shillong	5,000	Rs. 3.00
	Total	7,500	Rs. 4.50
<b>North Zone</b>			
<b>VI.</b>	<b>Jammu and Kashmir</b>		
1.	Srinagar Valley (Rly Siding)	20,000	Rs. 12
2.	Pulwama	2,500	Rs. 1.5
3.	Udhampur	15,000	Rs. 9.0
	Total	37,500	Rs. 22.5
<b>VII.</b>	<b>Himachal Pradesh</b>		
1.	Kinnaur	1,670	Rs. 1.0
2.	Bilaspur	5,000	Rs. 2.0
3.	Mandi	5,000	Rs. 2.0
4.	Nahan	5,000	Rs. 2.0
5.	Nagrota Bagwan	5,000	Rs. 2.0
6.	Shimla	5,000	Rs. 2.0
	Total	26,670	Rs. 11.0
<b>VIII.</b>	<b>Sikkim</b>		
1.	Jorhang	5,000	Rs. 3.0
<b>IX.</b>	<b>Jharkhand</b>		
1.	Chakradharpur	15,000	Rs. 7.50

1	2	3	4
<b>X.</b>	<b>Bihar</b>		
1.	Mohania/Kaimur	25,000	Rs. 7.25
<b>XI.</b>	<b>Orissa</b>		
1.	Dungarpalli	10,000	Rs. 3.0
2.	Mancheswar	10,000	Rs. 3.0
3.	Baripeda	10,000	Rs. 3.0
	Total	30,000	Rs. 9.00
<b>XII.</b>	<b>West Bengal</b>		
1.	Jalpaiguri	10,000	Rs. 3.0
<b>West Zone</b>			
<b>XIII.</b>	<b>Chhattisgarh</b>		
1.	Balod	10,000	Rs. 3.0
2.	Akaltara	10,000	Rs. 3.0
	Total	20,000	Rs. 6.0
<b>XIV.</b>	<b>Maharashtra</b>		
1.	Bhandara	10,000	Rs. 3.0
<b>South Zone</b>			
<b>XV.</b>	<b>Union Territory</b>		
1.	Lakshadweep	2,500	Rs. 1.25
	Total	2,500	Rs. 1.25
	Grand Total	3,41,670	Rs. 164.00

**Statement II**

*The details of Additional Capacity Proposed to be Created under Scheme of Private Entrepreneurs Godowns-2008 by Giving Guarantee of Five Years*

(Figures in MTs)

<b>South Zone</b>		
Tamil Nadu	—	3,20,000
Karnataka	—	1,00,000
Kerala	—	15,000
Andhra Pradesh	—	36,000

**West Zone**

Maharashtra	—	99,500
Gujarat	—	45,000
Chhattisgarh	—	5,000

**East Zone**

Bihar	—	3,00,000
Jharkhand	—	1,75,000
West Bengal	—	5,000

**North Zone**

Punjab	—	81,35,000*
Haryana	—	43,75,000*
Himachal Pradesh	—	1,42,000
Jammu and Kashmir	—	3,66,000
Uttarakhand	—	25,000

Grand Total	—	126.44 LMT
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\*The total storage capacity of Punjab and Haryana will be reduced by 15 lakhs tonnes distributed across all the godowns.

**Direct Procurement of Rice from Farmers**

422. SHRI K.J.S.P. REDDY: Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether there has been a demand for procurement of rice directly from the farmers by the Food Corporation of India (FCI) instead of the millers;

(b) if so, the details thereof and the action taken thereon;

(c) whether the Government is aware that millers are exploiting farmers; and

(d) the steps taken to curb the role of millers and end the exploitation of farmers?

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

(b) Does not arise.

(c) No report of exploitation of farmers by millers has been received from any State Government.

(d) As per the existing policy for food grains procurement, FCI and agencies of State Government procure paddy from the farmers so that benefit of MSP is made available to the farmers. In case of levy rice also, certification from State Government is obtained by FCI, that MSP (plus bonus, if any) has been paid by the millers to the farmers before releasing payment to millers.

**Reflectors at National Highways**

423. SHRI MUKESH BHERAVADANJI GADHVI: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Union Government proposes to provide facility of reflectors at all National Highways (NHs) in the States including NH-8 in Gujarat to avoid vehicular accidents;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (KUNWAR R.P.N. SINGH): (a) and (b) Yes, Sir. Reflective Road Signages, Road markings and Road Delineators are provided as per the site requirement and availability of funds at National Highways as a matter of policy, including NH-8 in Gjarat to avoid vehicular accidents.

(c) Does not arise.

**Construction of Road between Ajnala-Lopoke by BRDO**

424. DR. RATTAN SINGH AJNALA: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Government has received any representation regarding speedy construction of road between Ajnala-Lopoke by the Border Road Development Organisation (BRDO);

(b) if so, the details thereof; and

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

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (KUNWAR R.P.N. SINGH): (a) This Ministry has not received any representation regarding speedy construction of road between Ajnala-Lopoke.

(b) and (c) Does not arise.

*[Translation]*

#### **Impact of Fertilizers on Soil Fertility**

425. SHRI MANSUKH BHAI D. VASAVA:  
SHRI YASHBANT LAGURI:

Will the Minister of AGRICULTURE be pleased to state:

(a) the steps taken to check adverse impact of chemical fertilisers on soil fertility;

(b) the success achieved as a result thereof;

(c) the total area of land affected by excessive use of chemical fertilisers, Statewise; and

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

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) to (d) There is no scientific evidence to suggest adverse impact of chemical fertilizers on soil fertility in general. However, there are studies which indicate that imbalanced use of chemical fertilizers without any application of organic manures affected soil health and productivity in some parts of the country, especially in Indo-Gangetic plains.

Use of organic manures such as vermi-compost reduces the requirement of chemical fertilizers with additional benefit to soil health such as improved organic carbon and microbial load. Balanced use of fertilizers and application of deficient micro-nutrients can improve soil health and productivity.

The Government is promoting soil test based balanced and judicious use of chemical fertilizers, bio-fertilizers and locally available organic manures to maintain soil health and productivity. A new scheme, namely, National Project on Management of Soil Health & Fertility has been introduced during 2008-09 to promote soil test

based balanced and judicious use of chemical fertilizers in conjunction with organic manures. Under this scheme, there is provision for establishment of 500 new static Soil Testing Laboratories and 250 new mobile Soil Testing laboratories during XI Five Year Plan. There is also provision for financial assistance for use of organic manure, micro-nutrients and for soil amendment.

Under the National Project on Organic Farming, use of organic manure and biological fertilizers is promoted through trainings, demonstrations and awareness programmes. To increase availability of organic and biological fertilizers, 25% back-ended subsidy is provided for establishment of fruit/vegetable market waste compost units and vermi-compost and bio-fertilizer production units.

Under National Horticulture Mission, there is special focus on promotion of organic farming.

*[English]*

#### **Implementation of Bodo Accord**

426. SHRI SANSUMA KHUNGGUR  
BWISWMUTHIARY: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government has taken steps for the implementation of all the clauses of the Bodoland Territorial Council Accord signed on 10th February, 2003;

(b) if so, the details thereof;

(c) whether the Government has implemented the provisions of the said accord, relating to the inclusion of the Bodo-Kocharis living in Karbi Anglong and in North Cachar Hills in the List of Scheduled Tribes (Hills) and transfer of different line departments including Relief and Rehabilitation;

(d) if so, the steps taken so far in this regard;

(e) if not, the reasons therefor;

(f) whether the Government proposes to implement the non-implemented clauses of Bodo Accord within a time-frame;

(g) if so, the details thereof; and

(h) the measures being taken by the Government to maintain law and order in the Bodoland Territorial Council area including allowing it to raise a Territorial Police Battalion?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPALLY RAMACHANDRAN): (a) and (b) A Memorandum of Settlement (MoS) was signed between the Central Government, Government of Assam and the Bodo Liberation Tiger (BLT) on 10.2.2003. The main clauses of the MoS *inter alia* includes setting up of Bodoland Territorial Council (BTC) in the State of Assam under the Sixth Schedule to the Constitution of India, inclusion of Bodo language in the Eighth Schedule to the Constitution, revision of list of Scheduled Tribes for the State of the Assam, setting up of Central Institute of Technology, additional development package of Rs. 100 crore per annum for 5 years over and above the normal plan assistance to the State of Assam, rehabilitation of BLT cadres, etc. Following action has been taken to implement the MoS:

- (i) The Sixth Schedule to the Constitution of India was amended for creation of Bodoland Territorial Council (BTC).
- (ii) General Election to the Council was held on 13.5.2005 and Bodoland Territorial Council (BTC) took office.
- (iii) Scheduled Tribe (list) of Assam has been revised by amending the Constitution (Scheduled Tribes), Order 1950 to protect the interest of Bodo Tribe.
- (iv) Bodo language has been included into the Eighth Schedule of the Constitution of India.
- (v) Article 332(6) of the Constitution of India has been amended by enacting Constitution (Ninetieth) Amendment Act, 2003 for ensuring the existing representation of the Scheduled Tribes and non-Scheduled Tribes in the Legislative Assembly of the State of Assam from Bodoland Territorial Area District (BTAD).
- (vi) Rs. 57.37 crore have been released during the years 2003-04 to 2008-09 for development of administrative infrastructure in the BTAD.
- (vii) The Ministry of Development of North Eastern Region (DoNER) has sanctioned 42 projects worth Rs. 476.26 crore for creation of socio-economic infrastructure since the year 2004-05 and Rs. 437.05 crore has been released to the State Government of Assam.
- (viii) Central Institute of Technology (CIT) has started functioning at Kokrajhar since 2006.

(ix) 835 ex-BLT cadres have been recruited in the Central Police Forces (CPFs) and approval for appointment of 400 ex-BLT cadres as Special Police Officer (SPOs) has been given to state Government.

(c) to (e) The Government of Assam has informed that the matter of inclusion of Bodo Kacharis living in Karbi Anglong and NC Hills in the list of Schedule Tribes needs wider consultation and consensus. As per the MoS subjects have been transferred to the BTC except Relief and Rehabilitation Department.

(f) and (g) As stated above action has been taken to implement various clauses of Bodo Accord. The Government is committed to implement MoS in letter and spirit. The Implementation of MoS is being reviewed in the Ministry periodically.

(h) The Government of Assam is maintaining Law and Order in the Council area through Superintendent of Police of the districts. One post of Inspector General of Police in Bodoland Territorial Area District (BTAD) has been created as per Bodo Accord. In addition, Deputy Inspector General of Police have been entrusted with the maintenance of Law and Order in all four district of BTAD.

#### **Quota of Foodgrains under PDS**

427. SHRI FRANCISCO COSME SARDINHA: Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) the quota of foodgrains allocated to different States including Goa under the Public Distribution System (PDS);

(b) whether any request has been received from the Government of Goa for increasing the allocation; and

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

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) to (c) Allocation of food grains under the Targeted Public Distribution System (TPDS) is made for Below Poverty Line (BPL) families including Antyodaya Anna Yojana (AAY) families on the basis of 1993-94 poverty estimates



of the Planning Commission projected on the population estimates of Registrar General of India as on 1.3.2000 or the number of families actually identified and ration cards issued to them by State/UT Government, whichever is less. Accordingly, allocations of food grains for AAY and BPL categories are made @ 35 kg. per family per month for all accepted number of 6.52 families in the country.

Allocations under APL category are made depending upon the availability of stocks of food grains in Central Pool and past offtake. Allocations of rice under APL category during 2008-09 was made to States/UTs including Goa on the basis of average of offtake level during 2006-07 and 2007-08. Allocations of wheat under this category was maintained at the level of 2007-08. However, in view of higher availability of food grains in the Central

Pool, subsequently, additional allocations were made during 2008-09. Presently, these allocations range between 10 kg and 35 kg per family per month in different States/UTs. Details of monthly allocation of food grains (wheat and rice) made to States/UTs, including Goa (as for July, 2009) are given in the enclosed Statement.

Requests have been received from the Government of Goa for increasing monthly APL allocation to 3200 tons of rice and 1200 tons of wheat. Considering the request of the State Government, APL rice allocation to the State for 2008-09 was increased from 500 tons per month to 896 tons per month. For 2009-10, the Government, in March, 2009 has increased the monthly APL allocation of rice to Goa from 896 tons to 2222 tons and wheat from 201 tons to 498 tons, thereby ensuring a minimum allocation of 10 kg of food grains per APL family per month.

### **Statement**

*Monthly Allocation of Wheat and Rice for AAY, BPL and APL Categories under TPDS for 2009-10—As for July 09*

(Thousand Tons)

Sl.No.	State/UT	Wheat				Rice				Total food-grains
		AAY	BPL	APL	Total	AAY	BPL	APL	Total	
1	2	3	4	5	6	7	8	9	10	11
1.	Andhra Pradesh	0	0	2.754	2.754	54.254	87.674	171.334	313.532	316.286
2.	Arunachal Pradesh	0	0.256	0.530	0.786	1.331	1.871	4.475	7.677	8.463
3.	Assam	0	0	18.697	18.697	24.641	39.602	34.248	98.491	117.188
4.	Bihar	34.000	37.312	53.486	124.798	50.999	106.005	0.074	157.078	281.876
5.	Chhattisgarh	0	2.610	15.000	17.610	25.162	37.864	10.360	73.386	90.996
6.	Delhi	3.755	6.293	27.064	37.112	1.502	2.765	8.000	12.267	49.379
7.	Goa	0	0	0.498	0.498	0.509	0.455	2.222	3.186	3.684
8.	Gujarat	15.373	31.377	66.370	113.120	12.967	14.487	0.000	27.454	140.574
9.	Haryana	10.235	17.381	23.590	51.206	0.000	0.000	0.000	0.000	51.206
10.	Himachal Pradesh	3.942	6.338	14.490	24.770	2.953	4.757	7.118	14.828	39.598
11.	Jammu and Kashmir	1.762	4.1881	13.693	19.636	7.187	12.627	23.617	43.431	63.067
12.	Jharkhand	12.530	13.433	19.428	45.391	19.598	38.230	0.192	58.020	103.411
13.	Karnataka	7.282	11.712	5.417	24.411	34.709	55.820	57.663	148.192	172.603

1	2	3	4	5	6	7	8	9	10	11
14.	Kerala	0.000	6.963	11.777	18.740	20.855	26.566	36.056	83.477	102.217
15.	Madhya Pradesh	46.683	79.089	55.780	181.552	8.672	9.929	0.000	18.601	200.153
16.	Maharashtra	43.725	73.779	93.500	211.004	42.515	68.673	18.430	129.618	340.622
17.	Manipur	0	0.106	1.000	1.106	2.227	3.478	2.182	7.887	8.993
18.	Meghalaya	0	0	1.430	1.430	2.457	3.948	4.438	10.843	12.273
19.	Mizoram	0	0	0.624	0.624	0.910	1.470	3.905	6.285	6.909
20.	Nagaland	0.326	0.517	1.873	2.716	1.338	2.159	4.360	7.857	10.573
21.	Orissa	0	0	32.735	32.735	44.260	97.131	2.195	143.586	176.321
22.	Punjab	6.280	10.098	45.682	62.060	0	0	0.000	0.000	62.060
23.	Rajasthan	32.624	52.461	64.360	149.445	0	0	0.000	0.000	149.445
24.	Sikkim	0	0	0.245	0.245	0.578	0.942	1.920	3.440	3.685
25.	Tamil Nadu	0	0	13.783	13.783	65.262	104.936	126.255	296.453	310.236
26.	Tripura	0	0	2.337	2.337	3.960	6.365	12.505	22.830	25.167
27.	Uttarakhand	1.582	4.043	14.766	20.391	3.711	8.095	2.324	14.130	34.521
28.	Uttar Pradesh	47.156	99.862	154.630	301.648	96.134	130.613	0.000	226.747	528.395
29.	West Bengal	22.716	49.758	86.465	158.939	29.091	79.707	6.975	115.773	274.712
30.	Andaman and Nicobar Islands	0.021	0.061	0.597	0.679	0.129	0.359	1.439	1.927	2.606
31.	Chandigarh	0	0.037	1.800	1.837	0.052	0.230	0.000	0.282	2.119
32.	Dadra and Nagar Haveli	0.013	0.016	0.024	0.053	0.170	0.361	0.156	0.687	0.740
33.	Daman and Diu	0.005	0.007	0.157	0.169	0.048	0.080	0.063	0.191	0.360
34.	Lakshadweep	0	0	0.000	0.000	0.041	0.063	0.280	0.384	0.384
35.	Puducherry	0	0	1.290	1.290	1.129	1.797	0.110	3.036	4.326
Total		290.010	507.690	845.872	1643.572	559.621	949.059	542.896	2051.576	3695.148

[*Translation*]

### Performance of PDS

428. SHRI HARISCHANDRA CHAVAN: Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether the performance of Public Distribution System (PDS) in respect of providing food to the Below Poverty Line (BPL) families has recently been evaluated;

(b) if so, the details thereof;

(c) whether any survey has been conducted to ascertain the satisfaction level/complaints of people dependant on PDS;

(d) if so, the details and the outcome thereof; and

(e) the corrective action taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) to (e) To assess functioning of Targeted Public Distribution System (TPDS), a concurrent evaluation study was assigned to National Council of Applied Economic Research (NCAER) in 12 States and Indian Institute of Public Administration (IIPA) in 14 States/UTs. Details of these 26 States/UTs are given in the enclosed Statement.

NCAER has submitted reports in respect of TPDS for all 12 States. In this study, it has been found that the delivery mechanism of TPDS was quite effective in eight of the twelve selected States where more than 80 percent of the Below Poverty Line (BPL) household obtained their entitled quantity of cereals regularly. In the selected States, majority of the AAY households received close to the fixed entitlement of rice and wheat (35kgs) except in the case of Bihar, Mizoram and Madhya Pradesh. The price charged for TPDS foodgrains was close to Rs. 2 per kg of wheat and Rs. 3 per kg for rice for majority of Antyodaya families.

These reports have been accepted by Government and sent to the concerned State Governments for taking necessary remedial measures to streamline TPDS.

IIPA is yet to submit its final reports with respect to TPDS in 14 States/UTs.

#### **Statement**

*Names of States/UTs where the concurrent evaluation study has been assigned to NCAER and IIPA.*

States assigned to National Council of Applied Economic Research:

1. Assam
2. Mizoram
3. Uttar Pradesh
4. Bihar
5. Chhattisgarh

6. Rajasthan
7. Kerala
8. Maharashtra
9. Uttarakhand
10. Madhya Pradesh
11. Jharkhand
12. Delhi

States assigned to Indian Institute of Public Administration:

1. Orissa
2. West Bengal
3. Tripura
4. Nagaland
5. Arunachal Pradesh
6. Manipur
7. Jammu and Kashmir
8. Himachal Pradesh
9. Haryana
10. Punjab
11. Andhra Pradesh
12. Tamil Nadu
13. Karnataka
14. Chandigarh

#### **Conversion of NH-77 Into Four-Lane**

429. DR. RAGHUVANSH PRASAD SINGH: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the project regarding conversion of NH-77 into four lane has been approved;

(b) if so, the details thereof alongwith the progress made so far;

(c) the time by which the work on the said highways to convert it into four lane is likely to be start;

(d) the target set for completion of this project alongwith the difficulties being faced regarding commencement of works; and

(e) the action taken by the Government to solve these problems?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (KUNWAR R.P.N. SINGH): (a) The section of NH-77 from Hajipur (Patna) to Muzaffarpur has been approved for four laining under BOT (Annuity). However, the part length of NH-77 from Muzaffarpur to Sonbarsa which is not found viable for four lane on BOT (Toll) has been approved by Public Private Partnership Appraisal Committee for improvement as two lane with paved shoulder under BOT (Toll).

(b) to (e) For Hajipur (Patna) to Muzaffarpur section of NH-77, bids received on 1st call were considered too high and not accepted. Hence, bids have been re-invited with bid due date being 03.08.2009 and construction period of 30 months.

For Muzaffarpur to Sonbarsa section of NH-77, on call of bids twice on BOT (Toll) for four lane, there was no response. Hence, as per directions of PPPAC, the restructuring of project to two lane with paved shoulder is in progress.

*[English]*

#### **Six Lining of NH-9**

430. SHRI GUTHA SUKHENDER REDDY: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Government has received proposal from the National Highways Authority of India (NHAI) for construction or laying of six lanes on NH-9 between Hyderabad and Vijayawada;

(b) if so, the details thereof; and

(c) the action taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (KUNWAR R.P.N. SINGH): (a) to (c) Yes, Sir. Cabinet Committee on Economic Affairs has approved the project for six laining from km 40/000 to Km 221/500 between Hyderabad and Vijayawada on NH-9 at an estimated cost of Rs. 1603.31 crore. Letter of award has been issued to M/s GMR-Punj Lloyd Consortium for taking up the work.

#### **Rice Research Centres**

431. SHRI KALIKESH NARAYAN SINGH DEO: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Union Government is laying adequate emphasis over research network of Rice Research Centres in the country so as to make these institutes farmers friendly;

(b) if so, the action plan formulated in this regard;

(c) the programmes drawn up by the Rice Research Institute, Bidadharpur and Chiplima in Orissa to assist the farmers;

(d) the new variety of crops developed by these centres and popularized among the farmers; and

(e) the extent to which the farmers reacted positively to such varieties?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) and (b) Indian Council of Agricultural Research (ICAR) is giving adequate emphasis over research networks of Rice Research Centres in the country. Directorate of Rice Research, Hyderabad, coordinates rice research networks of 47 funded centres across the country established in various State Agricultural Universities/State Department of Agriculture etc. with the major mandates of coordinating the multi-location, multidisciplinary testing of varietal and management technologies under the All India Coordinated Rice Improvement Programme.

Rice Research is also conducted at Central Rice Research Institute, Cuttack (Orissa), Indian Agricultural Research Institute, New Delhi specially for basmati rice and Vivekanand Parvatiya Krishi Anusandhan Sanshthan, Almora for hill rice and ICAR Research Complex for North Eastern Hills Region (NEH), Uniam (Meghalaya).

More than 800 rice varieties/hybrids alongwith their production/protection technologies suited for various ecologies have been developed and also tested under the frontline demonstrations for their suitability in farmers field. To address the various problems of the farmers, Kisan melas, farmers training etc. are also being organized through various State Agricultural Universities (SAUs) centres and Krishi Vigyan Kendras (KVKs) across the country.

(c) to (e) A close coordination exists between Central Rice Research Institute (CRRRI), Cuttack (Bidyadharpur) and Orissa University of Agriculture and Technology (OUAT), Bhubaneswar having its research station at Chiplima/other places and the State Department of Agriculture. Interaction meetings are held twice a year (one before Kharif and the other before Rabi seasons) between the officials of the State Department of Agriculture, CRRRI and OUAT to discuss about the action plans to be adopted for improved rice cultivation practices for the ensuing crop season.

CRRRI and OUAT have developed several rice varieties/hybrids. Some of the popular varieties/hybrids are: Vandana, Gayatri, Savitri, Rajalaxmi (hybrid), Ajay (hybrid), Virendra, Abhishek, Chandrama, Varshadhan, Lalat, Bhanja, Birupa, Gajapati etc.

The farmers are highly receptive to the new varieties and technologies developed at CRRRI/OUAT which have performed very well under the frontline demonstrations in the farmers field.

### **Mega City and Desert Area Policing**

432. SHRI VIKRAMBHAI ARJANBHAI MADAM: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Union Government has not released the approved funds to Gujarat under the scheme for Modernisation of Police Forces (MPF);

(b) if so, the reasons therefor;

(c) whether the components of Mega City Policing and Desert Area Policing have been merged for the purpose of grant under the MPF scheme;

(d) if so, the reasons therefor;

(e) whether the Government is considering the release of adequate funds separately for these components keeping in view the terrorism scenario in Gujarat;

(f) if so, the details thereof; and

(g) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPALLY RAMACHANDRAN):  
\*(a) and (b) Government has received a Resolution passed on 20th February, 2005 by both the Houses of Maharashtra State Legislature recommending the establishment of a separate Development Board for Konkan region of the State. The Planning Commission, who were consulted in the matter in February 2006, are of the view (May 2006) that backwardness by itself is not a reason for constitutional amendment for establishing a separate Development Board for Konkan region as there are other Instruments available to the Centre and State Governments to gear up their developmental machinery. The matter was referred back to Planning Commission in 2007 for re-examination in view of the persisting demand of Government of Maharashtra. However, they reiterated their earlier view. No definite time-frame can be specified in this regard.

\*Part (a) and (b) and (c) to (g) of the reply was subsequently corrected through a Correcting Statement made in the House on 04.08.2009 and accordingly, the reply has been revised as follows:

“(a) and (b) No, Sir. During the year 2008-09, out of the Central allocation of Rs. 40.00 crore made to the State of Gujarat under the Scheme for Modernization of State Police Forces (MPF), the entire amount was released by Ministry of Home Affairs to the State Government of Gujarat. Besides this, an additional amount of Rs. 8.00 crore was released to the State Government of Gujarat on 31st March, 2009. Also, an amount of Rs. 2.5 lakh was released to Directorate of Coordination (Police Wireless) for POLNET in Gujarat. Thus, a total amount of Rs. 48.025 crore was released to Gujarat in 2008-09 under the MPF Scheme.

During the current financial year 2009-10, the first installment of Rs. 5.92 crore has already been released to Gujarat under the MPF Scheme.

(c) to (g) Meg City Policing and Desert Area Policing are integral components of the Scheme for Modernization of State Police Forces. Funds for Mega City Policing and Desert Policing are provided within the overall allocations under the MPF Scheme. There is no separate scheme to fund Mega City Policing and Desert Area Policing.”

**Bio-Fuel Crops**

433. SHRI N. CHALUVARAYA SWAMY: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government proposes to bring more area under bio-fuel crops;

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

(c) the type of land proposed to be used for bio-fuel plantations; and

(d) the likely impact this will have on India's food security and environment?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) to (d) The bio-fuel plantations are encouraged in the degraded lands. Agricultural lands are not being used for bio-fuel plantations. Hence, there is no likelihood of any adverse impact on India's food security and environment.

**Sugar Mills in West Bengal**

434. SHRI NARAHARI MAHATO: Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) the details of sugar mills functioning in West Bengal, sector-wise;

(b) the details of annual turnover thereof, sector-wise;

(c) whether the Government proposes to set up new sugar mills in the co-operative sector in West Bengal during the current year;

(d) if so, the locations where these co-operative sugar mills are proposed to be established; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K. V. THOMAS): (a) Only one sugar mill, namely, M/s Khaitan Agro Industries Pvt. Ltd. Plassey, Distt. Nadia which is in Private Sector is functioning.

(b) The Central Government does not maintain data on annual turnover status of the sugar mills.

(c) The Central Government has no policy to itself set up new sugar mills. As such, the question of setting up of new sugar mills by the Central Government in the cooperative sector in West Bengal during the current year does not arise.

(d) and (e) Do not arise.

**Excessive Regulation in National Highway Projects**

435. SHRI RAJAI AH SIRICILLA: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether excessive and outdated regulatory framework exists in the transportation sector like multiple permits and other such regulations in the national highway projects;

(b) if so, the details of archaic regulatory framework which have hampered the growth of transportation sector; and

(c) the corrective action taken/being taken to overcome such outdated regulations?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI MAHADEO SINGH KHANDELA): (a) to (c) Motor Vehicles Act, 1988 and the Rules made thereunder are the principal legal instruments in road transport sector especially to regulate motor vehicle traffic on road. The Act provides for the requirement of permits for operation of different categories of commercial vehicles for transportation of both passenger and goods. The Act does not hamper the growth of road transport sector. The National Highways Act, 1956 does not have any regulatory provision enforceable through issue of permit. However, the Control of Highways (land and traffic) Act, 2002 which came into force on 27.1.05 contains certain provisions to regulate access points to National Highways and regulation of traffic with a view to ensure safety and convenience of traffic along National Highways.

**Use of Monocrotophos Pesticide**

436. SHRI BAIJAYANT J. PANDA: Will the Minister of AGRICULTURE be pleased to state:

(a) whether a pesticide called monocrotophos which is toxic for human, is used by farmers for purposes other than farming;

(b) if so, the details thereof;

(c) whether the pesticide is banned in other countries while it is still used in the country;

(d) whether as per study of the World Health Organisation (WHO), deaths of farmers in certain countries had been halved once they had stopped its use; and

(e) if so, the action plan of the Government to address this issue?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) and (b) Monocrotophos has been approved for use in the country by Registration Committee constituted under section 5 of Insecticides Act, 1968 for control of different pests in crops except in vegetables. However, there is no authentic information with the Government about its usage by farmers for purposes other than farming.

(c) to (e) Monocrotophos is being used in several countries of the world—Angola, Argentina, Bangladesh, Bolivia, Brazil, Bulgaria, Cameroon, Chile, China, Cuba, Colombia, Costa Rica, Dominican Republic, Ecuador, Egypt, El Salvador, Ethiopia, France, Greece, Guatemala, Haiti Honduras, Indonesia, Iran, Israel, Italy, Ivory Coast, Japan, Jordan, Korea, Malaysia, Mexico, Morocco, Mozambique, Nicaragua, Panama, Paraguay, Peru, Philippines, Poland, Romania, Somalia, South Africa, Spain, Sudan, Surinam, Taiwan, Tanzania, Thailand, Tunisia, Turkey, Uruguay, Venezuela, Vietnam, Yugoslavia and Zimbabwe.

However, it is banned in Hungary, Kuwait, Libya, Union of Soviet Socialist Republic and USA and restricted in Australia, China, Korea, Sri Lanka and Malaysia.

Pesticides are registered under the Insecticides Act, 1968 after thorough scrutiny and investigation. In case negative toxicological information on certain pesticides comes to the knowledge of the Government during course of their use either internationally or nationally the use of these pesticides is reviewed by the Government by appointing Expert Committees. Use of monocrotophos has

been reviewed by three Expert Committees in 1993, 1995 and 2006. As per the recommendations made by the experts use of monocrotophos is allowed on crops except on vegetables.

The Government is promoting the strategy of Integrated Pest Management (IPM) which envisages use of cultural, mechanical, biological and other methods of pest control and only need based judicious use of chemical pesticides. In addition, extension functionaries of State and Central Governments educate the farmers and dealers for safe and judicious use of pesticides for control of different insect pests, diseases and weeds of different crops.

### Swine Flu

437. SHRI ANANDRAO ADSUL:  
SHRI ADHALRAO PATIL SHIVAJI:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the National Disaster Management Authority (NDMA) has prepared any contingency plan to fight H1N1 (Swine Flu) pandemic;

(b) if so, the details thereof; and

(c) the details of the instructions issued by the NDMA to States/Union Territories to deal with the situation?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPALLY RAMACHANDRAN): (a) to (c) Yes, Madam, NDMA issued a contingency plan to all the States/Union Territories (UTs) on 5th May 2009 for management of H1N1 (Swine Flu) influenza in the eventuality of pandemic alert phase 6. Following are the contents of contingency plan:

- (i) Planning and preparedness at national, state and district level.
- (ii) Formulation of preparedness plan for pandemic influenza management.
- (iii) Preparedness of sectors beyond health.
- (iv) Preparedness of communities, families and individuals.
- (v) Preparedness of NGO's.

- (vi) Coordination with international agencies under International Health Regulation (IHR) 2005.
- (vii) Preparedness for rapid response and measures for containment.
- (viii) Establishment of coordination mechanisms at national, state and district level.
- (ix) Efforts towards development and production of H1N1 vaccine.

#### Allocation under PDS

438. SHRI ADHIR CHOWDHURY:  
SHRI OM PRAKASH YADAV:

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

- (a) the total number of ration card holders, category-wise and State-wise;
- (b) whether some States failed to lift their quota of foodgrains;
- (c) if so, the details thereof and the reasons therefor;
- (d) whether the allocation for some States was less than their requirement; and
- (e) if so, the details thereof and the remedial steps taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) Statement-I indicating State-wise number of ration cards

issued to BPL, AAY and APL households are updated by States/UTs on 30.6.2009 enclosed.

(b) and (c) State-wise details of allocation and offtake of foodgrains under Targeted Public Distribution System (TPDS) for 2008-09 are given in the enclosed Statement-II. Various reasons may contribute to low offtake by the State Governments. These include resource crunch faced by State/UT Governments delay in payment to FCI, non-availability of railway rakes for movement, administrative or infrastructural problems created by natural calamities, bandhs, blockades, etc.

(d) and (e) Allocation of foodgrains under the Targeted Public Distribution System (TPDS) is made for Below Poverty Line (BPL) families including Antyodaya Anna Yojana (AAY) families on the basis of 1993-94 poverty estimates of the Planning Commission projected on the population estimates of Registrar General of India as on 1.3.2000 or the number of families actually identified and ration cards issued to them by State Government, whichever is less. Accordingly, allocations of foodgrains for AAY and BPL categories are made @ 35 kg. per family per month for all accepted 6.52 crore families to all States/UTs.

Allocations under APL category are made depending upon the availability of stocks of foodgrains in Central Pool and past offtake. Allocations of rice under APL category during 2008-09 was made to States/UTs on the bases of average of offtake level during 2006-07 and 2007-08. However, allocations of wheat under this category were maintained at the level of 2007-08. In view of higher availability of foodgrains in the Central Pool, subsequently, additional allocations of wheat were made during 2008-09. Presently, these allocations range between 10 kg. and 35 kg. per family per month in different States/UTs.

#### Statement I

##### State-wise number of Ration Cards Issued to BPL, AAY & APL Households

(Figures in lakhs)  
(As reported by 30.06.09)

Sl.No.	State/UT	Ration Cards Issued				
		BPL	AAY	Total (BPL + AAY)	APL	Total
1	2	3	4	5	6	7
1.	Andhra Pradesh	175.54	15.58	191.12	39.18	230.30
2.	Arunachal Pradesh	0.61	0.38	0.99	2.19	3.18



1	2	3	4	5	6	7
3.	Assam	12.02	7.04	19.06	38.44	57.50
4.	Bihar	39.94	24.29	64.23	15.23	79.76
5.	Chhattisgarh	11.56	7.1	18.75	26.42	45.17
6.	Delhi	2.88	1.5	4.38	27.02	31.40
7.	Goa	0.13	0.14	0.27	3.16	3.43
8.	Gujarat	25.75	8.1	33.85	88.77	122.62
9.	Haryana	9.05	2.92	11.97	42.26	54.23
10.	Himachal Pradesh	3.17	1.97	5.14	10.37	15.51
11.	Jammu and Kashmir	4.80	2.56	7.36	10.92	18.28
12.	Jharkhand	14.76	9.18	23.94	5.15	29.09
13.	Karnataka	76.77	12	88.77	54.14	142.91
14.	Kerala	14.82	5.96	20.78	49.56	70.34
15.	Madhya Pradesh	52.65	15.82	62.47	82.10	150.57
16.	Maharashtra	45.13	24.64	69.77	143.96	213.73
17.	Manipur	1.02	0.64	1.66	2.41	4.07
18.	Meghalaya	1.13	0.7	1.83	2.66	4.49
19.	Mizoram	0.42	0.26	0.68	1.98	2.66
20.	Nagaland	0.77	0.47	1.24	1.83	3.07
21.	Orissa	37.63	12.65	50.28	36.02	86.30
22.	Punjab	2.89	1.79	4.68	55.60	60.28
23.	Rajasthan	16.53	9.32	25.85	111.60	137.45
24.	Sikkim	0.27	0.16	0.43	4.06	4.49
25.	Tamil Nadu*	181.91	18.65	200.56	0.00	200.56
26.	Tripura	1.82	1.13	2.95	4.31	7.26
27.	Uttar Pradesh	65.84	40.95	106.79	331.00	437.79
28.	Uttaranchal	3.46	1.51	4.97	17.78	22.75
29.	West Bengal	37.98	14.8	52.78	121.74	174.52
30.	Andaman and Nicobar Islands	0.13	0.04	0.17	0.80	0.97
31.	Chandigarh	0.09	0.02	0.11	2.30	2.41

1	2	3	4	5	6	7
32.	Dadra and Nagar Haveli	0.12	0.05	0.17	0.37	0.54
33.	Daman and Diu	0.03	0.01	0.04	0.32	0.36
34.	Lakshadweep	0.02	0.012	0.03	0.13	0.16
35.	Puducherry	1.14	0.32	1.46	1.76	3.22
Total		8842.78	242.75	1085.53	1335.84	2421.37

\*Separate figures of APL/BPL cards has not been made available by the Government of Tamil Nadu as there is no categorisation of APL/BPL households.

### Statement II

#### *Allocation and Offtake of Rice & Wheat for the year 2008-09 (P) under TPDS*

(In '000 Tonnes)

Sl.No.	States/UTs	Allotment				Offtake				% Offtake			
		BPL	APL	AAY	Total	BPL	APL	AAY	Total	BPL	APL	AAY	Total
1	2	3	4	5	6	7	8	9	10	11	12	13	14
1.	Andhra Pradesh	1,052.88	1,871.306	654.288	3,571.682	1,035.657	1,852.540	644.569	3,532.766	98.438	98.997	98.515	98.740
2.	Arunachal Pradesh	25.524	60.060	15.972	101.556	25.309	49.889	15.860	91.058	99.158	83.065	99.299	89.660
3.	Assam	475.224	635.340	295.692	1,406.256	473.790	632.043	295.009	1,400.842	99.698	99.481	99.769	99.620
4.	Bihar	1,719.804	218.330	1,019.988	2,958.122	738.798	17.729	772.495	1,529.022	42.598	8.120	75.736	51.690
5.	Chhattisgarh	485.688	150.066	301.944	937.698	472.694	31.117	301.944	805.755	97.325	20.736	100.000	85.930
6.	Delhi	108.696	420.768	63.084	592.548	88.359	420.295	53.161	561.815	81.290	99.888	84.270	94.810
7.	Goa	5.460	24.787	6.108	36.355	5.460	23.142	5.356	33.958	100.000	93.363	87.688	93.410
8.	Gujarat	486.469	215.491	340.080	1,042.040	445.348	70.865	340.753	856.966	91.547	32.885	100.198	82.240
9.	Haryana	208.572	272.101	122.820	603.493	197.589	77.792	112.235	387.616	94.734	28.589	91.382	64.230
10.	Himachal Pradesh	133.140	247.296	82.740	463.176	125.083	251.615	83.703	460.401	93.498	101.746	101.164	99.400
11.	Jammu and Kashmir	201.696	467.720	107.388	776.804	204.558	454.501	111.223	770.282	101.419	97.174	103.571	99.160
12.	Jharkhand	619.956	60.438	385.536	1,065.930	505.608	10.654	367.101	883.363	81.555	17.628	95.218	82.870
13.	Karnataka	798.864	730.586	503.892	2,033.342	799.817	647.726	503.729	1,951.272	100.119	88.658	99.968	95.960
14.	Kerala	402.348	511.996	250.260	1,164.604	402.458	467.888	250.585	1,120.931	100.027	91.385	100.130	96.250
15.	Madhya Pradesh	1,068.216	353.207	664.260	2,085.683	1,147.915	182.422	655.125	1,985.462	107.461	51.647	98.625	95.190
16.	Maharashtra	1,709.424	421.481	1,034.880	3,165.785	1,545.760	258.555	902.623	2,706.938	90.426	61.344	87.220	85.510
17.	Manipur	43.008	36.684	26.724	106.416	37.272	37.861	22.905	98.038	86.663	103.208	85.709	92.130

1	2	3	4	5	6	7	8	9	10	11	12	13	14
18.	Meghalaya	47.376	67.416	29.484	144.276	48.021	67.973	29.739	145.733	101.361	100.826	100.865	101.010
19.	Mizoram	17.460	54.348	10.920	82.908	15.440	49.788	10.070	75.298	87.528	91.610	92.216	90.820
20.	Nagaland	32.112	74.796	19.968	126.876	34.375	83.375	21.246	139.044	107.047	111.534	106.400	109.590
21.	Orissa	1,165.572	170.091	531.120	1,866.783	1,159.265	135.127	531.950	1,826.342	99.459	79.444	100.156	97.830
22.	Punjab	121.176	466.384	75.360	662.920	104.231	354.574	46.533	505.338	86.016	76.026	61.748	76.230
23.	Rajasthan	629.532	343.604	391.488	1,364.624	614.179	289.057	377.563	1,280.799	97.561	84.125	96.443	93.860
24.	Sikkim	11.304	25.980	6.936	44.220	12.123	25.540	6.936	44.599	107.245	98.306	100.000	100.860
25.	Tamil Nadu	1,259.232	1,640.456	783.144	3,682.832	1,349.833	1,629.144	827.174	3,806.151	107.195	99.310	105.622	103.350
26.	Tripura	76.380	151.104	47.520	275.004	77.797	141.336	48.879	268.012	101.855	93.536	102.860	97.460
27.	Uttar Pradesh	2,765.700	440.674	1,719.480	4,925.854	2,456.513	190.049	1,608.775	4,255.337	88.821	43.127	93.562	86.390
28.	Uttaranchal	145.656	153.080	63.516	362.252	125.746	127.307	55.065	308.118	86.331	83.164	86.695	85.060
29.	West Bengal	1,553.580	856.678	621.684	3,031.942	1,381.671	824.037	512.809	2,718.517	88.935	96.190	82.487	89.660
30.	Andaman and Nicobar Islands	5.040	22.501	1.800	29.341	4.010	10.920	1.449	16.379	79.653	48.531	80.500	55.820
31.	Chandigarh	3.006	1.800	0.822	5.628	2.984	0.000	0.526	3.510	99.268	0.000	63.990	62.370
32.	Dadra and Nagar Haveli	4.524	1.434	2.196	8.154	4.524	1.368	2.196	8.088	100.000	95.397	100.000	99.190
33.	Daman and Diu	1.044	0.690	0.636	2.370	0.235	0.088	0.100	0.423	22.510	12.754	15.723	17.850
34.	Lakshadweep	0.756	3.360	0.492	4.608	0.756	2.455	0.492	3.703	100.000	73.065	100.000	80.360
35.	Puducherry	21.564	3.237	13.548	38.349	12.605	1.564	4.759	18.928	58.454	48.316	35.127	49.360
Total		17,405.371	11,175.290	10,195.770	38,776.431	15,655.783	9,420.384	9,524.637	34,600.804	89.948	84.297	93.418	89.232

**KRIBHCO Joint Venture**

439. SHRI RUDRAMADHAB RAY: Will the Minister of AGRICULTURE be pleased to state:

(a) whether KRIBHCO has formed a joint venture to distribute Communications services and products through its network of co-operatives;

(b) if so, the services and products likely to be covered and the name of the States where the scheme will be operative;

(c) whether the Government plans to promote such Joint Venture for upliftment of rural India;

(d) if so, the details thereof; and

(e) the benefits being offered by the Government to the companies that are involved in the development of rural India?

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

(b) KRIBHCO has formed a Joint Venture with Reliance Communications Infrastructre Limited to distribute telecom products & services from Reliance

Communications through KRIBHCO's network of co-operative societies and other retail channels. Initially, the Joint Venture company proposes to cover various telecom products & services being offered by Reliance Communications. The project is proposed to be launched in a phased manner in all the major states in which KRIBHCO has its fertilizer operations.

(c) There is no such proposal under consideration of the Government.

(d) and (e) Do not arise.

### **Sporting Talent**

440. SHRI PURNMASI RAM: Will the Minister of YOUTH AFFAIRS AND SPORTS be pleased to state:

(a) whether steps are being taken by the Government to promote sports and games in the country;

(b) if so, the details thereof;

(c) whether the Government proposes to take measures to identify sporting talent in the rural areas including persons belonging to the Scheduled Castes;

(d) if so, the details thereof including backward areas of Orissa; and

(e) the allocation of funds made in this regard including establishment of Youth Development Centres in various States during each of the last three years and the current year?

THE MINISTER OF STATE IN THE MINISTRY OF YOUTH AFFAIRS AND SPORTS (SHRI PRATIK PATIL):

(a) and (b) Promotion of sports and games is primarily the responsibility of State Governments, as 'sports' is a State subject. However, for supplementing the efforts of the State Governments, the following schemes are being operated and implemented by the Ministry of Youth Affairs & Sports and the Sports Authority of India (SAI) for promotion of sports and games in the country:

Sl.No.	Name of the Scheme	Main objective of the scheme
1	2	3
1.	Panchayat Yuva Krida aur Khel Abhiyan (PYKKA)	Creation of basic sports infrastructure in all village and block panchayats of the country in a phased manner over a period of 10 years and providing access to organized sports competitions at block, district, state and national levels.
2.	Scheme of Assistance to National Sports Federations (NSFs)	To provide assistance to NSFs for conducting National Championships and International Tournaments in India, participation of national teams in International tournaments abroad, organizing coaching camps, procuring sports equipment, engagement of foreign coaches, etc.
3.	Talent Search & Training	To provide assistance to promising and budding sportspersons for training, competitive exposure and the purchase of equipment.
4.	National Sports Development Fund	To provide tailor-made assistance to elite athletes for their training and preparation for participation in major international competitions.
5.	Scheme of Sports Authority of India (SAI) viz. National Sports Talent Contest Scheme, Army Boys Sports Companies Scheme, SAI Training Centres Scheme, Special Area Games Scheme, Centres of Excellence Scheme, National Coaching Scheme and Capital Projects.	To broad-base and promote excellence in sports, including talent identification and development, organizing national coaching camps, and development of sports academics.

1	2	3
6.	Laxmibai National University of Physical Education, Gwalior	To prepare qualified leaders in the field of physical education; to undertake, promote and disseminate research and also publish literature in the field of physical education; to provide professional and academic leadership to other institutions, etc.
7.	Special Awards to Winners in International Sports Events and Their Coaches	To encourage and motivate outstanding sportspersons for higher achievements and to attract the younger generation to take sports both as amateurs and professionals.
8.	Awards Schemes viz. Rajiv Gandhi Khel Ratna Award, Dhyan Chand Award for lifetime achievement in sports and games, Arjuna Award, Dronacharya Award, Maulana Abul Kalam Azad Trophy.	To recognize and honour the outstanding sportspersons, coaches and top overall performing university in the Inter-University Tournaments.
9.	Scheme of Pension to Meritorious Sportspersons	To reward the meritorious sportspersons for their outstanding achievements with life time assistance in the form of assured monthly pension.
10.	National Welfare Fund for Sportspersons	To provide assistance to retired sports persons who brought fame and glory to the country but now living in indigent circumstances.
11.	National Sports Championship for Women	To promote sports and games among women.
12.	Scheme of Assistance for Anti-Doping Activities	To provide financial assistance for anti-doping measures.

(c) and (d) The special Area Games Scheme of SAI and the recently launched PYKKA Scheme of the Ministry of Youth Affairs and Sports aim at identifying the sporting talent in rural areas. The schemes of Ministry and SAI are applicable to all eligible rural youth including those belonging to Scheduled Castes and backward areas of Orissa.

(e) Youth Development Centres (YDC), established by Nehru Yuva Kendra Sangathan for overall development of rural youth including training and development of sports, serve a cluster of 10 villages. One time financial assistance of Rs. 30,000/- is given to each YDC. Funds allocated to various states during last three years and the current year are given in the enclosed Statement.

#### **Statement**

Sl.No.	State/UT	2006-07		2007-08		2008-09		2009-10	
		YDCs established	Funds released	YDCs established	Funds released	YDCs established	Funds released	YDCs established	Funds released
1	2	3	4	5	6	7	8	9	10
1.	Andaman and Nicobar Islands	0	Nil	0	Nil	0	Nil	0	Nil
2.	Andhra Pradesh	4	1,20,000	0	Nil	10	3,00,000	0	Nil
3.	Arunachal Pradesh	1	30,000	0	Nil	2	60,000	0	Nil

1	2	3	4	5	6	7	8	9	10
4.	Assam	69	20,70,000	0	Nil	29	8,70,000	0	Nil
5.	Bihar	12	3,60,000	0	Nil	0	Nil	0	Nil
6.	Chandigarh	0	Nil	0	Nil	0	Nil	0	Nil
7.	Delhi	8	2,40,000	0	Nil	0	Nil	0	Nil
8.	Daman and Diu	1	30,000	0	Nil	0	Nil	0	Nil
9.	Dadra and Nagar Haveli	0	Nil	0	Nil	0	Nil	0	Nil
10.	Goa	0	Nil	0	Nil	0	Nil	0	Nil
11.	Gujarat	3	90,000	0	Nil	0	Nil	0	Nil
12.	Haryana	48	14,40,000	0	Nil	15	4,50,000	0	Nil
13.	Himachal Pradesh	12	3,60,000	0	Nil	4	1,20,000	0	Nil
14.	Jammu and Kashmir	14	4,20,000	0	Nil	4	1,20,000	0	Nil
15.	Karnataka	6	1,80,000	0	Nil	7	2,10,000	0	Nil
16.	Kerala	28	8,40,000	0	Nil	16	4,80,000	0	Nil
17.	Lakshdweep	0	Nil	0	Nil	0	Nil	0	Nil
18.	Madhya Pradesh	19	5,70,000	0	Nil	0	Nil	0	Nil
19.	Maharashtra	42	12,60,000	0	Nil	2	60,000	0	Nil
20.	Manipur	11	3,30,000	0	Nil	3	90,000	0	Nil
21.	Meghalaya	1	30,000	0	Nil	2	60,000	0	Nil
22.	Mizoram	0	Nil	0	Nil	0	Nil	0	Nil
23.	Nagaland	0	Nil	0	Nil	0	Nil	0	Nil
24.	Orissa	19	5,70,000	0	Nil	8	2,40,000	0	Nil
25.	Punjab	37	11,10,000	0	Nil	1	30,000	0	Nil
26.	Puducherry	3	90,000	0	Nil	0	Nil	0	Nil
27.	Rajasthan	7	2,10,000	0	Nil	2	60,000	0	Nil
28.	Sikkim	9	2,70,000	0	Nil	1	30,000	0	Nil
29.	Tamil Nadu	13	3,90,000	0	Nil	14	4,20,000	0	Nil
30.	Tripura	8	2,40,000	0	Nil	0	Nil	0	Nil
31.	Uttar Pradesh	55	16,50,000	0	Nil	8	2,40,000	0	Nil
32.	West Bengal	59	17,70,000	0	Nil	69	20,70,000	0	Nil
Total		489	1,46,70,000	0	Nil	197	59,10,000	0	Nil

**Measures to Curb Terrorism**

441. SHRI CHANDRAKANT KHAIRE:  
SHRI RAVINDRA KUMAR PANDEY:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government has issued any directive to the State Governments including Maharashtra to beef up their security system after the Mumbai terror attack;

(b) if so, the details thereof;

(c) whether some States have asked for additional funds and security forces to tackle terrorism;

(d) if so, the details of the assistance provided during each of the last three years and the current year, State-wise;

(e) the details of security personnel injured and killed in recent terrorist attacks in the country during each of the last three years and the current year; and

(f) the steps taken by the Government to curb terrorism?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) and (b) The Central Government reviews the internal security situation of the country from time to time and accordingly advises the State Governments to take appropriate measures. The Internal security situation of the country was also deliberated upon in the Chief Ministers Conference on Internal Security held on 6.1.2009 wherein, the States were, *inter-alia*, advised to take certain measures including filling up of the Police vacancies, creation of additional posts, Special Commando Force for responding to terrorist attacks, setting up of State Industrial Security Force, installation of CCTVs, access control at vital installations, etc., increasing the number of Police Stations, appropriate

training of Police personnel, strengthening of coastal policing, registration of fishing boats, establishment of 24x7 Control Rooms, etc.

(c) As per available information, additional amount of Rs. 96.50 crores (approx.) was provided to 13 States, including Rs. 6 crores to the State of Maharashtra, during the year 2008-09. The Central Government provides Central Para-Military Forces to assist the State Governments to maintain Public Order, as and when requested and found feasible.

(d) The details of funds released to various States under the Modernisation of Police Forces scheme is given in the enclosed Statement-I.

(e) As per given in the enclosed Statement-II.

(f) The Government has been, on a continuing basis, reviewing the security arrangements in the light of emerging challenges, including terrorism, and a number of important decisions and measures have been taken. These measures include augmenting the strength of Central Para-Military Forces: amendment of the CISF Act to enable deployment of CISF in joint venture of private industrial undertakings; establishment of NSG hubs at Chennai, Kolkata, Hyderabad and Mumbai; empowering DG, NSG to requisition aircraft for movement of NSG personnel in the event of any emergency; strengthening and re-organising of Multi-Agency Centre in the Intelligence Bureau to enable it to function on 24X7 basis for real time collation and sharing of intelligence with all other intelligence and security agencies; online and secure connectivity between Multi-Agency Centre, Subsidiary Multi-Agency Centres and State Special Branches. The Unlawful Activities (Prevention) Act, 1967 has been amended and notified in 2008 to strengthen the punitive measures to combat terrorism. The National Investigation Agency has constituted under the National Investigation Agency Act, 2008 to investigate and prosecute offences under the Acts in the Schedule.

**Statement I**

Name of State	Central funds released during (Rs. in crore)			
	2006-07	2007-08	2008-09	2009-10-one-sixth amount released
1	2	3	4	5
Andhra Pradesh	88.12	87.34	83.83	9.71
Arunachal Pradesh	11.53	10.70	14.72	0.91

1	2	3	4	5
Assam	51.18	87.82	68.11	6.11
Bihar	51.62	16.24	41.57	6.39
Chhattisgarh	57.06	41.72	26.54	2.25
Goa	1.00	2.00	4.00	0.24
Gujarat	45.52	51.90	48.02	5.92
Haryana	19.69	35.75	27.51	2.655
Himachal Pradesh	3.92	10.27	9.99	0.81
Jammu and Kashmir	88.13	115.34	109.65	9.235
Jharkhand	47.00	50.95	69.85	2.13
Karnataka	64.15	78.13	69.61	8.88
Kerala	24.53	40.00	22.9	3.73
Madhya Pradesh	43.24	57.68	40.37	6.28
Maharashtra	105.10	78.87	75.86	10.90
Manipur	14.09	32.07	39.23	2.21
Meghalaya	8.59	15.44	10.81	0.87
Mizoram	10.48	11.00	12.69	1.105
Nagaland	22.68	30.72	38.42	2.48
Orissa	38.00	45.80	42.54	3.61
Punjab	15.00	34.94	21.56	3.80
Rajasthan	40.47	49.60	49.1	7.23
Sikkim	3.46	4.42	6.12	0.41
Tamil Nadu	61.65	75.75	50.1	8.06
Tripura	11.34	14.47	20.66	1.815
Uttar Pradesh	94.28	115.44	102.31	14.62
Uttarakhand	5.28	9.89	19.39	0.78
West Bengal	37.11	44.45	32.18	6.69
Total	1065.22	1248.70	1157.64	129.83



**Statement II**

As per available information, the details of security personnel Killed in recent terrorist attacks during the last three years and the current year are as under:-

	2006	2007	2008	2009 (upto 31.5.2009)
Jammu and Kashmir	151	110	75	20
North-Eastern States	76	79	46	27
Naxal Affected States	157	236	231	144

Besides, as per available information, in the major terrorist incidents in the hinterland, in 2007, 3 security personnel were killed in the explosions in Samjhauta Express, whereas in 2008, 7 security personnel were killed in the terrorist attack on CRPF Group Centre, Rampur (U.P.), 3 security personnel were killed in the terrorist attack in Jaipur and 18 security personnel were killed in the terrorist attacks in Mumbai. The figures of security personnel injured in various major incidents of terrorism in the country are not centrally maintained.

**Awarding of NHDP Projects**

442. SHRI M. RAJA MOHAN REDDY: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Government proposes to award projects of the National Highways Development Programme (NHDP) worth Rs. 47,000 crore; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (KUNWAR R.P.N. SINGH): (a) and (b) National Highways Authority of India (NHA) has undertaken formulation of Work Plan for 2009-10 which includes invitation of bids for various projects under NHDP on Public Private Partnership (PPP) basis, as per the following details:

Sl.No.	NHDP Phase	Number of Projects	Approximate Cost (in Rs. Crore)
1.	II	7	10,347
2.	III	23	21,298
3.	V	7	10,006
4.	VII	1	680
	Total	38	42,331

**Promoting the Cooperative Sector**

443. SHRI PRASANTA KUMAR MAJUMDAR: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government has formulated any scheme for promotion and development of cooperative sector in the rural areas of the country; and

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

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) Government has undertaken various measures for promotion and development of cooperative sector in the rural areas of the country, such as, framing of National Policy on Cooperatives, enactment of Multi-State Cooperative Societies (MSCS) Act, 2002, policy initiatives for revitalization of cooperative credit structure etc. Government is also implementing Central Sector Scheme for Cooperative Education and Training through National Cooperative Union of India (NCUI) and National Council for Cooperative Training (NCCT). Further, Central Sector Schemes for Cooperative Development are being implemented by National Cooperative Development Corporation (NCDC).

(b) National Policy on Cooperatives and MSCS Act, 2002 provide guiding principles to States to bring their cooperative legislation to provide for autonomous, democratic and professional functioning of the cooperatives in their States. The Schemes of the Central Government implemented through NCUI, NCCT and NCDC and the policy initiatives for revitalization of cooperative credit structure have been helpful for development of cooperatives in rural areas.

**Funds to Fight Naxalism**

444. SHRI K.S. RAO:  
SHRI RAVINDRA KUMAR PANDEY:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) the details of the funds provided to Naxal affected States and its utilisation for upgrading the security apparatus during each of the last three years and the current year;

(b) the details of findings of the performance audit carried out by the C&AG in this regard and the action taken thereon;

(c) whether the Government proposes to review the security related issues and formulate new guidelines for appropriate utilisation of funds;

(d) if so, the details thereof;

(e) whether naxal affected States including Orissa and Chhattisgarh have demanded additional allocation for the purpose; and

(f) if so, the details of allocation made thereon, State-wise alongwith budgetary provisions made for strengthening the security of the naxal affected States?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPALLY RAMACHANDRAN):

(a) The details of Central funds released to naxal affected States during the last three years, i.e. 2006-07, 2007-08, 2008-09 and current financial year 2009-10 under the Scheme for Modernization of State Police Force is given in the enclosed Statement-I. The funds are provided under the scheme, *inter-alia*, for creating police training infrastructure, procuring related training equipments and for items such as construction of police stations, police housing, communication equipments, mobility, etc.

In addition, assistance is also provided under SRE and SIS Schemes. Details of funds released under these scheme are given in the enclosed StatementS-II and III respectively.

(b) The C&AG conducted audit of implementation of MPF Scheme in 16 States including some of the States affected by naxalism. The report titled 'Audit evaluation of Modernization of Police Force in India, Volume 1 was published by C&AG in January, 2009. The audit gave State specific findings. However, the gist of C&AG conclusions and recommendations related to inordinate delay in submission of action plan by the States and approval by Ministry of Home Affairs resulting in lower utilization of scheme funds during the same year, shortage of vehicles for all the States, dependence of police on outdated and unserviceable weapons, shortage of non-residential and residential buildings compared with

requirements as per Bureau of Police Research & Development norms, inadequacy of police telecom network in some States and inadequacy of proper police training infrastructure, etc. The extracts of C&AG reports have been sent to respective States for taking appropriate remedial action. All the States were asked to submit their annual action plans for 2009-10 by January, 2009. All plans received (except 4 States) were approved by the Ministry of Home Affairs by 31.3.2009. The last 4 plans were also approved in April-June, 2009 and first installment of funds for 2009-10 has also been released. A system of concurrent audit has been introduced from last quarter of 2008-09.

(c) and (d) The State Governments prioritize their requirements under the MPF Scheme in their Annual Action Plans keeping in view the changed security scenario and after consideration of the same in a High Powered Committee in consultation with the officers of the State Government, the Annual Action Plans are approved and funds are provided to the States for the approved items. As regards utilization of funds, as mentioned in reply to parts (a) and (b) above, concurrent audit has been conducted in all the States by the Internal Audit Wing of the Ministry in the last quarter of 2008-09. The audit reports have been sent to the respective States for compliance of the observations of the audit. Release of funds in the current financial year has been made subject to appropriate action being taken by the States. Further, the Cabinet Committee on Security (CCS) has *inter alia* approved in January, 2009 a proposal according to which where on account of non-receipt of Utilization Certificates from any States, it is not possible to release funds to any State, such unreleased amounts calculated as on 30th November of a financial year, may be pooled up and released to States requiring more funds than their normal allocation on account of specific requirements and better performing States with no pending/overdue utilization certificates.

(e) and (f) During the year 2008-09, the State Governments of Orissa and Chhattisgarh had demanded additional funds over and above their original allocations, while Rs. 7.42 crores additional funds were given to Orissa, due to large unspent amount lying with Chhattisgarh, no additional funds could be given to the State.

**Statement I**

*Scheme for Modernization of State Police Forces—Funds Released to the Naxal Affected States for the Period 2006-07 to 2009-10 (As on 03.07.09).*

(Rs. In Crore)

Name of State	2006-07	2007-08	2008-09	2009-10-1/6th of allocation released
Andhra Pradesh	88.12	87.34	83.83	9.71
Bihar	51.62	16.24	41.57	6.39
Chhattisgarh	57.06	41.72	26.54	2.25
Jharkhand	47.00	50.95	69.85	2.13
Madhya Pradesh	43.24	57.68	40.37	6.28
Maharashtra	105.10	78.87	75.86	10.90
Orissa	38.00	45.80	42.54	3.61
Uttar Pradesh	94.28	115.44	102.31	14.62
West Bengal	37.11	44.45	32.18	6.69
<b>Total</b>	<b>561.53</b>	<b>538.49</b>	<b>515.05</b>	<b>62.58</b>

**Statement II**

*Security Related Expenditure Scheme*

State	2002-03 to 2006-07 Amount released  Advance + Reimbursement both	2007-08			2008-09		
		Annual work plan approved	Amount released upto 31.03.2008		Annual work plan approved	Amount released	
			Advance	Reimbursement		Advance	Reimbursement
1	2	3	4	5	6	7	8
Andhra Pradesh	2646.54	726	500.00	579.25	1095.20	273.80	308.79
Bihar	723.23	1049	230.00	0.00	1283.00	216.49	305.18
Chhattisgarh	2637.29	2891	650.00	395.00	2791.00	470.95	1540.69
Jharkhand	2571.41	1973.25	440.00	1284.50	2809.00	473.99	1876.25
Madhya Pradesh	604.96	343.63	170.00	0.00	74.00	18.50	381.36
Maharashtra	1005.13	738	370.00	92.00	329.96	82.49	389.49

1	2	3	4	5	6	7	8
Orissa	1291.65	893	200.00	1016.62	1356.30	339.07	969.91
Uttar Pradesh	225.48	368.50	80.00	0.00	296.26	74.06	111.46
West Bengal	377.53	553.25	280.00	8.00	399.00	67.33	100.19
Total	12083.22	9535.63	2920.00	3375.37	10433072	2016.68	5983.32
				6295.37		8000.00	

Note: On 9.6.2009, the SRE Committee approved the annual SRE work plans of Andhra Pradesh, Bihar, Jharkhand, Chhattisgarh, Maharashtra and Orissa, with work plan ceilings of Rs. 1290.80 lakh for Andhra Pradesh, Rs. 1806.00 lakh for Bihar, Rs. 3259.00 lakh for Jharkhand, Rs. 3003.00 lakh for Chhattisgarh, Rs. 438.00 lakh for Maharashtra and Rs. 2423.40 lakh for Orissa for financial year 2009-10. SRE advances shall be released to the States as soon as the budget is approved for 2009-10.

### Statement III

#### *Scheme for Special Infrastructure in Leftwing Extremism affected States*

(Rupee in lakh)

States	Districts	Funds released
Chhattisgarh	Bijapur	1615.00
	Dantewada	1135.00
Bihar	Aurangabad	986.00
	Gaya	619.00
Orissa	Malkangiri	638.00
	Rayagada	539.00
Madhya Pradesh	Balaghat	293.00
Andhra Pradesh	Khammam	589.00
Jharkhand	Chatra	960.00
	Palamu	1420.00
Maharashtra	Gadchiroli	170.00
	Gondia	169.92
Uttar Pradesh	Sonebhadra	866.00
Total Releases		9999.92

#### Construction of Bridges Over Railway Lines

445. SHRI ASADUDDIN OWASI: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the number of bridges constructed, location-wise and State-wise over the railway lines on the National Highways during the Tenth Plan;

(b) the funds released and expenditure incurred in this regard; and

(c) the time-frame fixed for the construction of the bridges which have not been completed so far?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (KUNWAR R.P.N. SINGH): (a) to (c) The State-wise & location-wise details of number of bridges constructed over the railway lines on the National Highways during the Tenth Plan are given in the enclosed Statement-I. Bridges over railway lines formed part of the highway improvement projects as such no separate allocation was made for bridges over railway lines. The details of bridges over the Railway lines on the National Highways which have not been completed so far along with their target date of completion are given in the enclosed Statement-II.

#### Statement I

#### *State-wise & location-wise details of number of bridges constructed over the Railway lines on the National Highway during the Tenth Plan*

Sl.No.	Name of State	NH Number	Location of Rail overbridges constructed in Tenth Plan
1	2	3	4
1.	Andhra Pradesh	5	Km. 754.399
		5	Km. 773.607

1	2	3	4	1	2	3	4
		5	Km. 572.224			44	Km. 1.850 (Karimganj bypass)
		5	Km. 554.497				
		5	Km. 494.97	3.	Jharkhand	2	Km. 282.358 (Barhi)
		5	Km. 421.97				
		5	Km. 20/4-5			32	Km. 19 (Karkend)
		5	Km. 14.727	4.	Karnataka	4	Km. 501.475
		5	Km. 0.800 (Eluru bypass)			4	Km. 50.650. to Km 56.200
		5	Km. 17.200 (Eluru bypass)			4	Km. 64.900 (Tumkur bypass)
		5	Km. 106.760 (Badampudi)	5.	Kerala	17	Km. 196/300 (Chorode)
		5	Km. 119.328 (Prathipadu)			47	Chackai
		5	Km. 131.764 (Tanuku)	6.	Madhya Pradesh	7	Part of Katni bypass
		5	Km. 186.484 (Hukumpet)			7	Part of Rewa bypass
		5	Km. 292.905 (Tuni)	7.	Maharashtra	4B	Km. 5.200 (Pagote bridge)
		5	Km. 179/34-36 (Pudugupadu)			4B	Km. 0.090
		5	Km. 236/04-06 (Tettu)	8.	Orissa	60	Km. 7.319
		5	Km. 153/07-09 (Venkatachalam)			60	Km. 49.283
		5	Km. 166/02-04 (Nellore)	9.	Punjab	215	Km. 118.322
		5	Km. 100/1 (Nelaballi)			22	Km. 32.08 (Dera Bassi)
		5	Km. 202/16-18 (Alluru Road)			21	Km. 26.428 (Kurali)
2.	Assam	44	Km. 0.290 (Karimganj bypass)	10.	Tamil Nadu	4	Vellai Gate
						45	Km. 101.10 (Thozepedu)
						46	Km. 33.9 (Natrampalli)



1	2	3	4	5	1	2	3	4	5
		57	105.85	Dec-10			7	76.39	Dec-09
		288	451.927	Dec-10			3	445.235	Dec-09
		28	368.9	Mar-10			3	451.090	Dec-09
		31	Chukti LC	Mar-11			3	458.978	Dec-09
4.	Chhattisgarh	6	262	Dec-09			3	486.522	Dec-09
		6	281.800	Dec-09			3	494.767	Dec-09
		200	114/4	Jul-09			3	514.488	Dec-09
5.	Gujarat	8A	210.942	Jul-09			3	265.00	Jul-09
		8A	267.100	Aug-09			7	73.45	Jun-10
		8	205.900	Jul-09	11.	Madhya Pradesh	26	3	Jun-10
		8	225.700	Jul-09			26	322.369	Dec-10
		8	262.625	Jul-09			7	606	Jun-10
6.	Jharkhand	33	132	Oct-10			3 & 75	1.279	Oct-10
7.	Jammu and Kashmir	1A	48.45	Aug-09			3 & 75	7.792	Oct-10
		1A	14.11	Jun-10	12.	Orissa	5	297.154	Mar-10
8.	Karnataka	7	24/650	Nov-09	13.	Punjab	1A	83+100	Oct-10
		7	508/129	Sep-09			1A	111+444	Jun-10
		7	518	Aug-09			1A	115+910	Jun-10
		7	524	Aug-09			1A	9+508.790	Dec-09
		17	364.365	Mar-10			1	408.51	Sep-09
		4	256+762	Jun-10			1	415.208	Sep-09
		4	311	Jun-10			1	451.249	Sep-09
		4	28	Jun-10			1	455.672	Sep-09
9.	Kerala	47	320.09	Dec-09			21	41.65	Jun-10
		47	209	Mar-12			21	41.001	Aug-10
		17	437.375	Sep-10	14.	Rajasthan	3	53.145	May-11
		17	90.659	Jan-11			76	16.443	Jun-10
10.	Maharashtra	7	22.865	Dec-09	15.	Tamil Nadu	45	318.614	Sep-09
		7	37.417	Jan-10			45	310.682	Sep-09

1	2	3	4	5
		45	321.6	Dec-09
		4 & 5	14.1	Dec-09
		47	20.538	Dec-09
		47	23.150	Dec-09
		7	375.398	Jul-09
		7	394.786	Jul-09
		7	210.306	Sep-10
		7	232.677	Sep-09
		7	221.035	Jul-09
		7.	0.290 (Madurai bypass)	Sep-09
		7.	8.844 (Madurai bypass)	Sep-09
		7	47.136	Sep-09
		7	142.676	Sep-09
		7	153.681	Sep-09
		7	169.977	Sep-09
		7	66.872	Sep-09
		47	1.604	Mar-10
		45-B	174/100	Jan-11
		45-B	259.655	Jan-11
		67	83.4	Jul-11
		67	81.4	Mar-10
		67	129/183	Mar-10
		67	135/729	Mar-10
		7	163/350	Aug-09
16.	Uttar Pradesh	24	181	Aug-09
		28	20.45	Oct-09
		28	83.275	Oct-09

1	2	3	4	5
		28	1.25	Sep-09
		28	1.975	Sep-09
		28-C	11.6	Sep-09
		56A & B	4	Jun-10
		56A & B	14	Jun-10
		58	69.49	Mar-11
		58	87.575	Mar-11
		58	114.3	Mar-11
		2	241	Jul-09
		28	200.838	Dec-09
		28	244.2	Dec-09
		28.	25.893	Oct-09
		2 & 3	34.048	Feb-11
		2 & 3	13.375	Feb-11
		2 & 3	0.34	Feb-11
		2 & 3	8.99	Feb-11
		25	96.4	Sep-09
		25	121.53	Mar-10
		25	218.989	Mar-10
		25	101.456	Sep-09
		2	219	Dec-09
17.	Uttarakhand	72	175	Jan-10
18.	West Bengal	41	2.076	Sep-10
		41	13.058	Sep-10
		41	29.5	Sep-10

#### Progress of National Highways

446. SHRI DUSHYANT SINGH: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:



(a) whether the maintenance of the National Highways in several parts of the country including the Kota-Baran stretch of National Highway-76 (west corridor), the Pindwara-Udaipur section of NH-76, the Jaipur-Agra Road NH-11 and the Jaipur-Delhi Road NH-8 in Rajasthan is poor;

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

(c) the status of four laning work in the country including Rajasthan alongwith the funds allocated, estimated cost and funds utilised for the projects; and

(d) the steps taken to expedite four/six laning of Highways and improve maintenance of existing roads?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (KUNWAR R.P.N. SINGH): (a) to (d) The development and maintenance of National Highways (NHs) is a continuous process and the NHs in the country are being kept in traffic worthy condition within the available resources, depending upon traffic density and *inter-se* priority of works. Actions for restoration of the stretches of NHs damaged in various states due to floods, rains, etc., are accordingly taken up from time to time to keep such stretches in traffic worthy conditions. The maintenance of existing roads are carried out by the Contractor/Concessionaire, to keep them in traffic worthy condition, as part of their obligations under contract/concession agreement wherever 4/6 laning works

are under implementation under National Highway Development Project (NHDP). The maintenance of existing stretches of NHs entrusted to the National Highways Authority of India (NHAI) are carried out either directly by NHAI or through the concerned State Public Works Departments (PWDs) with funds provided by NHAI in case the works of improvement to 4/6 laning have not yet started in such sections. All such NHs including those in the State of Rajasthan are maintained in traffic worthy conditions as per availability of funds, traffic density, extent of damages and *inter-se* priority.

The works for improvement of NHs to 4-lane standards are primarily being taken up under NHDP-Phase-I, II & III. The detailed status of works under NHDP-Phases-I, II & III in the country including Rajasthan indicating the total length, approved estimated cost, expenditure incurred (upto 31.3.2009), length completed, length under implementation, etc. are given in the enclosed Statement-I. State-wise and project-wise funds are not allocated under NHDP and the expenditure for NHDP is met out of funds allocated to NHAI. Improvement of some NH stretches to 4-lane standards, other than under NHDP, are also taken up through State Public Works Departments (PWDs) and Border Roads Organization (BRO). The total sanctioned cost of such ongoing improvement works on about 153 km. length of NH stretches is Rs. 762.78 crore. The expenditure incurred on the same is about Rs. 340 crore. The details of the steps taken to expedite four/six laning of NHs is given in the enclosed Statement-II.

#### **Statement I**

##### **The overall status of NHDP phase I, II and III as on 31.5.2009**

NHDP Phases	Total Length (km)	Approved Estimated Cost (Rs. Crore)	Expenditure upto 31.3.2009 (Rs. Crore)	Length Completed (km)	Length under implementation (km)	Balance Length (km)	Likely date of Completion
<b>NHDP-I</b> GQ, EW-NS corridors, Port connectivity & others	7,498	30,300	35408.24	7196	296	6	99% of GQ will be completed by Mar-10
NHDP-II 4/6-laning North South-East West Corridor, Others	6,647	34,339	29334.82	3059	2836	752	Dec-2010
NHDP-III Upgradation, 4/6-laning	12,109	80,626	8431.06	859	1888	9446	Dec.2013

**Statement II**

The steps taken to expedite four/six laning of NHs:-

- (i) The Contracts are regularly monitored at various levels.
- (ii) State Governments have appointed Senior officers as nodal officers for resolving problems associated with implementation of the NHDP such as land acquisition, removal of utilities, forest/pollution/environment clearances etc. These nodal officers hold periodic meetings to review the projects and taken action to resolve the problems.
- (iii) A Committee of Secretaries has been constituted under Cabinet Secretary to address inter-ministerial and Centre-State issues such as land acquisition, utility shifting, environmental clearances, clearance of Railway Over/Under Bridges (ROBs/RUBs).
- (iv) The procedure of issue of Land Acquisition notifications has now been simplified.
- (v) An officer of the Railways has been posted to NHA to coordinate with Ministry of Railways to expedite the construction of ROBs. Memorandum of understanding (MOU) has also been signed with M/s. IRCON for construction of some of the ROBs.
- (vi) Action has been taken against non performing contractors and they are not allowed to bid for future projects unless they improve the performance in existing contracts.
- (vii) Steps have been taken to improve cash flow problems of contractors by granting interest bearing discretionary advance at the request of contractor, release of retention money against bank guarantee of equal amount, deferment of recovery of advances (on interest basis) and relaxation in minimum Interim Payment Certificate (IPC) amount.

**Illegal Bangladeshi Immigration**

447. SHRIMATI MANEKA GANDHI: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether large scale illegal Bangladeshi immigration has changed the entire demography of the Siliguri and Doars region; and

(b) if so, the corrective action taken by the Government to check such illegal immigration?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPALLY RAMACHANDRAN): (a) and (b) India's long and porous border with Bangladesh, geographical proximity, family ties ethnic similarity, coupled with better economic opportunities in India have resulted in illegal migration from Bangladesh. As no recent survey has been done, it may not be possible to indicate the exact number of illegal Bangladeshi immigrants who may have crossed over surreptitiously.

Central Government is vested with the powers to deport a foreign national under section 3(2)(c) of the Foreigners Act, 1946. These powers to identify and deport illegally staying foreign national have also been delegated to the State Governments/Union Territory Administrations. The procedure for the detection and deportation of illegal Bangladeshi immigrants has also been set out and circulated to State Governments/UT Administrations who are implementing the same on a continuous basis.

In Order to check illegal immigration from Bangladesh, the Government of India has adopted a multi-pronged approach which includes the following measures:-

- (i) Construction of border fencing, roads and flood lighting.
- (ii) Round the clock surveillance of the border by the Border Security Force.
- (iii) Setting up of 1185 Border Out Posts (BOPs) along Indo-Bangladesh Border to reduce the inter BOP distance for effective border domination, of which 802 BOPs have already been established. Setting up of remaining 383 BOPs have been sanctioned.
- (iv) Induction of hi-tech surveillance equipment including night vision devices.

*[Translation]*

**Suicide Cases**

448. DR. MURLI MANOHAR JOSHI:  
SHRI ANANT KUMAR HEGDE:  
SHRI K.S. RAO:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether suicide cases are on the rise in the country;

(b) if so, the total number of such cases registered during each of the last three years, State-wise, gender-wise;

(c) the age group recording the highest rate of suicides;

(d) whether the Government has ascertained the reasons for the same;

(e) if so, the details thereof; and

(f) the steps being taken to address the problem?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) As per information compiled by National Crime Records Bureau (NCRB), a total number of 113914, 118112 and 122637 suicides were reported in the country during 2005 to 2007 respectively, thereby showing an increasing trend.

(b) The State/UT-wise and gender-wise number of persons who committed suicides, as reported to NCRB

by the States/UTs during 2005 to 2007, are enclosed as Statement-I.

(c) The highest number of suicides were of persons in the age group of 15-29 years in each of the years from 2005 to 2007.

(d) and (e) The causes of suicide have their origin in the social, economic, cultural, psychological and health status of an individual. Suicide is multi-factorial, cumulative and progressive in nature. Among the major mental health problems, depression, schizophrenia, addiction to alcohol, affective disorders, drug dependence, adjustment disorders, mood and personality problems have been identified among those with completed and attempted suicides. The details of cause-wise number of suicides committed during 2005 to 2007, as compiled by NCRB, have been indicated in the enclosed Statement-II.

(f) During the 11th Five Year Plan period, the Ministry of Health and Family Welfare, proposes to re-strategise its National Mental Health Programme to extend District Mental Health Programme to more districts in the country with added components of suicide prevention services, work place stress management, life skills training and counseling in schools and colleges.

### **Statement I**

#### *State/UT wise number Suicides during 2005-2007*

Sl.No.	State/UT	2005			2006			2007		
		Male	Female	Total	Male	Female	Total	Male	Female	Total
1	2	3	4	5	6	7	8	9	10	11
<b>States:</b>										
1.	Andhra Pradesh	8865	4577	13442	8863	4413	13276	9949	4933	14882
2.	Arunachal Pradesh	49	21	70	96	33	129	98	31	129
3.	Assam	1951	895	2846	2116	915	3031	2116	946	3062
4.	Bihar	327	216	543	299	319	618	534	431	965
5.	Chhattisgarh	3305	1576	4881	3060	1566	4626	3256	1583	4839
6.	Goa	197	85	282	183	92	275	178	92	270
7.	Gujarat	2902	1863	4765	3048	1987	5035	3375	2205	5580

1	2	3	4	5	6	7	8	9	10	11
8.	Haryana	1493	553	2046	1766	550	2316	1852	581	2433
9.	Himachal Pradesh	214	145	359	301	150	457	258	144	402
10.	Jammu and Kashmir	196	98	294	152	110	262	153	81	234
11.	Jharkhand	523	285	808	521	335	856	880	409	1289
12.	Karnataka	7707	3850	11557	8046	4104	12212	8392	3912	12304
13.	Kerala	6830	2414	9244	6583	2443	9026	6588	2374	8962
14.	Madhya Pradesh	2851	2597	5448	3503	2932	6435	3470	2859	6329
15.	Maharashtra	9603	4823	14426	10510	4984	15494	10420	4764	15184
16.	Manipur	23	4	27	24	12	36	28	11	39
17.	Meghalaya	50	21	71	69	23	92	60	27	87
18.	Mizoram	47	8	55	60	10	70	22	6	28
19.	Nagaland	21	6	27	19	9	28	17	7	24
20.	Orissa	2554	1654	4208	2373	1692	4065	2488	1820	4308
21.	Punjab	482	106	588	610	162	772	632	215	847
22.	Rajasthan	2858	1320	4178	2910	1353	4263	3154	1283	4437
23.	Sikkim	62	47	109	98	47	145	84	38	122
24.	Tamil Nadu	7507	4569	12076	7509	4872	12381	8687	5124	13811
25.	Tripura	401	314	715	428	337	765	419	286	705
26.	Uttar Pradesh	1772	1677	3449	1761	1338	3099	2054	1873	3927
27.	Uttarakhand	180	93	273	173	153	326	130	118	248
28.	West Bengal	8614	6401	15015	9120	6605	15725	8505	6355	14860
Total (State)		71584	40218	111802	74203	41612	115815	77799	42508	120307

## Union Territories:

29.	Andaman and Nicobar Islands	86	53	139	96	37	133	100	56	156
30.	Chandigarh	63	26	89	56	24	80	60	22	82
31.	Dadra and Nagar Haveli	41	28	69	23	19	42	44	32	76
32.	Daman and Diu	25	7	32	14	8	22	6	9	15

1	2	3	4	5	6	7	8	9	10	11
33.	Delhi (UT)	777	468	1245	960	532	1492	966	515	1481
34.	Lakshadweep	0	0	0	1	1	2	1	2	3
35.	Puducherry	340	198	538	349	177	526	319	198	517
Total (UTs)		1332	780	2112	1499	798	2297	1496	834	2330
Total (All India)		72916	40998	113914	75702	42410	118112	79295	43342	122637

Source: NCRB Report: Accidental Deaths and Suicides in India

### Statement II

#### *Cause-wise incidents of Suicides during 2005-2007*

Sl.No.	Cause of Suicides	2005			2006			2007		
		Male	Female	Total	Male	Female	Total	Male	Female	Total
1	2	3	4	5	6	7	8	9	10	11
1.	Bankruptcy or Sudden change in Economic Status	2688	407	3095	2918	402	3320	3010	302	3312
2.	Suspected/Illicit Relation	562	658	1220	502	632	1134	586	713	1299
3.	Cancellation/Non-Settlement of Marriage	441	516	957	349	516	865	413	571	984
4.	Not having Children • (Barrenness/Impotency)	223	552	775	186	456	642	233	568	801
5.	Illness	16209	8852	25061	17233	9386	26619	17703	9629	27332
	(i) Aids/STD	694	405	1099	504	289	793	618	334	952
	(ii) Cancer	512	236	748	524	223	747	547	247	794
	(iii) Paralysis	571	219	790	377	160	537	327	169	496
	(iv) Insanity/Mental Illness	4947	2657	7604	5282	2763	8045	5611	3027	8638
	(v) Other Prolonged Illness	9485	5335	14820	10546	5951	16497	10660	5852	16452
6.	Death of Dear Person	474	346	820	480	399	879	364	355	719
7.	Dowry Dispute	46	2305	2351	60	2276	2336	38	3110	3148
8.	Divorce	101	216	317	168	226	394	130	205	335
9.	Drug Abuse/Addiction	1951	81	2032	2097	91	2188	2250	82	2332
10.	Failure in Examination	1280	1003	2283	1335	1043	2378	1086	890	1976

1	2	3	4	5	6	7	8	9	10	11
11.	Fall in Social Reputation	1035	537	1572	889	456	1345	695	410	1105
12.	Family Problems	15357	10084	25441	18672	12099	30771	18336	10902	29238
13.	Ideological Causes/Hero Workshipping	141	74	215	180	109	289	161	100	261
14.	Illegitimate Pregnancy	7	164	171	10	257	267	14	144	158
15.	Love Affairs	1826	1670	3496	2195	1869	4064	1745	1638	3383
16.	Physical Abuse (Rape incest etc.)	67	135	202	86	229	315	121	184	305
17.	Poverty	1948	600	2548	1995	648	2643	2147	662	2809
18.	Professional/Career Problem	666	69	735	955	136	1091	1117	156	1273
19.	Property Dispute	1214	345	1559	1647	597	2244	1067	344	1411
20.	Unemployment	1828	344	2172	1664	227	1891	2115	279	2394
21.	Causes other than the above categories	13063	6384	19447	10262	5016	15278	10285	5508	17653
22.	Causes not known	11789	5656	17445	11819	5340	17159	13879	6530	20490
Total		72916	40998	113914	75702	42410	118112	79295	43342	122637

### Procurement of Crops

449. SHRI BHAUSAHEB RAJARAM WAKCHAURE: Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) the quantum of wheat, rice, sugarcane and other kharif crops procured from the States especially in backward regions during the last three years; and

(b) the number of farmers benefited therefrom?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) The State-wise quantity of wheat, rice and other kharif crops procured by Food Corporation of India and other Government agencies for the Central Pool in the last three years is given in the enclosed Statement. Sugarcane is not procured by the Government agencies for the Central Pool.

(b) This data is not maintained to the Department, as all farmers are free to sell their produce (wheat &

paddy) to FCI/State gencies at Minimum Support Price an any incentive bonus, declared by the Government.

### Statement

#### State-wise procurement of wheat in last three Rabi Marketing Seasons

(in lakh tonnes)

Sl.No.	Name of State	2007-08	2008-09	2009-10*
1	2	3	4	5
1.	Punjab	67.57	99.39	107.19
2.	Haryana	33.46	52.37	69.12
3.	Uttar Pradesh	5.49	31.37	37.39
4.	Rajasthan	3.84	9.35	11.45
5.	Chandigarh	—	0.10	0.12
6.	Delhi	0.01	0.06	0.00

1	2	3	4	5
7.	Himachal Pradesh	—	Neg.	0.01
8.	Madhya Pradesh	0.57	24.10	19.18
9.	Gujarat	—	4.15	0.75
10.	Bihar	0.08	5.00	2.26
11.	Uttarakhad	0.01	0.84	1.44
12.	Chhattisgarh	—	—	0
Total		111.28	226.89	248.91

\*As on 2.7.09

*State-wise procurement of rice*

(in lakh tonnes)

States/UT	2006-07	2007-08	2008-09*
1	2	3	4
Andaman and Nicobar Islands	0.00	0.00	0.00
Andhra Pradesh	53.28	74.17	75.48
Arunachal Pradesh	0.00	0.00	0.00
Assam	0.00	0.00	0.03
Bihar	4.76	5.12	10.24
Chandigarh	0.1	0.09	0.10
Chhattisgarh	28.65	27.43	25.57
Delhi	0.00	0.00	0.00
Gujarat	0.00	0.19	0.00
Haryana	17.77	15.72	14.25
Himachal Pradesh	0.00	0.00	0.00
Jammu and Kashmir	0.00	0.00	0.06
Jharkhand	0.05	0.19	1.28
Karnataka	0.22	0.18	1.04
Kerala	1.51	1.68	2.37

1	2	3	4
Madhya Pradesh	0.74	0.69	2.09
Maharashtra	0.97	1.60	2.39
Nagaland	0.00	0.00	0.00
Orissa	2.02	23.38	23.64
Puducherry	0.07	0.06	0.06
Punjab	78.29	79.08	85.44
Rajasthan	0.1	0.19	0.10
Tamil Nadu	10.77	9.68	11.29
Uttar Pradesh	25.59	28.91	36.11
Uttarakhand	1.76	1.47	3.47
West Bengal	6.42	15.08	13.28
All India Total	251.07	284.91	308.29

\*As on 2.7.09

*State-wise procurement of Coarsegrains*

(In '000 tonnes)

State/UT	2006-07	2007-08	2008-09*
Andhra Pradesh	—	61	179
Chhattisgarh	—	2	9
Gujarat	—	—	—
Haryana	—	124	310
Karnataka	—	14	712
Madhya Pradesh	—	1	60
Maharashtra	—	2	107
Total	—	204	1377

\*As on 30.6.2009.

**Cheating Cases**

450. SHRI RAVINDRA KUMAR PANDEY: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether there has been an increase in the number of cheating cases in the country including Delhi and the NCR;

(b) if so, the total number of such cases registered by the Police during each of the last three years, State-wise including NCT of Delhi;

(c) whether cases of cheating in the allotment of flats by builders and others have come to light in Delhi and NCR; and

(d) if so, the details thereof alongwith the steps taken by the Government to check such cases in future?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) As per information compiled by National Crime Records Bureau (NCRB), a total of 53625, 58076 and 65326 cases of cheating were reported in the country during 2005 to 2007 respectively, thereby showing an increasing trend.

(b) The State/UT-wise number of cheating cases including that of NCT of Delhi, as reported to NCRB by

the States/UTs during 2005 to 2007, are enclosed as statement.

(c) NCRB does not maintain specific information relating to cheating by builders and others in the allotment of flats.

(d) 'Police' and 'Public Order' are state subjects under the Seventh Schedule to the Constitution of India and therefore, the State Governments are primarily responsible for prevention, detection, registration and investigation of crime and for prosecuting the criminals through the machinery of their law enforcement agencies. The Union Government, however, attaches highest importance to the matter of prevention of crime and therefore, has been advising the State Governments/UT Administrations from time to time to give more focused attention to improving the administration of criminal justice system and take such measures as are necessary for prevention and control of crime.

#### **Statement**

*Cases Registered (CR), Cases Chargesheeted (CS), Cases convicted (CV), Persons Arrested (PAR), Persons Chargesheeted (PCS) and Persons Convicted (PCV) Under Cheating (Section 419 to 420 IPC) During 2005-2007*

Sl.No.	State	2005						2006						2007					
		CR	CAS	CV	PAR	PCS	PCV	CR	CAS	CV	PAR	PCS	PCV	CR	CAS	CV	PAR	PCS	PCV
1.	Andhra Pradesh	7909	4337	293	5984	5609	695	8363	3906	393	6324	5483	802	8103	4339	357	6613	6448	548
2.	Arunachal Pradesh	28	14	13	23	10	15	38	29	5	45	37	6	33	15	8	43	29	10
3.	Assam	873	391	74	1053	604	96	905	550	125	934	568	162	895	496	125	951	675	144
4.	Bihar	1829	1216	85	2865	2230	127	2171	1237	151	2835	2231	268	2358	1767	145	3619	2871	239
5.	Chhattisgarh	431	325	94	458	462	156	507	417	47	610	496	70	467	426	34	615	658	51
6.	Goa	58	29	10	73	58	12	55	22	2	50	32	2	55	18	2	50	28	3
7.	Gujarat	1541	1156	24	2686	2711	58	1529	1067	25	2417	2369	47	1116	955	28	1682	1790	69
8.	Haryana	1204	772	177	1261	1301	277	1424	776	129	1468	1430	221	1232	809	141	1470	1513	277
9.	Himachal Pradesh	163	95	9	134	158	13	129	64	10	147	115	18	212	73	8	140	111	18
10.	Jammu and Kashmir	403	200	10	559	546	19	463	299	14	565	558	29	489	419	8	652	653	3
11.	Jharkhand	643	433	65	590	176	81	833	471	58	633	631	159	814	482	141	675	714	155



1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
12.	Karnataka	2909	1047	82	1891	1803	104	2910	850	64	1714	1439	87	3600	3598	76	2085	1964	118
13.	Keral	3261	2017	162	2573	2183	283	3316	2610	255	2803	3019	446	4216	2407	146	3613	3097	238
14.	Madhya Pradesh	1292	1017	225	1740	1777	399	1522	1208	247	2128	2034	359	1661	1116	207	2156	2168	448
15.	Maharashtra	6391	3588	107	7970	7804	169	6234	3883	136	7409	7112	213	6235	3689	103	7266	6516	163
16.	Manipur	122	3	0	76	3	0	82	2	4	14	4	3	93	4	0	20	4	0
17.	Meghalaya	39	19	1	30	18	1	83	27	0	45	37	0	164	28	11	145	29	13
18.	Mizoram	58	54	20	56	18	48	78	76	93	92	94	49	66	64	55	66	98	57
19.	Nagaland	41	29	37	29	36	57	37	21	16	25	17	10	34	18	28	36	14	31
20.	Orissa	1040	730	53	1089	1061	75	1364	926	60	1340	1321	82	1263	865	60	1200	1108	95
21.	Punjab	2934	2213	182	3721	3558	366	3393	2749	296	4742	4071	670	3581	2632	380	4717	4468	708
22.	Rajasthan	8341	1698	452	2529	2526	574	10191	2102	522	3686	3679	896	11919	2388	435	4077	4061	711
23.	Sikkim	44	8	1	15	8	1	37	18	1	48	31	1	34	8	7	34	23	7
24.	Tamil Nadu	2694	1403	304	1989	1701	469	2116	1524	211	2032	1633	344	2510	1411	177	2356	1881	224
25.	Tripura	59	32	6	24	25	5	84	38	6	51	31	9	85	84	4	42	42	2
26.	Uttar Pradesh	4556	2955	1154	5828	5075	1934	5142	3402	1334	6790	6027	2544	8399	4077	1577	12525	8310	3039
27.	Uttarakhand	396	216	72	634	472	187	514	271	51	892	605	95	697	339	72	1245	824	185
28.	West Bengal	1760	825	46	1872	1088	63	1947	1022	28	2120	1361	49	2406	1270	40	2559	1427	53
Total State		51019	26882	3758	47752	43021	6284	55467	29567	4283	51959	46465	7641	42736	33797	4375	60652	51524	7609
29.	Andaman and Nicobar Islands	13	4	1	19	9	1	15	18	1	18	25	1	23	8	2	39	13	3
30.	Chandigarh	161	73	19	197	104	31	232	94	31	251	138	40	170	56	23	120	123	72
31.	Dadara and Nagar Haveli	10	5	0	6	6	0	10	2	1	6	5	3	10	4	0	16	5	0
32.	Daman and Diu	3	3	0	2	4	0	3	0	0	13	0	0	6	0	0	2	0	0
33.	Delhi (UT)	2378	1429	479	1836	1848	493	2313	1489	537	1641	1531	559	2336	1320	552	1524	1364	607
34.	Lakshadweep	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
35.	Puducherry	41	28	8	48	41	14	36	20	7	37	20	14	45	39	7	32	43	10
Total (UT)		2606	1542	507	2108	2012	539	2609	1623	577	1966	1719	617	2590	1427	584	1733	1548	692
Total (All India)		53625	28424	4265	49860	45033	6823	58076	31190	4860	53925	48184	8258	65326	35224	4959	62385	53072	8301

Source: Crime in India

Note: Information on disposal by police and courts includes the information on pending cases from previous years also

**Production of Fish**

451. SHRI HANSRAJ G. AHIR: Will the Minister of AGRICULTURE be pleased to state:

(a) whether India ranks low in global fish production despite having vast ocean and marine resources;

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

(c) the total quantity of fish produced in the country during each of the last three years and the current year;

(d) the target fixed for fish production during the Eleventh Five Year Plan vis-a-vis the target achieved;

(e) whether high genetic quality and disease resistant fish seed is being made available to farmers at affordable rates; and

(f) if so, the details thereof?

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

(b) does not arise.

(c)

Year	Fish Production (In million Metric Tonnes)
2005-06	6.57
2006-07	6.87
2007-08	7.13
2008-09 (Prov.)	7.57

(d) 10 million metric tonnes. Target achieved during 2007-08 and 2008-09 is as (c) above.

(e) and (f) High quality genetic material for high growth performance has been developed at Central Institute of Freshwater Aquaculture, Bhubaneswar and released in the name of Jayanthi Rohu. Research is underway for development of disease resistant Rohu. In addition, financial support is provided through Centrally Sponsored Scheme (CSS) and by the National Fisheries

Development Board (NFDB) for creation of hatcheries and brood stock banks for production of specific disease resistant seeds.

*[English]*

**Relief Package for Kerala Farmers**

452. SHRI P. KARUNAKARAN:  
SHRI K.C. VENUGOPAL:  
SHRI M.K. RAGHAVAN:  
SHRI P.T. THOMAS:

Will the Minister of AGRICULTURE be pleased to state:

(a) the present status of the implementation of the Kuttanad and Idukki Packages for Kerala farmers;

(b) the details of schemes proposed under the said packages;

(c) whether the Government of Kerala suggested any changes in the conditions attached to the said programmes;

(d) if so, the details thereof; and

(e) the details of steps taken/proposed to be taken by the Government to resolve the impediments in speedy implementation of the said two projects?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) Government of Kerala has so far submitted 26 projects amounting to Rs. 364.90 crores under Kuttanad package and 10 projects amounting to Rs. 401.76 crore under Idukki package. Project on "Measures for augmenting biodiversity in the backwaters (Vembanad Wetland)" has been sanctioned under Kuttanad package and Rs. 15.75 lakhs has already been released to the State Government of Kerala under this component. Under Idukki package, pepper development programme in Idukki involving total outlay of Rs. 230.58 crore to be implemented over a period of 5 years has been sanctioned.

(b) On 24.07.2008, the Government has granted 'in-principle' approval for providing financial support of Rs. 1840.75 crore for implementing various programmes/interventions for the development of Kuttanad Wetland

Eco-system. On 20.11.2008, Government has also granted 'in-principle' approval for providing financial support of Rs. 764.45 crore for implementing various programmes/interventions for mitigating the agrarian in Idukki district.

The programmes/interventions envisaged under the Kuttanad and Idukki packages will be implemented by the concerned Ministries/Departments of the Government of India within their existing schemes and as per the extant funding pattern. The Government of Kerala will, after identifying the activities to be undertaken, submit appropriate proposals after formulation of Detailed Project Reports (DPRs) to the concerned Ministries/Departments of the Government of India in accordance with the approved guidelines/procedures for such schemes for release of necessary funds. The programme/interventions involving financial outlay upto Rs. 50.00 lakhs under both the packages will be implemented by the Government of Kerala from their own funds under their schemes.

(c) No, Madam.

(d) Does not arise.

(e) Detailed Project Reports (DPRs) submitted by Government of Kerala under Kuttanad and Idukki package require some modification/rectification and the State Government of Kerala has already been advised to effectively coordinate and interact with the concerned Ministries/Departments of Government of India for sorting out the issues coming in way of sanction of projects.

#### **Budgetary Allocation Sought by NHAI**

453. DR. PRASANNA KUMAR PATASANI: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the National Highways Authority of India has sought budgetary allocation for Rs. 6000 crores for the present on-going projects and also earmarked funds for constructing roads undertaken by various States, Government agencies and municipal bodies;

(b) if so, the roads identified in each State, including Orissa to be undertaken under this scheme;

(c) the criteria adopted for selection of road stretches; and

(d) the work plan adopted for completion of projects?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (KUNWAR R.P.N. SINGH): (a) National Highways Authority of India (NHAI) has projected requirement of budgetary allocation of Rs. 13,317 crores for the year 2009-10 including International and Extra Budgetary Resources (IEBR) for implementation of projects under National Highways Development Project (NHDP) Schemes. Funds are not earmarked State-wise by NHAI and the expenditure for individual project under NHDP Schemes is met out of overall allocation for NHAI. Further, funds are not allocated by NHAI for construction of roads undertaken by various State Government Agencies and municipal bodies.

(b) to (d) Does not arise.

#### **Adverse Impact of Pesticides**

454. SHRI RAYAPATI SAMBASIVA RAO: Will the Minister of AGRICULTURE be pleased to state:

(a) the number of the farmers/agricultural workers affected due to exposure and use of pesticides in the country including Andhra Pradesh, State-wise;

(b) whether any deaths have been reported due to use/over exposure of pesticides; if so, the details thereof;

(c) whether any compensation paid to the victims;

(d) if so, the number of farmers paid compensation, State-wise; and

(e) the measures taken to educate farmers and create awareness about the ill-effects of pesticides?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) and (b) Statement-I showing the number of pesticides poisoning cases (suicidal/homicidal/accidental/occupational) State-wise, including Andhra Pradesh, during the last five year (2003-04 to 2007-08) is enclosed. These cases also include poisoning cases of the farmers/agricultural workers affected due to inhalation/exposure.

Statement-II showing the number of deaths (suicidal/homicidal/accidental/occupational) State-wise during the last five years (2003-04 to 2007-08) due to pesticides poisoning due to various reasons including inhalation/over exposure is enclosed.

(c) and (d) The information is not maintained by Central Government.

(e) The Central and State Governments organize training programmes on safe and judicious use of pesticides to educate the farmers and to create awareness about ill-effects of misuse of pesticides.

The Government is popularizing the strategy of Integrated Pest Management which includes cultural, mechanical, biological and other methods of pest-control and only safe and judicious use of pesticides.

**Statement I**

*The Number of Pesticides Poisoning Cases (State-wise during last five years)*

Sl.No.	Name of the State/UT	2003-04	2004-05	2005-06	2006-07	2007-08
1	2	3	4	5	6	7
1.	Andaman and Nicobar Islands	NR	NIL	NIL	NR	NR
2.	Andhra Pradesh	51	708	NIL	NIL	219
3.	Arunachal Pradesh	NR	NR	NR	NR	NR
4.	Assam	NR	NIL	NIL	NR	NR
5.	Bihar	NIL	NIL	NIL	NIL	NIL
6.	Chandigarh	360	NR	NR	NR	NR
7.	Chhattisgarh	NIL	NIL	02	02	NIL
8.	Dadra and Nagar Haveli	NR	NR	NR	NR	NIL
9.	Daman and Diu	NR	NR	NR	NR	NR
10.	Delhi	NR	NR	NIL	NIL	NR
11.	Goa	NR	NIL	NIL	NIL	NIL
12.	Gujarat	NR	04	NIL	03	02
13.	Haryana	409	361	439	373	280
14.	Himachal Pradesh	13	03	11	11	13
15.	Jammu and Kashmir	NIL	NIL	NIL	NIL	35
16.	Jharkhand	NIL	01	333	399	96
17.	Karnataka	NIL	NIL	NIL	NIL	NIL
18.	Kerala	560	1579	1181	504	943
19.	Lakshadweep	NR	NR	NR	NR	NR
20.	Madhya Pradesh	NIL	NIL	NIL	NIL	NIL
21.	Maharashtra	2282	2665	7893	6604	2210
22.	Manipur	NR	NR	NR	NR	NR
23.	Meghalaya	NR	NR	NR	NR	NR

1	2	3	4	5	6	7
24.	Mizoram	NR	NR	NR	NR	NR
25.	Nagaland	NR	NR	NR	NR	NR
26.	Orissa	NIL	NIL	28	NIL	NIL
27.	Puducherry	230	676	1341	1232	1373
28.	Punjab	474	748	284	262	320
29.	Rajasthan	397	249	333	317	235
30.	Sikkim	NR	NR	NR	NR	NR
31.	Tamil Nadu	NIL	96	NIL	NIL	NIL
32.	Tripura	NIL	NR	NIL	NR	NR
33.	Uttarakhand	NIL	NIL	13	346	71
34.	Uttar Pradesh	NR	NIL	1259	1414	108
35.	West Bengal	NIL	NR	20	39	57
Total		4776	7090	13137	11506	5962

\*The poisoning may be suicidal/homicidal/accidental/occupational.  
NR—Not Reported.

### Statement II

*The Number of Deaths\* Due to Pesticides Poisoning Cases  
(State-wise during last five years)*

Sl.No.	Name of the State/UT	2003-04	2004-05	2005-06	2006-07	2007-08
1	2	3	4	5	6	7
1.	Andaman and Nicobar Islands	NR	NIL	NIL	NR	NR
2.	Andhra Pradesh	19	708	NIL	NIL	25
3.	Arunachal Pradesh	NR	NR	NR	NR	NR
4.	Assam	NR	NIL	NIL	NR	NR
5.	Bihar	NIL	NIL	NIL	NIL	NIL
6.	Chandigarh	83	NR	NR	NR	NR
7.	Chhattisgarh	NIL	NIL	NIL	NIL	NIL
8.	Dadra and Nagar Haveli	NR	NR	NR	NR	NR
9.	Daman and Diu	NR	NR	NR	NR	NR

1	2	3	4	5	6	7
10.	Delhi	NR	NR	NR	NIL	NR
11.	Goa	NR	NIL	NR	NIL	NIL
12.	Gujarat	NR	02	NIL	03	02
13.	Haryana	81	57	67	48	40
14.	Himachal Pradesh	05	01	05	03	2
15.	Jammu and Kashmir	NIL	NIL	NIL	NIL	35
16.	Jharkhand	NIL	01	66	46	34
17.	Karnataka	NIL	NIL	NIL	NIL	NIL
18.	Kerala	124	387	310	96	203
19.	Lakshadweep	NR	NR	NR	NR	NR
20.	Madhya Pradesh	NIL	NIL	NIL	NIL	NIL
21.	Maharashtra	414	557	1236	1413	174
22.	Manipur	NR	NR	NR	NR	NR
23.	Meghalaya	NR	NR	NR	NR	NR
24.	Mizoram	NR	NR	NR	NR	NR
25.	Nagaland	NIL	NR	NR	NR	NR
26.	Orissa	16	NIL	NIL	NIL	NIL
27.	Puducherry	90	17	16	40	25
28.	Punjab	323	86	119	88	70
29.	Rajasthan	NR	223	331	317	59
30.	Sikkim	NIL	NR	NR	NR	NR
31.	Tamil Nadu	NIL	96	NIL	NIL	NIL
32.	Tripura	NIL	NR	NIL	NR	NR
33.	Uttarakhand	NR	NIL	NIL	NIL	NIL
34.	Uttar Pradesh	NIL	NIL	190	934	24
35.	West Bengal	NIL	NR	01	01	NIL
Total		1155	2135	2341	2989	693

\*The poisoning may be suicidal/homicidal/accidental/occupational.

NR—Not Reported.

[*Translation*]

**Compensation to Farmers for Land Acquisition**

455. SHRI SANJAY SINGH CHAUHAN: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the policy of the Government for compensating adequately the villagers whose land was acquired for construction of National Highways;

(b) whether the Government has paid compensation for land acquired for construction of National Highways during each of the last three years and the current year; and

(c) if so, the number of farmers to whom compensations has been paid for acquisition of land for Delhi-Haridwar National Highways?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (KUNWAR R.P.N. SINGH): (a) Compensation for land acquired for development of National Highways is paid as per provision of Section 3G of National Highways Act, 1956.

(b) Yes, Sir.

(c) As per information available, till date 2924 farmers have been paid compensation for land acquired.

**Assistance to Fishery Harbours**

456. SHRI K.D. DESHMUKH:  
SHRI HARIN PATHAK:

Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government in recent past had approved 100 per cent Central assistance to some of the Fishery Harbours in the country;

(b) if so, the details thereof including the status of Jakhau Fishery harbour in Gujarat during each of the last three years and the current year, State-wise;

(c) whether the Government proposes to establish fisheries training institute in the country based on a new technology; and

(d) If so, the details thereof alongwith the time by which it is likely to be established?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) and (b) No, Madam. The Central Government has not approved 100 per cent Central assistance for construction of any fishing harbour in the country during the last three years. The fishing harbour at Jakhau in Kutch District of Gujarat was approved in May 1993 with 100% Central assistance due to its strategic location.

(c) No, Madam.

(d) Does not arise.

**Setting up of Consumer Fora**

457. SHRI ASHOK KUMAR RAWAT: Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether consumer courts/fora have been set up at the State and district level;

(b) if so, the details thereof;

(c) whether the Central Government provides any assistance to the State Governments for setting up the said courts/fora;

(d) if so, the funds allocated for the purpose during each of the last three years, State-wise;

(e) the number of cases registered, disposed of and pending in the courts/fora at National, State and district level, Statewise; and

(f) the reasons for pendency and the effective steps proposed to be taken for early disposal of these cases?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) Yes, Madam. In pursuance with the provisions of Section 9 of the Consumer Protection Act, 1986, all State/UT Governments have established Consumer Disputes Redressal Forums or consumer fora at State and District level called State Commission and District Forum respectively.

(b) The State-wise details of the State Commission and District Fora established by States/UTs are given in the enclosed Statement-I.

(c) Setting up of consumer fora at the district and State level is the responsibility of the State/UT Government.

However, in order to supplement the efforts of the States, the Central Government has extended financial assistance to States for strengthening the infrastructure of consumer fora.

(d) The details of financial assistance released during the last three years for the purpose of strengthening the infrastructure of consumer fora State-wise are given in the enclosed Statement-II.

(e) State wise details of number of cases filed, disposed of and pending in the Consumer Fora at National State and District level are given in the enclosed Statement-III.

(f) Increase in pendency of cases is usually due to consumer fora remaining non functional due to non-filling up of vacancies of President/Members for long periods of time. Other reasons for pendency of cases are shortage of staff, inadequacy of infrastructure and increase in of cases due to growing consumer awareness. In order to ensure uninterrupted functioning of Consumer Fora and reduce the pendency of cases, the Central Government

has been impressing upon the State/UT Governments to take the following measures:—

- (i) Take advance action for filling up of vacant posts.
- (ii) Maintain a panel of candidates for filling up of vacant posts.
- (ii) Clubbing together of neighbouring District Fora, wherever required.
- (iv) Follow Lok Adalat Patern, wherever possible, for disposing of pending cases.
- (v) Provide adequate staff and infrastructural facilities to Consumer Fora.

Further more, the Consumer Protection Act, 1986 has been amended in 2002 to provide for the senior, most Member of the State Commission or the District Forum to preside over the Forum in the absence of the President, due to any reason, so that the Consumer Forum continues to function. These measures result in speedier disposal of cases. Also as indicated at (d) above, the Central Government has also been providing financial assistance to States for strengthening infrastructure of the Consumer Fora so that the facilities, required for their effective functioning, are made available to each consumer forum.

### **Statement I**

#### *State-wise Information Regarding Setting up of Consumer Fora*

Sl.No.	Name of the State/UT	Number of Consumer Fora established		As on
		State Commission	District Fora	
1	2	3	4	5
1.	Andhra Pradesh	1	29	31.03.2009
2.	Andaman and Nicobar Islands	1	1	31.03.2006
3.	Arunachal Pradesh	1	16	31.03.2009
4.	Assam	1	23	31.03.2009
5.	Bihar	1	38	31.03.2009
6.	Chandigarh	1	2	31.03.2009
7.	Chhattisgarh	1	16	31.03.2009
8.	Daman and Diu	1	2	30.06.2008
9.	Dadra and Nagar Haveli	1	1	30.09.2008



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1	2	3	4	5
10.	Delhi	1	10	31.03.2009
11.	Goa	1	2	31.01.2009
12.	Gujarat	1	30	31.03.2009
13.	Haryana	1	19	31.03.2009
14.	Himachal Pradesh	1	12	31.03.2009
15.	Jammu and Kashmir	1	2	31.03.2009
16.	Jharkhand	1	22	30.06.2008
17.	Karnataka	1	30	31.03.2009
18.	Kerala	1	14	30.06.2008
19.	Lakshadweep	1	1	31.03.2009
20.	Madhya Pradesh	1	48	31.03.2009
21.	Maharashtra	1	40	31.03.2009
22.	Manipur	1	9	31.12.2008
23.	Meghalaya	1	7	31.12.2008
24.	Mizoram	1	8	31.03.2009
25.	Nagaland	1	8	31.12.2008
26.	Orissa	1	31	31.03.2009
27.	Puducherry	1	1	31.03.2009
28.	Punjab	1	20	31.03.2009
29.	Rajasthan	1	33	31.03.2009
30.	Sikkim	1	4	31.12.2008
31.	Tamil Nadu	1	30	31.03.2009
32.	Tripura	1	4	31.03.2009
33.	Uttar Pradesh	1	74	31.03.2009
34.	Uttarkhand	1	13	31.03.2009
35.	West Bengal	1	21	31.12.2008
Total		35	621	

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**Statement II**

*State-wise Details of Assistance released during the last three years for strengthening the infrastructure of consumer fora*

(Amount in lakh of Rupees)

Sl.No.	Name of the State	Assistance released during last 3 years			Total Amount Released
		2006-07	2007-08	2008-09	
1.	Andhra Pradesh	3,99.85	—	2,10.85	6,10.70
2.	Arunachal Pradesh	2,57.80	1,46.75	—	4,04.55
3.	Chhattisgarh	2,98.22	1,94.42	—	4,92.64
4.	Gujarat	3,31.92	2,96.25	5,08.25	11,36.42
5.	Haryana	—	1,86.59	—	1,86.59
6.	Himachal Pradesh	1,97.27	7.80	—	2,05.07
7.	Karnataka	—	5,42.11	3,84.61	9,26.72
8.	Kerala	2,65.50	1,66.50	—	4,32.00
9.	Madhya Pradesh	4,49.52	2,20.52	—	6,70.04
10.	Maharashtra	3,11.24	93.00	—	4,04.24
11.	Manipur	—	1,07.49	—	1,07.49
12.	Meghalaya	75.86	—	—	75.86
13.	Mizoram	1,54.50	91.50	—	2,46.00
14.	Orissa	2,96.61	—	1,03.50	4,00.11
15.	Punjab	—	1,23.43	—	1,23.43
16.	Rajasthan	2,73.30	—	—	2,73.30
17.	Sikkim	67.30	42.00	—	1,09.30
18.	Tripura	51.20	—	20.85	72.05
19.	Uttarkhand	1,43.04	96.50	—	2,39.54
20.	Uttar Pradesh	4,59.00	9,53.19	9.81	14,94.00
21.	West Bengal	—	91.70	—	91.70
Total		40,32.13	33,49.75	13,19.87	87,01.75

**Statement III***Case Filed/Disposed of/Pending in the National Commission and State Commissions*

Sl.No.	Cases filed	Cases filed since inception	Cases disposed of since inception	Cases Pending	%of Disposal	Disposal as on
1	2	3	4	5	6	7
	<b>National Commission</b>	58720	50355	8365	85.75	30.04.2009
	<b>State Commissions:-</b>					
1.	Andhra Pradesh	23893	20361	3532	85.22	30.04.2009
2.	Andaman and Nicobar Islands	42	38	4	90.48	31.01.2008
3.	Arunachal Pradesh	52	40	12	76.92	31.03.2009
4.	Assam	2237	1226	1011	54.81	30.04.2009
5.	Bihar	12939	9275	3664	71.68	31.03.2009
6.	Chandigarh	9983	8934	1049	89.49	30.04.2009
7.	Chhattisgarh	5381	4680	701	86.97	31.05.2009
8.	Daman and Diu and DNH	29	29	0	100.00	30.09.2008
9.	Delhi	29385	28465	920	96.87	30.04.2009
10.	Goa	2036	1892	144	92.93	31.01.2009
11.	Gujarat	30659	24956	5703	81.40	30.04.2009
12.	Haryana	37228	23005	14223	61.79	31.05.2009
13.	Himachal Pradesh	6153	5508	645	89.52	30.04.2009
14.	Jammu and Kashmir	5630	4838	792	85.93	31.03.2009
15.	Jharkhand	3998	2941	1057	73.56	30.04.2009
16.	Karnataka	29140	28584	556	98.09	31.05.2009
17.	Kerala	21993	19307	2686	87.79	30.04.2009
18.	Lakshadweep	16	15	1	93.75	31.05.2009
19.	Madhya Pradesh	32097	29231	2866	91.07	31.03.2009
20.	Maharashtra	46889	29378	167511	62.65	30.04.2009
21.	Manipur	139	96	43	69.06	30.09.2008

1	2	3	4	5	6	7
22.	Meghalaya	115	109	6	94.78	31.05.2007
23.	Mizoram	154	146	8	94.81	30.04.2009
24.	Nagaland	94	64	30	68.09	31.12.2006
25.	Orissa	18336	11099	7237	60.53	30.04.2009
26.	Puducherry	878	823	55	93.74	30.04.2009
27.	Punjab	21923	16694	5229	76.15	30.04.2009
28.	Rajasthan	40979	37125	3854	90.60	31.05.2009
29.	Sikkim	31	31	0	100.00	31.03.2009
30.	Tamil Nadu	20565	17791	2774	86.51	30.04.2009
31.	Tripura	1142	1130	12	98.95	31.05.2009
32.	Uttar Pradesh	55216	22523	32693	40.79	30.04.2009
33.	Uttarkhand	3501	2722	779	77.75	30.04.2009
34.	West Bengal	12769	12164	605	95.26	31.12.2008
Total		475622	365220	110402	76.79	

*Cases Filed/Disposed of/Pending in District Fora*

Sl.No.	Name of the State	Cases filed since inception	Cases disposed of since inception	Cases Pending	% of Disposal	Disposal as on
1	2	3	4	5	6	7
1.	Andhra Pradesh	174222	169385	4837	97.22	30.04.2009
2.	Andaman and Nicobar Islands	330	301	29	91.21	31.03.2006
3.	Arunachal Pradesh	297	258	39	86.87	31.03.2009
4.	Assam	12720	11539	1181	90.72	31.01.2009
5.	Bihar	73843	62913	10930	85.20	31.03.2009
6.	Chandigarh	38084	37104	980	97.43	30.04.2009
7.	Chhattisgarh	28565	25857	2708	90.52	31.05.2009
8.	Daman and Diu and DNH	129	103	26	79.84	30.09.2008

1	2	3	4	5	6	7
9.	Delhi	198507	184869	13638	93.13	31.03.2009
10.	Goa	5698	5076	622	89.08	31.01.2009
11.	Gujarat	142563	120550	22013	84.56	30.04.2009
12.	Haryana	181465	162082	19383	89.32	31.05.2009
13.	Himachal Pradesh	48721	45888	2833	94.19	30.04.2009
14.	Jammu and Kashmir	20792	18855	1937	90.68	31.12.2007
15.	Jharkhanad	29991	27729	2262	92.46	30.04.2009
16.	Karnataka	120878	116894	3984	96.70	31.05.2009
17.	Kerala	159516	150837	8679	94.56	31.03.2009
18.	Lakshadweep	55	55	0	100.00	31.05.2009
19.	Madhya Pradesh	136567	125886	10681	92.18	31.03.2009
20.	Maharashtra	214188	197573	16615	92.24	30.04.2009
21.	Manipur	1037	1012	25	97.59	30.09.2008
22.	Meghalaya	322	308	14	95.65	31.03.2007
23.	Mizoram	2065	2011	54	97.38	31.12.2006
24.	Nagaland	246	205	41	83.33	30.06.2006
25.	Orissa	77662	72973	4689	93.96	30.04.2009
26.	Puducherry	2600	2466	134	94.85	30.04.2009
27.	Punjab	118626	113485	5141	95.67	30.04.2009
28.	Rajasthan	232971	216057	16914	92.74	31.05.2009
29.	Sikkim	234	221	13	94.44	31.03.2009
30.	Tamil Nadu	89535	81726	7809	91.28	30.04.2009
31.	Tripura	2015	1807	208	89.68	30.09.2008
32.	Uttar Pradesh	472000	391036	80964	82.85	30.04.2009
33.	Uttarakhand	30382	28484	1898	93.75	30.04.2009
34.	West Bengal	66155	61905	4250	93.58	30.11.2008
Total		2682981	2437450	245531	90.85	

[*English*]**Upgradation of Coastal Highways in Gujarat**

458. SHRI HARIN PATHAK: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether all sections of the coastal Highway alongwith the Coast in the State of Gujarat have not been upgraded to National Highways;

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

(c) the time by which the upgradation work will be completed;

(d) whether the road connecting the Union Territories near Gujarat are not upgraded to NHs; and

(e) if so, the reasons for the same and the time by which the work is likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (KUNWAR R.P.N. SINGH): (a) to (e) Out of total length of about 1729 km. of coastal highways, only about 660 kms. are National Highways and balance are State Highways. The following roads connecting Gujarat with Union Territories are not National Highways:

1. Una-Delvada-Ahmedpur Mandvi-Diu Road	11 Km.
2. Vapi-Daman Road	09. Km.
3. Vapi-Selvasa Road	12 Km.
4. Vanakabara-Kotda Road joining NH-8E	30 Km.

At present, the declaration of more roads as National Highways, is not a priority for the Government. The existing National Highway system of about 70,548 kms. itself has deficiencies and there is a need to concentrate on the development of the existing National Highways instead of further expansion of the system. As and when the Government is in a position to expand the network further, requirements of different States will be given due consideration subject to *inter-se*—priorities and availability of funds.

**Survey by GSI**

459. SHRI NISHIKANT DUBEY: Will the Minister of MINES be pleased to state:

(a) the number of surveys conducted by the Geological Survey of India (GSI) in various parts of the country to discover the mineral reserve areas, during each of the last three years and the current year, State-wise;

(b) the outcome of such surveys;

(c) the quantum of metal and mineral reserves estimated in these areas; and

(d) the total funds allocated/expenditure incurred by GSI on surveys during the said period, State-wise?

THE MINISTER OF MINES AND MINISTER OF DEVELOPMENT OF NORTH EASTERN REGION (SHRI B.K. HANDIQUE): (a) Geological Survey of India (GSI) has been conducting regional scale surveys for mineral resources in the country. The details of such surveys during the last three years State-wise and mineral-wise is as below-

Mineral	FS: 2006-07	FS: 2007-08	FS: 2008-09
1	2	3	4
Coal/Lignite	West Bengal [2], Jharkhand [4], Orissa [5], Maharashtra [2], Madhya Pradesh [7], Chhattisgarh [5], Rajasthan [3], Andhra Pradesh [2], Tamil Nadu [3]	West Bengal [1] Jharkhand [5], Orissa [4], Madhya Pradesh [4], Chhattisgarh [4], Rajasthan [2], Andhra Pradesh [1], Tamil Nadu [1]	West Bengal [3] Jharkhand [1], Orissa [4], Madhya Pradesh [5], Chhattisgarh [4], Rajasthan [1], Andhra Pradesh [1], Tamil Nadu [1]
Basemetal	Maharashtra [3], Madhya Pradesh [3], Rajasthan [12], Gujarat [1], Uttar Pradesh [1], Haryana [1], Meghalaya [1]	Maharashtra [2], Madhya Pradesh [3], Rajasthan [13], Himachal Pradesh [2], Haryana [1], Meghalaya [2],	West Bengal [1], Maharashtra [1], Madhya Pradesh [3], Rajasthan [8], Himachal Pradesh [2], Haryana [2], Meghalaya [3]

1	2	3	4
Gold	West Bengal [1], Jharkhand [5], Maharashtra [1], Chhattisgarh [1], Rajasthan [5], Andhra Pradesh [3], Karnataka & Goa [6], Tamil Nadu [1], Kerala [1], Uttar Pradesh [1]	West Bengal [2], Jharkhand [5], Rajasthan [5], Andhra Pradesh [3], Karnataka & Goa [6], Tamil Nadu [1], Kerala [1], Uttarakhand [1]	West Bengal [1], Jharkhand [2], Bihar[1], Rajasthan [4], Andhra Pradesh [3], Karnataka & Goa [4], Kerala [1], Uttarakhand [1]
Diamond	Orissa [1], Madhya Pradesh [2], Chhattisgarh [2], Andhra Pradesh [7], Karnataka & Goa [1]	Orissa [2], Madhya Pradesh [3], Chhattisgarh [3], Andhra Pradesh [4]	Orissa [2], Madhya Pradesh [2], Chhattisgarh [3], Andhra Pradesh [4]
Platinoid Group of Elements (PGE)	Orissa [1], Maharashtra [1], Karnataka & Goa [3], Tamil Nadu [2], Meghalaya [1]	Maharashtra [1], Karnataka & Goa [3], Tamil Nadu [2], Uttar Pradesh [1], Meghalaya [1]	Maharashtra [1], Tamil Nadu [2]
Iron Ore	West Bengal [1], Jharkhand [2], Bihar [1], Orissa [3], Chhattisgarh [1], Karnataka & Goa [3], Tamil Nadu [1]	Orissa [1], Rajasthan [1], Karnataka & Goa [1], Tamil Nadu [1]	Orissa [2], Chhattisgarh [1], Rajasthan [1], Tamil Nadu [1]
Manganese	Jharkhand [2]	Orissa [1]	Orissa [1]

Note: (i) Number of investigations are given in brackets.

(ii) GSI's programmes are Field Season (FS) wise, starting from 1st October; Field Season for current year, i.e. 2009-10 will commence on 1.10.09.

(b) and (c) GSI estimates resources of minerals by regional scale surveys and the survey reports are published by GSI. Estimation of mineral reserves, which requires detailed exploration and prospecting is not done by GSI. Reserves are estimated in respect of specific areas taken up for prospecting either by other Central and State Government agencies or by private sector through prospecting operations. The estimates of mineral

reserves is published annually by the Indian Bureau of Mines in the Indian Mineral Year Book.

(d) Survey and exploration work involves central resources such as airborne surveys as well as regional resources. Personnel deployed for survey and exploration also carry out other activities during off season. As such it is not possible to record expenditure State-wise on surveys. However, Region-wise operational expenditure (excluding salaries and overheads) is as below-

(Figures in Lakhs)

Region	2006-07	2007-08	2008-09	2009-10 (upto May, 09)
1	2	3	4	5
Eastern Region (ER)	110.48	96.42	96.76	11.58
Coal Wing (CW)	473.39	460.42	544.00	51.71

1	2	3	4	5
North Eastern Region [NER]	25.35	17.08	15.26	1.52
Northern Region [NR]	83.04	84.64	130.21	21.78
Central Region [CR]	105.80	82.06	62.74	11.85
Western Region [WR]	156.07	131.80	133.01	15.79
Southern Region [SR]	190.68	171.17	189.27	23.38

Note: CR= Maharashtra, Madhya Pradesh, Chhattisgarh

CW= Coal Wing

ER= Andaman and Nicobar Islands, West Bengal, Sikkim, Jharkhand, Bihar, Orissa

NER= Arunachal Pradesh, Assam, Manipur, Meghalaya, Mizoram, Nagaland, Tripura

NR= Uttar Pradesh, Uttarakhand, Himachal Pradesh, Haryana, Punjab, Jammu and Kashmir

SR= Andhra Pradesh, Karnataka, Goa, Tamil Nadu, Kerala

WR= Rajasthan, Gujarat.

[*Translation*]

#### Minimum Support Price of Sugarcane

460. SHRI BRIJBHUSHAN SHARAN SINGH: Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether the Government proposes to raise the Minimum Support Price of sugarcane for the forthcoming crushing season;

(b) if so, the details thereof;

(c) if not, the reasons therefor;

(d) whether the Government proposes to fix uniform rates for sugarcane throughout the country; and

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

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) to (e) The Government has recently approved fixation of Statutory Minimum Price (SMP) of sugarcane for 2009--10 sugar season at Rs. 107.76 per quintal linked to a basic recovery rate of 9.5 percent, subject to a premium of Rs. 1.13 for every 0.1 percentage point increase in recovery about that level. This is significantly higher than the SMP for the previous sugar season which was Rs.

81.18 per quintal linked to a basic recovery of 9 percent subject to a premium of Re. 0.90 for every 0.1 percentage increase in the recovery about that level. The above SMP is uniformly applicable to all sugar factories throughout the country.

#### Crime Against Foreign Women

461. SHRI RADHA MOHAN SINGH:  
SHRI EKNATH MAHADEO GAIKWAD:  
SHRI MADHU GOUD YASKHI:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether instances of crime against foreign women are on the rise in different cities of India;

(b) if so, the total number of such cases registered during each of the last three years, State-wise, crime-wise including murder, rape, molestation and robbery;

(c) the total number of accused persons arrested and the action taken against them during the said period, State-wise; and

(d) the steps taken by the Government to check such crimes in the country?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) NCRB does not maintain information on crime against foreign women separately. The figures of crime against women collected



and published in the report 'Crime in India' include crime against foreign women also. A total of 20,997, 21,861 and 24709 cases of crime against women were reported in 35 mega-cities (cities having crossed 10 lakh population mark as per 2001 census) during 2005 to 2007, thereby showing a rising trend. The details of incidence of crime against women in mega-cities during 2005 to 2007 are enclosed as Statement-I.

(b) and (c) In view of (a) above the question does not arise.

(d) "Police" and "Public Order" are State subjects and, as such the primary responsibility of prevention,

detection, registration, investigation and prosecution of crime, lies with the State. However, the Union Government has issued advisory to the State Governments from time to time to give focused attention to the prevention and control of crimes within their jurisdiction with special emphasis on prevention of atrocities against women. Also, consolidated advisory was issued enumerating various steps for improving effectiveness of the machinery in tackling atrocities against women and increasing responsiveness of the law and order machinery (copy annexed). Advisory has also been issued for improving safety condition on roads for women on 8th June, 2009 (copy annexed).

### **Statement**

#### *Cases Registered for Various Crime Against Women in Mega-Cities during 2005*

Sl.No.	State	Rape	Kidnapping & Abduction	Dowry Deaths	Molestation	Sexual Harassment (Eve Teasing)	Cruelty by Husband & Relatives	Importation of Girls	Immoral Traffic (P) Act	Dowry Prohibition Act	Indecent Representation of Women Act	Sati Prevention Act	Total Crimes Against Women
1	2	3	4	5	6	7	8	9	10	11	12	13	14
1.	Agra	20	66	15	46	146	190	0	6	0	0	0	489
2.	Ahmedabad	35	136	1	54	26	745	0	7	0	0	0	1004
3.	Allahabad	5	15	8	4	19	38	0	0	13	0	0	102
4.	Amritsar	4	12	2	6	3	34	0	5	0	0	0	66
5.	Asansol	9	14	4	10	0	340	0	0	0	0	0	377
6.	Bengaluru	38	25	39	167	39	287	0	654	239	0	0	1488
7.	Bhopal	54	21	7	120	41	119	0	2	0	0	0	364
8.	Chennai	43	31	30	82	102	236	0	284	5	2	0	815
9.	Coimbatore	6	3	3	21	5	31	0	260	0	2	0	331
10.	Delhi (City)	562	900	94	654	197	1287	1	147	7	1	0	3850
11.	Dhanbad	24	24	18	1	0	7	0	0	18	0	0	92
12.	Faridabad	18	44	7	16	199	119	0	5	2	0	0	410
13.	Hyderabad	67	70	27	119	348	1309	0	56	0	61	0	2057
14.	Indore	71	30	19	133	49	213	0	6	1	0	0	522
15.	Jabalpur	49	15	19	133	94	97	0	3	5	0	0	415

1	2	3	4	5	6	7	8	9	10	11	12	13	14
16.	Jaipur	57	123	16	121	1	392	0	33	0	39	0	782
17.	Jamshedpur	28	32	8	21	0	36	0	5	38	0	0	168
18.	Kanpur	18	90	51	43	227	205	0	1	9	0	0	644
19.	Kochi	7	1	2	33	12	66	0	6	0	2	0	129
20.	Kolkata	13	66	6	148	35	236	0	40	0	0	0	544
21.	Lucknow	28	103	22	36	144	247	0	2	0	0	0	582
22.	Ludhiana	39	36	5	25	25	84	0	1	0	0	0	215
23.	Madurai	5	23	3	28	29	43	0	130	0	0	0	261
24.	Meerut	12	35	11	28	76	191	0	0	0	0	0	353
25.	Mumbai	201	122	9	385	99	336	0	136	0	0	0	1288
26.	Nagpur	52	48	4	76	52	185	0	15	8	0	0	440
27.	Nasik	21	13	0	35	13	121	0	4	0	0	0	207
28.	Patna	27	32	32	4	2	121	0	6	2	0	0	226
29.	Pune	79	72	1	107	95	201	0	10	0	0	0	565
30.	Rajkot	7	33	0	7	7	153	0	4	0	0	0	211
31.	Surat	23	72	12	50	4	190	0	28	0	0	0	379
32.	Vadodara	5	26	0	13	2	136	0	7	0	0	0	189
33.	Varanasi	6	12	7	1	34	21	0	5	0	0	0	86
34.	Vijayawada	32	49	8	64	122	296	0	42	0	0	0	613
35.	Vishakhapatnam	28	15	2	45	86	361	0	196	0	0	0	733
Total Cities		1693	2409	492	2836	2333	8673	1	2106	347	107	0	20997

*Cases Registered for Various Crimes Against Women in Mega-cities during 2006*

Sl.No.	State	Rape	Kidnapping & Abduction	Dowry Deaths	Molestation	Sexual Harassment (Eve Teasing)	Cruelty by Husband & Relatives	Importation of Girls	Immoral Traffic (P) Act	Dowry Prohibition Act	Indecent Representation of Women Act	Sati Prevention Act	Total Crimes Against Women
1	2	3	4	5	6	7	8	9	10	11	12	13	14
1.	Agra	15	110	34	59	128	286	0	12	0	0	0	644
2.	Ahmedabad	46	146	4	72	22	956	0	3	0	0	0	1249

1	2	3	4	5	6	7	8	9	10	11	12	13	14
3.	Allahabad	5	27	10	9	23	72	0	8	72	0	0	226
4.	Amritsar	12	19	4	5	0	47	0	9	0	0	0	96
5.	Asansol	19	12	13	11	0	158	0	0	0	0	0	213
6.	Bengaluru	33	29	50	143	2	290	0	480	265	0	0	1292
7.	Bhopal	52	38	15	121	33	97	0	1	1	0	0	358
8.	Chennai	29	41	32	87	88	213	0	135	2	0	0	627
9.	Coimbatore	8	3	5	11	11	30	0	127	0	3	0	198
10.	Delhi (City)	533	953	120	629	129	1646	0	109	14	1	0	4134
11.	Dhanbad	21	11	15	3	0	10	0	0	13	0	0	73
12.	Faridabad	40	66	14	35	144	146	0	6	3	0	0	454
13.	Hyderabad	93	77	29	189	108	1160	0	88	11	0	0	1755
14.	Indore	73	27	12	162	43	218	0	1	0	0	0	541
15.	Jabalpur	54	20	13	161	68	118	0	1	0	0	0	435
16.	Jaipur	58	137	23	110	2	451	0	40	0	31	0	852
17.	Jamshedpur	29	24	16	33	1	73	0	0	21	0	0	197
18.	Kanpur	27	87	67	64	179	273	0	0	4	0	0	701
19.	Kochi	14	8	0	65	20	87	0	20	0	1	0	215
20.	Kolkata	38	76	4	173	37	276	1	31	0	0	0	636
21.	Lucknow	29	131	21	56	154	315	0	3	0	0	0	709
22.	Ludhiana	36	57	10	24	16	86	0	4	0	1	0	234
23.	Madurai	9	7	4	12	15	35	0	110	0	0	0	192
24.	Meerut	13	44	5	29	72	162	0	2	0	0	0	327
25.	Mumbai	165	129	17	357	102	327	1	236	0	0	0	1334
26.	Nagpur	51	42	7	72	42	180	0	32	5	1	0	432
27.	Nasik	14	22	2	36	15	119	0	1	1	0	0	210
28.	Patna	25	54	34	9	2	165	0	3	28	0	0	320
29.	Pune	77	74	6	104	87	236	0	32	0	0	0	616
30.	Rajkot	4	18	1	5	12	165	0	0	0	0	0	205

1	2	3	4	5	6	7	8	9	10	11	12	13	14
31.	Surat	31	86	22	46	6	249	0	60	1	0	0	501
32.	Vadodara	6	42	0	17	2	181	0	6	0	0	0	254
33.	Varanasi	5	29	15	29	25	50	0	1	4	0	0	158
34.	Vijayawada	21	60	8	135	158	336	0	33	0	0	0	751
35.	Vishakhapatnam	21	40	10	62	30	397	0	162	0	0	0	722
All Cities		1706	2746	642	3135	1776	9610	2	1759	447	38	0	21861

*Cases Registered for Various Crimes Against Women in Mega-Cities during 2007*

Sl.No.	State	Rape	Kidnapping & Abduction	Dowry Deaths	Molestation	Sexual Harassment (Eve Teasing)	Cruelty by Husband & Relatives	Importation of Girls	Immoral Traffic (P) Act	Dowry Prohibition Act	Indecent Representation of Women Act	Sati Prevention Act	Total Crimes Against Women
1	2	3	4	5	6	7	8	9	10	11	12	13	14
1.	Agra	15	113	34	48	101	287	0	7	0	0	0	605
2.	Ahmedabad	37	147	4	104	13	1221	0	8	0	0	0	1535
3.	Allahabad	4	24	10	6	37	105	0	3	6	0	0	195
4.	Amritsar	21	46	5	20	6	78	0	7	0	0	0	183
5.	Asansol	15	10	11	20	1	242	0	0	4	0	0	303
6.	Bengaluru	62	35	54	187	2	290	0	345	265	0	0	1240
7.	Bhopal	62	41	22	146	29	129	0	5	2	0	0	436
8.	Chennai	46	59	43	108	126	323	0	202	0	0	0	907
9.	Coimbatore	10	8	4	12	2	50	0	143	1	1	0	231
10.	Delhi (City)	524	1021	111	744	148	1711	0	58	14	0	0	4331
11.	Dhanbad	5	20	7	5	0	12	0	0	23	0	0	72
12.	Faridabad	37	117	19	23	0	167	0	10	1	0	0	374
13.	Hyderabad	58	74	41	216	128	1365	0	48	1	0	0	1931
14.	Indore	74	32	12	178	34	259	0	7	1	0	0	597
15.	Jabalpur	40	18	24	145	34	101	0	0	12	0	0	374

1	2	3	4	5	6	7	8	9	10	11	12	13	14
16.	Jaipur	62	179	25	101	0	484	0	33	1	40	0	925
17.	Jameshedpur	39	30	15	12	0	41	0	5	36	0	0	178
18.	Kanpur	46	222	59	102	165	673	0	1	4	0	0	1272
19.	Kochi	23	6	0	75	5	88	0	37	0	0	0	234
20.	Kolkata	44	88	8	189	58	296	3	31	0	0	0	717
21.	Lucknow	51	176	32	59	150	445	0	7	0	0	0	920
22.	Ludhiana	53	89	9	21	11	100	0	0	0	0	0	283
23.	Madurai	4	16	10	11	31	76	0	14	0	0	0	162
24.	Meerut	18	51	22	29	101	278	0	0	0	0	0	499
25.	Mumbai	174	120	17	365	112	380	0	185	0	0	0	1353
26.	Nagpur	50	50	7	96	51	251	0	16	8	2	0	531
27.	Nasik	7	17	1	34	11	127	0	3	0	0	0	200
28.	Patna	42	46	30	16	0	195	0	1	0	0	0	330
29.	Pune	66	93	6	79	77	250	0	48	0	0	0	619
30.	Rajkot	4	36	3	17	22	240	0	0	0	0	0	322
31.	Surat	24	80	21	44	8	332	0	14	0	0	0	523
32.	Vadodara	8	37	0	11	8	268	0	2	0	0	0	334
33.	Varanasi	9	34	21	9	89	101	0	0	4	0	0	267
34.	Vijayawada	17	49	10	131	202	531	0	33	0	0	0	973
35.	Vishakhapatnam	24	23	14	100	25	535	0	31	0	1	0	753
Total Cities		1775	3207	711	3463	1787	12031	3	1305	383	44	0	24709

No. 15011/21/2004-SC/ST-Cell  
Government of India  
Ministry of Home Affairs

Dated New Delhi the 5th May, 2004

To

The Chief Secretaries,  
All State Governments and Union Territory  
Administrations

**Subject:** Crime against Women—Measures needed  
to curb-regarding

Sir/Madam,

The Government of India have been advising the State Governments from time to time regarding the steps that need to be taken to afford a greater measure of protection to the women and in particular to prevent incidence of crimes against them. The advisories issued earlier with particular reference to the crime against

women vide D.O. letters No.15018/214/94-GPA, VI dated 17.4.1995, No. 24013/65/96-GPA.VI dated 12.9.1996, No. 15018/214/96-GPA.VI dated 18.3.1997, No.24013/84/97-GPA.VI dated 6.10.1997, No. 24013/50/98-GPA.VI dated 8/11.9.1998 and No. 24013/83/2001-GPA.VI dated 19.26.3.2002 may be referred to in this regard. These advisories, *inter-alia*, include gender sensitization of the police personnel, adopting appropriate measures for swift and salutary punishment of public servants found guilty of custodial violence against women, minimizing delays in investigations of murder, rape and torture of women and improving its quality, setting up a 'crime against women cell' in districts where they do not exist, providing adequate counseling centres and shelter homes for women who have been victimized, setting up of special women courts, and improving the effectiveness of schemes developed for the welfare and rehabilitation of women who are victimized with greater emphasis on income generation to make the women more independent and self-reliant.

2. Through the aforesaid advisories, the State Governments were also requested to undertake a comprehensive review of the effectiveness of the machinery in tackling the problem of women and to take appropriate measures aimed at increasing the responsiveness of the law and order machinery. No doubt, some State Governments have taken some measures in this regard, however, the inputs regarding crime against women available with this Ministry indicate that these measures need to be strengthened further, so that the women folk feel secure, enjoy their human rights and live their life with dignity and respect that they deserve.

3. The National Commission for Women has been undertaking to various States to review the status of women and has also been conducting its own investigations in certain cases of serious incidents of crime against women. The Commission has been making available findings of their inquiry to the concerned State Governments as well as to this Ministry. The reports of the inquiries conducted by the Commission in these specific incidents indicate that the level of sensitiveness and care with which crime against women should be handled is not up to the desired level. The Commission has pointed out laxity and insensitiveness on the part of certain police officials in some specific cases. The Commission has observed that filing of FIRs even in

heinous cases continues to be a problem. Some critical observations and recommendations made by the National Commission of Women in its various reports of investigations into major incidents of crime against women are annexed herewith.

4. The Government of India is deeply concerned with this trend and ground situation and would therefore re-emphasize urgent action should be taken on the following:—

Crime prone areas should be identified and a mechanism be put in place to monitor infractions in schools/colleges for ensuring safety and security of female students. Women police officers in adequate number fully equipped with policing infrastructure may be posted in such areas.

There should be no delay whatsoever in registration of FIR in all cases of crime against women.

All out efforts should be made to apprehend all the accused named in the FIR immediately so as to generate confidence in the victims and their family members.

Cases should be thoroughly investigated and charge sheets against the accused persons should be filed within three months from the date of occurrence, without compromising on the quality of investigation. The medical examination of rape victims should be conducted without delay.

Help-line numbers of the crime against women cells should be exhibited prominently in hospitals/schools/colleges premises, and in other suitable places.

Women police cells in the police stations and exclusive women police stations should be set up as needed.

Police officials charged with the responsibility of protecting women should be sensitized adequately.

Police personnel should be trained adequately in special laws dealing with atrocities against women. Enforcement aspect should be emphasized adequately so as to streamline it.

Women police officials in the State Police Force should be recruited widely.

Close coordination between the police and the NGOs dealing with the interests of women may be ensured.

The local police should arrange for patrolling in the affected areas and more especially in the locality of the weaker sections of the society. Periodic visits by DM and SP will create a sense of safety and security among these sections of the people.

Through effectiveness of schemes developed for welfare and rehabilitation of women who have been victimized should be improved.

5. It is requested that action taken in this regard may be reviewed by the State Governments and UT administrations and a report indicating the present status sent to this Ministry within a month.

6. The receipt of this letter may kindly be acknowledged immediately.

Yours faithfully,

(A.K. Srivastava)  
Joint Secretary (CS)

Copy for information to:

Chairperson, National Commission for Women, 4, Deen Dayal Upadhyaya Marg, New Delhi-110 002.

(A.K. Srivastava)  
Joint Secretary (CS)

**Secret**

Fax message (Through IB fax)

From : Home, New Delhi

To : Directors General of Police of all States and Commissioner of Police, Delhi

Info : Chief Secretaries of all States/UTs.

F.No. I-11034/2/2009-IS.IV dated 8th June, 2009

The following suggestions, *inter-alia*, has been emerged out of the Action Plan on Convergence and

Coordination of Government Programmers for Gender Equality and Fighting Social Evil for *improving the safety condition on road*, to prevent *crimes against women*:—

- Increasing the number of beat constables
- Increase the number of police help booth/kioske especially in remote and lonely stretches
- Increase police patrolling during night
- Increasing women police officers in the mobile police vans.

2. It is requested that the above suggestions may please be noted for taking necessary action for improving safety condition on road for women.

(P.K. Mishra)  
Director (IS-II)

Copy for information to:

CS Division (Shri P.N. Saxena, Deputy Secretary-CS-I) w.r.t. their O.M.No. 15011/15/2009-SC/ST-W dated 4.6.2009

#### **Freedom Fighters Pension**

462. SHRI JAI PRAKASH AGARWAL:  
SHRI A. SMAPATH:  
SHRI GANESH SINGH:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) the total number of freedom fighters, their widows and other eligible dependents who are receiving Freedom Fighters Pension in country as on date, separately, State-wise;

(b) the total number of applications for freedom fighters pension which are still pending with the Government for approval, State-wise;

(c) the time by which such pending applications are likely to be cleared;

(d) whether the Government has received complaints about fake freedom fighters getting pension;

(e) if so, the total number of such complaints received, cases registered and action taken against the offenders, Statewise;

(f) whether the Government has received report that some genuine freedom fighters are still deprived of pension and other benefits; and

(g) if so, the reaction of the Government thereto and remedial measures taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) Since the inception of the Freedom fighters' Pension Scheme in 1972, pension has been sanctioned to approximately 1.70 lakh freedom fighters and their eligible dependents till 30.06.2009. State-wise break-up of freedom fighters/dependents who have been sanctioned pension is given in the enclosed Statement. Data relating to the exact number of freedom fighters and their eligible dependents presently living and drawing pension is not centrally maintained since disbursement of pension is decentralized through Banks/Treasuries.

(b) and (c) Receipt and disposal of applications for grant of freedom fighters' pension is a continuous process. No record of applications, which are received directly from the applicants or without verification reports of the State Governments, is maintained. However, 1198 applications (including 1032 from Government of Andhra Pradesh) have been received with verification reports from the State Governments. All efforts are being made to process these cases. However, no time frame can be indicated.

(d) and (e) Complaints containing allegation of bogus/fraudulent claims for freedom fighter's pension are received from time to time. All such complaints are examined with reference to the applicable provisions of pension scheme in consultation with the State Governments. In such cases where the allegations are sustained, the claims are rejected and if the pension has been sanctioned, the same is suspended/cancelled and recovery of pension ordered after following the prescribed procedure.

(f) and (g) No, Madam. Central Samman Pension is sanctioned only to those freedom fighters who fulfill the eligibility criteria and produce evidentiary requirements in support of their claims duly recommended by the State Governments/Union territories Administrations. All claims received are examined and accepted/rejected as appropriate in terms of the above-stated norms.

<b>Statement</b>		
Sl.No.	Name of State/UT	Number of Pensions Sanctioned
1	2	3
1.	Andhra Pradesh	14,658
2.	Arunachal Pradesh	0
3.	Assam	4,438
4.	Bihar and Jharkhand	24,876
5.	Goa	1,496
6.	Gujarat	3,598
7.	Haryana	1,688
8.	Himachal Pradesh	624
9.	Jammu and Kashmir	1,807
10.	Karnataka	10,090
11.	Kerala	3,301
12.	Madhya Pradesh and Chhattisgarh	3,471
13.	Maharashtra	17,897
14.	Manipur	62
15.	Meghalaya	86
16.	Mizoram	04
17.	Nagaland	03
18.	Orissa	4,190
19.	Punjab	7,018
20.	Rajasthan	812
21.	Tamil Nadu	4,109
22.	Tripura	887
23.	Uttar Pradesh and Uttarakhand	17,993



1	2	3
24.	West Bengal	22,487
25.	Andaman and Nicobar Islands	03
26.	Chandigarh	91
27.	Dadra and Nagar Haveli	83
28.	Daman and Diu	33
29.	NCT of Delhi	2,044
30.	Puducherry	317
31.	Indian National Army (INA)	22,468
Total		1,70,634

[English]

#### **New Guidelines for TV Channels**

463. SHRIMATI SUPRIYA SULE: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether any new guidelines have been issued by the Government to regulate TV channels;

(b) if so, the details thereof;

(c) whether News Broadcasters Association (NBA) has come out with a comprehensive set of self regulating guidelines for television reporting, advising channels to eschew unhealthy competition;

(d) if so, the details thereof;

(e) the extent to which the guidelines of the Government and NBA are being followed by all the TV channels; and

(f) the extent to which these measures have safeguarded the interest of broadcasting sector?

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI CHOUDHARY MOHAN JATUA): (a) and (b) No, Sir.

(c) and (d) The News Broadcasters Association (NBA) has prepared their Code of Ethics & Broadcasting Standards. In the aftermath of terrorist attack in Mumbai, NBA also issued Guidelines for Telecast of News during Emergency Situations and also issued specific Guidelines covering Reportage to be adhered to by their member-broadcasters, that is available on their website <http://nbanewdelhi.com/>.

(e) and (f) All the Private TV channels are required to adhere to the existing Programme and Advertising Codes prescribed under the Cable TV Networks (Regulation) Act, 1995 and Rules framed thereunder. In so far as NBA's Guidelines are concerned, it has been mentioned by the NBA that all their member channels are voluntarily adopting their Code of Ethics and Broadcasting Standards as a measure of self-regulation.

#### **Procurement of Rice**

464. SHRI G.M. SIDDESHWARA: Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) the quantum of rice procured directly from farmers to build stocks in the country during the last two years;

(b) the price paid per quintal to farmers for the said procurement;

(c) the quantum of rice imported during the said period; and

(d) the price paid per quintal for the said imports?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) As per the existing policy for foodgrains procurement, FCI and agencies of the State Government procure paddy directly from farmers under MSP operation. The quantum of paddy purchased from the farmers during Kharif Marketing Seasons 2006-07, 2007-08 and 2008-09 (as on 30.6.2009) is as under:-

(In lakh tones)

Marketing Season	Paddy
2006-07	236.94
2007-08*	246.83
2008-09 (as on 30.6.09)	295.39

(b) The prices of paddy paid to the farmers during Kharif Marketing Season 2006-07, 2007-08 and 2008-09 for common & Grade 'A' varieties are as under:

(In Rs. per Qtl.)

Marketing Season	MSP		Bonus	Total	
	Common	Grade 'A'		Common	Grade 'A'
2006-07	580	610	40	620	650
2007-08*	645	675	100	745	775
2008-09	850	880	50	900	930

\*With effect from 24.6.2008, MSP of paddy was revised to Rs. 850 and 880 per quintal respectively for Common and Grade 'A' varieties in KMS 2007-08.

(c) There has been no import of rice for the Central Pool during last two years.

(d) Does not arise.

#### **Foodgrain Levy within Local Area**

465. SHRI K.J.S.P. REDDY: Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether the Government has initiated a policy of restricting procurement, storage and distribution of levy foodgrains within a local area to save transportation and other costs; and

(b) if so, the details thereof alongwith the benefits likely to accrue therefrom?

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

(b) Does not arise.

#### **Inter-State Connectivity Scheme**

466. SHRI M. SREENIVASULU REDDY: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Government is providing funds to State Governments under the Economic Importance and Inter State Connectivity Scheme;

(b) if so, the details thereof indicating the date since when this scheme is in force;

(c) the amount of funds earmarked and released so far under the scheme to each State;

(d) whether the Government has reviewed the utilisation of the said funds; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (KUNWAR R.P.N. SINGH): (a) and (b) The Government provides funds to the State Governments/Union Territories (UTs) for development of State Roads under the Economic Importance and Inter State Connectivity (EI & ISC) Schemes as per the provisions of the Central Road Fund (CRF) Act, 2000. Whereas the projects of ISC are fully funded by the Government, projects of EI are funded to the extent of fifty percent of the approved project cost by the Government and the balance fifty percent is borne by the respective State Government. The CRF was in existence since 1929. It was being governed by the Parliamentary Resolution of 1977. Subsequently, the CRF Act, 2000 came into effect in December, 2000.

(c) The Government has allocated Rs. 1,344.52 crore under EI & ISC schemes for the State Governments/UTs during 200-01 to 2009-10 and an amount of Rs. 609.76 crore has been released so far. The States/UTs-wise details of funds allocated during 2000-01 to 2009-10 and funds released so far under the EI & ISC schemes are enclosed as Statement.

(d) and (e) The Government reviews the utilization of the funds released on continuous basis. The State/UT-wise allocations of funds are made during a financial year as per the requirements and availability of funds. The first installment of funds is released to the States/UTs during a financial year on the basis of requirement. The subsequent installments are released on the basis of the progress of works and actual expenditure reported by the executive agency. The release of funds for fifty percent financed works (*i.e.* EI projects) is commensurate with the expenditure proposed to be incurred from the resources of the States/UTs.

**Statement**

*State/UT-wise fund allocated & released under Economic Importance & Inter State Connectivity  
(EI & ISC) Schemes from 2000-01 to 2009-10.*

(Amount in Rs. Crore)

Sl.No.	State/UTs	Total amount of fund allocated from 2000-01 to 2003-04*	Total amount of fund allocated from 2004-05 to 2008-09	Total amount of fund allocated for 2009-10**	Total amount of fund released from 2000-01 to till date
1	2	3	4	5	5
1.	Andhra Pradesh		38.95		20.20
2.	Arunachal Pradesh		30.91		28.33
3.	Assam		46.38		16.38
4.	Bihar		15.08		0.00
5.	Chhattisgarh		8.42		7.45
6.	Goa		0.00		0.32
7.	Gujarat		46.47		43.61
8.	Haryana		34.67		13.79
9.	Himachal Pradesh		16.05		11.80
10.	Jammu and Kashmir		4.02		0.13
11.	Jharkhand		3.43		1.99
12.	Karnataka	317.62	91.74	213.97	85.94
13.	Kerala		4.18		1.25
14.	Madhya Pradesh		32.06		18.87
15.	Maharashtra		38.56		20.85
16.	Manipur		2.27		2.35
17.	Meghalaya		3.99		2.14
18.	Mizoram		23.74		25.84
19.	Nagaland		21.10		26.38
20.	Orissa		76.95		74.07
21.	Punjab		21.53		16.43
22.	Rajasthan		41.81		45.73
23.	Sikkim		45.87		45.89

1	2	3	4	5	5
24.	Tamil Nadu		4.60		8.21
25.	Tripura		7.43		7.39
26.	Uttarakhand		28.35		39.75
27.	Uttar Pradesh	317.62	52.52	213.97	29.77
28.	West Bengal		15.42		13.30
29.	Reserve for New Works to be sanctioned for States		0.28		
Sub Total		317.62	756.80	213.97	608.16
<b>Union Territories</b>					
1.	Andaman and Nicobar Islands		0.00		0.00
2.	Chandigarh		4.00		0.00
3.	Dadra and Nagar Haveli		3.50		0.00
4.	Daman and Diu	0.00	5.90	16.03	1.60
5.	Delhi		0.00		0.00
6.	Lakshadweep		0.00		0.00
7.	Puducherry		0.00		0.00
8.	Reserve for New Works to be sanctioned for UTs		26.7		0.00
Sub Total		0.00	40.10	16.03	1.60
Grand Total		317.62	796.90	230.00	609.76

\*State wise allocation of funds for EI & ISC was not made during 2000-01 to 2003-04.

\*\*State wise allocation of funds for EI & ISC for 2009-10 is yet to be made.

#### Lifting of Wheat and Rice

467. DR. RATTAN SINGH AJNALA: Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether wheat and rice is lying in various grain markets of Punjab owing to the failure of Food Corporation of India and other Government agencies to procure/lift the said stocks;

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

(c) the remedial measures taken by FCI and other agencies to procure/lift the said stocks immediately?

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

(b) and (c) Do not arise.

*[Translation]***MSP for Onion**

468. SHRI HARISHCHANDRA CHAVAN: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government has received any request from the Government of Maharashtra to announce the Minimum Support Price (MSP) of onion for protecting the interest of onion producers;

(b) if so, the details thereof alongwith the action taken by the Government thereon; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) to (c) Government of Maharashtra requested Government of India during February, 2008 to declare MSP for Onion like other agricultural commodities. In this regard, it was informed to Government of Maharashtra in April, 2008 that Government of India fixes Minimum Support Prices (MSPs) for 25 commodities and Onion is not covered under it. It was further clarified that the Government of India implements Market Intervention Scheme (MIS) on the request of State/UT Government for procurement of agricultural and horticultural commodities generally perishable in nature including Onion which are not covered under MSP. The objective is to protect the growers of those commodities from incurring losses due to distress sale in the event of bumper crop. Losses incurred, if any, by the procuring agencies are shared between Central Government and concerned State Government on 50:50 basis (75:25 in case of North Eastern States). The amount of loss to be shared is restricted to 25 per cent of the procurement cost. No proposal from the State Government of Maharashtra has been received in the Ministry of Agricultural for procurement of Onion under MIS Scheme.

*[English]***Construction of Road on Indo-Pak Border**

469. SHRI MUKESH BHERAVADANJI GADHVI: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether there is any proposal to construct road on the Indo-Pak border falling in Kutch and Banaskantha area; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPALLY RAMACHANDRAN): (a) Yes, Madam. A proposal is under consideration of the Government of India.

(b) Government of Gujarat has forwarded a proposal for the construction/improvement of 255 km. long Gaduli-Hajipur-Khavda-Santalpur road covering the border districts of Kutch and Banaskantha.

**Sub-Office of KVIC**

470. SHRI GUTHA SUKHENDER REDDY: Will the Minister of MICRO, SMALL AND MEDIUM ENTERPRISES be pleased to state:

(a) whether the Government has any proposal to open sub-offices of Khadi and Village Industries Commission (KVIC) at places other than the State Capital all over the country; and

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

THE MINISTER OF STATE OF THE MINISTRY OF MICRO, SMALL AND MEDIUM ENTERPRISES (SHRI DINSHA PATEL): (a) No, Sir.

(b) Does not arise.

**DD Direct Plus Services**

471. SHRI VIKRAMBHAI ARJANBHAI MADAM: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether a number of popular private TV channels have withdrawn their channels from DD Direct Plus services of Doordarshan;

(b) if so, the details of such channels alongwith the reasons therefor; and

(c) the steps taken/proposed to be taken for expanding the base of DD Direct Plus service of Doordarshan in all parts of the country and to face the competition of private DTH companies?

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING (DR. S. JAGATHRAKSHAKAN): (a) No, Sir.

(b) Does not arise.

(c) DTH signals (Ku-band) are available in the entire country, except Andaman and Nicobar Islands.

#### **Widening of National Highways**

472. SHRI N. CHALUVARAYA SWAMY: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Government is working on a proposal of two laning of all single lane National Highways across the country on Built Operate Transfer basis which are not covered under National Highways Development Programme (NHDP);

(b) whether the Government proposes to provide a special package for upgradation of non NHDP stretches in the Eleventh Plan period;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (KUNWAR R.P.N. SINGH): (a) There is no proposal for two laning of all single lane National Highways (NHs) across the country on Built Operate Transfer (BOT) basis which are not covered under National Highways Development Project (NHDP). However, the Government has approved the proposal for upgradation/strengthening of 5,000 km of single/intermediate/two lane NHs to two lane standards with paved shoulders on BOT basis under NHDP-Phase-IV-A in July, 2008. This includes improvement of at least 4,000 km. length of NHs on BOT (Toll) mode and the remaining length, totalling maximum of 1,000 km. on BOT (Annuity) mode.

(b) to (d) The development and maintenance of NHs is a continuous process and these are taken up to keep the NHs in traffic worthy condition based on traffic density, *inter-se* priority and availability of funds. The major targets envisaged for development of NHs other than those covered under the NHDP during the Eleventh Five Year Plan (2007-12) are (i) Accelerated efforts to bring NHs network to minimum 2-lane standards by Twelfth Five Year Plan and 4-laning of small segments of non-NHDP stretches; (ii) Removing existing deficiencies such as inadequate capacity, insufficient pavement thickness etc., in the road network by strengthening the NH network/ improving riding quality.

#### **PPP Model**

473. SHRI RAJAJIAH SIRICILLA: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Government is relooking at the public private partnership model to ensure that it attracts more bidders and investors;

(b) if so, the details thereof;

(c) the manner in which the Government proposes to maintain safety under PPP model;

(d) whether over 60-70 highways projects under the PPP model are stuck because of lack of bidders; and

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

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

(b) Does not arise.

(c) For Public-Private-Partnership (PPP) projects, the concessionaire is required to meet the specified safety requirements as per the provisions under the Model Concession Agreement (MCA).

(d) and (e) During the year 2008-09, National Highways Authority of India (NHAI) initiated bidding process for 60 projects. Bids have been received in respect of 19 projects so far out of which 10 projects have already been awarded. The projects did not attract many bidders due to economic downturn and also due to perceived lack of viability for implementation of projects on "Build, Operate and Transfer (BOT) Toll basis, in respect of some of the projects.

#### **Police and Medical Aid Posts on National Highways**

474. SHRI BAIJAYANT PANDA: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Government proposes to set up traffic police posts and medical aid posts on the national highways in the country to secure safe and smooth road journey under Public Private Partnership (PPP) mode; and

(b) if so, the details thereof alongwith the national highways where such posts are proposed to be set up in the country including Orissa?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (KUNWAR R.P.N. SINGH): (a) As per the Model Concession Agreement (MCA) for Public Private Partnership Projects, Traffic Aid Posts and Medical Aid Posts are to be provided by the Concessionaire

(b) No work has, so far, been awarded in Orissa in Public Private Partnership mode. However, the details in respect of national highways in other states are being collected.

### **Genetically Modified Food Crops**

475. SHRI ANANDRAO ADSUL: Will the Minister of AGRICULTURE be pleased to state:

(a) whether various countries have preferred to buy food items from India as they are Genetically Modified (GM) free;

(b) if so, the details thereof;

(c) whether India's food crop exports could be severely hit if it allows GM food crops;

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

(e) whether the Ministry of Environment and the Planning Commission have opposed the introduction of GM crops;

(f) if so, the details thereof; and

(g) the decision taken by the Government on the issue of allowing the cultivation of GM crops in the country?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) and (b) Many countries specifically demand GM free food. During discussions of Agricultural and Processed Food Products Export Development Authority (APEDA) with Russian authorities for lifting the restrictions on import of plant and plant products from India, especially rice, groundnut and sesame seeds, the Russian side sought official confirmation of non-GM status of these crops. Ministry of Environment and Forests has also received a request for issue of general letter stating that commercial production of soybean is only of non-GM seeds in

connection with export to Japan, Vietnam, Thailand, Indonesia, China, Philippines, Middle East and European countries.

(c) and (d) Bt. cotton is only transgenic crop approved for commercial cultivation in India by the Genetic Engineering Approval Committee (GEAC) of the Ministry of Environment and Forests. Therefore, the question of adverse impact on India's food crop export on this account does not arise.

(e) and (f) The Ministry of Environment and Forests has not opposed introduction of GM crops in India. The Planning Commission has earlier supported setting up of National Biotechnology Regulatory Authority.

(g) As on date, GEAC of the Ministry of Environment and Forests has approved the commercial cultivation of only one transgenic crop namely, Bt Cotton.

### **Flood Affected States**

476. SHRI RUDRAMADHAB RAY:  
SHRI JAGDISH SHARMA:  
SHRI RAJIV RANJAN SINGH *alias* LALAN SINGH:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether natural calamities including floods and landslides have caused loss of life and property in various parts of India;

(b) if so, the loss suffered in the country during each of the last three years and the current year, State-wise;

(c) the details of flood relief provided, State-wise during the said period;

(d) whether any contingent and long term plan(s) drawn to minimise the impact of such calamities;

(e) if so, the details thereof; and

(f) the result achieved therefrom?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPALLY RAMACHANDRAN): (a) to (f) Yes Madam, Statement-I showing the details of loss of human lives, livestock and damage to agriculture cropped area and houses due to cyclonic storms/heavy rains/floods/landslide in the States/UT during the last three years and the current year is enclosed.

The State Government are primarily responsible for undertaking relief measures at ground level in the wake of natural calamities. The Government of India supplements the efforts of the State Governments by providing logistic and financial support. Statement-II showing the allocation & release of Central Share of Calamity Relief Fund (CRF) and funds released from National Calamity Contingency Fund (NCCF) during the last three years and the current year is enclosed.

The Disaster Management Act, 2005 was enacted and notified on December, 26, 2005 to provide for institutional mechanisms for drawing up at various levels and preparation of the disaster management plans, ensuring measures by various wings of Government for prevention and mitigating the effects of disasters and for undertaking a holistic, coordinated, and prompt response to any disaster situation.

As per the Act, the Central Government has already constituted the National Disaster Management Authority (NDMA) with the responsibility for laying down the policies, plans and guidelines for disaster management. NDMA has already *inter-alia* released guidelines on management of earthquakes, floods, landslides, cyclones and preparation of State Disaster Management Plans. Based on these guidelines, Central Ministries/State Governments are expected to formulate disaster specific mitigation plans.

The Schemes for flood control are planned, funded, and executed by the State Governments concerned. The role of the Central Government is of a technical, catalytic and promotional nature. The Central Government has initiated various measures for assisting the States in the management of floods, which include:-

- (i) The setting up of the Rashtriya Barh Ayog in 1976 to look into the flood problem and suggest remedial measures. Based on its recommendations, flood management strategy in the country was formulated and forwarded to all the concerned States;
- (ii) Constitution of the Ganga Flood Control Commission in 1972 for the Ganga Basin States covering all the 23 river system of Ganga;
- (iii) Constitution of the Brahmaputra Board for flood management covering the rivers Brahmaputra, Barak and their major tributaries;
- (iv) Formulation of the National Water Policy, 2002, which has recommended for the preparation of basin-wise Master Plans for flood management and control and for providing adequate flood cushion in the reservoir projects;
- (v) Constitution of a Task Force in 2004 for flood management and Erosion Control in Assam and its Neighbouring States as well as Bihar, West Bengal and Eastern Uttar Pradesh. The report of the Task Force has been circulated to all the concerned States and Central Ministries.
- (vi) A State sector scheme (of the Ministry of Water Resources) "Flood Management Programme" with an outlay of Rs. 8000/- crores has been approved by the Central Government, in November, 2007, for providing Central assistance to the State Governments for critical flood management and erosion control works.

All these measures are expected to reduce the adverse impact of natural disasters.

### Statement I

*State-wise details of damage due to cyclonic storms/heavy rains/floods/landslides during the years 2006-07, 2007-08, 2008-09 and 2009-10*

(Provisional)

Sl.No.	State/UT	Years															
		2006-07				2007-08				2008-09				2009-10 (as on 1.7.09)			
		lives lost (No.)	Cattle lost (No.)	Houses damaged (No.)	Cropped area affected (in lakh ha.)	lives lost (No.)	Cattle lost (No.)	Houses damaged (No.)	Cropped area affected (in lakh ha.)	lives lost (No.)	Cattle lost (No.)	Houses damaged (No.)	Cropped area affected (in lakh ha.)	lives lost (No.)	Cattle lost (No.)	Houses damaged (No.)	Cropped area affected (in lakh ha.)
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
1.	Andhra Pradesh	247	366308	322074	8.14	296	56112	658072	6.67	148	6692	47239	4.26	5	405	9	—
2.	Arunachal Pradesh	—	—	—	—	4	14736	12987	0.28	57	3510	17100	1.74	—	—	—	—



1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
3.	Assam	7	20	2367	0.11	142	1660	414444	6.75	40	8004	91367	3.14	—	—	—	—
4.	Bihar	25	19	17447	0.75	976	988	690466	16.62	527	19323	236621	3.68	—	—	—	—
5.	Chhattisgarh	37	9653	15820	0.15	15	53	12482	0.026	2	2	5752	0.016	—	—	—	—
6.	Gujarat	293	8421	161625	7.47	486	9707	41756	4.68	94	240	907	—	26	95	186	—
7.	Goa	—	—	5	0.00	3	—	1100	neg.	10	2	218	—	—	—	78	—
8.	Haryana	6	—	—	—	—	—	—	—	15	29	390	0.53	—	—	—	—
9.	Himachal Pradesh	48	846	4379	0.94	98	3087	10820	1.13	146	3625	16838	1.55	—	—	—	—
10.	Jammu and Kashmir	25	2677	11835	0.61	—	—	—	—	—	—	—	—	—	—	—	—
11.	Jharkhand	5	101	3011	0.03	2	2	986	0.01	1	1	1411	neg.	—	—	—	—
12.	Karnataka	123	236	20440	1.55	248	15589	249046	7.45	167	568	17665	1.59	64	852	587	—
13.	Kerala	180	2269	114435	0.24	281	2813	60129	1.77	76	8	9754	0.06	32	8	3237	1074
14.	Madhya Pradesh	168	6107	129998	—	76	307	18321	0.04	16	1138	10039	—	—	—	—	—
15.	Maharashtra	423	13417	594516	12.59	155	1477	47045	—	98	178	6314	0.14	—	—	—	—
16.	Mizoram	—	—	—	—	12	8	2243	0.04	—	—	—	—	—	—	—	—
17.	Orissa	90	1656	120356	3.09	91	662	104712	3.19	110	1366	245211	4.45	—	—	—	—
18.	Punjab	8	16	224	0.02	7	18	527	0.28	38	90	13170	2.07	—	—	—	—
19.	Rajasthan	146	42253	254844	17.36	63	5114	10058	neg.	68	18	4129	—	—	—	—	—
20.	Sikkim	—	—	—	—	12	911	1440	neg.	—	—	—	—	—	—	—	—
21.	Tamil Nadu	23	67	444	17.37	95	1189	25998	5.86	186	3942	158808	5.97	2	23	17	—
22.	Tripura	4	—	—	—	8	—	3	—	—	—	—	—	—	—	—	—
23.	Uttar Pradesh	508	588	—	—	261	157	165064	5.13	1210	769	191718	4.98	11	—	—	—
24.	Uttarakhand	—	—	—	—	83	275	979	—	104	—	850	—	—	—	—	—
25.	West Bengal	36	697	160575	0.45	348	4154	996948	24.91	288	3924	439982	1.25	137	49994	894882	4.47
26.	Puducherry	—	268	285	neg.	2	199	1415	0.3	4	404	131422	0.137	—	—	—	—

**Statement II**

*Statement showing State-wise details of allocation and releases of CRF/NCCF during the years 2006-07 to 2009-10*

(Rs. in crore)

Sl.No.	State	Allocation under CRF				Centre's share of CRF released				Released from NCCF			
		2006-07	2007-08	2008-09	2009-10	2006-07	2007-08	2008-09	2009-10 (till date)	2006-07	2007-08	2008-09	2009-10 (till date)
1	2	3	4	5	6	7	8	9	10	11	12	13	14
1.	Andhra Pradesh	361.28	379.35	398.31	418.22	335.48	219.99	298.73	156.84	203.06	37.51	29.82	0.00
2.	Arunachal Pradesh	29.12	29.97	30.87	31.81	21.84	22.48	23.15	0.00*	44.38	0.00	26.40	32.29

1	2	3	4	5	6	7	8	9	10	11	12	13	14
3.	Assam	198.62	204.48	210.63	217.06	221.37#	153.36	157.97	0.00*	0.00	0.00	300.00	0.00
4.	Bihar	153.23	157.74	162.48	167.45	55.85*	233.24#	121.86	0.00*	0.00	0.00	1000.00	0.00
5.	Chhattisgarh	114.98	118.35	121.91	125.62	150.33	65.57	45.72	45.72#	0.00*	0.00	1000.00	0.00
6.	Goa	2.21	2.32	2.44	2.56	2.45	1.74	1.83	0.00*	0.00	0.00	0.00	0.00
7.	Gujarat	258.30	271.22	284.77	299.00	246.87	48.57	315.29#	112.13	545.69	0.00	0.00	0.00
8.	Haryana	130.60	137.13	143.99	151.18	107.85	102.85	54.00	0.00*	0.00	0.00	0.00	0.00
9.	Himachal Pradesh	103.60	106.65	109.87	113.21	77.70	79.99	103.63	0.00*	25.14	24.59	40.33	0.00
10.	Jammu and Kashmir	88.96	91.58	94.33	97.21	66.72	68.68	35.38	35.38#	0.00	13.51	0.00	0.00
11.	Jharkhand	129.71	133.53	137.55	141.75	48.64	148.79#	51.58	51.58#	0.00	0.00	0.00	0.00
12.	Karnataka	120.39	126.41	132.73	139.36	113.98	71.11	99.55	0.00*	384.97	68.89	189.11	0.00
13.	Kerala	89.77	94.26	98.98	103.91	67.33	70.70	74.23	38.96	0.00	50.81	9.48	0.00
14.	Madhya Pradesh	261.58	269.29	277.39	285.88	246.67	151.48	208.04	0.00*	30.85	0.00	0.00	0.00
15.	Maharashtra	234.05	245.75	258.04	270.94	220.00	47.70	0.00*	0.00*	589.90	168.92	0.00	0.00
16.	Manipur	5.72	5.89	6.05	6.25	0.00*	10.67#	4.48#	0.00*	0.00	0.00	5.45	0.00
17.	Meghalaya	11.61	11.95	12.31	12.68	12.95	8.96	9.23	0.00*	0.00	0.00	0.00	0.00
18.	Mizoram	6.77	6.97	7.19	7.40	5.01	7.77#	0.00*	2.70#	0.00	8.81	49.60	0.00
19.	Nagaland	3.94	4.05	4.16	4.30	0.00*	7.42#	3.12	0.00*	0.81	0.00	0.00	0.00
20.	Orissa	310.24	319.38	328.97	339.03	291.34	180.87	324.50@	49.37	25.00	0.00	98.87	0.00
21.	Punjab	153.33	160.99	169.04	177.49	112.26	178.24#	126.78	0.00*	0.00	0.00	0.00	0.00
22.	Rajasthan	436.42	458.25	481.16	505.21	413.66	257.34	360.87	189.45	100.00	0.34	0.00	0.00
23.	Sikkim	18.04	18.57	19.13	19.70	0.00*	27.46#	14.35	0.00*	5.20	0.00	8.36	0.00
24.	Tamil Nadu	219.53	230.51	242.03	254.13	243.06	172.88	229.17	0.00*	0.00	0.00	522.51	0.00
25.	Tripura	13.22	13.61	14.03	14.44	14.60	10.07#	10.37#	0.00*	0.00	0.00	0.00	0.00
26.	Uttar Pradesh	304.48	313.45	322.87	332.75	228.36	235.10	242.15	0.00*	0.00	0.00	0.00	0.00
27.	Uttarakhand	96.59	98.58	100.67	101.85	36.22	73.19#	112.47#	0.00*	7.06	0.00	0.00	0.00
28.	West Bengal	241.50	248.62	256.09	263.92	181.12	186.47	192.07	98.97	0.00	0.00	0.00	0.00
	Total	4097.79	4258.85	4427.99	4604.31	3521.07	2842.67	3220.48	781.07	1962.06	373.38	2279.92	32.29

\*Centre's share of CRF has not been released for want of information relating to crediting of earlier released funds, utilisation certificate and annual report.

#Including arrears of CRF for the previous year.

**Delhi-Mumbai-Kolkata Rail Freight Corridor**

477. SHRI CHANDRAKANT KHAIRE: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Government is planning to integrate Delhi-Mumbai-Kolkata rail freight corridor with the road network;

(b) if so, the details thereof;

(c) whether the targets for the last three years for construction of roads have been achieved;

(d) if so, the details thereof; and

(e) if not, the reasons for the shortfall?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (KUNWAR R.P.N. SINGH): (a) and (b) This Ministry is primarily responsible for development and maintenance of National Highways (NHs), including the NHs connecting the proposed Delhi-Mumbai-Kolkata rail freight corridor. The development and maintenance of NHs is a continuous process. However, this Ministry has no separate plans or schemes at present for integrating the Delhi-Mumbai-Kolkata rail freight corridor with the road network.

(c) to (e) Do not arise in view of the above.

**Measures to Tackle Violence**

478. SHRI M. RAJA MOHAN REDDY:  
SHRI RADHA MOHAN SINGH:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Union Government has urged the States to deploy its own security forces thereby control violence in various parts of the country including Lalgarh in West Bengal;

(b) if so, the details thereof;

(c) the number of persons injured and killed including civilians and security personnel alongwith the number of naxalites arrested and killed in these violence; and

(d) the steps taken by the Government to tackle this problem?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN):-(a) to (d) Concerned States take appropriate action to deal with Left Wing Extremism issues in the State. The Central Government supplements their efforts in several ways. These include deployment of Central paramilitary forces (CPMFs) and Commando Battalions for Resolute Action (CoBRA); sanction of India Reserve (IR) battalions, setting up of Counter Insurgency and Anti Terrorism (CIAT) schools; modernization and upgradation of the State Police and their Intelligence apparatus under the Scheme for Modernization of State Police Forces (MPF scheme); reimbursement of security-related expenditure under the Security Related Expenditure (DRE) Scheme; filling up critical infrastructure gaps under the scheme for Special Infrastructure in Leftwing Extremism affected States; assistance in training of State Police through Ministry of Defence, Central Police Organisations and Bureau of Police Research and Development; sharing of Intelligence; facilitating inter-State coordination; launching special intra-State and inter-State coordinated joint operations, assistance in community policing and civic actions and assistance in development works through a range of schemes of different Ministries. During 2009 (till 30 June) there were 1128 incidents of naxal violence with a resultant 455 casualties of civilians and security forces. 107 naxalites were killed and 861 naxalites arrested.

**Status of Road Construction**

479. SHRI ASADUDDIN OWAISI: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether a meeting of State Road Ministers had been convened to assess the status of road construction in the country;

(b) if so, the details thereof and the difficulties put forward by States in the construction of National Highways and State roads;

(c) whether the Government has issued instructions to the NHAI for better coordination between developers of roads and NHAI; and

(d) if so, the steps taken/proposed to be taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (KUNWAR R.P.N. SINGH): (a) and (b) A conference of the Ministers

in-charge of the Highways in the States and Union Territories was held on 24th June, 2008 under the Chairmanship of the then Union Minister of Shipping, Road Transport & Highways to discuss the critical issues concerning National Highways (NHs) and Centrally Sponsored Schemes which required urgent intervention for resolving the problems affecting implementation of the projects. During the meeting the Ministers in-charge of the Highways in the States and Union Territories mainly raised the issues regarding the proposals for enhancement of allocation of funds for development and maintenance of NHs and other Centrally sponsored road works, enhancement of sanctions, proposals concerning escalation for development works on NHs, early sanction of works, decentralization and delegation of more powers to the State Governments, proposal to take up improvement of single lane/intermediate lane NHs stretches to two-lane standards including removal of existing deficiencies, making provisions of appropriate numbers of under passes and foot over bridges on 4-lane sections, proper upkeep and maintenance of NHs stretches by the entrepreneurs and contractors engaged by the National Highways Authority of India (NHAI) to the required level of service during construction period, duly informing State Government and local authority before NHAI commences their work, review of toll policy road safety works, proposals for declaration of new NHs, strengthening of organizational structures of NHAI and this Ministry, coordination of this Ministry with the Railways for speedy finalization of designs of Railway Over/Under Bridges (ROBs/RUBs), ensuring uniform policy for land acquisition, rehabilitation and resettlement for project affected persons, etc.

(c) and (d) Developers have *inter-alia* raised issue of land acquisition, utility shifting, Viability Gap Funding payments and variations. NHAI has been asked to take actions as per contract provisions.

#### **Soyabean Cultivation**

480. SHRI DUSHYAN SINGH: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government proposes to increase the areas under Soyabean cultivation during the current Kharif season;

(b) if so, the States where such increase has been proposed;

(c) the total additional area proposed to be brought under Soyabean cultivation in the country including Rajasthan;

(d) the incentives proposed to be given to the Soyabean growers; and

(e) the Central assistance proposed to be proved for this purpose?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) to (c) Soyabean has shown an increase in area from 0.03 million hectares in 1970-71 to 9.51 million hectares in 2008-09.

Major soyabean growing States such as Maharashtra, Andhra Pradesh, Karnataka, Gujarat and Chhattisgarh have indicated an increase in area under soyabean in Kharif, 2009.

(d) Assistance for soyabean is available under Integrated Scheme of Oilseed, Pulses, Oil Palm & Maize (ISOPOM) and Rashtriya Krishi Vikas Yojana (RKVY) implemented by Government of India. ISOPOM is implemented in 14 major oilseeds growing States. Details of components assisted under ISOPOM are given in the enclosed Statement.

(e) An amount of Rs. 320 crores has been kept for oilseeds, pulses, oil palm and maize development programmes under ISOPOM during 2009-10.

#### **Statement**

##### *Assistance Available on the Components under ISOPOM*

Sl.No.	Components
1	2
1.	Production of breeder seed of Oilseeds, Pulses and Maize.
2.	Purchase of breeder seed of Oilseeds, Pulses and Maize.
3.	Production of Foundation seed of Oilseeds, Pulses and Maize.
4.	Production of certified seed of Oilseeds, Pulses and Maize.
5.	Distribution of certified seed of Oilseeds, Pulses and Maize.

1	2
6.	Distribution of Minikit (Varietal Diversification)
7.	Infrastructure Development for Seed for development of irrigation facilities and the threshing floors and seed storage godowns
8.	Block demonstrations/Bio-intensive
9.	Block demonstration on polythene Mulch Technology in Groundnut
10.	Integrated Pest Management (IPM)
11.	Frontline demonstrations
12.	Frontline demonstrations on Polythene mulch Technology in Groundnut
13.	Farmers Training
14.	Officers training
15.	Publicity
16.	Plant Protection Chemicals
17.	Plant Protection Equipments
18.	Weedicides
19.	Nuclear Polyhedrosis Virus (NPV)
20.	Supply of Rhizobium culture/Phosphate Solubilising Bacteria
21.	Distribution of gypsum/pyrite/liming/dolomite
22.	Distribution of Sprinkler Sets
23.	Pipes for carrying water from source to the field
24.	Supply of micronutrients in the deficient areas
25.	Supply of improved farm implements
26.	Staff & Contingencies
27.	Contract Research
28.	New Initiatives.

#### Police Reforms

481. SHRIMATI MANEKA GANDHI: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government proposes to introduce a Bill on Police reforms in the light of recommendations made by the Soli Sorabjee Committee;

(b) if so, the details thereof;

(c) if not, the reasons therefor;

(d) the time by which such Bill is likely to be introduced;

(e) whether the Supreme Court had issued a directive to the Government on Police reforms; and

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

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPALLY RAMACHANDRAN):

(a) to (d) There is no proposal under consideration of the Government to introduce a Bill on Police Reforms in the light of recommendations made by the Soli Sorabjee Committee. Police is a State subject under the Seventh Schedule of the Constitution and therefore, the Police Reforms is primarily the responsibility of the State Governments. It is further stated that Reforms is primarily the responsibility of the State Governments. It is further stated that the Ministry of Home Affairs had set up the Sorabjee Committee to draft a Model Police Act in September, 2005 which submitted its report alongwith the Model Police Act on 30th October, 2006. The copy of the Model Police Act as framed by the Committee was sent to all States/UTs for consideration and appropriate action. As per available information Assam, Bihar, Chhattisgarh, Gujarat, Haryana, Himachal Pradesh, Kerala, Rajasthan, Sikkim, Tamil Nadu, Tripura and Uttarakhand have either framed new Police Act or amended the existing act.

(e) and (f) In Writ Petition (Civil) No. 310/1996-Prakash Singh & Others Vs UOI & Others, the Hon'ble Supreme Court passed judgement dated 22.9.2006 on various aspects of Police Reforms.

Which *inter-alia* included (i) Setting up of State Security Commission, (ii) Selection methodology and minimum tenure of Director General of Police, (iii) Minimum tenure of Inspector General of Police and other key police functionaries, (iv) Separation of investigation wing from law & order wing (v) Setting up of Police Establishment Board, and (vi) Setting up of Police Complaints Authority, and directed Union of India/

State Governments and Union Territories to file their affidavits of compliance. Accordingly affidavits were filed by them *inter-alia* stating status of compliance as well as difficulties in complying with some of the directions of the Supreme Court. The matter was heard successively by Supreme Court on different dates. It was last heard on 16.5.2008, in which Supreme Court as regards the implementation of the various directions made earlier in its judgement dated 22.9.2006 directed to set up a Commission under the Chairmanship of Justice K.T. Thomas, former retired Judge of the Supreme Court and other two persons, as members with the earmarked terms and conditions which are subject to the variation by the Commission. The Commission has given the time period initially for a period of two years only. However, the Hon'ble Court may extend its life span, if considered, necessary. The terms and conditions laid down by Supreme Court which are subject to the variation by the Commission are as under:-

- (i) To examine the affidavits filed by the different States and the Union Territories in compliance to the Court's directions with reference to the ground realities.
- (ii) Advise the Respondents wherever the implementation is falling short to the Court's orders, after considering the Respondents' stated difficulties in implementation.
- (iii) Bring to the notice of the Court any genuine problems the Respondents may having in view of the specific conditions prevailing in a State or Union Territory.
- (iv) Examine the new legislations enacted by different States regarding the police to see whether these are in compliance with the letter and spirit of this Hon'ble Court's directions.
- (v) Apprise the Court about unnecessary objections or delay on the part of any Respondent so that appropriate follow up action could be taken against that Respondent.
- (vi) Submit a status report on compliance to this Hon'ble Court every six months.

The Commission has so far held seven meetings in this regard. The Commission submits periodic report to the Hon'ble Supreme Court. The matter is presently *sub-judice*.

[*Translation*]

### **Custodial Deaths**

482. SHRI BHAUSAHEB RAJARAM WAKCHAURE:  
SHRI NAVJOT SINGH SIDHU:  
DR. RATTAN SINGH AJNALA:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether instances of custodial deaths are on the rise in the country;

(b) if so, the total number of such cases reported during each of the last three years and the current year, State-wise including children below 14 years of age during the said period;

(c) the details of action taken against the erring officials; and

(d) the steps taken by the Government to check such incidents in future?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) to (c) As per information provided by National Crime Record Bureau (NCRB), the total number of Custodial Death cases reported in the country, during the period from 2006 to 2008 and 2009 (upto 28.6.2009), are given as under:

Year	Custodial death
2006	89
2007	118
2008	07
2009 (upto 28.6.2009)	02

The data regarding number of custodial deaths of children below 14 years of age is not maintained separately.

The state-wise data showing number of deaths reported, policemen charge-sheeted and policemen convicted is given in the enclosed statement.

(d) Law and Order is a State subject. It is for State Government to take appropriate action in every crime.



1	2	3	4	5	6	7	8	9	10	11	12	13
Nagaland	0	0	0	3	0	0	0	0	0	0	0	0
Orissa	0	0	0	0	0	0	0	0	0	0	0	0
Punjab	0	0	0	0	0	0	0	0	0	0	0	0
Rajasthan	4	0	0	2	0	0	0	0	0	0	0	0
Sikkim	0	0	0	1	0	0	0	0	0	0	0	0
Tamil Nadu	6	0	0	2	0	0	0	0	0	0	0	0
Tripura	1	0	0	0	0	0	0	0	0	0	0	0
Uttar Pradesh	6	2	7	11	19	0	3	0	0	0	0	0
Uttarakhand	1	0	0	0	0	0	0	0	0	0	0	0
West Bengal	8	0	0	10	0	0	0	0	0	0	0	0
<b>Total State</b>	<b>88</b>	<b>7</b>	<b>11</b>	<b>116</b>	<b>34</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>
Andaman and Nicobar Islands	0	0	0	0	0	0	0	0	0	0	0	0
Chandigarh	0	0	0	1	1	0	0	0	0	0	0	0
Dadra and Nagar Haveli	0	0	0	1	0	0	0	0	0	0	0	0
Daman and Diu	0	0	0	0	0	0	0	0	0	0	0	0
Delhi UT	1	0	0	0	0	0	0	0	0	0	0	0
Lakshadweep	0	0	0	0	0	0	0	0	0	0	0	0
Puducherry	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total UT</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>All India Total</b>	<b>89</b>	<b>7</b>	<b>11</b>	<b>118</b>	<b>35</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>

Source: Crime in India

Note: The number of policemen charge-sheeted and convicted may include cases registered in previous year(s) also.

[English]

#### Cultivation of Coconut

483. SHRI P. KARUNAKARAN: Will the Minister of AGRICULTURE be pleased to state:

(a) whether any scheme has been proposed for Kuttanad in Kerala in order to cultivate coconut for improving the productivity;

(b) if so, the details thereof;

(c) whether any request from State of Kerala has been received to include more districts in this scheme; and

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

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) and (b) Yes, Madam. The Coconut Development Board (CDB), Ministry of Agriculture, Government of India has proposed to implement a special package for coconut development in the Kuttanad of Kerala. The major interventions of the programme are (i) integrated coconut farming,



(ii) replanting of diseased and low yielding palms with quality seedlings, and (iii) promotion of coconut based enterprises. The details of the assistance available under the Coconut Development Board scheme are given in the enclosed Statement.

(c) and (d) Yes, Madam. The Government of Kerala has submitted a Project for Coconut rejuvenation in Idukki district at a total cost of Rs. 63.00 crore. The Coconut Development Board, Ministry of Agriculture has proposed to extend financial assistance to the Government of Kerala for implementation of the coconut rejuvenation package in Idukki district, as per the existing provisions of CDB schemes. The details of the assistance available under the Coconut Development Board scheme are given in the enclosed Statement.

#### **Statement**

##### *Details of assistance under the programmes of Coconut Development Board*

#### **(i) Integrated Farming in Coconut holding for Productivity Improvement**

- (a) Laying out of Demonstration Plots for demonstrating the value of the scientific Management practices, with a financial assistance of Rs. 35,000/- per ha. paid in two annual installments.
- (b) Scheme for providing financial assistance @ 50% of cost for establishment of organic manure unit limited to Rs. 20,000/- unit for promoting use of Organic manures.

#### **(ii) Production and distribution of planting material**

- (a) Production and distribution of hybrids & other cultivars on a 50:50 cost sharing basis between Govt. of Kerala and Coconut Development Board.
- (b) Establishment of Regional Coconut Nurseries on a 50:50 cost sharing basis between Government of Kerala and Coconut Development Board.
- (c) Aid to registered/private/approved Coconut Nurseries with a financial assistance @ 25% of cost of setting up of coconut nursery limited to Rs. 2.00 lakh and Rs. 6.00 lakh for establishment of seed garden is extended.

#### **(iii) Technology Mission on Coconut**

- (a) Assistance for promotion of coconut based enterprises for product diversification and by-product utilization for value addition, on project basis.

#### **Curb on Use of Banned Pesticides**

484. SHRI RAYAPATI SAMBASIVA RAO: Will the Minister of AGRICULTURE be pleased to state:

(a) whether several banned pesticides are still being used by the farmers;

(b) if so, the details thereof; and

(c) the steps taken/proposed to be taken by the Government to curb on use and marketing of these pesticides?

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

(b) Does not arise.

(c) The import, manufacture, sale, transport, distribution and use of insecticide is regulated under the Insecticides Act, 1968 and the Rules framed thereunder. As per provisions of the Act, no person shall import, manufacture, sell or distribute any insecticide, sale and distribution of which is prohibited.

The Central Government and State Governments have notified Insecticide Inspectors who keep a watch on pesticides available in the market, draw samples from time to time and take administrative/legal action if pesticides are being sold or distributed in contravention of provisions of the Act.

*[Translation]*

#### **Survey on Agricultural Lands**

485. SHRI SANJAY SINGH CHAUHAN: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government has conducted any survey on agricultural lands keeping in view their fluctuating index of farm productivity;

(b) if so, the areas of land where the percentage of productivity has registered an increase or decrease;

(c) the reasons for decrease in productivity, State-wise;

(d) whether the Government has taken corrective measures to check the decline in productivity of farm lands; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) and (b) No, Madam. However, State Governments conduct crop cutting experiments to estimate productivity of crops grown in different States. The index of productivity of various crops for the years 2003-04 to 2008-09, with the

Triennium Ending 1981-82 = 100 as the base is given in the enclosed statement.

(c) The productivity of different crops depends on the soil fertility, use of fertilizers, rainfall pattern, weather conditions, quality/variety of seeds etc. As such, fluctuating trends in the productivity have been observed in the crops grown in the different areas/States depending upon the existence of the above factors.

(d) and (e) Government have taken several steps to increase production and productivity of crops in the country and programmes such as National Food Security Mission (NFSM), Macro-Management of Agriculture (MMA), Integrated Scheme of Oilseeds, Pulses, Oil Palm and Maize (ISOPOM) and Rashtriya Krishi Vikas Yojna (RKVY) etc. are under implementation.

### **Statement**

#### *All India Index Numbers of Yield of Principal Crops*

(T.E.1981-82=100)

Crop	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09
1	2	3	4	5	6	7
Rice	167.5	159.9	169.4	171.7	177.4	175.5
Wheat	171.0	164.0	165.1	170.7	176.7	176.9
Jowar	102.9	114.5	126.5	121.3	146.7	135.3
Bajra	262.1	197.3	184.2	203.5	239.2	233.0
Maize	185.0	172.9	175.8	173.4	211.7	208.7
Ragi	113.0	150.0	147.0	117.4	148.6	138.5
Barley	177.0	175.5	173.7	184.2	177.9	192.6
Small millets	119.8	109.8	112.1	120.1	134.1	125.4
Coarse Cereals	169.5	156.9	169.7	171.2	207.2	203.7
Total Cereals	168.9	160.7	183.4	187.7	199.8	198.8
Tur	96.7	96.2	110.3	93.7	119.1	100.3
Gram	140.8	141.4	140.3	146.7	132.3	134.3
Other pulses	165.7	132.6	132.8	143.0	150.2	149.8
Total Pulses	140.5	127.0	133.5	136.5	139.3	137.5

1	2	3	4	5	6	7
Foodgrains	165.3	156.5	176.7	180.4	191.1	190.7
Groundnut	161.2	121.2	141.0	102.9	173.4	138.9
Sesamum	247.4	196.6	200.1	195.2	226.2	202.7
Rapeseed and mustard	228.5	204.6	220.3	216.0	197.4	227.8
Linseed	179.1	164.3	171.5	167.1	151.7	157.6
Castorseed	224.0	215.4	231.2	244.7	270.0	257.9
Sunflower	78.8	100.0	133.3	135.5	149.0	114.6
Nigerseed	109.3	113.1	112.9	111.7	116.4	126.5
Sunflower	83.5	98.7	110.6	101.9	137.6	111.7
Soyabean	175.0	133.3	157.5	155.9	181.2	156.5
Nine Oilseeds	176.1	149.2	168.9	152.4	185.4	168.9
Coconut	120.8	127.2	146.0	156.9	148.6	148.6
Cottonseed	191.2	197.8	225.5	261.8	290.9	289.5
Total Oilseeds	166.3	147.5	183.7	170.8	188.3	177.7
Cotton (lint)	192.4	199.0	226.9	263.5	292.7	261.8
Jute	162.0	163.0	176.1	174.6	168.4	161.6
Mesta	125.7	128.1	131.3	139.9	141.0	135.9
Sugarcane	107.4	117.1	121.0	124.8	124.6	119.2

2008-09 figures are based on 3rd advance estimates as on 08.05.2009.

[English]

#### Allocation for Agriculture

486. SHRI KALIKESH NARAYAN SINGH DEO: Will the Minister of AGRICULTURE be pleased to state:

(a) whether emphasis is being laid on the development of Agriculture during the current plan period;

(b) if so, the funds earmarked under various schemes for the Agricultural sector, State-wise; and

(c) the steps taken to remove regional imbalance in the allocation of funds to States including KBK Districts of Orissa?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) Yes, Madam. The allocation for the Department of Agriculture & Cooperation (DAC) was Rs. 13,883 crore in the 10th Plan period and has been enhanced to Rs. 66,577 crore (inclusive of State Plan Schemes) in the 11th Plan period.

(b) The Plan allocation of DAC is Rs. 11,307.07 crore in 2009-10. State-wise allocation of funds under Centrally Sponsored Schemes being implemented by the Department in 2009-10 is given in the Statement enclosed.

(c) Funds are allocated to the States on the basis of Work Plans prepared by them under the various Schemes

of DAC. Schemes of DAC being implemented in Orissa also cover KBK Districts.

**Statement**

Rs. In lakhs

Sl.No.	Name of the State	Macro Management of Agriculture (MMA)	Technology Mission on Cotton (TMC)	Integrated Oilseeds, Oilplam pulses and Maize Dev. (ISOPOM)	National Food Security Mission (NFSM)	National Horticulture Mission (NHM)	Technology Mission for Integrated Dev. of Horticulture Mission in North Eastern States, J&K, H.P. & Uttarakhand	Rashtriya Krishi Vikas Yojana (RKVY)	Micro Irrigation	Support to State Extension Programmes for Extension Reforms	National Bamboo Mission	The National Project on Management of Soil Health and Fertility
		Allocation 2009-10	Allocation 2009-10	Allocation 2009-10	Allocation 2009-10	Allocation 2009-10	Allocation 2009-10	Allocation 2009-10	Allocation 2009-10	Allocation 2009-10	Allocation 2009-10	Allocation 2009-10
1	2	3	4	5	6	7	8	9	10	11	12	13
1.	Andhra Pradesh	6534.00	1650.00	3000.00	12504.90	11247.68	0.00	31533.00		1430.88		
2.	Arunachal Pradesh	2050.00	0.00	0.00	0.00	0.00	2000.00	1439.00		448.8		
3.	Assam	1625.00	0.00	0.00	2727.70	0.00	3300.00	4753.00		506.88		
4.	Bihar	3900.00	0.00	600.00	8188.40	0.00	0.00	7050.00		2761.44		
5.	Jharkhand	1065.00	0.00	0.00	1193.10	4766.31	0.00	9714.00		1077.12		
6.	Goa	100.00	0.00	5.00	0.00	0.00	0.00	432.00		58.08		
7.	Gujarat	3645.00	1650.00	1800.00	1510.60	0.00	0.00	29448.00		1188.00		
8.	Haryana	1690.00	550.00	600.00	2940.60	8547.74	0.00	9691.00		628.32		
9.	Himachal Pradesh	2000.00	0.00	60.00	0.00	0.00	2000.00	2445.00		396.00		
10.	Jammu and Kashmir	3660.00	0.00	75.00	0.00	0.00	1800.00	3338.00	No State-wise Allocation made during 2009-10 year	638.88	No State-wise Allocation made during 2009-10 year	No State-wise Allocation made during 2009-10 year
11.	Karnataka	5025.00	480.00	2350.00	4873.20	0.00	0.00	24362.00		929.28		
12.	Kerala	1275.00	0.00	60.00	347.20	4740.87	0.00	9948.00		807.84		
13.	Madhya Pradesh	6285.00	500.00	3000.00	8435.00	6800.00	0.00	20239.00		1652.64		
14.	Chhattisgarh	2170.00	0.00	650.00	5083.40	6846.11	0.00	29839.00		770.88		
15.	Maharashtra	9275.00	1800.00	2200.00	7256.20	20938.90	0.00	30270.00		1863.84		
16.	Manipur	2050.00	0.00	0.00	0.00	0.00	2500.00	483.00		195.36		
17.	Mizoram	2325.00	0.00	400.00	0.00	0.00	2600.00	327.00		132.00		
18.	Meghalaya	1425.00	0.00	0.00	0.00	0.00	2500.00	1991.00		174.24		
19.	Nagaland	2325.00	0.00	0.00	0.00	0.00	2700.00	1854.00		274.56		

1	2	3	4	5	6	7	8	9	10	11	12	13
20.	Orissa	3280.00	200.00	600.00	4310.40	6520.25	0.00	9674.00	} No State-wise Allocation made during 2009-10 year	2075.04	} No State-wise Allocation made during 2009-10 year	} No State-wise Allocation made during 2009-10 year
21.	Punjab	1750.00	10.00	50.00	4859.40	0.00	0.00	6529.00		744.48		
22.	Rajasthan	5750.00	250.00	3000.00	4216.10	5978.80	0.00	14572.00		1251.36		
23.	Sikkim	1850.00	0.00	0.00	0.00	0.00	2950.00	1233.00		110.88		
24.	Tamil Nadu	3460.00	350.00	1900.00	3237.70	0.00	0.00	8757.00		2011.68		
25.	Tripura	1850.00	100.00	0.00	0.00	0.00	2500.00	2466.00		211.20		
26.	Uttar Pradesh	11310.00	60.00	1550.00	25303.20	11477.09	0.00	31533.00		4329.60		
27.	Uttarakhand	2300.00	0.00	0.00	0.00	0.00	2000.00	5856.00		501.60		
28.	West Bengal	4425.00	200.00	600.00	7228.90	3627.38	0.00	12155.00	2449.92			
Total		94400.00	7800.00	22500.00	104216.00	91491.13	26850.00	311931.00	0.00	29620.80		

**UTs:**

1.	Andaman and Nicobar Islands	8.00						1024.00		47.52		
2.	Chandigarh	0.00						337.00		0.00		
3.	Dadra and Nagar Haveli	6.00						25.00		10.56		
4.	Daman and Diu	0.00						26.00		10.56		
5.	Lakshadweep	6.00						869.00		10.56		
6.	Delhi	40.00						195.00		0.00		
7.	Puducherry	40.00						58.00		79.2		
Total		100.00						2534.00		158.40		

\*All Figures based on Interim Budget.

\*\*Allocations may undergo revisions.

*[Translation]***Incentives to Players**

487. SHRI JAI PRAKASH AGARWAL: Will the Minister of YOUTH AFFAIRS AND SPORTS be pleased to state:

(a) the cash incentive provided by the Government to the players engaged in various sports including Football, Hockey, Badminton, Lawn Tennis and Cricket;

(b) the reasons for paying special attention to Cricket in comparison to other Sports activities;

(c) the reasons for paying special attention to Cricket in comparison to other Sports activities;

(c) whether the Government proposes to promote other sporting activities also in addition to Cricket;

(d) if so, he details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF YOUTH AFFAIRS AND SPORTS (SHRI PRATIK PATIL):  
 (a) to (e) The incentives to sportspersons are provided in the form of (i) special cash awards to winners of medals in international sports events and their coaches; (ii) pension to meritorious sportspersons who have won medals in Olympic Games, Asian Games, Commonwealth Games, World Cups/Championships in Olympics and Asian Games disciplines and Parlympic Games; and (iii) Pension to outstanding sportspersons of yesteryears now living in indigent circumstances.

In addition, financial assistance is provided to elite athletes for their training and preparation for participation in major international competitions. Financial assistance is provided for promising and budding sportspersons under the Scheme of Assistance to Talent Search & Training for training, competitive exposure and the purchase of equipment.

As far as assistance from Government of India is concerned, no assistance is being provided for cricket, as the Board of Control for Cricket in India does not seek financial assistance from the Government. The assistance under various Schemes of the Department of Sports, Ministry of Youth Affairs & Sports is being provided to all other recognized sports disciplines.

[English]

#### Approval of Mining Projects

488. SHRIMATI SUPRIYA SULE: Will the Minister of MINES be pleased to state:

(a) the number of mining proposals approved by the Government during 2007 and 2008;

(b) the details of proposals for various States, State-wise;

(c) the steps taken to facilitate in making the National Mineral Policy friendly to mine developers;

(d) whether rise in granting mining approval is likely to become a part of the National Mineral Policy announced by the Government in 2008; and

(e) if so, the details thereof?

THE MINISTER OF MINES AND MINISTER OF DEVELOPMENT OF NORTH EASTERN REGION (SHRI B.K. HANDIQUE): (a) During 2007 and 2008, prior approval of the Central Government has been accorded in 240 proposals received from various State Governments for grant of Mining Leases, as per State-wise details given below:

Sl.No.	Name of State	Number of proposal approved during 2007 and 2008
1	2	3
1.	Andhra Pradesh	64
2.	Chhattisgarh	11

1	2	3
3.	Gujarat	04
4.	Jharkhand	16
5.	Karnataka	37
6.	Kerala	03
7.	Madhya Pradesh	57
8.	Maharashtra	21
9.	Manipur	02
10.	Orissa	07
11.	Rajasthan	11
12.	Tamil Nadu	06
13.	Uttarakhand	01
Total		240

(b) The details of proposals received from various States are available on the website of the Ministry of Mines ([www.mines.nic.in](http://www.mines.nic.in)).

(c) to (e) The National Mineral Policy, 2008 (NMP) *inter-alia* provides for seamless transition, transferability of mineral concessions and transparency in allotment of concessions to reduce delays and discretionary powers, facilitation of private sector participation in exploration and mining, and encouraging exploration with the state-of-the-art technology. The Policy also aims to strengthen the regulatory regime for exploration and mining with the intention of promoting scientific mining within a sustainable development framework.

#### Marketing of Impure Gold Jewellery

489. SHRI PURNMASI RAM: Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether all the samples of gold and gold jewellery collected from Delhi failed the test for purity; and

(b) if so, the action taken/proposed to be taken against the jewellers for manufacturing/marketing impure/inferior gold jewellery and cheating consumers?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) Two surveys on non-hallmarked jewellery were got conducted in Delhi by the Bureau of Indian Standards in 2001 and 2006. While in the first survey, 12 out of the 15 samples collected failed the test of purity, in the second survey, all the 10 samples collected failed the test.

(b) Cases were filed in the Monopolies and Restrictive Trade Practices Commission against all the 12 jewellers of Delhi whose jewellery was found to be of lesser purity than declared during the first survey. No action was taken against the concerned jewellers on the basis of the second survey since that survey was conducted mainly, to assess the purity and creating awareness among consumers.

#### **Communication Network for Delhi Police**

490. SHRI RAJIAH SIRICILLA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether there is a proposal to set up a dedicated communication network for the Delhi Police so as to facilitate smooth management of traffic and easy access to crime and criminal data during the Commonwealth Games;

(b) if so, the details thereof; and

(c) the total funds likely to be allocated for this purpose?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPALLY RAMACHANDRAN): (a) to (c) A scheme named "Developing of Traffic and Communication Network in NCR and Mega Cities and Model System of Traffic Management" has been included for implementation in 11th FY Plan with a provision of Rs. 200 crore. The scheme has two components *viz.*, (i) Introduction of Intelligent Traffic System (ITS) and (ii) Setting up of an Integrated Data Communication Network (Cyber Highway). The proposed Cyber Highway shall be the primary source of connectivity of Delhi Police Headquarters, DCP Offices, Police Stations, Police Posts and Field Units etc. The Cyber Highway will be used for connectivity for Video conferencing, Inventory Management system, CCTVs, Web-based dossier system, Automatic Finger and Palm Print Identification system, Intelligent

Traffic Management system, IP telephony, internal e-mail system, Automatic Vehicle Tracking system, Command and Control System for Commonwealth Games, 2010, besides Crime and Criminal data, etc. The Ministry of Home Affairs has sanctioned Rs. 5.07 crores to MTNL for carrying out the pre-investment activity. The scheme is proposed to be implemented in the areas connected with Commonwealth Games, 2010 in the first phase.

#### **Financial Plan for Small Enterprises**

491. SHRI BAIJAYANT PANDA: Will the Minister of MICRO, SMALL AND MEDIUM ENTERPRISES be pleased to state:

(a) whether there is a proposal to prepare a financial plan for Micro, Small and Medium Enterprises (MSM) with a view to giving a boost to this sector;

(b) if so, the details thereof;

(c) whether the Government has set up a skill development corporation with a Rs. 1000 crore corpus;

(d) if so, the details thereof; and

(e) the steps taken by the Government to fund the growth of this sector?

THE MINISTER OF STATE OF THE MINISTRY OF MICRO, SMALL AND MEDIUM ENTERPRISES (SHRI DINSHA PATEL): (a) and (b) To facilitate the promotion and development of micro, small and medium enterprises (MSMEs) and enhance their competitiveness, the Government has announced a 'Policy Package for Stepping up Credit to Small and Medium Enterprises (SMEs)' on 10th August 2005 which envisages public sector banks to fix their own targets for funding MSMEs in order to achieve a minimum 20 per cent year-on-year growth in credit to the MSME sector. The Government has also announced in February, 2007 a 'Package for Promotion of Micro and Small Enterprises' with an objective to provide support in areas of credit, technology upgradation, marketing, infrastructure etc. Further, keeping in view the impact of global economic slowdown on MSMEs, the Government, the Reserve Bank of India (RBI) and the Public Sector Banks have taken several measures for protecting and providing a stimulus to the MSMEs which, *inter alia*, include: (i) extending the loan limit under Credit Guarantee Scheme from Rs. 50 lakh to Rs. 1 crore with a guarantee cover of 50 per cent; (ii) increasing

the guarantee cover under Credit Guarantee Scheme from 80 per cent to 85 per cent for credit facility up to Rs. 5 lakh; (iii) interest subvention of 2 per cent in pre and post-shipment export credit to small and medium enterprises (SME) sector; (iv) refinance limit of Rs. 7,000 crore to Small Industries Development Bank of India (SIDBI) for incremental on-lending to the micro and small enterprises (MSE) sector; (v) grant of need-based *ad hoc* working capital demand loans up to 20 per cent of the existing fund-based limits; and (vi) reduction in interest rates for borrowing by micro enterprises by 1 per cent and in respect of SMEs by 0.5 per cent.

(c) and (d) To coordinate and stimulate skill development efforts, the National Skill Development Corporation (NSDC) has been constituted as a "not for profit" company under Section 25 of the Companies' Act, 1956 with an initial authorised capital of Rs. 10 crore. In addition, the National Skill Development Fund (NSDF) has been registered as a Trust under the Indian Trusts Act, 1982 to act as a receptacle for contributions from Government/multilateral and bilateral agencies/private sector organisations. A sum of Rs. 995.10 crore has been transferred from the Government Budget to the NSDF, in order to fund the schemes/programmes forwarded by the NSDC.

(e) The Government is implementing various schemes/programmes relating to credit, infrastructural development, technology upgradation, marketing, entrepreneurial/skill development, etc. for the promotion and growth of MSE sector. Further, MSME (Refinance) Fund and MSME (Risk Capital) Fund have been set up in SIDBI with approved corpus of Rs. 3,600 crore and Rs. 1,000 crore respectively.

### Coastal Security

492. SHRI ANANDRAO ADSUL:  
SHRI KODIKKUNNIL SURESH:  
SHRI SUSHIL KUMAR SINGH:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Union Government is planning to beef up coastal security including increasing the number of coastal police stations along the country's 7,500 km. coastline;

(b) if so, the details thereof;

(c) whether there is any proposal to increase the areas under "no-fishing zone" around vital installations;

(d) if so, the details thereof; and

(e) the time by which the new coastal security scheme is likely to be implemented?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPALLY RAMACHANDRAN):  
(a) and (b) Yes, Sir. After a series of discussions and meetings held in concerned Ministries/Departments, many important decisions/initiatives have been taken to beef up the coastal security.

The implementation of existing Coastal Security Scheme, which provides for setting up of 73 coastal police stations, 97 check posts, 58 outposts and 30 operational barracks, equipped with 204 vessels and vehicles, in the nine coastal States four coastal Union Territories, has been expedited. So far, 59 coastal police stations have already been operationalised. Supply of interceptor boats to the States/UTs has also started; and 14 boats have been delivered so far.

The Indian Navy has been designated as the authority responsible for overall maritime security which includes coastal security and offshore security. The Indian Coast Guard will be additionally designated as the authority responsible for coastal security in territorial waters including areas to be patrolled by Coastal Police. The Indian Coast Guard is taking many other steps for strengthening their infrastructure.

The coastal States and UTs. have been asked to immediately start coastal patrolling by locally hired fishing boats/trawlers; charges being reimbursable by MHA.

For further strengthening the coastal security, several other important initiatives have been taken. The coastal States/UTs are carrying out the exercise of vulnerability/gap analysis jointly with Coast Guard, to firm up their additional requirements, in respect of coastal police stations, vehicles, boats etc., for formulation of a comprehensive proposal for further approval of the Government of India.

Department of Shipping has been mandated to streamline the process of registration of all types of vessels, *i.e.* fishing as well as non-fishing vessels, and also to ensure fitting/provision of navigational and communication equipments on these boats.



Department of Fisheries is taking steps to issue ID cards to all the fishermen. The Registrar General of India (RGI) is also issuing ID cards under Multi-purpose National Identity Card (MNICs) Scheme to all the population in the coastal villages including fishermen.

(c) No, Sir.

(d) Does not arise.

(e) An exercise of formulation of Phase-II of the Coastal Security Scheme is presently being carried out.

#### **Multi-Purpose Identity/Universal Cards**

493. SHRI GANESHRAO NAGORAO  
DUDHGAONKAR:  
SHRI BALIRAM JADHAV:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government proposes to launch a project for issuing Multi-Purpose Identity/Universal Cards to all citizens in the country;

(b) if so, the details thereof;

(c) whether the Government proposes to engage professionals from the public and private sector for undertaking the specialized tasks involved in the project for ensuring its proper implementation; and

(d) if so, the details thereof and the time by which such identification cards are likely to be issued to the citizens in the country?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) to (d) The Government has proposed to create a National Population Register (NPR) in the country for which details on specific characteristics of each individual shall be collected at the time of 2011 Census. Besides this information, there will be photographs and finger biometrics of all those who are 18 years of age and above. The NPR for the coastal villages in 9 maritime States of Gujarat, Maharashtra, Goa, Karnataka, Kerala, Tamil Nadu, Andhra Pradesh, Orissa and West Bengal and 4 Union Territories (UTs) of Daman and Diu, Lakshadweep, Andaman and Nicobar Islands and Puducherry, will be created ahead of 2011 Census during 2009-10, as one of the measures to strengthen the coastal security.

The creation of NPR would involve several specialized tasks such as creation of database management system with cyberspace security for data transmission, data warehousing, data mining etc. All this work might be done through an outsourced arrangements under the overall control and supervision of Government of India. The de-duplication of data at the central level, digital signatures for electronic security of identity cards and Key Management System etc. might be undertaken with the active assistance of the National Informatics Centre (NIC). This will be on the lines of the Pilot Project on Multi-purpose National Identity Cards. Already for creation of the NPR in the coastal villages, a consortium of Central Public Sector Undertakings (CPSUs) comprising of Bharat Electronics Limited (BEL), Electronic Corporation of India Limited (ECIL) and Indian Telephone Industries (ITI) has been engaged for assisting the enumerators in the field for direct data collection as well as for capture of photographs and finger biometrics. The same Consortium is proposed to be engaged for production and personalization of identity (smart) cards also, which are proposed to be issued to all those usual residents in these coastal villages and who are of 18 years of age and above.

#### **Loss of Crops Due to Floods**

494. SHRI RUDRAMADHAB RAY: Will the Minister of AGRICULTURE be pleased to state:

(a) whether any study has been conducted to find out the number of States affected by floods during the year 2008-09;

(b) if so, the details thereof alongwith the total estimated loss of crops, State-wise; and

(c) the details of grants provided to each State to compensate the loss of crops during the said period?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) to (c) Ministry of Home Affairs is concerned with matters relating to floods. The information is being collected and will be laid on the Table of the House.

#### **Setting up of NSG Hubs**

495. SHRI CHANDRAKANT KHAIRE: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government has proposed to set up regional National Security Guard (NSG) hubs in the country;

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

(c) whether the Government proposes to further increase the number of NSG hubs in the near future; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) and (b) The Government has established four Regional Hubs of the National Security Guard (NSG) at Hyderabad, Mumbai, Chennai and Kolkata. These hubs have been operationalised on 30th June, 2009/1st July, 2009. Government has also approved setting up of Regional Centres of National Security Guard in Kolkata and Hyderabad.

(c) and (d) There is no proposal at present to further increase the number of NSG hubs.

#### **Review of Law and Order in the Country**

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

(a) whether the Government has reviewed the law and order situation in the country;

(b) if so, the details thereof;

(c) whether the recently constituted Federal Agency and laws framed in this regard have helped in improving the law and order situation; and

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

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) and (b) The internal security situation in the country is reviewed by the Government from time to time. As per available information, internal security situation in the country remains largely under control. No major terrorist incident has been reported in the hinterland during the current year. Similarly, no major communal incident has been reported in the current year. In overall terms, the security situation in Jammu and Kashmir has shown perceptible

improvement. The security situation in Assam, Manipur and Nagaland continue to be a matter of concern whereas, Sikkim and Mizoram have remained peaceful. The situation in Tripura has improved significantly over the years and barring sporadic violence in Meghalaya and Arunachal Pradesh, the situation has remained peaceful. There has been increased level of naxal violence especially in Chhattisgarh, Jharkhand, Bihar, Orissa, Maharashtra and West Bengal.

(c) and (d) The National Investigation Agency has been constituted under the National Investigation Agency Act, 2008 to investigate and prosecute offences under the Acts mentioned in the schedule, which, *inter-alia*, includes the Unlawful Activities (Prevention) Act 1967, as amended in 2008.

#### **Cultivation of Millets**

497. SHRIMATI MANEKA GANDHI: Will the Minister of AGRICULTURE be pleased to state:

(a) whether 90 per cent of the farmers in Northern Karnataka are shifting to millet cultivation from wheat and rice cultivation;

(b) if so, the reasons therefor;

(c) if so, the details and steps taken in this regard; and

(d) the steps taken by the Government to maintain a balance in productivity of the two crops?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) to (d) No, Madam. Area of rice has increased from 5.09 Lakh ha. (2002-03) to 6.29 Lakh ha. (2006-07) and area under wheat has also increased from 2.45 lakh ha. (2002-03) to 2.68 lakh ha. (2006-07) in the districts of Northern Karnataka. Whereas, in case of millets, area has declined from 20.00 Lakh ha. (2002-03) to 17.06 Lakh ha. (2006-07) during Xth Plan Period. Thus, there is no shifting from wheat and rice to millet cultivation.

To enhance the production and productivity of cereals including rice and wheat, a Centrally Sponsored Scheme of "Integrated Cereals Development Programme in Rice/Wheat Based Cropping System Areas (ICDP-Rice/Wheat)"

under Macro Management Mode of Agriculture is under implementation in Non-NFSM districts of Karnataka State. Besides, a Centrally Sponsored Scheme "National Food Security Mission (NFSM)-Rice" is also under implementation in some districts of Northern Karnataka. In addition, a Centrally Sponsored Scheme of "Integrated Cereals Development Programme in Coarse Cereals Based Cropping System Areas (ICDP-Coarse Cereals)" under Macro Management Mode of Agriculture is in operation in the State of Karnataka.

[*Translation*]

#### Aerial Survey for Exploration of Minerals

498. SHRI BHAUSAHEB RAJARAM WAKCHAURE: Will the Minister of MINES be pleased to state:

(a) whether aerial survey conducted to explore minerals and promote mining especially in backward and rural areas;

(b) if so, the outcome of such survey, State-wise;

(c) whether some foreign companies have been entrusted with the work to explore minerals during the last three years;

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

(e) the steps taken by the Government to assign survey work to Indian companies?

THE MINISTER OF MINES AND MINISTER OF DEVELOPMENT OF NORTH EASTERN REGION (SHRI B.K. HANDIQUE): (a) and (b) Yes, Sir. Regional level surveys including aerial surveys are done by the Geological Survey of India (GSI) and also, with respect to Uranium mineralization, by the Atomic Minerals Directorate for Exploration and Research (AMD) of the Department of Atomic Energy. The National Geophysical Research Institute (NGRI) also carries out aerial surveys for various purposes including mineral exploration.

Recent GSI aerial multisensory surveys involving Magnetic, Spectrometric, Radiometric and Electromagnetic methods by Twin Otter Aircraft of GSI have been carried out in Mamandur (Tamil Nadu), Aladahalli, Gadag, Wajrakarur-Vendavati basin, Kolar-kadiri-Ramgiri area (Karnataka and Andhra Pradesh), Agartala-Silchar [for Oil

and Natural Gas Corporation (ONGC) in Tripura and Assam], Ratnagiri (Maharashtra), Siliguri-Guwahati [for ONGC, West Bengal and Assam], Tosham-Singhana (Haryana-Rajasthan), Sukinda-Baripada (Jharkhand, Orissa), Bundi-Bharatpur (Rajasthan), Agucha-Malpura-Chaksu (Rajasthan), Moradabad-Bareilly [for Oil India Limited (Oil), Uttar Pradesh and Uttarakhand], Gorakhpur-Mazaffarpur (for Oil, Uttar Pradesh, Bihar), Satyamanagalam (Tamil Nadu), Hindoli, Bhilwara, Gangapur-Nasirabad (Rajasthan), Chhattisgarh basin (Chhattisgarh, Orissa), Betul-Chhindwara (Madhya Pradesh), Narayanpet-Raichur (Karnataka, Andhra Pradesh), Hungund-Mudhol (Karnataka), Jhansi (Madhya Pradesh and Uttar Pradesh), Lalitpur (Andhra Pradesh), Bangalore-Penakonda and Mulubagal-Tambalpalle (Karnataka and Andhra Pradesh), Nagpur-Wardha Valley (Maharashtra), Baihar-Kutru area (Madhya Pradesh and Chhattisgarh), Cannanore-Cape Comorin (Coastal area, Kerala), Kanker area in Bastar craton (Chhattisgarh) and in Mauranipur-Sarial area (Madhya Pradesh and Uttar Pradesh).

The significant mineral potential identified by GSI is as under:

State	Mineral Commodity
Rajasthan	Copper-Lead, Zinc and Gold
Madhya Pradesh, Chhattisgarh and Maharashtra	Copper, Zinc, Kimberlite (host rock for diamonds)
Karnataka	Copper, Gold
Jharkhand	Copper, Nickel
Andhra Pradesh	Lead, Zinc, Kimberlite

The Atomic Minerals Directorate for Exploration and Research (AMD), a constituent unit under the Department of Atomic Energy, carries out airborne surveys over areas having suitable geological setting for uranium mineralization. The States where exploration activities including the aerial surveys have been concentrated are Andhra Pradesh, Karnataka, Jharkhad, Rajasthan, Haryana and Madhya Pradesh.

The National Geophysical Research Institute (NGRI) has been taking up sponsored surveys for different government and non-government agencies. These agencies included the GSI, OIL, AMD and State Government departments.

Aerial surveys are conducted in India by private parties under Reconnaissance Permits for exploration of

minerals in the mineralized zones of the country. These belts also include backward and rural areas. As per data maintained by the Indian Bureau of Mines (IBM), prior approval for grant of 297 Reconnaissance permits covering a total area of about 4,26,351 sq km has been conveyed in 14 States. During Reconnaissance geological, geophysical and geochemical surveys are undertaken, and reconnaissance operations can involve aerial surveys.

(c) and (d) Since 1972, GSI carries out aerial surveys through its own aircraft or outsources it to NGRI. Due to non-availability of expertise on airborne geophysical data acquisition, the AMD entrusts some of the survey work on outsourcing basis to NGRI as well as foreign companies but remains closely associated with the data acquisition during all operations. During 2008-09 the work has been outsourced to M/s Geotech Airborne Survey Pvt. Ltd. West Indies. NGRI has not outsourced any of its work on any foreign company/contractor.

As per the provisions of the Mines and Minerals [Development and Regulation] Act, 1957, the State Government may grant Reconnaissance Permits to only an Indian National or a company registered under section 3 (1) of the Companies Act, 1956.

(e) The GSI is operating its own aircraft and has recently procured a helicopter for multisensor surveys at low altitude. The AMD is also in the process of procuring a Time Domain Electromagnetic (TDEM) system and AMD scientists have undergone training on the said system. On procurement of TDEM, it is envisaged that AMD will be able to carry out surveys.

[English]

#### **Genetic Upgradation of Cattle**

499. SHRI RAYAPATI SAMBASIVA RAO: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government has formulated a National Scheme for the genetic upgradation of Cattle and buffaloes;

(b) if so, the details thereof; and

(c) the time by which the policy would be announced and implemented?

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

MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) and (b) Yes, Madam. Genetic improvement is a long term activity and Government of India has initiated a major programme "National Project for Cattle and Buffalo Breeding" (NPCBB) from October 2000 over a period of ten years, in two phases each of five years, with an allocation of Rs. 402 crore for phase-I. In order to consolidate the gain made during Phase-I and to enhance coverage, Phase-II of the project has been initiated from December 2006, with an allocation of Rs. 775.87 crore. NPCBB envisages genetic upgradation of bovine population on priority basis and also has focus on development and conservation of indigenous breeds.

(c) Question does not arise.

#### **Scheme for Revival of Small Scale Industries**

500. SHRI N. CHALUVARAYA SWAMY: Will the Minister of MICRO, SMALL AND MEDIUM ENTERPRISES be pleased to state:

(a) the details of the various schemes implemented by the Government for revival of small scale industries;

(b) the number of small scale industries, which as a result of implementation of the said schemes received revival packages, State-wise and industry-wise; and

(c) the total contribution of the small scale industries to the gross domestic product of the country?

THE MINISTER OF STATE OF THE MINISTRY OF MICRO, SMALL AND MEDIUM ENTERPRISES (SHRI DINSHA PATEL): (a) and (b) The Ministry of Micro, Small and Medium Enterprises does not provide any direct financial assistance for rehabilitation of sick micro and small enterprises (MSEs). However, financial assistance, by way of debt restructuring, including fresh loans, for the rehabilitation of sick MSE is provided by the primary lending institutions (PLIs), including commercial banks, which provide credit to the MSEs. For this purpose, the Reserve Bank of India (RBI) has issued detailed guidelines to banks in January 2002 on detection of sickness in MSE at an early stage and taking remedial measures and for rehabilitation of sick MSEs identified as potentially viable. RBI has also issued guidelines on 8th September 2005, based on the "Policy Package for Stepping up

Credit to Small and Medium Enterprises (SMEs)" announced by the Central Government on 10th August 2005. These guidelines relate, *inter alia*, to viability criteria, prudential norms for restructured accounts, provision of additional finance and time-frame for working out the restructuring package and its implementation. Further, based on the recommendations of the Working Group under the chairmanship of Dr. K.C. Chakrabarty, the then Chairman and Managing Director, Punjab National Bank, the RBI has advised all scheduled commercial banks on May 4, 2009 to consider, for speedy implementation, the recommendations made with regard to timely and adequate flow of credit to the MSE sector. The Banks have also been advised to apply the RBI's guidelines on debt restructuring optimally and in letter and spirit and put in place their own non-discretionary one-time settlement (OTS) policy for this sector.

As per the data compiled by the RBI from the scheduled commercial banks, 1,262 viable sick MSEs were put under nursing at the end of March 2008. The State/Union Territory-wise position is given in the enclosed Statement. The industry-wise information on sick MSEs put under nursing is not compiled by the RBI.

(c) The total contribution of MSE sector to the Gross Domestic Product (GDP) of the country during the year 2006-07 (latest available) is estimated at 5.94 per cent.

#### **Statement**

*State/Union Territory-wise number of viable sick micro and small enterprises (MSEs) put under nursing at the end of March 2008*

Sl.No.	Name of State/UT	Viable sick MSEs put under nursing (as at the end of March, 2008)
1	2	3
1.	Jammu and Kashmir	—
2.	Himachal Pradesh	1
3.	Punjab	8
4.	Chandigarh	2
5.	Uttarakhand	1
6.	Haryana	2

1	2	3
7.	Delhi	11
8.	Rajasthan	2
9.	Uttar Pradesh	43
10.	Bihar	—
11.	Sikkim	—
12.	Arunachal Pradesh	—
13.	Nagaland	—
14.	Manipur	—
15.	Mizoram	—
16.	Tripura	—
17.	Meghalaya	—
18.	Assam	—
19.	West Bengal	21
20.	Jharkhand	—
21.	Orissa	6
22.	Chhattisgarh	—
23.	Madhya Pradesh	84
24.	Gujarat	3
25.	Daman and Diu	—
26.	Dadra and Nagar Haveli	—
27.	Maharashtra	71
28.	Andhra Pradesh	14
29.	Karnataka	16
30.	Goa	—
31.	Lakshadweep	—
32.	Kerala	76
33.	Tamil Nadu	899
34.	Puducherry	2
35.	Andaman and Nicobar Islands	—
All India		1262



1	2	3	4	5	6	7	8	9	10
10.	Jammu and Kashmir	100.00							100.00
11.	Jharkhand	65.20							62.50
12.	Karnataka								
13.	Kerala	70.00							70.00
14.	Madhya Pradesh	100.00							100.00
15.	Maharashtra	20.00							20.00
16.	Manipur	40.00							40.00
17.	Meghalaya								
18.	Mizoram	40.00							40.00
19.	Nagaland	90.00							90.00
20.	Orissa	100.00			42.00	48.00			190.00
21.	Puducherry	5.00							5.00
22.	Punjab	100.00							100.00
23.	Rajasthan	20.00			4.05				24.05
24.	Sikkim			34.98					34.98
25.	Tamil Nadu								
26.	Tripura	24.00							24.00
27.	Uttar Pradesh	88.00							88.00
28.	Uttarakhand	33.45							33.45
29.	West Bengal	100.00							100.00
	Total	1230.97		34.98	46.05	48.00			1360.00

[Translation]

**Funds for Commonwealth Games**

502. SHRI JAI PRAKASH AGARWAL: Will the Minister of YOUTH AFFAIRS AND SPORTS be pleased to state:

(a) the quantum of funds sought by the Government of NCT of Delhi for different projects of the Commonwealth Games, 2010;

(b) the names of the projects for which these funds are likely to be spent;

(c) whether the funds have been released in accordance with the projection made by the Government of NCT of Delhi;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF YOUTH AFFAIRS AND SPORTS (SHRI PRATIK PATIL):  
(a) The Government of National Territory of Delhi (GNCTD) was initially allocated an amount of Rs. 770.00 crore for

hosting the Commonwealth Games (CWG), 2010. GNCTD sought additional Central Assistance to the tune of Rs. 2000 crore and Rs. 1500 crore for 2009-10 and 2010-11 respectively for various Commonwealth Games projects. Out of Rs. 2000.00 crore, an amount of Rs. 1000.00 crore as additional central assistance has already been allocated to the Delhi Government for different projects of the Commonwealth Games, 2010.

(b) There are about 59 projects related to Commonwealth (PWD), Municipal Corporation of Delhi (MCD), New Delhi Municipal Committee (NDMC), Transport Department, Directorate of Health Services etc. The various projects on which the funds will be utilized, inter alia, include Thyagraj Sports Complex, Talkatora Stadium, Chhatrasal Stadium, Construction of Flyovers/Road Overbridges/Road Under Bridges, Strengthening & Resurfacing of Roads, Improvement in the services of Water, Power and Transport Systems etc.

(c) and (d) Yes, Sir. Funds have been allocated to Delhi Government keeping in view the requirements projected by different agencies like MCD, PWD, NDMC etc.

(e) Does not arise.

[*English*]

#### **Anti-India Propaganda**

503. SHRI ADHALRAO PATIL SHIVAJI: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether anti-India propaganda is being aired by neighbouring countries across the border areas of Jammu and Kashmir;

(b) if so, whether the Government has any proposal to increase its television and radio coverage in the higher reaches of the State;

(c) if so, the details thereof;

(d) whether the Government proposes to set up mobile transmitters at the heights of 13,000-14,000 feet; and

(e) if so, the details thereof alongwith the steps taken by the Government to counter such propaganda?

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI CHOUDHURY MOHAN JATUA): (a) and (e) Yes, Sir. With

the view to counter anti-India propaganda from across the border, there are several programmes mounted both in All India Radio and Doordarshan.

(b) and (c) Strengthening of AIR and DD networks is an ongoing process. Proposals for setting up of new High Power/Low Power AIR/DD transmitters, FM transmitters, even at high altitude of Jammu and Kashmir are considered and approved by the Government as per the requirement from time to time. In addition coverage in difficult and far flung areas has been improved through free to air DTH service "DD Direct Plus". As part of the Special Package for Jammu and Kashmir approved in September 2007, Doordarshan has provided DTH sets alongwith TV sets to Government of Jammu and Kashmir for uncovered areas.

(d) There is no such approved scheme at present.

#### **Human Trafficking**

504. SHRI ADHALRAO PATIL SHIVAJI:  
SHRI PRADEEP MAJHI:  
SHRI ADHIR CHOWDHURY:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether India has become a source, destination and transit country for human trafficking including women and children;

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

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

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) Government has no specific information and no information is being maintained separately by National Crime Record Bureau on trans-border human trafficking.

(b) State/UT-wise details of the cases registered under some of the crime-heads relating to human trafficking during 2005-07 is given in the enclosed Statement. As per the statistics compiled by the National Crime Record Bureau (NCRB), the number of cases reported during last three years 2005, 2006 & 2007 under various provisions of laws relating to human trafficking were 6402, 5096 & 4087, respectively.



(c) The Union Government has advised all the State Governments to deal with the crime relating to trafficking in a holistic manner and to evolve a effective and comprehensive strategy encompassing rescue, relief and rehabilitation of victims besides taking deterrent action against the law violators.

'Police' and 'Public Order' are State subjects and the State Governments are primarily responsible for preventing and combating the crime of human trafficking. However, the Central Government has taken several initiatives for children for commercial sexual exploitation, which, *inter-alia*, include:-

1. The Ministry of Home Affairs has set up a Nodal Cell to coordinate, matters relating to trafficking in human beings between the State Governments/Union Territory Administrations and other related Ministries, etc. It has also issued an advisory dated 5th July, 2006 to all the State/ Union Territory Governments in this regard.
2. The Bureau of Police Research and Development (BPR&D) has prepared a training manual on "Human Trafficking Handbook for Investigators" for use in the Police Training Institutes. BPR&D is organizing regional anti-trafficking workshops for sensitizing police personnel towards the safety and security of women. Several such workshops have been held in various cities till date.
3. A Regional Task Force has been set up for implementation of the South Asian Association

for Regional Cooperation (SAARC) Convention on Preventing and Association for Regional Cooperation (SAARC) Convention on Preventing and Combating Trafficking in Women and Children for Prostitution and Standard Operation Procedures (SOP) has been got approved from the SAARC Member States.

4. In the Ministry of Women and Child Development a Central Advisory Committee (CAC) on implementation of the Immoral Traffic (Prevention) Act (ITP) has been constituted under the Chairmanship of Secretary, MWCD, which has representatives from States as well as Central Organizations and NGOs etc. and holds quarterly meetings.
5. Besides the MWCD also runs Shelter homes, such as Short Stay Homes (more than 300) Swadhar Homes (about 220) for women in difficult circumstances. These cater to trafficked women/girls rescued or runaway from brothels or other places, and also provides for women/girls victims of sexual crimes who are disowned by family or who do not want to go back to respective family for various reasons.
6. A new scheme for prevention of trafficking by the name UJJAWALA has been launched for preventive activities and for rescue and rehabilitation of victims of trafficking for commercial sexual exploitation with the setting up of special homes and provision or rescue cost, counseling, medical care, legal aid, etc.

#### **Statement**

*Cases Registered (CR), Cases Chargesheeted (CS), Cases Convicted (CV), Persons Arrested (PAR), Persons Chargesheeted (PCS) & Persons Convicted (PCV) for Total Crimes Committed under Human Trafficking\* during 2005 to 2007*

Sl.No.	State	2005						2006						2007					
		CR	CS	CV	PAR	PCS	PCV	CR	CS	CV	PAR	PCS	PCV	CR	CS	CV	PAR	PCS	PCV
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
1.	Andhra Pradesh	752	695	292	1785	1599	730	720	672	267	1954	1883	711	681	666	143	1846	1735	366
2.	Arunachal Pradesh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.	Assam	30	22	1	74	50	3	31	32	10	126	68	20	22	20	6	53	46	15
4.	Bihar	111	63	9	142	108	15	61	57	8	103	97	13	128	102	9	212	169	17

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
5.	Chhattisgarh	9	9	11	32	32	22	19	18	3	94	94	88	21	19	2	80	80	8
6.	Goa	38	36	36	110	97	94	27	24	25	62	74	61	10	7	3	27	22	6
7.	Gujarat	96	81	7	377	370	27	99	83	15	417	390	95	83	82	13	304	44	—
8.	Haryana	92	92	5	347	348	36	92	82	13	383	347	78	92	93	15	360	367	27
9.	Himachal Pradesh	7	6	0	39	40	0	3	2	0	6	4	0	3	3	0	9	11	0
10.	Jammu and Kashmir	3	2	0	13	9	0	5	4	0	14	13	0	1	2	0	9	10	0
11.	Jharkhand	21	12	3	82	39	0	42	28	2	64	79	5	43	32	3	80	73	4
12.	Karnataka	1251	1251	935	3187	3176	1823	794	742	409	2547	2497	1014	624	620	396	1911	1877	877
13.	Kerala	249	228	59	529	466	106	225	195	48	494	476	167	224	205	50	544	515	176
14.	Madhya Pradesh	45	40	15	145	143	37	22	22	16	82	84	34	42	42	8	148	148	55
15.	Maharashtra	256	269	18	1191	1052	80	433	3288	16	1841	1372	42	373	375	36	1356	1356	61
16.	Manipur	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17.	Meghalaya	5	0	0	0	0	0	6	0	0	4	0	0	10	1	0	2	1	0
18.	Mizoram	1	1	1	0	1	3	0	0	1	0	0	0	0	0	0	0	0	0
19.	Nagaland	4	4	0	5	4	3	9	7	7	19	15	11	4	3	5	20	3	3
20.	Orissa	29	26	2	107	88	7	59	40	3	133	143	18	41	52	3	133	131	24
21.	Punjab	72	55	13	200	171	19	79	50	6	298	179	45	50	56	11	161	256	35
22.	Rajasthan	120	119	52	421	421	186	150	147	54	400	402	245	95	92	13	321	321	22
23.	Sikkim	0	0	0	0	0	0	1	0	2	2	0	2	1	0	11	4	0	0
24.	Tamil Nadu	2781	2909	2855	2650	3873	3587	1739	1696	1631	2253	2292	2385	1203	1056	893	1978	1839	1282
25.	Tripura	1	0	0	0	0	0	1	2	0	0	0	0	1	1	0	1	1	0
26.	Uttarakhand	11	11	6	32	27	15	16	16	5	55	60	3	10	7	2	61	45	10
27.	Uttar Pradesh	38	43	41	213	203	181	70	70	28	491	536	130	50	49	26	308	278	140
28.	West Bengal	203	138	48	305	218	118	268	146	77	395	239	84	191	149	22	363	302	14
	Total State	6226	6112	4409	12988	12535	7072	4970	4464	2644	12237	11346	5169	4004	3735	1659	10298	9934	3186
29.	Andaman and Nicobar Islands	0	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0
30.	Chandigarh	9	4	0	27	12	0	3	6	1	7	16	6	5	7	2	21	27	6
31.	Dadra and Nagar Haveli	0	0	0	0	0	0	0	0	0	0	2	0	0	6	0	0	0	0
32.	Daman and Diu	1	1	0	4	4	0	1	1	0	5	5	0	5	0	0	28	0	0
33.	Delhi UT	161	117	97	501	335	125	114	185	89	378	371	103	65	97	76	220	225	112
34.	Lakshadweep	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
35.	Puducherry	5	5	6	18	18	14	8	8	3	42	42	28	5	5	5	24	24	21
	Total UT	176	127	103	550	369	139	126	200	93	432	434	137	83	109	83	301	276	139
	All India Total	6402	6239	4512	13538	12904	7211	5096	4664	2737	12669	11780	5306	4087	3844	1742	10599	10210	3225

\*Includes heads (Immoral Trafficking+Importation of Girls + Procuration of Girls+Buying of Girls+ Selling of Girls + Child Marriage Restrict Act).

### Functioning of FCI

505. SHRI P. KARUNAKARAN: Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether the Government proposes to streamline the functioning of Food Corporation of India (FCI) and the Public Distribution System (PDS);

(b) if so, the details thereof;

(c) the time by which a final decision in this regard is likely to be taken;

(d) whether the Government also proposes to add some more essential commodities under PDS, so as to check the rise in prices of essential commodities in the open market; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) to (c) Yes, Madam. With a view to revamp the working of the Food Corporation of India (FCI), Government of India, Ministry of Consumer Affairs, Food & Public Distribution had engaged the Mckinsey & Co. to undertake a study of FCI. The main objective of the study was to bring about substantial efficiency improvement in the FCI's functioning.

The major improvement initiatives recommended by M/s Mckinsey & Co. are given in the enclosed Statement.

A number of recommendations are under implementation by FCI, while certain recommendations have not been accepted.

For streamlining the Public Distribution System, the Government has taken following measures to streamline Targeted Public Distribution System (TPDS).

- Improving functioning of TPDS through continuous review of lists of Below Poverty Line (BPL) and Antyodaya Anna Yojana (AAY) families, door step delivery of foodgrains to fair price shops, timely availability of foodgrains at fair price shops and training of staff as well as vigilance committee members;

- Ensuring greater transparency in functioning of TPDS through display of lists of BPL and AAY families at fair price shops, display of allocated quantities on websites, adoption and implementation of revised Citizens' Charter, monthly certification of delivery of foodgrains to fair price shops and their distribution to ration card holders and taking up publicity-cum awareness campaign;

- Improved monitoring and vigilance at various level and strict penal action against those involved in malpractices, including action against staff responsible for issuing ineligible ration cards and persons found in possession of such ration cards;

- Computerization of TPDS operations at various levels and introduction of smart card based delivery of essential commodities and use of global positioning system on vehicles transporting TPDS commodities are under implementation.

(d) No, Madam.

(e) Does not arise.

### Statement

#### *Major improvement initiatives recommended by M/s Mckinsey & Co. for FCI*

- (i) Financial restructuring through multi-tiered debt structure to reduce the interest burden;
- (ii) Network optimization through linear programming of Rail Movement (Grain Flow Management);
- (iii) Consolidation of Handling & Transport Contracts;
- (iv) Changes in use and sourcing pattern of gunny bags;
- (v) Cost reduction by direct procurement of foodgrains and exclusion of intermediates;
- (vi) Exploring avenues for revenue generation by optimum utilization of all existing assets like godowns;
- (vii) More cost effective and efficient utilization of human resources through rationalization, automation and better Performance Management System (People Management System);

- (viii) Smart Trading approach for global trading in foodgrains;
- (ix) Creation of Price Monitoring Cell;
- (x) Management of operational costs;
- (xi) Management of idle Assets;
- (xii) Vigilance Administration; and
- (xiii) Performance review through defined parameters and fixation of accountability.

**Changes in Existing System of  
Awarding Road Projects**

506. SHRI VILAS MUTTEMVAR: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Government proposes to revamp the process of awarding contracts for projects under the National Highways Development Programme;

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

(c) the details of the original plan for road development under the National Highways Development Scheme and the extent of its implementation;

(d) the reasons for delay in the implementation of the programme, if any and the steps taken/being taken

by the Government to complete the entire work within the time schedule; and

(e) the status of awarded national highway projects, year-wise and State-wise?

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

(b) Does not arise.

(c) The details of the approved plan of development of national highways under National Highways Development Project in various phases and the extent of its implementation are given in the enclosed Statement-I.

(d) Various reasons for delay in completion of certain stretches include to delay in land acquisition, utility shifting, environment and forest clearances, poor performance by contractors etc. In order to expedite completion of projects, progress of works is monitored regularly. Action is taken against poor performing contractors, and measures taken to resolve issues like land acquisition grant of forest clearances etc. as per details given in the enclosed Statement-II.

(e) The details of contracts awarded for national highway projects under various phases of NHDP, state-wise and year-wise for 2006-07, 2007-08 and 2008-09 are enclosed as Statement-III.

**Statement I**

Phases	Total Length in km.	Date of Approval	Approved Cost (Expenditure till 31.3.2009 in Rs. Crore)	Length Completed in km.	Length under Implementation
1	2	3	4	5	6
I. GQ, EW-NS corridors, Port connectivity & others	7,498	12.12.2000	30,300	7196	296
II. 4/6-laning North South-East West Corridor, Others	6,647	18.12.2003	34,339	3059	2836
III. Upgradation, 4/6 laning	12,109	—	80,626	859	1888
IV. 2-laning with paved shoulders	20,000	July-2008 for 5000 km.	27,800	—	—

	1	2	3	4	5	6
V. 6-laning of GQ and High density Corridor		6,500	05.10.2006	41,210	127	903
VI. Expressways		1000	02.11.2006	16,680	NIL	NIL
VII. Ring Roads, Bypasses and flyovers and other structures		700 km. of ring roads/ flyovers bypass+	06.12.2007	16,680	—	19

**Statement II***Efforts of Government to Expedite Implementation of the Projects*

- a. The Contracts are regularly monitored at various levels such as by Supervision Consultant, Project Directors, Senior officers of NHAI. Progress reviews are also held at the level of Chairman, NHAI, Secretary, Department of Road Transport & Highways.
- b. State Governments have appointed Senior officers as nodal officers for resolving problems associated with implementation of the NHDP such as land acquisition, removal of utilities, forest/pollution/environment clearances etc. These nodal officers hold periodic meetings to review the projects and take action to resolve the problems.
- c. A Committee of Secretaries has been constituted under Cabinet Secretary to address inter-ministerial and Centre-State issues such as land

acquisition, utility shifting, environment approvals, clearance of ROBs.

- d. The procedure of issues of Land Acquisition notifications has been simplified. Earlier all the notification under NH Act were vetted by the Ministry of Law. Recently, an amendment has been made in the Allocation of Business Rules by which these notifications are not required to be sent to the Ministry of Law. The Ministry of Law has approved the standard formats of various notifications keeping in view the similar nature of the notifications of Land Acquisition.
- e. To expedite the construction of ROBs an officer of the Railways has been posted to NHAI to coordinate with Ministry of Railways. MOU has also been signed with M/s. IRCON for construction of some of the ROBs.
- f. Action has been taken against non performing contractors and they are not allowed to bid for future projects unless they improve the performance in existing contracts.

**Statement III***List of Awarded Projects*

2006-07

## ANDHRA PRADESH

## NHDP Phase II

314 Hyderabad-Bangalore section (ADB-11/C-15)	7	45.6	0	Mar. 2007	Aug. 2009	218.29
315 Hyderabad-Bangalore section (ADB-11/C-13)	7	40	0	Mar. 2007	Sep. 2009	231.27

316 Hyderabad-Bangalore section (ADB-11/C-10)	7	40	0	Mar. 2007	Aug. 2009	167.39
317 Hyderabad-Bangalore section (ADB-11/C-14)	7	42	0	Mar. 2007	Aug. 2009	183.98
318 Hyderabad-Bangalore section (ADB-11/C-11)	7	42.4	0	Mar. 2007	Aug. 2009	174.81
319 Kadal to Armur (NS-2/BOT/AP-8)	7	31	25.09	May 2007	Sept. 2009	271.73
320 Hyderabad-Bangalore section (ADB-11/C-12)	7	42.6	0	Mar. 2007	Nov. 2009	213.45
321 MH/AP border to Islam Nagar (NS-2/BOT/AP-6)	7	55	32.91	May 2007	Nov. 2009	360.42
322 Islam Nagar to Kadtal (NS-2/BOT/AP-7)	7	48	24.5	Mar. 2007	Mar. 2010	546.83
<b>Total of Andhra Pradesh</b>		<b>386.6</b>	<b>82.5</b>			<b>2368.17</b>
<b>ASSAM</b>						
323 Harangajo to Maibang (AS-21)	54	26	0	Jan. 2007	Dec. 2009	253.08
324 Brahmaputra Bridge (AS-28)	31	5	0	Oct. 2006	Apr. 2010	238.34
325 Harangajo to Maibang (AS-22)	54	24	0	Jan. 2007	Dec. 2009	241.53
<b>Total of Assam</b>		<b>55</b>	<b>0</b>			<b>732.95</b>
<b>BIHAR</b>						
<b>NHDP Phase II</b>						
326 Kosi Bridge including approaches and Guide Bond & Afflux Bond (BR-5)	57	10	0	Apr. 2007	Jun. 2010	418.04
<b>Total of Bihar</b>		<b>10</b>	<b>0</b>			<b>418.04</b>
<b>CHHATTISGARH</b>						
<b>NHDP Phase III</b>						
327 End of Durg Bypass-Chhattisgarh/Maharashtra Border	6	82.685	0	Jan. 2008	Jan. 2010	464.00
<b>Total of Chhattisgarh</b>		<b>82.685</b>	<b>0</b>			<b>464.00</b>
<b>GUJARAT</b>						
<b>NHDP Phase V</b>						
328 Bharuch to Surat Package BOT-II (Six lane)	8	65	43.53	Jan. 2007	Jul. 2009	492.00
329 Vadodara to Bharuch Package BOT-1 (Six lane)	8	83.3	83.3	Jan. 2007	Jul. 2009	660.00
<b>Total of Gujarat</b>		<b>148.3</b>	<b>126.83</b>			<b>1152.00</b>
<b>HARYANA</b>						
<b>NHDP Phase II</b>						
330 Panipat to Panchi Gujran (Six laning work) (NS-89/HR)	1	20	20	Oct. 2006	Dec. 2009	121.64
<b>Total of Haryana</b>		<b>20</b>	<b>20</b>			<b>121.64</b>

**HARYANA [20] HIMACHAL****NHDP Phase III**

331 Zirakpur-Parwanoo	22	28.69	3	Feb. 2008	Aug. 2010	295.00
Total of Haryana [20] Himachal Pradesh [6.69]/Punjab [2]		28.69	3			295.00

**JAMMU AND KASHMIR****NHDP Phase II**

332 Srinagar Bypass (Bridge Portion) (NS-30A)	1A	1.23	0	Jun. 2006	Dec. 2009	62.96
Total of Jammu and Kashmir		1.23	0			62.96

**KARNATAKA****NHDP Phase II**

333 Arunachal Pradesh/Karnataka border-Nandi Hill crossing & Devenhalli to Meenu Kunte	7	61.38	50	Mar. 2007	Aug. -2009	402.80
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**NHDP Phase III**

334 Bangalore-Hoskote-Mudbagal Section	4	79.724	6	Jan. 2008	Jul. 2010	565.00
335 Bangalore-Neelamangala	4	19.5	0	Nov. 2007	Nov. 2009	445.00
Total of Karnataka		160.604	56			1412.80

**MADHYA PRADESH****NHDP Phase II**

336 Lakhnadon to MP/MH Border (NS-1/BOT/MP-2)	7	49.35	30	Mar. 2007	Sep. 2009	263.17
337 Lakhnadon to MP/MH Border (NS-1/BOT/MP-3)	7	56.475	10	Dec. 2007	Jun. 2010	407.60
338 Gwalior Bypass (NS-1/BOT/MP-1)	75, 3	42	0	Apr. 2007	Oct. 2010	300.93
Total of Madhya Pradesh		147.825	40			971.70

**MADHYA PRADESH [68.5] UTTAR PRADESH (11.5)**

339 Gwalior-Jhansi	75	80	0	Jun. 2007	Dec. 2010	604.00
Total of Madhya Pradesh [68.5]/Uttar Pradesh [11.5]		80	0			604.00

**MAHARASHTRA****NHDP Phase III**

340 Chhattisgarh/Maharashtra Border-Wainganga Bridge	6	80.055	15	Mar. 2008	Sep. 2010	424.00
Total of Maharashtra		80.055	15			424.00

**PUNJAB****NHDP Phase III**

341 Kurali-Kiratpur	21	42.9	13	Dec. 2007	Jun. 2010	309.00
Total of Punjab		42.9	13			309.00

**RAJASTHAN****NHDP Phase II**

342 Chambal Bridge (RJ-5)	76	1.4	0	Nov. 2006	Sep. 2010	213.59
Total of Rajasthan		1.4	0			313.59

**TAMIL NADU****NHDP Phase I**

343 Chennai-Ennore Expressway	SR	9	0	Termin	Termin	45.29
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**NHDP Phase III**

344 Trichy-Dindigul	45	88.273	0	Jan. 2008	Jul. 2010	576.00
345 Pondicherry-Tindivanam	66	38.61	7.2	Jan-2008	Jul. 2010	285.00
346 Trichy-Karur	67	79.7	0	Jan. 2008	Jul. 2010	516.00
347 Salem-Ulundrupet (BOT-1/TN-06)	68	136.357	0	Jan. 2008	Jan. 2011	941.00
Total of Tamil Nadu		351.94	7.2			2363.29

**UTTAR PRADESH****NHDP Phase II**

348 Jhansi to Lalitpur (NS-1/BOT/UP-3_	26	49.3	9	Mar. 2007	Sep. 2009	276.09
349 Jhansi to Lalitpur (NS-1/BOT/UP-2)	25, 26	49.7	18	Mar-2007	Sep. 2009	355.06
350 Gorakhpur Bypass	28	32.6	0	Apr. 2007	Dec. 2010	600.24
Total of Uttar Pradesh		131.6	27			1231.39

**WEST BENGAL****NH-34**

351 Dalkola Bypass	34	5.5	0	Sep. 2006	Jul. 2009	56.12
Total of West Bengal		5.5	0			56.12
Total of 2006-07		1734.329	390.53			13200.65

#Information not available.



## 2007-08

## ANDHRA PRADESH

**NHDP Phase V**

352 Chikaluripet-Vijayawada (Six lane)	5	82.5	0	#	#	572.30
Total of Andhra Pradesh		82.5	0			572.30

## GUJARAT [118.2] MAHARASHTRA [120.77]

**NHDP Phase V**

353 Surat-Dahisar (Six lane)	8	239	0	Feb. 2009	Aug. 2011	1693.75
Total of Gujarat [118.2]/ Maharashtra [120.77]		230	0			1693.75

## HARYANA

**NHDP Phase III**

354 Delhi/Haryana Border to Rohtak	10	63.49	0	May 2008	May 2010	486.00
Total of Haryana		63.49	0			486.00

## HARYANA [116]/PUNJAB [175.1]

**NHDP Phase V**

355 Panipat-Jalandhar (Six lane)	1	291	0	#	#	2288.00
Total of Haryana [116]/Punjab [175.1]		291	0			2288.00

## HARYANA [64.3]/RAJASTHAN [161.3]

**NHDP Phase V**

356 Gurgaon-Kotputli-Jaipur (Six lane)	8	225.6	0	#	#	1673.70
Total of Haryana [64.3]/ Rajasthan [161.3]		225.6	0			1673.70

## KARNATAKA

**NHDP Phase III**

357 Neelmangala Junction on NH 4 with NH 48 to Devihalli	48	81	0	Jan. 2008	Jul. 2010	441.00
358 Six Laning of Bangalore-Hosur Section of NH-7	7	14.38	11	Apr. 2007	Nov. 2009	105.96
Total of Karnataka		95.38	11			546.96

## KERALA

**Misc. Projects**

359 NH Connectivity to ICTT Vallarpadam	47C	17.2	0	Aug. 2007	Feb. 2010	329.46
Total of Kerala		17.2	0			329.46

#Information not available.

**MADHYA PRADESH****NHDP Phase III**

360 Khalghat-MP/Mharashtra Border	3	82.8	5.2	Nov. 2008	May 2011	549.00
Total of Madhya Pradesh		82.8	5.2			549.00

**MADHYA PRADESH [1]/RAJASTHAN [9]****NHDP Phase II**

361 Dholpur-Morena Section (including chambal bridge) NS-1/RJ-MP/1	3	10	0	Sep. 2007	Mar. 2011	230.28
Total of Madhya Pradesh [1]/ Rajasthan [9]		10	0			230.28

**PUNJAB****NHDP Phase III**

362 Amritsar-Wagha border	1	36.22	0	Jun. 2008	Jun. 2010	205.88
Total of Punjab		36.22	0			205.88

**TAMIL NADU****Misc. Projects**

363 Chennai - Ennore Express Way	SR	15	0	Termi	Termi	76.76
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**NHDP Phase V**

364 Chennai-Tada (Six lane)	5	43.4	0	#	#	353.37
Total of Tamil Nadu		58.4	0			430.13

**UTTAR PRADESH****NHDP Phase II**

365 New 4 laning Agra Bypass (NS-1/UP-1)	2, 3	32.8	0	Oct. 2007	Feb. 2011	326.70
Total of Uttar Pradesh		32.8	0			326.70
Total of 2007-08		1234.39	16.2			9332.16

**2008-09****ANDHRA PRADESH****NHDP Phase III**

366 Cuddapah-Mydukur-Kurnool	18	188.752	0	#	#	1285.00
Total of Andhra Pradesh		188.752	0			1585.00

#Information not available.

## DELHI/HARYANA

**NHDP Phase V**

367 Badarpur Elevated Highways	2	4.4	0	Dec. 2008	Sep. 2010	340.00
Total of Delhi/Haryana		4.4	0			340.00

## GUJARAT

**NHDP Phase III**

368 Gjarat/Maharashtra Border-Surat-Hazira Port Section	6	132.9	0	#	#	1509.10
Total of Gujarat		132.9	0			1509.10

## KERALA

**NHDP Phase II**

369 Six lanning of Vadakkancherry-Thrissuresection	47	30	0	#	#	617.00
Total of Kerala		30	0			617.00

## MAHARASHTRA

**NHDP Phase III**

370 Pimpalgaon-Nasik-Gonde	3	60	0	#	#	940.00
371 MP/Maharashtra Border-Dhule	3	98	0	#	#	835.00
372 Pune-Sholapur Pkg-1	9	110.05	0	#	#	1110.00
Total of Maharashtra		268.05	0			2885.00

## TAMIL NADU

**NHDP Phase VII**

373 New 4-Lane Elevated Road from Chennai Port-Maduravoyal	4	19	0	#	#	1655.00
Total of Tamil Nadu		19	0			1655.00
Total of 2008-09		643.102	0			8591.10

#Information not available.

**Modification in PPP Mode**

507. SHRIMATI BOTCHA JHANSI LAKSHMI: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Government is contemplating modification in the PPP (Public Private Partnership) model for road development;

(b) if so, the details thereof alongwith the changes involved;

(c) whether the Government proposes to hike petrol/ fuel cess by Re. 1/- for funding of projects of States and national highways;

(d) if so, the details thereof and the funds likely to be collected therefrom alongwith the manner in which

such funds would be distributed between States and the Union Government; and

(e) if not, other measures being taken for development of roads in economically poor States of the country including Orissa?

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

(b) Does not arise.

(c) and (d) The Government utilizes various available resources including cess for development of national highways in accordance with the requirement from time to time.

(e) Government has approved a comprehensive policy on alternative modes of delivery of national highways to undertake projects under NHDP Phase-III and onwards in various States including Orissa on Public Private Partnership (PPP) basis in Build, Operate and Transfer (BOT) Toll mode; failing which on BOT (Annuity Payment) mode; and failing which on "Engineering, Procurement and Contract (EPC)" mode.

*[Translation]*

#### **Four Laning of NHS in Andhra Pradesh**

508. SHRI ANJANKUMAR M. YADAV: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether four lane National Highways are being constructed in Andhra Pradesh;

(b) if so, the details and the status of their progress thereof;

(c) whether any difficulty is being faced in the construction;

(d) if so, the corrective action taken thereon;

(e) the volume of traffic under each highway located in Andhra Pradesh especially, routes from Hyderabad connecting four/six lanes;

(f) whether any study conducted in this regard; if so, the details thereof; and

(g) the new routes identified?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (KUNWAR R.P.N. SINGH): (a) and (b) Yes, Sir. Total 2534 km length of National Highways has been taken up for conversion to four-lanes in Andhra Pradesh. Out of this, four-laning in a length of 1546 km has been completed, 588 km is in progress, 344 km is under various stages of award and preparation of Preliminary Project Report (PPR) is in progress in the remaining 56 km length.

(c) and (d) Difficulties have been faced during implementation of the project in respect of land acquisition, shifting of utilities and clearance from environment & forests, etc. Regular meetings with State Government Officials and rigorous monitoring is being done to expedite progress of these activities.

(e) and (f) Traffic census is being conducted on various NHs in Andhra Pradesh and as per traffic census, traffic plying on these NHs varies between 10000-40000 Passenger Car Units (PCUs). NH-7, NH-9 and NH-202 are emanating from Hyderabad city carrying traffic in the range of 20000-40000 PCUs.

(g) Ministry has identified to take up consultancy services for examining feasibility for four-laning of 425 km National Highways routes namely, Palamner-Tirupati, Puthalapattu-Pileru-Tirupati, Pileru-Kadapa, Gajapatnagaram-Vishakhapatnam & Yaagtiri-Warangal.

*[English]*

#### **Co-operative Societies for Farmers**

509. SHRI S. SEMMALAI: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government proposes to organise and provide margin money for forming co-operative society for farmers to hire and purchase mechanised farm equipment; and

(b) if so, the details thereof?

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

(b) Does not arise.

[Translation]

**Black Marketing of Foodgrains**

510. SHRI GORAKH PRASAD JAISWAL:  
SHRI MANSUKHBHAI D. VASAVA:  
SHRI KAMAL KISHOR COMMANDO:

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

(a) whether commodities meant for distribution under Public Distribution System (PDS) are being sold openly in the black market;

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

(c) the details of the persons including officials found involved therein; and

(d) the details regarding the nature of action taken against the said officials?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) Targeted Public Distribution System (TPDS) is implemented jointly by Government of India and State/UT Governments with sharing of responsibilities in this regard. The Government of India carries out procurement of foodgrains for the TPDS, their storage, transportation and allocation to the State/UT Governments. The responsibilities for allocation of foodgrains within State/UT, identification of eligible BPL and AAY families based on estimates of Planning Commission and issuance of ration cards to them, and supervision of distribution of allocated foodgrains to eligible ration card holders through the fair price shops rest with the State/UT Governments.

Complaints as and when received by Government from individuals and organizations, as well as through press reports about leakages/diversion of TPDS commodities are sent to concerned State Governments for inquiry and action.

(b) to (d) In order to maintain supplies and securing availability and distribution of essential commodities, Public Distribution System (Control) Order, 2001 has been notified on August 31, 2001, which mandates the State

and UT Governments to carryout all remedial action to ensure smooth functioning of TPDS in the States/UTs. An offence committed in violation of the provisions of this Order is liable for penal action under the Essential Commodities Act, 1955.

During the last three years (2006, 2007 and 2008) for various malpractices noticed in functioning of TPDS, States/UT Governments have reported arrestes/prosecution of 15,553 persons under the provisions of Essential Commodities Act, 1955. Out of these, separate details on Government officials are not available. Further, detention orders in 442 cases were passed by the State Governments/UT Administrations during this period under provisions of the prevention of Black-marketing and Maintenance of Supplies of Essential Commodities Act, 1980.

[English]

**Development of Dairy Sector**

511. SHRI JAGDISH THAKOR: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government has formulated any new scheme for the development of the dairy sector and promoting self-employment in this sector in the country-including Gujarat and backward districts of Orissa;

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

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) to (c) No, new scheme has been formulated by Government for development of dairy sector and promoting self-employment in this sector. However, National Dairy Development Board (NDDB) has prepared and Approach Paper and Preliminary Project Report (PPR) of a new scheme, namely, "National Dairy Plan" with an estimated outlay of Rs. 17,371 crore, for increasing the country's milk production to 180 million tonnes by 2021-22. After 'in principle' approval of the Planning Commission was obtained, the PPR has been forwarded to World Bank through the M/o Finance for appraisal before Detailed Project Report (DPR) is prepared and cabinet approval is taken.

[*Translation*]**Irregularities in Procurement of Foodgrains**

512. SHRI KAMAL KISHOR COMMANDO: Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) the number of procurement centres opened by the Government for the procurement of foodgrains including wheat, paddy and rice in various States particularly in Uttar Pradesh and Bihar during each of the last three years and the current year alongwith the agencies involved in the procurement process;

(b) the quantum of foodgrains procured alongwith the frequency of procurement during the said period;

(c) whether complaints have been received regarding irregularities committed in the procurement process like nonpayment of Minimum Support Price (MSP) and opening of lesser number of procurement centres during the said period;

(d) if so, the details thereof including the number and nature of complaints received and the remedial action taken in this regard; and

(e) the action taken against the officials including those from the Food Corporation of India held responsible for the said irregularities?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) The number of procurement centres opened by the FCI and agencies of State Governments for the procurement of wheat and paddy/rice in various States including Uttar Pradesh and Bihar during each of the last three years and the current year is given in the enclosed Statement-I and Statement-II.

(b) The quantity of wheat and rice procured by FCI and State Agencies for the Central Pool in the last three years and current year is as follows:—

(In lakh tonnes)				
Marketing Year	2006-07	2007-08	2008-09*	2009-10*
Wheat (April-March)	92.26	111.28	226.89	246.80
Rice (Oct-Sept.)	251.07	284.93	307.82	Yet to commence

\*As on 30.6.09

(c) No complaints regarding irregularities committed in the procurement process like non-payment of Minimum Support Price (MSP) and opening of lower number of procurement centres during the last three years have been received.

(d) and (e) Do not arise.

**Statement I**

*The list of Purchase Centres Operated by FCI/State Agencies during RMS 2005-06 to 2008-09 (Updated on 15.4.2009)*

Region	2005-06			2006-07*				2007-08			2008-09*		
	FCI	State Agen.	Total	FCI	State Agen.	NC MSL	Total	FCI	State Agen.	Total	FCI	State Agen.	Total
1	2	3	4	5	6	7	8	9	10	11	12	13	14
Punjab	341	1134	1475	334	1255	—	1589	236 (Incl. 65 Shared)	1337	1573	221	1379	1600
Haryana	88	260	348	74	280	—	354	67 (Incl. 32 Shared)	293	360	80 (Incl.32 Shared)	284	364

1	2	3	4	5	6	7	8	9	10	11	12	13	14
Uttar Pradesh	184	4778	4962	540	4672	56	5268	1079 (Including Nafed)	3981	5060	978	3865	4843
Rajasthan	35	39	74	40	22	50	112	97 (Including Nafed)	32	129	84	206	290
Madhya Pradesh	136	854	990	138	923		1061	170 (Including Nafed)	929	1099	579	1038	1617
Delhi	4	—	4	7	—	—	7	7	—	7	2	—	2
Bihar	105	5209	5314	119	4986		5105	163 (Including Nafed)	5025	5188	203	4295	4498
Himachal Pradesh	4	—	4	5	—	—	5	5	—	5	7	—	7
Uttarakhand	30	219	249	30	206		236	30	199	229	43	115	158
Gujarat	—	113	113	—	188		188	—	188	188	62	153	215
Chhattisgarh	—	—	—	—	—	—	—	—	1333#	1333	—	1333#	1333
Jharkhand	—	—	—	—	—	—	—	0	0	0	13	—	13
Jammu and Kashmir	—	—	—	16	—	—	16	19	—	19	15	—	15
Maharashtra	—	—	—	—	—	—	—	—	—	—	—	85	85
Total	927	12606	13533	1303	12532	106	13941	1873	13317	15190	2287	12753	15040

## Chhattisgarh: Through Co-operatives.

\*Revised on the basis of Regional Rabi Plan 2009-10.

*No. of Purchase Centres being operated during RMS  
2009-10 (as on 2.7.2009)*

Name of Region	State Govt./ Agencies	FCI	Total
1	2	3	4
Punjab	1259	383 (incl. 93 shared)	1642

1	2	3	4
Haryana	291	74 (incl. 34 shared)	365
Rajasthan	177	118	295
Madhya Pradesh	1173	31	1204
Uttar Pradesh	4358	515	4873
Bihar@	2692	115	2807

1	2	3	4	1	2	3	4
Maharashtra	85	0	85	Jammu and Kashmir	—	15	15
Jharkhand	0	15	15	Delhi	—	4	4
Uttarakand	167	33	200	Gujarat@	45	—	45
Chhattisgarh	—	—	—	Total	10247	1310	11557
Himachal Pradesh	—	7	7	@Revised on the basis of the information received from Bihar and Gujarat regions.			

**Statement II***The List of Purchase Centres Operated by FCI/State Agencies during KMS 2005-06 to 2008-09*

Region	2005-06			2006-07			2007-08			2008-09 (provisional) (as on 2.7.2009)		
	FCI	State Agen.	Total	FCI	State Agen.	Total	FCI	State Agen.	Total	FCI	State Agen.	Total
1	2	3	4	5	6	7	8	9	10	11	12	13
Andhra Pradesh	182	111	293	175	522	697	162	634/782*	796/782*	168	321	489
Assam	11	—	11	10	—	10	10	—	20	11	—	11
Bihar	119	647	766	166	N.A.	166	198	5343	5541	150	3361	3511
Chandigarh	—	—	—	—	—	—	—	—	—	—	—	—
Chhattisgarh	—	1334	1334	—	1459	1459	—	1533	1533	—	1333	1333
Delhi	2	—	2	2	—	2	2	—	2	2	—	2
Gujarat	—	—	—	—	188	188	—	—	—	—	9	9
Haryana	12+31 <sup>§</sup>	126	169	6/+27 <sup>§</sup>	142	175	8/+232 <sup>§</sup>	273	513	47	132	179
Himachal Pradesh	5	—	5	5	—	5	5	—	5	5	—	5
Jammu and Kashmir	2	—	2	2	—	2	2	—	2	15	—	15
Jharkhand	5	—	5	17	327	344	26	1	27	30	N.A.	30
Karnataka	—	—	—	—	11	11	—	56*	56*	—	120	120
Kerala	—	118	118	—	130	130	—	200	200	—	420	420
Madhya Pradesh	236	215	451	229	206	435	166	254/189*	420/189*	85	527	612
Maharashtra	—	819	819	—	765	765	—	752	752	—	760	760



1	2	3	4	5	6	7	8	9	10	11	12	13
Nagaland	—	—	—	—	—	—	—	—	—	NR	NR	NR
Orissa	245	NA	245	420	1752	2172	610	1933	2543	69	1933	2002
Punjab	159/+174 <sup>§</sup>	1152	1485	94/+118 <sup>§</sup>	1296	1509	1+278 <sup>§</sup>	1264	1543	208	1338	1546
Puducherry	—	—	—	—	5	5	7	—	7	12	—	12
Rajasthan	12	—	12	12	—	12	12	—	12	12	—	12
Tamil Nadu	—	1200	1200	—	667	667	—	1200	1200	—	1074	1074
Uttar Pradesh	—	1756	1756	—	1694	1694	148	1974	2122	302	1974	2276
Uttarakhand	—	51	51	—	55	55	—	53	53	—	52	52
West Bengal	—	680	680	—	1824	1824	50	1301	1351	38	1371	1409
Total	1195	8209	9404	1284	11043	12327	1927	17742	19669	1154	14725	15879

<sup>§</sup>Centres operated jointly, \* Paddy and coarse grains  
KMS 2008-09-Punjab-(5 excl+203jointly)=208, Madhya Pradesh-338+189 C.grains=527, Haryana(13 Excl. + 34 jointly)=47.

### National Horticulture Mission

513. SHRI ANRUAG SINGH THAKUR:  
SHRI G.M. SIDDESHWARA:

Will the Minister of AGRICULTURE be pleased to state:

(a) the number of projects being run under the National Horticulture Mission to promote Horticulture in the country including Himachal Pradesh alongwith the time since when these projects are in progress;

(b) the total funds sanctioned, amount released and utilised so far for these projects;

(c) the present status of the projects and the time by which these are likely to be completed; and

(d) the extent to which the mission has achieved its objectives?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) For the promotion of horticulture in the country, the Department of Agriculture & Cooperation is implementing two Centrally

Sponsored Schemes namely; (i) Technology Mission for Integrated Development of Horticulture in North Eastern States (TMNE) including Sikkim since 2001-02 which was extended to Jammu and Kashmir, Himachal Pradesh and Uttarakhand during the year 2003-04 and (ii) National Horticulture Mission (NHM) in the remaining States and Union Territories from 2005-06.

(b) The total amount sanctioned/released from 2001-02 to 2008-09 under the scheme of TMNE is Rs. 1538.60 crore, out of which an amount of Rs. 1520.24 crore has been utilized. In Himachal Pradesh, an amount of Rs. 128.79 crore has so far been released and utilized fully.

Under the NHM scheme, an amount of Rs. 3503.12 crore is sanctioned/released, out of which Rs. 3140.85 crore has been utilized.

(c) These two schemes are being continued for implementation during XIth Five Year Plan.

(d) The objectives of both the schemes are holistic development of horticulture through production of quality planting material, new plantations, creation of infrastructure for post harvest management and marketing.

Under TMNE scheme, so far, 280 nurseries have been established. An additional area of 4.68 lakh hectare

has been brought under horticulture crops. In post harvest management, 357 markets, 31 ropeways and 47 processing units have been established. In Himachal Pradesh, so far 72 nurseries have been established and an additional area of 35644 hectare brought under horticulture crops. In Post harvest management 1 market and 7 processing units have been established.

Under NHM, so far, 1609 nurseries have been established and an additional area of 12.46 lakh hectare brought under horticulture crops. In post harvest management, 898 pack houses, 117 cold storage units and 83 market infrastructure have been established.

#### **Kalka-Shimla National Highway**

514. SHRI ANURAG SINGH THAKUR:  
SHRI VIRENDER KASHYAP:

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

(a) whether the Government is aware that the National Highway stretching from Kalka in Haryana to Shimla in Himachal Pradesh is very narrow which often results in traffic jam and causes huge economic loss;

(b) if so, whether there is an plan for four laning the said route;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (KUNWAR R.P.N. SINGH): (a) to (c) National Highways no. 22 from Kalka in Haryana to Shimla in Himachal Pradesh is 2 lane road. The 4 laning of Kalka-Shimla section of NH-22 has been identified under National Highways Development Project Phase III on Built Operate and Transfer basis. Following is the status of 4 laning:

(i) Zirakpur-Parwanoo section: 4 laning is in progress uncluding construction of Pinjore-Kalka-Parwanoo bypass which is likely to be completed by August 2010.

(ii) Parwanno-Solan section: DPR for 4 laning of this stretch has been completed and Bids have been invited after prequalification of bidders with in due date as 04.08.09 pending clearance from Public Private Partnership Appraisal Committee.

(iii) Solan-Shimla section: The work of preparation of feasibility study cum preliminary design report for 4 laning of this stretch has recently been awarded.

(d) Does not arise.

#### **Repair and Maintenance of NH-102**

515. DR. RAGHUVANSH PRASAD SINGH: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether chunks of National Highway 102 from Karza to Muzaffarpur in Bihar State is in adilapidated condition;

(b) if so, the steps taken by the Government to repair the above mentioned Highway; and

(c) the time by which it is likely to be repaired asper the norms prescribed for National Highways?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (KUNWAR R.P.N. SINGH): (a) to (c) The work of imrpovement to riding quality from km 61 to km 69 and construction of PCC pavement in km 75, in Karja-Muzaffarpur Section are in progress and likely to be completed by December, 2009 and July, 2009 respectively. Improvement in km 70-74 is proposed to be taken up during current Financial Year 2009-10.

#### **Fitness Certificate for Private Vehicles**

516. SHRI HARISHCHANDRA CHAVAN: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Union Government has sought views of State Government in regard to fitness certificate for private vehicles;

(b) if so, the details thereof;

(c) the reaction of the State Government thereto; and

(d) the time by which the said scheme is likely to be implemented?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI MAHADEO SINGH KHANDELA): (a) No Sir.

(b) to (d) Does not arise.

*[English]*

#### **Increase in MSP**

517. SHRI VILAS MUTTEMVAR: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government proposes to increase the Minimum Support Price (MSP) of pulses, oil seeds, sugarcane in commensurate with the high support prices of rice and wheat;

(b) if so, the details thereof;

(c) whether the Government also proposes to review the minimum support price for Kharif crops; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) and (b) Minimum Support Price (MSP) of selected crops are fixed every year based on the recommendations of Commission for Agricultural Costs and Prices (CACP), in consultation with States and Central Ministries. MSPs of various crops for 2008-09 season have already been announced. At present, there is no proposal to increase the Minimum Support Prices. The statutory Minimum Price (SMP) of sugarcane for 2009-10 has been announced on 25th June, 2009 increasing the SMP of sugarcane from 81.18 per quintal to Rs. 107.76 per quintal.

(c) and (d) The recommendations of CACP have been received for MSPs of Kharif crops of 2009-10 season and presently are under consideration of the Government.

*[Translation]*

#### **Drought Affected States**

518. SHRI ASHOK KUMAR RAWAT: Will the Minister of AGRICULTURE be pleased to state:

(a) the number of districts in the country including Uttar Pradesh affected by drought during each of the last three years and the current year;

(b) the details of damage to crop caused due to drought;

(c) whether the central teams visited the States affected by such drought during the said period;

(d) if so, the details of the report submitted by the said teams, States-wise;

(e) the details of funds demanded by State Government during the said period for compensation;

(f) whether the Union Government has released the said funds to these State Governments;

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

(h) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) and (b) Statement I indicating drought declaration reported by the States during 2006-07, 2007-08 and 2008-09 and details of damage to crops, as reported by them, is enclosed. During 2009-10, no State has so far reported declaration of drought.

(c) to (h) In response to the Memoranda submitted by the States, Central Teams visited these for assessment of the situation and submitted their report, which was then considered by the Inter Ministerial Group (IMG). The recommendations of IMG were considered by High Level Committee (HLC). The State-wise details of assistance sought from the National Calamity Contingency Fund (NCCF) and assistance approved by HLC is indicated in the Statement II. The request of the Government of Karnataka for assistance from NCCF was considered by the HLC in its meeting held on 1.7.2009. The report of the Central Team which visited Uttarakhand for assessment of the drought situation, is under consideration.

**Statement I***Details of Drought Declaration by the States*

Sl.No.	State	2006-07		2007-08		2008-09	
		No. of districts declared drought	Cropped area damaged (lakh ha.)	No. of districts declared drought	Cropped area damaged (lakh ha.)	No. of districts declared drought	Cropped area damaged (lakh ha.)
1.	Andhra Pradesh	9	5.07	—	—	—	—
2.	Assam	22	Not reported	—	—	—	—
3.	Karnataka	23	20.61	—	—	21	6.74
4.	Madhya Pradesh	10	Not reported	39	Not reported	—	—
5.	Rajasthan	22	Not reported	12	Not reported	12	not reported
6.	Uttarakhand	—	—	9	Not reported	11	1.63
7.	Uttar Pradesh	—	—	9	Not reported	—	—
8.	West Bengal	6	Not reported	—	—	—	—

**Statement II***Details of Assistance Sought from National Calamity Contingency Fund (NCCF) and Assistance Approved by the High Level Committee (HLC) from NCCF*

(Rs. in crores)

Sl.No.	State	2006-07		2007-08		2008-09	
		Assistance sought from NCCF	Assistance approved by HLC from NCCF*	Assistance sought from NCCF	Assistance approved by HLC from NCCF*	Assistance sought from NCCF	Assistance approved by HLC from NCCF*
1.	Andhra Pradesh	823.23	76.27	—	—	—	—
2.	Karnataka	1439.81	78.96	—	—	2043.07	@
3.	Madhya Pradesh	—	—	1883.81	42.09	—	—
4.	Uttarakhand	—	—	220.04	27.30	200.14	**

\*Subject to adjustment of balance available in their Calamity Relief Fund (CRF) of the respective States, as determined by the Ministry of Home Affairs.

\*\*Under Consideration.

@This was considered by the HLC, in its meeting held on 1.7.2009 Minutes are awaited from the Ministry of Home Affairs.

*[English]***Land under Cultivation**

519. SHRI NISHIKANT DUBEY: Will the Minister of AGRICULTURE be pleased to state:

(a) the total areas covered under the cultivation of fruits, vegetables, pulses and spices in the country during each of the last three years, State-wise;

(b) whether there has been any decrease/increase in the area of cultivation of the above items during the said period;

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

(d) whether the Government has formulated/proposes to formulate any scheme to increase areas for cultivation of these items in the country; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) to (c) A Statement showing the total area covered under

cultivation of fruits, vegetables pulses and spices in the country during the last three years, State-wise is enclosed. The area under cultivation of fruits, vegetables and spices has increased whereas the area under pulses has decreased slightly as depicted in the Statement.

(d) and (e) The Government of India has been implementing two Centrally Sponsored Schemes *viz.*, Technology Mission for Integrated Development of Horticulture in North Eastern States including Sikkim, Uttarakhand, Jammu and Kashmir and Himachal Pradesh (TMNE) and National Horticulture Mission (NHM) for the remaining states for holistic development of horticulture including improvement of production and productivity of horticultural crops *viz.*, fruits, vegetables and spices. Under these schemes, assistance is being provided for area expansion, establishment of nurseries for raising quality planting material, rejuvenation of senile orchards, nutrient and water management, etc. which help in improving the production and productivity of horticulture crops.

For increasing the production and productivity of Pulses, a Centrally Sponsored Scheme "Integrated Scheme of Oilseeds, Pulses, Oilpalm and Maize" (ISOPOM) is being implemented in the country. National Food Security Mission (NFSM)-Pulses is also being implemented in 171 districts of 14 major pulses growing states which envisages enhancement of production of pulses by 20 lakh tones upto 11th Five Year Plan.

**Statement**

*Area Covered under the Cultivation of Fruits, Vegetables, Pulses and Spices (in 000 ha.)*

State/UTs	Fruits			Vegetables			Pulses			Spices		
	2006-07	2007-08	2008-09**	2006-07	2007-08	2008-09**	2006-07	2007-08	2008-09**	2006-07	2007-08	2008-09**
1	2	3	4	5	6	7	8	9	10	11	12	13
Andaman and Nicobar Islands	2.8	3.0	3.0	4.3	4.0	4.0	0.7	2.2		1.7	1.61	1.61
Andhra Pradesh	818.0	889.4	935.9	265.0	298.9	324.6	1984.0	2113.0	1765	311.88	317.79	318.21
Arunachal Pradesh	54.6	57.6	57.6	23.8	23.8	23.8	7.7	7.7		8.2	8.2	8.2
Assam	118.5	122.7	122.7	331.4	328.9	328.9	106.0	113.0	116	27.19	27.19	27.19
Bihar	279.5	286.3	291.5	824.3	823.8	843.1	607.0	607.6	446.8	11.1	11.1	11.1
Chandigarh	0.1	0.1	0.1	0.1	0.1	0.1						
Chhattisgarh	90.7	107.7	107.7	277.1	292.6	292.6	908.7	915.6	854.5	11.9	11.9	11.9
Dadra and Nagar Haveli	0.7	1.8	1.8	1.5	1.0	1.0	6.5	6.5				

1	2	3	4	5	6	7	8	9	10	11	12	13
Daman and Diu	0.0	0.0	0.0	0.2	0.2	0.2	1.3	1.3				
Delhi	0.1	0.1	0.1	39.7	42.7	42.7	0.4	0.4				
Goa	10.8	11.0	11.0	8.2	8.5	85.	12.0	11.4		0.65	0.65	0.65
Gujarat	288.3	306.9	306.9	366.1	411.7	411.7	1000.0	881.0	880	299.75	299.75	301.1
Haryana	30.3	33.5	39.1	280.8	274.5	298.4	170.0	169.0	187	4.91	4.91	4.91
Himachal Pradesh	197.4	202.4	200.5	63.8	63.8	66.8	31.0	33.9	32.9	6.28	6.28	6.28
Jammu and Kashmir	171.5	194.9	203.7	56.8	58.6	58.6	28.1	30.3	29.3	3.59	3.59	3.59
Jharkhand	33.0	37.6	37.6	223.7	238.8	242.1	376.4	410.0	376.5			
Karnataka	278.3	299.9	315.4	412.0	427.0	427.4	448.0	2369.0	2073	236.78	235.15	235.15
Kerala	316.9	323.3	323.3	161.0	166.9	166.9	9.8	9.8	4.3	310.17	263.2	263.23
Lakshadweep	0.3	0.4	0.4	0.4	0.4	0.4						
Madhya Pradesh	47.7	46.6	46.6	201.6	209.4	209.4	4108.1	4026.1	4560	194.6	194.6	195
Maharashtra	1394.9	1432.3	1422.3	434.0	455.3	448.3	3828.0	4056.0	3091	114.25	114.25	114.25
Manipur	33.9	39.1	39.1	10.3	12.1	12.1	8.6	14.5		8.7	8.7	8.7
Meghalaya	28.5	28.5	28.5	42.0	42.5	42.5	3.9	4.0		18.51	18.4	18.4
Mizoram	20.5	22.3	22.3	1.7	1.2	1.2	5.0	5.1		9	9	9
Nagaland	10.3	11.8	11.8	9.4	10.4	10.4	37.5	35.0		4.5	4.5	4.5
Orissa	255.7	265.2	285.8	660.1	660.8	672.5	791.0	859.0	793	147	147	150
Pondicherry	1.7	1.7	1.7	2.7	2.7	2.7	3.7	4.8		0.09	0.09	0.09
Punjab	57.3	62.6	66.6	166.6	171.6	175.5	31.9	28.6	46	5.15	5.15	5.15
Rajasthan	27.5	41.6	41.9	126.6	143.2	158.4	3207.6	3869.9	3851	393.3	556.36	560
Sikkim	9.0	9.3	9.3	17.8	20.1	20.1	6.8	12.5		34.03	34.04	26.44
Tamil Nadu	278.4	292.5	318.6	252.9	262.7	286.3	536.5	609.8	691.2	141.31	126.81	125.49
Tripura	33.2	33.9	33.9	31.8	33.7	33.7	8.1	6.8		4.5	4.5	4.5
Uttar Pradesh	308.5	315.8	323.8	897.6	960.8	797.7	2724.3	2156.0	2779	56.15	56.83	56.83
Uttarakhand	167.8	171.3	171.7	77.1	80.5	81.8	53.0	63.0	64	3.26	3.26	3.5
West Bengal	187.1	194.4	203.2	1311.7	1313.1	1323.7	219.1	186.1	232	79.01	79.01	79.01
Others									127.4			
Total	5553.7	5846.3	5985.4	7584.3	7846.6	8020.5	23191.7	23633.0	22999.9	2447.47	2553.82	2554

Wherever 2008-09 data not available, 2007-08 data has been repeated.

\*\*Tentative Data.

### Promotion of Small Scale Industries

520. SHRI M. SREENIVASULU REDDY: Will the Minister of MICRO, SMALL AND MEDIUM ENTERPRISES be pleased to state:

(a) the extent of which the Union Government has been supplementing the efforts of State Governments for promotion and development of Small Scale Industries (SSIs);

(b) the total number of Small Scale Industries functioning in the country as on date;

(c) whether requests from State Governments have been received to assist them to review the closed SSIs in their States;

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

(e) the number of SSIs closed down in Andhra Pradesh due to sickness?

THE MINISTER OF STATE OF THE MINISTRY OF MICRO, SMALL AND MEDIUM ENTERPRISES (SHRI DINSHA PATEL): (a) The development and promotion of small scale industries is primarily the responsibility of State/Union Territories (UTs). The Central Government supplements the efforts of the State Governments/Union Territories (UTs) for development and promotion of Micro, Small and Medium Enterprises through various schemes/programmes relating to credit, infrastructural development technology upgradation, marketing, entrepreneurial development, etc.

(b) Based on the 3rd All India Census of Small Scale Industries with 2001-02 as the reference year, the estimated number of micro and small enterprises (both registered and unregistered) in the country as on 31st March, 2007 (latest available) was 128.44 lakh.

(c) and (d) The Ministry of Micro, Small and Medium Enterprises (MSME) does not provide any direct financial assistance for rehabilitation of sick micro and small enterprises (MSEs). However, financial assistance by way of debt restructuring, including fresh loan, for the rehabilitation of sick MSEs is provided by primary lending institutions (LIs), including commercial banks which provide credit to MSEs.

(e) The data on units closed due to sickness is not centrally maintained. However, as per the data compiled by Reserve Bank of India (RBI) number of sick micro and small enterprises in Andhra Pradesh at the end of March 2008 (latest available) was 5439.

*[Translation]*

### Minor Irrigation Projects

521. SHRI HARISHCHANDRA CHAVAN: Will the Minister of AGRICULTURE be pleased to state:

(a) the details of projects launched/proposed to be launched under the minor irrigation scheme during the Eleventh Five Year Plan period in the country, particularly in Nasik district of Maharashtra;

(b) whether some projects from the Tenth Five Year Plan have been carried forward to the Eleventh Five Year Plan; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) to (c) As regard irrigation, it is a State subject and accordingly, irrigation schemes are planned, funded and implemented by the State Governments as per their own priority.

As far Central Government is concerned, "Accelerated Irrigation Benefit Programme (AIBP)" was launched in 1996 by the Ministry of Water Resources to provide financial assistance to the States to expedite completion of surface-water major & medium irrigation projects. From 1999-2000, the scope of Accelerated Irrigation Benefit Programme was extended to include Minor Irrigation Schemes also. Under this programme, the surface minor irrigation schemes in the special category States having potential of at least 50 ha. and the surface minor irrigation schemes in non-special category states serving drought prone and tribal area with irrigation of potential more than 50 ha. are eligible for financial assistance. The Central assistance is provided in the form of grant which is 90% of the project cost. Funding under programme is made on the basis of proposal made by the State Governments.

**Infiltration in Jammu and Kashmir**

522. SHRI ASHOK KUMAR RAWAT: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Pakistan based agencies are involved in infiltration in the State of Jammu and Kashmir;

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

(c) whether consignment of contrabands like narcotics, gold biscuits and arms and ammunitions were seized from the infiltrators;

(d) if so, the details of such cases reported during the said period;

(e) whether Indian security agencies have not been able to contain such infiltration; and

(f) if so, the reasons thereof and the steps taken by the Government to contain infiltration including taking up the issue with the Government of Pakistan in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) and (b) As per available reports, the details of estimated infiltration in the State of Jammu and Kashmir from across the border, during the last three years and the current year are given below:—

Year	2006	2007	2008	2009 (till May)
No. of estimated infiltration	573	535	342	186

(c) and (d) As per the available reports, the details of seizure of narcotics at the border in the State of Jammu and Kashmir during the last three years and the current year are shown below:—

Year	Heroin (in kgs)
2006	33.45
2007	04.00
2008	60.00
2009 (till June)	06.00

No seizure of gold has been reported.

The total number of assorted sophisticated arms/ammunitions seized in various administrative action in the last three years and the current years are shown below:—

Year	2006	2007	2008	2009 (till May)
AK-47	729	639	388	99
Grenades/Hand Grenades	2077	1428	1033	306
Improvised Explosive Devices (IEDs)	150	128	67	30

(e) and (f) The Government, in tandem with the State Government, have adopted a multi-pronged approach, to contain cross-border infiltration in Jammu and Kashmir, which includes, *inter-alia*, strengthening of border management and multi-tiered and multi-modal deployment along International Border/Line of Control and near the ever changing infiltration routes, construction of border fencing, improved technology, weapons and equipment for security forces, improved intelligence and operational coordination and synergizing intelligence flow to check infiltration and pro-active action against the terrorists within the State. The counter infiltration efforts are reviewed periodically at various levels in the State Government (including the two Unified Headquarters headed by the Chief Minister of Jammu and Kashmir) and in the Central Government.

Indian has consistently emphasized to Pakistan the need to implement its solemn commitments of 06 January 2004 and 24 September 2008 made at the highest level that it will not permit any territory under Pakistan's control to be used to support terrorism directed against India in any manner.

[English]

**Assistance to SME**

523. SHRI NISHIKANT DUBEY: Will the Minister of MICRO, SMALL AND MEDIUM ENTERPRISES be pleased to state:

(a) the share of Micro, Small & Medium Enterprises (MSME) in the total industrial production of the country during each of the last three years and the current year, State-wise;



(b) the details of financial packages/assistance given to this sector by the Government to enhance their share in the industrial production during the said period, State-wise;

(c) whether the Government has formulated any plan for assisting them financially in near future; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF MICRO, SMALL AND MEDIUM ENTERPRISES (SHRI DINSHA PATEL): (a) The share of the micro and small enterprise (MSE) sector in the total manufacturing output of the country during 2004-05, 2005-06 and 2006-07 (latest available was estimated to be 38.62%, 38.56% and 38.57% respectively.

Since the medium enterprises were for the first time defined under the Micro, Small and Medium Enterprise Development Act, 2006 which came into force from 2nd October 2006, information in respect of share in the total manufacturing production of the country for medium enterprise sector for this period is not available. State/UT-wise shares in the total manufacturing output are not maintained centrally.

(b) The Government has announced a 'Policy Package for Stepping up Credit to Small and Medium Enterprises (SMEs)' on 10th August 2005 which envisages public sector banks to fix their targets for funding MSMEs in order to achieve a minimum 20 per cent year-on-year growth in credit to the MSME sector. The government has also announced in February, 2007 a 'Package for Promotion of Micro and Small Enterprises' with an objective to provide support in areas of credit, technology upgradation, marketing, infrastructure, etc.

Further, financial assistance is provided to the MSE sector under various schemes implemented by the Ministry of Micro, Small and Medium Enterprises (MSME). The funds are allocated Scheme-wise and not State-wise. A statement showing the year-wise fund allocation for the last 3 years and the current year is as under:

Year	Fund Allocation (Rs. in crore)
2006-07	1436.93
2007-08	1642.00
2008-09	1794.00
2009-10	1794.00

(c) and (d) To facilitate the promotion and development of MSEs, the Government is implementing a 'National Manufacturing Competitiveness Programme (NMCP)' and a 'Package for Promotion of Micro and Small Enterprises' with an objective to provide support in areas of credit, technology upgradation, marketing, infrastructure, etc. They contain, *inter alia*, various measures aimed at making the MSE sector more competitive in the long term. Further, the Government has enacted the Micro, Small and Medium Enterprises Development Act, 2006 which has since come into force from 2nd October, 2006 and provides for the promotion and development of micro, small and medium enterprises.

#### **National Food Security Mission**

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

(a) whether the Government has launched a new scheme called the National Food Security Mission;

(b) if so, the salient features and the manner in which it would be implemented;

(c) the details of the scope of implementation envisaged for the scheme, State-wise; and

(d) the details of the States left uncovered under the scheme indicating the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): (a) Yes, Madam. In view of the resolution adopted by the National Development Council (NDC) to launch a Food Security Mission in the country to enhance the production of rice, wheat and pulses by 10, 8 and 2 million tones, respectively by the end of XI Plan, a Centrally Sponsored Scheme—'National Food Security Mission (NFSM)' has been launched from Rabi, 2007-08 with three major components *viz.* NFSM-Rice, NFSM-Wheat and NFSM-Pulses.

(b) and (c) The aim of the Mission is to increase production of rice, wheat and pulses through area expansion and productivity enhancement; restoring soil fertility and productivity; creating employment opportunities; and enhancing farm level economy to restore confidence of farmers of targeted districts.

The National Food Security Mission is presently being implemented in 312 identified districts of 17 States of the country *viz.* Andhra Pradesh, Assam, Bihar, Chhattisgarh, Gujarat, Haryana, Jharkhand, Karnataka, Kerala, Madhya Pradesh, Maharashtra, Orissa, Punjab, Rajasthan, Tamil Nadu, Uttar Pradesh and West Bengal. The component-wise identified districts in various States are as follows:

**NFSM-Rice:** The NFSM-Rice is being implemented in 136 districts of 14 States, *i.e.*, Andhra Pradesh (11 districts), Assam (13 districts), Bihar (18 districts), Chhattisgarh (10 districts), Gujarat (2 districts), Jharkhand (5 districts), Karnataka (7 districts), Kerala (1 district), Madhya Pradesh (9 districts), Maharashtra (6 districts), Orissa (15 districts), Tamil Nadu (5 districts), Uttar Pradesh (26 districts) and West Bengal (8 districts).

**NFSM-Wheat:** The NFSM-Wheat is being implemented in 141 districts of 9 States *i.e.* Bihar (25 districts), Gujarat (4 districts), Haryana (7 districts), Madhya Pradesh (30 districts), Maharashtra (8 districts), Punjab (10 districts), Rajasthan (15 districts), Uttar Pradesh (38 districts) and West Bengal (4 districts).

**NFSM-Pulses:** The NFSM-Pulses is being implemented in 171 identified districts in 14 States *i.e.*, Andhra Pradesh (14 districts), Bihar (13 districts), Chhattisgarh (8 districts), Gujarat (11 districts), Haryana (5 districts), Karnataka (13 districts), Madhya Pradesh (20 districts), Maharashtra (18 districts), Orissa (10 districts), Punjab (7 districts), Rajasthan (16 districts), Tamil Nadu (12 districts), Uttar Pradesh (19 districts) and West Bengal (5 districts).

#### **Criteria for Identification of Districts under NFSM:**

For Rice, those districts were identified which have more than 50,000 ha. area under rice and productivity less than the State's average productivity; for wheat the districts in which irrigation coverage under wheat is more than 50% and productivity is less than State's average were identified. The districts for implementation of NFSM-Pulses have been selected based on existing large area under pulses, potential for area expansion through inter-cropping and utilization of rice fallows.

#### **Interventions included:**

**NFSM-Rice:** The interventions covered under NFSM-Rice included demonstrations on improved package of practices; System of rice intensification; hybrid rice technology; promotion of hybrid rice seeds-production & distribution; distribution of HYVs seeds; seed minikits; micro-nutrients; liming; conoweeders; zero till seed drills; multi-crop planters; seed drills; rotavators; pump sets; power weeders; knapsack sprayers; plant protection

chemicals & bio-pesticides; farmers field schools; local initiatives; award for best performing districts; mass media campaign; international exposures for technical knowledge enrichment and project management team.

**NFSM-Wheat:** The interventions covered under NFSM-Wheat include demonstrations on improved package of practices; Seed replacement; seed minikits; micro-nutrients; gypsum; zero till seed drills; rotavators; multi-crop planters; seed drills; sprinkler sets; knapsack sprayers; pumpsets; pilot project on community generators; farmers field schools; award for best performing districts; local initiatives; international exposures for technical knowledge enrichment and project management team.

**NFSM-Pulses:** The interventions covered under NFSM-Pulses include assistance in the form of production & purchase of breeder seeds; production of foundation & certified seeds; distribution of certified seeds; strengthening of seed certification agencies; INM; IPM; sprinklers sets; zero till seed drills; multi-crop planters; seed drills; rotavators; sprinkler sets; knapsack sprayers; pumpsets; farmers field schools; training for extension workers; award for best performing districts; local initiatives; strengthening of infrastructure of IIPR, Kanpur; pilot project on blue bull; demonstration of ICRISAT technologies and project management team.

#### **Mission Structure:**

**A General Council (GC)** constituted under the Chairmanship of Agriculture Minister is the policy making body providing suitable directives and guidance to the Mission and review overall progress of the scheme.

**Food Security Mission Executive Committee (FSMEC)** at the National Level, State and District level has been constituted under the Chairmanship of Secretary (A&C), Chief Secretary of respective States and District Collector or Chief Executive of Zila Parishad, respectively. The Executive Committees oversee the activities of the Mission at National/State/District levels.

#### **Implementation:**

The State Governments have nominated suitable autonomous agencies registered under the Societies Registration Act for implementing the Mission at the State and district level. Project Management Teams (PMTs) have been constituted at National, State and District level for providing technical backstopping for smooth implementation and monitoring of programme.

#### **Mechanism of Fund Flow:**

Funds for the implementation of Mission's programmes are directly released to state level

autonomous agencies identified by the state with the approval of NFSMEC. The state level agency makes funds available to the district level agency in accordance with their programmes and ensures the implementation of the programme, in a time bound manner.

#### **Role of Panchayati Raj Institutions:**

Panchayati Raj Institutions are actively involved in following activities:

- Selection of beneficiary and identification of priority areas for the implementation of Mission interventions; and
- Implementation of local initiatives in identified districts.

#### **Monitoring:**

NFSM has a strong mechanism of monitoring and Evaluation with the involvement of all implementing agencies and the line departments. At National level a committee constituted under the chairmanship of Mission Director monitors the activities of the mission. Directorates of Rice, Wheat and Pulses Development are actively involved in monitoring the NFSM activities in eastern, northern and central & southern states respectively. Information communication technology is used to monitor the field activities. In addition, National Level Monitoring Teams (NLMTs) have also been constituted for monitoring of the programme.

(d) As specified in reply to parts (b) and (c) of the question, 17 States are included under NFSM. The rest of the States are not included under the programme as the districts of these States could not qualify the norms specified. These States, however, continue to implement Integrated Crop Development Programme (Rice/Wheat/Pulses), under another Centrally Sponsored Scheme-Macro Management Mode of Agriculture (MMA). Such food crop development programme can be further intensified under Rashtriya Krishi Vikas Yojana (RKVY). Therefore, all the States in the country are implementing food crop development programmes from one or the other Centrally Sponsored Schemes.

#### **Functioning of Multi Agency Centre**

525. SHRI MANISH TEWARI:  
SHRI PRADEEP MAJHI:  
SHRI KISHANBHAI V. PATEL:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government proposes to set up a Multi Agency Centre (MAC) for processing and sharing intelligence with States and link it to the National Investigating Agency (NIA);

(b) if so, the details thereof;

(c) whether the MAC has become functional;

(d) if so, the details thereof;

(e) the details of the investigations taken up by NIA since its inception;

(f) whether the Government proposes to establish a National Counter Terrorism Centre (NCTC);

(g) if so, the details thereof and the mandate of the NCTC;

(h) whether the proposed NCTC and MAC would compliment each others functioning; and

(i) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) to (d) The Multi-Agency Centre in the Intelligence Bureau has been strengthened and re-organized to enable it to function on 24x7 basis. An executive order has been issued on 31.12.2008 under which Multi-Agency Centre (MAC), under the Intelligence Bureau (IB), has been obliged to share intelligence with all other agencies, including agencies of the State Governments, Union Territories. Likewise, all other agencies have been obliged to share intelligence with MAC. NIA has also been made a Member of MAC.

(e) The Central Government has assigned three cases for investigation to the National Investigation Agency (NIA), two of which pertain to cases registered in Assam and one case registered in Mumbai.

(f) to (i) The Government has also decided to create a focused institutionalized mechanism in the form of a National Counter Terrorism Centre (NCTC), with the aim of taking pro-active counter-terrorism measures complementing with other concerned agencies.

12.00 hrs.

## PAPERS LAID ON THE TABLE

...(Interruptions)

[*English*]

MADAM SPEAKER: Now papers to be laid on the Table.

THE MINISTER OF AGRICULTURE AND MINISTER OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (SHRI SHARAD PAWAR): Madam, I beg to lay on the Table a copy of the Detailed Demands for Grants (Hindi and English versions) of the Ministry of Agriculture for the year 2009-2010.

[Placed in Library, *See* No. LT 35/15/09]

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY): Madam, I beg to lay on the Table:-

- (1) A copy each of the following papers (Hindi and English versions):-
- (i) Detailed Demands for Grants of the Ministry of Defence for the year 2009-2010.

[Placed in Library, *See* No. LT 36/15/09]

- (ii) Defence Services Estimates for the year 2009-2010.

[Placed in Library, *See* No. LT 37/15/09]

THE MINISTER OF HOME AFFAIRS (SHRI P. CHIDAMBARAM): Madam, I beg to lay on the Table:-

- (1) A copy each of the following papers (Hindi and English versions):-
- (i) Detailed Demands for Grants (Vol. I) of the Ministry of Home Affairs for the year 2009-2010.
- (ii) Detailed Demands for Grants (Vol. II) of the Ministry of Home Affairs (Union Territories without Legislature) for the year 2009-2010.

[Placed in Library, *See* No. LT 38/15/09]

THE MINISTER OF MINES AND MINISTER OF DEVELOPMENT OF NORTH EASTERN REGION (SHRI

B.K. HANDIQUE): Madam, I beg to lay on the Table a copy of the Detailed Demands for Grants (Hindi and English versions) of the Ministry of Mines for the year 2009-2010.

[Placed in Library, *See* No. LT 39/15/09]

THE MINISTER OF STATE OF THE MINISTRY OF MICRO, SMALL AND MEDIUM ENTERPRISES (SHRI DINSHA PATEL): Madam, I beg to lay on the Table:-

- (1) A copy each of the following papers (Hindi and English versions) under sub-section (1) of section 619A of the Companies Act, 1956:-
- (a) (i) Statement regarding Review by the Government of the working of the Omnibus Industrial Development Corporation of Daman & Diu and Dadra & Nagar Haveli Limited, Daman, for the year 2007-2008.
- (ii) Annual Report of the Omnibus Industrial Development Corporation of Daman & Diu and Dadra & Nagar Haveli Limited, Daman, for the year 2007-2008, along with Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library, *See* No. LT 40/15/09]

- (b) (i) Statement regarding Review by the Government of the working of the Delhi State Industrial and Infrastructure Development Corporation Limited, New Delhi, for the year 2005-2006.
- (ii) Annual Report of the Delhi State Industrial and Infrastructure Development Corporation Limited, New Delhi, for the year 2005-2006, along with Audited Accounts and comments of the Comptroller and Auditor General thereon.

- (2) Two statements (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library, *See* No. LT 41/15/09]

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPALLY RAMACHANDRAN): Madam, I beg to lay on the Table a copy of the Citizenship Rules, 2009 (Hindi and English

versions) published in Notification No. G.S.R. 124(E) in Gazette of India dated the 25th February, 2009 under the sub-section (4) of Section 18 of the Citizenship Act, 1955.

[Placed in Library, *See* No. LT 42/15/09]

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): Madam, I beg to lay on the Table:-

- (1) A copy of the Special Order of the President (Hindi and English versions) increasing the ceiling under Schedule-II to the Governors (Allowances and Privileges) Rules, 1987 relating to the Governor of Karnataka for the financial years 2003-2004, 2004-2005, 2005-2006, 2006-2007, 2007-2008 and 2008-2009 under sub-section (3) of Section 12 of the Governors (Emoluments, Allowances and Privileges) Act, 1982.

[Placed in Library, *See* No. LT 43/15/09]

- (2) A copy of the Indo-Tibetan Border Police Force, Pioneer Cadre, Constable (Pioneer) Group 'C' Posts Recruitment (Amendment) Rules, 2009 (Hindi and English versions) published in Notification No. G.S.R. 185(E) in Gazette of India dated the 23rd March, 2009 under sub-section (3) of Section 156 of the Indo-Tibetan Border Police Force Act, 1992.

- (3) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (2) above.

[Placed in Library, *See* No. LT 44/15/09]

- (4) A copy of the Notification No. G.S.R. 131(E) published in Gazette of India dated the 27th February, 2009 containing corrigendum to the Notification No. G.S.R. 503(E) (in Hindi version only) issued under Indo-Tibetan Border Police Force Act, 1992.

- (5) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (4) above.

[Placed in Library, *See* No. LT 45/15/09]

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

MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): Madam, I beg to lay on the Table:-

- (1) A copy each of the following papers (Hindi and English versions) under Section 619A of the Companies Act, 1956:-

- (a) (i) Review by the Government of the working of the Jammu & Kashmir State Agro Industries Development Corporation Limited, Srinagar, for the year 1991-1992.
- (ii) Annual Report of the Jammu & Kashmir State Agro Industries Development Corporation Limited, Srinagar, for the year 1991-1992, along with Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library, *See* No. LT 46/15/09]

- (b) (i) Review by the Government of the working of the Orissa Agro Industries Development Corporation Limited, Bhubaneswar, for the year 2004-2005.
- (ii) Annual Report of the Orissa Agro Industries Development Corporation Limited, Bhubaneswar, for the year 2004-2005, along with Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library, *See* No. LT 47/15/09]

- (c) (i) Review by the Government of the working of the Maharashtra Agro-Industries Development Corporation Limited, Mumbai, for the year 2007-2008.
- (ii) Annual Report of the Maharashtra Agro-Industries Development Corporation Limited, Mumbai, for the year 2007-2008, along with Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library, *See* No. LT 48/15/09]

- (d) (i) Review by the Government of the working of the Kerala Agro Industries Development Corporation Limited, Thiruvananthapuram, for the year 2003-2004.

- (ii) Annual Report of the Kerala Agro Industries Development Corporation Limited, Thiruvananthapuram, for the year 2003-2004, along with Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library, *See* No. LT 49/15/09]

- (e) (i) Review by the Government of the working of the Gujarat State Seeds Corporation Limited, Gandhinagar, for the year 2007-2008.

- (ii) Annual Report of the Gujarat State Seeds Corporation Limited, Gandhinagar, for the year 2007-2008, along with Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library, *See* No. LT 50/15/09]

- (f) (i) Review by the Government of the working of the Punjab Agro Industries Corporation Limited, Chandigarh, for the year 2007-2008.

- (ii) Annual Report of the Punjab Agro Industries Corporation Limited, Chandigarh, for the year 2007-2008, along with Audited Accounts and comments of the Comptroller and Auditor General thereon.

- (2) Six statements (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library, *See* No. LT 51/15/09]

- (3) A copy of the Memorandum of Understanding (Hindi and English versions) between the Central Warehousing Corporation and the Department of Food and Public Distribution, Ministry of Consumer Affairs, Food and Public Distribution for the year 2009-10.

[Placed in Library, *See* No. LT 52/15/09]

- (4) A copy of the Sugar Development Fund (Amendment) Rules, 2009 (Hindi and English versions) published in Notification No. G.S.R. 365(E) in Gazette of India dated the 28th May, 2009 under sub-section (3) of Section 9 of Sugar Development Fund Act, 1982.

[Placed in Library, *See* No. LT 53/15/09]

- (5) A copy of the Statement (Hindi and English versions) explaining reasons for not laying the Annual Report and Audited Accounts of the Food Corporation of India for the year 2006-2007 within the stipulated period of nine months after the close of the accounting year.

[Placed in Library, *See* No. LT 54/15/09]

- (6) A copy each of the following Notifications (Hindi and English versions) under sub-section (6) of Section 3 of the Essential Commodities Act, 1955:-

- (i) S.O. 1380(E) published in Gazette of India dated the 29th May, 2009, fixing specifications in respect of the provisional fertilizers, mentioned therein, to be manufactured by M/s Deepak Fertilizer and Petrochemicals Corporation Limited, Pune for a period of three years from the date of publication of this notification.

- (ii) The Fertiliser Control (Second Amendment) Order, 2009 published in Notification No. S.O. 1214(E) in Gazette of India dated the 14th May, 2009.

- (iii) G.S.R. 129(E)/Ess. Com./Sugarcane published in Gazette of India dated the 26th February, 2009 fixing the price of sugarcane for the sugar year 2008-2009 in respect of the States, mentioned therein.

- (iv) G.S.R. 241(E)/Ess. Com./Sugarcane published in Gazette of India dated the 6th April, 2009 fixing the price of sugarcane for the sugar year 2008-2009 in respect of the States, mentioned therein.

[Placed in Library, *See* No. LT 55/15/09]

- (7) (i) A copy of the Annual Report (Hindi and English versions) of the Cooperative Store Limited (Super Bazar), New Delhi, for the year 2008-2009, along with Audited Accounts.

- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Cooperative Store Limited (Super Bazar), New Delhi, for the year 2008-2009.

[Placed in Library, *See* No. LT 56/15/09]

- (8) A copy of the Vegetable Oils Grading and Marking (Amendment) Rules, 2009 (Hindi and English versions) published in Notification No. G.S.R. 383(E) in Gazette of India dated the 3rd June, 2009 under the sub-section (3) of Section 3 of the Agricultural Produce (Grading and Marking) Act, 1937.

[Placed in Library, *See* No. LT 57/15/09]

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING (DR. S. JAGATHRAKSHAKAN): Madam, I beg to lay on the Table:—

A copy of the Detailed Demands for Grants (Hindi and English versions) of the Ministry of Information and Broadcasting for the year 2009-2010.

[Placed in Library, *See* No. LT 58/15/09]

12.02 hrs.

### STATEMENTS BY MINISTERS

- (i) **Status of implementation of recommendations contained in the 63rd Report of the Standing Committee on Information Technology on Demands for Grants (2008-09) pertaining to the Ministry of Information and Broadcasting\***

[*English*]

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING (DR. S. JAGATHRAKSHAKAN): Madam, I beg to lay the statement on the status of implementation of Recommendations/Observations contained in the Sixty-third Report of the Parliamentary Standing Committee on Information Technology relating to Detailed Demands for Grants (2008-2009) concerning the Ministry of Information and Broadcasting in pursuance of direction 73A of Speaker, vide Lok Sabha Bulletin-Part II, dated 1st September, 2004. This 63rd Report was considered and adopted by the Standing Committee at their sitting held on 27 August, 2008.

\*Laid on the Table and also placed in Library *See* No. LT 59/15/09.

The said 63rd Report was prepared by the Standing Committee after considering the Action Taken Notes of the Government on the Recommendations/Observations contained in their 55th Report. These Action Taken Notes on the 55th Report were laid on the Table of the House on 20 October, 2008.

The above-mentioned 63rd Report of the Committee contains fifteen Recommendations/Observations in Chapter-I, on which the Committee desired to have Action Taken Notes and three Paras in Chapter-V, which the Committee considered as of interim nature and on which the Committee desired to have Final Notes have since been furnished by the Government to the Standing Committee on 20th April, 2009. Through the said Action Taken Notes and Final Action Notes, the Committee has been apprised of the status of implementation of the Recommendations/Observations.

A Statement of the aforementioned Action Taken Notes and Final Action Notes on the specific Recommendations/Observations as contained in the 63rd Report of Standing Committee on Information Technology in respect of the Ministry of Information and Broadcasting is now laid on the Table of the House.

12.03 hrs.

### ELECTIONS TO COMMITTEES

- (i) **National Oilseeds and Vegetable Oils Development (NOVOD) Board**

[*English*]

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (PROF. K.V. THOMAS): Madam, on behalf of my senior colleague, Shri Sharad Pawar I beg to move the following:-

“That in pursuance of clause (e) of sub-section (4) of Section 4 of the National Oilseeds and Vegetable Oils Development Board Act, 1983, the members of this House do proceed to elect, in such manner as the Speaker may direct, two members from amongst themselves to serve as members of the National Oilseeds and Vegetable Oils Development Board for a term of three years, subject to the other provisions of the said Act.”

MADAM SPEAKER: The question is:

"That in pursuance of clause (e) of sub-section (4) of Section 4 of the National Oilseeds and Vegetable Oils Development Board Act, 1983, the members of this House do proceed to elect, in such manner as the Speaker may direct, two members from amongst themselves to serve as members of the National Oilseeds and Vegetable Oils Development Board for a term of three years, subject to the other provisions of the said Act."

*The motion was adopted.*

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12.04 hrs.

**(ii) Coffee Board**

*[English]*

THE MINISTER OF COMMERCE AND INDUSTRY (SHRI ANAND SHARMA): Madam, I beg to move the following:-

"That in pursuance of clause (b) of sub-section (2) of Section 4 of the Coffee Act, 1942, read with rule 4(1) of the Coffee Rules, 1955, the members of this House do proceed to elect, in such manner as the Speaker may direct, two members from amongst themselves to serve as members of the Coffee Board, subject to the other provisions of the said Act and rules made thereunder."

MADAM SPEAKER: The question is:

"That in pursuance of clause (b) of sub-section (2) of Section 4 of the Coffee Act, 1942, read with rule 4(1) of the Coffee Rules, 1955, the members of this House do proceed to elect, in such manner as the Speaker may direct, two members from amongst themselves to serve as members of the Coffee Board, subject to the other provisions of the said Act and rules made thereunder."

*The motion was adopted.*

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12.05 hrs.

**MOTION RE: FIRST REPORT OF  
BUSINESS ADVISORY COMMITTEE**

*[English]*

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF WATER RESOURCES (SHRI PAWAN KUMAR BANSAL): Madam, I beg to move the following:-

"That this House do agree with the First Report of the Business Advisory Committee presented to the House on the 3rd July, 2009."

MADAM SPEAKER: The question is:

"That this House do agree with the First Report of the Business Advisory Committee presented to the House on the 3rd July, 2009."

*The motion was adopted.*

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MADAM SPEAKER: Now, we shall take matters under 'Zero Hour'.

Shrimati Sushma Swaraj.

*...(Interruptions)*

*[Translation]*

SHRI MULAYAM SINGH YADAV (Mainpuri): I am on a point of order *...(Interruptions)*

SHRIMATI SUSHMA SWARAJ (Vidisha): You can raise your point of order *...(Interruptions)*. He is on a point of order.

MADAM SPEAKER: Sushma ji, be on your legs to speak.

SHRIMATI SUSHMA SWARAJ: He is on a point of order.

MADAM SPEAKER: You know that there is no point of order during Zero Hour.

SHRIMATI SUSHMA SWARAJ: Madam Speaker, through you, I want to say that *...(Interruptions)*.



SHRI MULAYAM SINGH YADAV: I am on a point of order. You should give your ruling and then run the House. *...(Interruptions)*.

MADAM SPEAKER: Mulayam Singh ji, there is no point of order during Zero Hour, She is speaking in Zero Hour. Please, let her speak.

*...(Interruptions)*

MADAM SPEAKER: It is a Zero Hour.

*...(Interruptions)*

SHRI MULAYAM SINGH YADAV: What is this?

SHRI MANGANI LAL MANDAL (Jhanjharpur) The point of order has nothing to do with Zero Hour. The point of order can be raised any time during the proceedings. *...(Interruptions)*

MADAM SPEAKER: You should raise the point of order after Zero Hour.

*...(Interruptions)*

SHRI MULAYAM SINGH YADAV: The point of order exists now, so, when it should be raised? *...(Interruptions)*

MADAM SPEAKER: Sushma ji, please speak.

*...(Interruptions)*

MADAM SPEAKER: Now it is Zero Hour. After that, you can raise the point of order.

*...(Interruptions)*

SHRI MULAYAM SINGH YADAV: Madam Chairman, if the Chair behaves arbitrarily we would be no where.

MADAM SPEAKER: The Chair is not behaving in an arbitrary manner.

*...(Interruptions)*

SHRI RAJIV RANJAN SINGH ALIAS LALAN SINGH (Munger): Madam, please give a ruling as to when a matter would be allowed to go on record and when it would not be. The House will proceed only after this has been decided upon. You settle it by giving a ruling on this *(Interruptions)*. We have not used any uparliamentary language which is undignified. *...(Interruptions)*.

MADAM SPEAKER: Let the Zero Hour be completed.

SHRI RAJIV RANJAN SINGH ALIAS LALAN SINGH: First you give a ruling on this, otherwise, this House will not be allowed to proceed further *...(Interruptions)*.

SHRI MANGANI LAL MANDAL: This is against the well laid down conventions of the House. Well established conventions have been violated. This is not proper. *...(Interruptions)*

SHRI RAJIV RANJAN SINGH ALIAS LALAN SINGH: Treating Bihar unfairly will not be allowed. *(Interruptions)* Why will the words spoken by me not go on record? Only what you say will go on record. This will not be allowed to happen.

SHRI MANGANI LAL MANDAL: Where is this convention that the point of order will not be raised? *(Interruptions)*. A point of order can be raised at any point of time. *...(Interruptions)*

SHRI RAJIV RANJAN SINGH ALIAS LALAN SINGH: The House will function only after you give a ruling on this.

SHRI MULAYAM SINGH YADAV: The Rule Book is applicable to you as well as Madam Speaker *...(Interruptions)*

MADAM SPEAKER: Let the Zero Hour take place. Thereafter I will give the ruling. Sushmaji, please speak.

*...(Interruptions)*

SHRI RAJIV RANJAN SINGH ALIAS LALAN SINGH: Give your ruling in this regard.

*...(Interruptions)*

MADAM SPEAKER: Let the Zero Hour be completed. Then I will give my ruling *...(Interruptions)*

SHRI MANGANI LAL MANDAL: If our voice is not heard in the House. *...(Interruptions)*. I have come to the House to put forth my views.

MADAM SPEAKER: Say whatever you want to after the Zero Hour.

*...(Interruptions)*

SHRI MANGANI LAL MANDAL: Madam .....\* you tell Mulayam Singh Yadavji that the point of order will

\*Not recorded.

not be raised. But the point of order can be raised at any point of time, even during the zero hour. The public has elected us. You are sitting on the Chair, you should try to win the confidence of the Opposition but you are not listening to the Opposition. ...(*Interruptions*)

MADAM SPEAKER: Sushmaji, please speak.

...(*Interruptions*)

SHRIMATI SUSHMA SWARAJ: Madam, I wanted to say. ...(*Interruptions*)

MADAM SPEAKER: All of you, please calm down.

...(*Interruptions*)

12.11 hrs.

*(At this stage Shri Mangani Lal Mandal and some other hon. Members came and stood on the floor near the Table)*

[*English*]

MADAM SPEAKER: The House is adjourned to meet again at 12.30 hours.

*The Lok Sabha then adjourned till Thirty-Minutes past Twelve of the Clock.*

12.30 hrs.

*(The Lok Sabha reassembled at Thirty Minutes past Twelve of the Clock)*

[MADAM SPEAKER *in the Chair*]

[*Translation*]

SHRIMATI SUSHMA SWARAJ (Vidisha): Madam Speaker, Through you, I would like to draw the attention of the House towards a very serious incident. Shri Varun Gandhi is an hon. Member of Parliament and the youngest MP from our party. I regret to say that a notorious gang of the underworld has taken a contract to kill him. They have made two attempts on his life. Seven people arrived in Delhi around three days back to carryout this work but were apprehended by the Delhi Police.

Madam Speaker, I am surprised by the statement of the Delhi Police Commissioner wherein he has

admitted that these people intended to kill the lawyer of Varunji but did not say that they intended to kill Varunji as well. It is shere common sense that no gang would kill the lawyer of their target rather they would kill the target. They may think of killing the laywer but even if they came to kill only hs laywer it does not make it a less serious matter. It is a matter of regret that although Shri Varun Gandhi went to meet the Home Minister personally to apprise him of the threat to his life, the response he got was neither satisfactory not justifiable. He was fobbed off by the reply that security was the jurisdiction of the Home Secretary. He is a hon. Member of the House. If there are attempts on his life he is justified in approaching the Home Minister directly instead of pleading with the Home Secretary. He did not get a satisfactory respose there either. That is why I took your permission to apprise the House of the situation and make it a public issue because if something disastrous happens later it would be of no use to lament then.

Madam Speaker, through you I would like to tell the Home Minister that Varunji has not been provided adequate security cover. His security needs to be upgraded. Proper care should be taken in this regard and it should be ensured that there is no threat to Varunji's life. I thank you for allowing me to raise this issue in the House.

SHRI REWATI RAMAN SINGH (Allahabad): Madam Speaker, while expressing thanks to you I would like to raise a very important issue before the House which is related with our culture. Ganga is not a mere river but it is considered as a holy river in our country. It has a religious importance since time immemorial. Recently UPA Government under the leadership of hon'ble Manmohan Singhji has set up a Ganga Development Authority and has declared the river as a national river. However, I am sorry to say that mere declarations about the status of Ganga is not going to make any difference. I have already visited the entire Ganga basin and have seen that the glacier at Gangotri from where the Ganga originates, is sliding back by 20 meters every year.

Madam, if the Glacier continue to melt down like this it will vanish one day and the very existence of river Ganga would be in danger. Besides melting of glacier, we are involved in various other activities which are responsible for endangering the existence of Ganga. It is a very serious issue. Members from ruling party as well as opposition would agree that unless immediate action is taken Ganga will vanish in the next five years.

[Shri Rewati Raman Singh]

Madam, you belong to Bihar. Five years ago the river bed of Ganga in Bihar Banaras and Allahabad which used to be very wide but toady it has shrunk like a nallah. Three dams have been constructed on it so far. One is in tehri Garhwal and the other two are in Haridwar and Narora. Now the BJP Government in Uttarakhand is planning one more dam at Bharonghati. I would like to tell the leaders of BJP that the day this dam would be completed there would not be a single drop of water in Ganga. Therefore, I would like to request the Government of India to stop the costruction of this dam immediately and supply that much power to the state which is likely to be generated through Bharonghati dam. A very senior Professor of IIT Prof. B.D. Agarwal went on hunger strike twice to save the river Ganga. Hon'ble Prime Minister has also given assurance.

Madam, Alaknada is one of the tributaries of Ganga. Bhagirathi and Alaknanda together flow as Ganga. It is a very distrubing news that a stretch of this river from 6 km to 24 kms. has dried up. This news was published in times of India only a week ago. Therefore, I would like to request the Government through you, to take immediate action in this regard and ensure that Ganga continues to flow and should not be allowed to get contaminated by sewage discharge. I would be very grateful to you.

SHRI SHAILENDRA KUMAR (Kaushambi): Madam Speaker, I associate myself with the subject raised by Shri Rewati Raman Singh.

MADAM SPEAKER: Alright.

SHRI VILAS MUTTEMWAR (Nagpur): Madam Speaker, I express my gratitude to you for allowing me to raise a very important issue concerning Maharashtra. The State Government of Maharashtra had costituted a Committee in respect of Tadoba-Andhari Tiger Reserve Forest in Chandrapur district of Maharashtra. Coalmines have been sanctioned in this area. With the efforts of coalmine owners, some of these coal mines have become operational. But it is affecting the wild life of this forest. Some of the coalmine workers have also been found involved in poaching. The members of the Committee constituted by the Maharashtra Government disassociated themselves from the Committee. Some of them have even resigned from the Committee. Therefore, decision regarding the coalmine is not being taken. This

issue is not just limited to Chandrapur or Tadoba Andhari only. Our wild life at other places is also declining, the number of tigers is declining day by day.

Madam, in 1982, our late Prime Minister Smt. Indira Gandhi had paid attention to it. There was a time when we had always 50 to 60 thousand tigers in our country but today the number is constantly declining. Coalmines are responsible for it to a great extent because underground mining of coal is mostly undertaken in forests where we have our tiger reserves. Government's intervention and a concrete policy is needed in this regard. A policy should be formulated which could explain the manner in which mining should be done and the areas of tiger reserves should be excluded from mining. Environmentalists have launched an agitation in Tadoba in Chandrapur district on this issue. I think, it is a very important issue and you may please direct the Government to pay attcation on it.

12.40 hrs.

#### SUBMISSION BY MEMBER

**Re: Reported recommendation of a High Powered Committee to shift the Headquarters of Geological Survey of India from Kolkata to Delhi**

[English]

SHRI BASU DEB ACHARIA (Bankura): Madam Speaker, the Geological Survey of India has been functioning with its headquarters in Kolkata since its inception. A high-powered Committee was constituted by the GSI to make recommendations on strengthening of GSI and on other matters. That high-powered Committee has recommended shifting of the office of GSI from Kolkata to Delhi. The Committee's contention is that shifting the location of headquarters of GSI from Kolkata to Delhi would result in better coordination with the Ministries.

Madam, there are other organizations which are functioning with their headquarters located outside Delhi. Since its inception, this organization has functioned from Kolkata and there was no problem of lack of coordination with the Ministry. This recommendation of the Committee gave rise to resentment among the employees of GSI and the people in general. I urge upon the Government to desist from taking any decision to shift the office of the GSI from Kolkata to Delhi.

THE MINISTER OF MINES AND MINISTER OF DEVELOPMENT OF NORTH EASTERN REGION (SHRI B.K. HANDIQUE): Madam, I would like to clarify the position in this regard.

The Government has no intention of shifting the GSI headquarters from Kolkata to Delhi.

DR. RAM CHANDRA DOME (Bolpur): Thank you.

SHRI BASU DEB ACHARIA: I have with me a copy of the order.

SHRI B.K. HANDIQUE: I am speaking on behalf of the Ministry and with the authority. GSI has been functioning from Kolkata, as the hon. Member has said, since its inception in 1856. During its history of 153 years, GSI has become a part of Kolkata's heritage and Kolkata has become a part of GSI's history. So, we are not going to shift GSI from Kolkata.

Madam Speaker, it is just a rumour that is being floated by interested parties to mislead the employees and to harm this institution. This rumour has been in circulation for quite some time. So, I would like to put forward a few points to clarify the position so that no misunderstanding occurs. The Liaison Office of GSI at Delhi is strengthened in order to liaise with the Ministries concerned for policy reform to revitalize the GSI. A high-powered Committee was constituted for strengthening the GSI. The Committee submitted its report on 31st March, 2009 which has been placed on the website of GSI. The recommendations of the Committee include: (1) GSI to function in mission mode; (2) GSI to be upgraded into an Attached Office; (3) GSI's interface at Delhi to be raised commensurate with Attached Office status to enable GSI to interact with Ministries directly; and (4) Scientific streams of GSI to be made Organised Services.

Madam, regarding the longstanding demands of the GSI, I am proud to announce in the House today that the Ministry of Mines have elevated the status of GSI from the earlier Subordinate Office to Attached Office now; and that the headquarters of GSI continues to be located in Kolkata. Mr. Basu Deb Acharia is a senior leader. I hope he will help us in making the people understand the actual position. *...(Interruptions)* I speak as an authority.

SHRI ADHIR CHOWDHURY (Bahrapur): They read only *Ganashakti* paper in the morning. That is why they are being misled.

SHRI B.K. HANDIQUE: He should have asked me. I would have settled the whole thing without getting raised it on the floor of the House. *...(Interruptions)*

MADAM SPEAKER: Everybody is speaking now.

*...(Interruptions)*

*[Translation]*

SHRI VIRENDRA KUMAR (Tikamgarh): Madam Speaker, a large number of women in our country are working as domestic help but they have not been included in the category of unorganised labour sector. Due to this, these women remain deprived of various welfare schemes meant for labourers. The situation becomes more grim when head of the family fails to earn livelihood due to serious illness or meet an accident. In such circumstances these women have to undertake extra work to support their family.

Madam, a case had come before me. A woman whose husband was unable to go for the work as he had got his foot badly injured by burning Tarcoal while working on the construction site of a road. She was already working in four-five houses and despite having fever, she had to work in three more houses due to her husband's injury. The situation becomes worse in case of debt burden on them. They even engage their small school going daughters as domestic help. There are a number of such girls who are being deprived of education. It becomes difficult for them to marry off their daughters.

Madam, through you, I would like to request the Central Government that for the welfare these women, they should be included under unorganised labour sector so that they could educate their daughters and marry them off. We should make efforts to instill a sense of self reliance in them by providing the benefits of various welfare schemes of which they are deprived of till now.

SHRI JAGDAMBIKA PAL (Domariyaganj): Madam, I am thankful to you for giving me an opportunity to speak on such an important issue. This issue is not concerning politics but concerning crores of country's citizens, especially of Uttar Pradesh. This issue is concerning agriculture fields in the villages and the farmers.

Madam, you are aware that the rainfall had been below normal in the month of June and power crisis

[Shri Jagdambika Pal]

also engulfed Uttar Pradesh. Recently, the hon. Minister of Power had announced that he had convened a meeting of Ministers of Power of all the states and asked them to set up new power plants. But the Minister of Power of Uttar Pradesh had demanded power from the centre as per the population and requirement in the state. Madam, through you, I would like to say that even today, the Centre is providing 3500 mw electricity to Uttar Pradesh though power generation is a state subject. The state, at present, has a power generation capacity of 4082 mw thermal Power and 300 mw hydro power. Average power generation is 3,000 mw. Today, the state needs 9,500 mw power, but power generation is not the priority of the State Government. During the last 20 years, the state has been ruled by non-Congress governments and not a single power plant has been set up which is affecting the lives and industries in the state. Though UPA Government at the crux has fixed a total of 13,000 mw of Power generation this year not a single power plant has been set up in U.P. during the last 13 years. No action is being initiated by the State Government for setting up new power projects as has been desired by the Union Minister of Power. The farmers as well as public in the State are perplexed. No effective steps have been taken in this regard as the State Government is busy in constructing statues and memorials and also parks. The way ...*(Interruptions)*. It is truth and truth is bitter. Please listen. ...*(Interruptions)*. The Supreme Courts as well as the High Court have issued notices to the State Government. The way the State Government is spending rupees 4 thousand crore on non-productive items, such as for erecting statues and development of parks, it is not going to provide electricity. The Centre's directive to the state ...*(Interruptions)*.

SHRI VIJAY BAHADUR SINGH (Hamirpur): A matter sub-judice in the Supreme Court should not be raised here. ...*(Interruptions)*.

SHRI JAGDAMBIKA PAL: Hon. Vijay Bahaduriji is a lawyer. I am also an advocate. ...*(Interruptions)*. I know, a matter being sub-judice, can be referred to ...*(Interruptions)*.

MADAM SPEAKER: Your time is over, please take your seat.

...*(Interruptions)*

MADAM SPEAKER: Your time is over.

...*(Interruptions)*

SHRI JAGDAMBIKA PAL: I am not criticizing the court nor commenting upon it. I have merely referred to that matter. You listen. ...*(Interruptions)*.

MADAM SPEAKER: Please conclude.

...*(Interruptions)*

SHRI JAGDAMBIKA PAL: The hon. Member is an Advocate. He knows that the matter is sub-judice. ...*(Interruptions)*. I respect the hon. High Court and I hope the people of the State will get justice. ...*(Interruptions)* Since the matter is sub-judice, I hope for justice. ...*(Interruptions)*.

MADAM SPEAKER: Please sit down.

...*(Interruptions)*

SHRI JAGDAMBIKA PAL: I want the Union Minister of Power to direct the State Government to spend the funds meant for erection of statues and construction of parks, memorials for setting up power plants. ...*(Interruptions)*.

SHRI MULAYAM SINGH YADAV (Mainpuri): Madam, the issue raised by Shri Jagdambika Pal is important and of serious nature. But, without going into the facts, he simply said that all the govts have done so. ...*(Interruptions)*. You listen. You have said that no government has set up power plants during the last 20 years. We set up a power Plant of 3700 mw capacity in Ghaziabad. ...*(Interruptions)*.

MADAM SPEAKER: Let there not be a full fledged debate on it.

...*(Interruptions)*

MADAM SPEAKER: Jagdambika Pal ji, please cool down and take your seat.

...*(Interruptions)*

12.51 hrs.

MATTERS UNDER RULE 377\*

[English]

MADAM SPEAKER: Now, Item No. 16.

\*Treated as laid on the Table

Matters under Rule 377 listed for the day be treated as laid on the Table of the House.

**(i) Need for procurement of rice stocks by FCI from the farmers of Nalgonda district, Andhra Pradesh**

SHRI GUTHA SUKHENDER REDDY (Nalgonda): New agriculture season (Kharif) has commenced. Farmers have started agriculture operations. Yet their produces like paddy has remained unsold till date. Traders are not ready to purchase the paddy, because of non-availability of space in buffer storage godowns of Food Corporation of India. 3.5 lakhs of tonnes of Rice is lying in the godowns. Railway rakes are necessary for transportation of said stock. The Ministry of Food and Consumer Affairs should place the indents with the railways. I request Department of Food and Ministry of Railways to take immediate steps to lift the Food Corporation of India stocks from Nalgonda district of Andhra Pradesh.

**(ii) Need to open an Indian Institute of Management in Kashipur, district Udham Singh Nagar, Uttarakhand, declare Kumaon Engineering College Dwarahat as National Institute of Technology and accord the status of Central University to Kumaon University**

*[Translation]*

SHRI K.C. SINGH 'BABA' (Nainital-Udhamsingh Nagar): Hon'ble Madam Speaker, through you, I would like to urge the Union Government to open an Indian Institute of Management in Kashipur, to grant Kumaon Engineering College, Dwarahat, the status of National Institute of Technology and also to accord Kumaon University the status of a Central University.

Madam, initially only one University was sanctioned in the state of Uttar Pradesh which was later on separated into two, one each for Kumaon and Garhwal. The State of Uttarakhand is divided into two geographical units of Garhwal and Kumaon. The Union Government is planning to open one IIM and one NIT in Uttarakhand. The Union Government has already accorded the Garhwal University the status of a Central University. Therefore, to maintain regional balance and to provide higher education facilities to the students of Uttarakhand, an IIM should be opened in Kashipur and there is also a need to declare the Kumaon Engineering College, Dwarahat as National Institute of Technology. Land and

all other basic amenities are available in Kashipur for establishing an IIM over there.

Madam, through you, I would like to urge the Government to take necessary steps as soon as possible with regard to setting up an IIM in Kashipur district and also to accord the status of NIT to the Kumaon Engineering College, Dwarahat.

**(iii) Need to take effective steps to eradicate Hepatitis B virus in the country**

*[English]*

DR. MANDA JAGANNATH (Nagarkurnool): I rise to bring forth some facts regarding the silent and prevalent killer disease hepatitis B, which is the cause of 80 per cent of liver cancers in the world. In India, most of the 30 to 50 million infected people are unaware of the infection because symptoms are not severe. The hepatitis B virus (HBV) spreads in the same manner as HIV—through sexual contact, blood transfusion, contaminated needles and from mother to child. Sharing personal articles of an infected person could also be risky. India is most vulnerable to the disease, which several thousands of people dying every year from liver failure, mostly caused by HBV. Since untreated hepatitis B could lead to serious complications like but none for HBV. Experts feel that HBV infection is likely to remain a cause of morbidity and mortality for several decades. Unfortunately, we don't have a good public health policy to address all these vital issues. I urge the Government to club the AIDS campaign with hepatitis B and C. The initiative will have to be focused on timely education of physicians and health care providers to ensure that the disease is prevented, diagnosed and treated early. I would also request the Government to subsidise the treatment and make sure the availability and affordability of drugs then only more people can access treatment.

**(iv) Need to exempt the Safety Match Industry from levy of Central Excise Duty**

SHRI N.S.V. CHITTHAN (Dindigul): Match Industry which is predominantly located in the Southern backward districts of Tamil Nadu, provides large scale employment to rural illiterate workers.

The Match industry was largely based on manual labour until recent years. The factors like increasing labour shortage, low productivity and inconsistency in quality have forced the match industry to modernize into

semi-mechanized industry. This has enabled the industry to become internationally competitive. The export is also steadily increasing.

Even now only the hazardous processes of wax coating and chemical dipping have been mechanized but other processes are mostly done manually.

Hence, the Government of Tamil Nadu is treating both semi-mechanized and other handmade matches equally on par for the purpose of levying VAT i.e., both are exempted from levy of Sales Tax in Tamil Nadu.

There are several hundreds of units involved in the manufacture of safety matches. The net revenue to Government of India is less than Rs. 25 crores as Central Excise Duty after taking CENVAT input credit.

For this, these manufacturing units have to employ separate sets of accountants increasing their overheads. They are put into inexplicable hardships while they go to the Central Excise Department for finalizing the accounts. The Department has also to use huge man power to get this low revenue.

Hence, I urge upon the Hon'ble Finance Minister to exempt the Safety Matches Industry from the levy of Central Excise Duty.

**(v) Need to ensure payment of wages under National Rural Employment Guarantee Scheme in various districts of Chhattisgarh**

*[Translation]*

DR. CHARAN DAS MAHANT (Korba): The 100 days employment being given under the National Rural Employment Guarantee Scheme is the only source of livelihood in the development Blocks Marwahi Pedra Gorella of the Scheduled 5 area of Chhattisgarh alongwith Korba, Korba and Bilaspur districts. Wages have not been paid in that area for the last more than one year. 70 percent of the work is being done by the State Government departmentally instead of through Panchayats. Payment through banks and post offices in forested areas is also a complete failure. Therefore, it is requested that the due wages may be paid by the Banks through Mobile vans. More than 50 percent wages are still to be paid in Chhattisgarh under NAREGA. Wages amounting to Rs. 1 crore 20 lakh for 86 works in Marwahi Development Block are yet to be paid if this is the condition then one can imagine how bad will be the situation in other areas of the State. The Union

Government is requested to immediately take special steps to ensure the payment of the wages in the forested areas of Chhattisgarh.

**(vi) Need to take steps for fixing of Minimum Support Price for vegetables and fruits in the country**

*[English]*

SHRI S.S. RAMASUBBU (Tirunelveli): Sir, in Tamil Nadu, particularly, at Tirunelveli District, vegetables and fruits are grown in huge quantities. They are perishable in nature. They cannot be stored for a longer period. Due to inadequate transport, lack of cold storage facilities, financial and other constraints, the farmers are facing lot of difficulties in keeping the harvested fruits and vegetables. They are also not getting adequate price for their produce. Quite often, they are forced to sell their produce at much below the cost price and they are constantly cheated by the middlemen who are amassing huge profits. Generally, the prices of the above items are not fixed by the farmers, the middlemen and the commission agents are fixing the prices.

Sir, every year, Government is fixing Minimum Support Price (MSP) for paddy, wheat and sugarcane, etc. However, the poor vegetable and fruit growers are not getting even reasonable price for their produce.

Keeping in view of the above, I would urge upon the Hon'ble Minister to announce Minimum Support Price (MSP) for vegetables and fruits and to save the poor farmers who are engaged in the production of the same.

**(vii) Need to take steps to eradicate the Japanese Encephalitis disease in Western Uttar Pradesh**

*[Translation]*

SHRI HARSH VARDHAN (Maharajganj, U.P.): Thousands of people have been loosing their lives each year in eastern Uttar Pradesh due to Japanese Encephalitis for the last 31 years. As many as 11690 patients were admitted to hospitals in Gorakhpur in four years period between 2005 to 2008 and 2631 patients lost their lives because of Encephalitis.

The number of people dying in district hospitals, private nursing homes and at homes due to this epidemic would at least be 5 times more. 334 Encephalitis patients were admitted in Medical College, Gorakhpur till 14 June 2009, out of which 81 people died. This epidemic is most active each year between June to October.

It is necessary in the larger public interest that an Encaphalistic Prevention Programme is immediately launched by the Central Government to save the people of eastern Uttar Pradesh from this fatal disease.

**(viii) Need to expedite the completion of Sardar Vallabhbhai Patel Memorial at Karamsad, district Anand, Gujarat**

*[English]*

SHRI HARIN PATHAK (Ahmedabad East): Sardar Vallabhbhai Patel Memorial is being developed at Karamsad, district Anand, Gujarat State. To commemorate and preserve the memory of Sardar Patel and Veer Vithalbai, a unique Joint Memorial of both the brothers is being developed at Karamsad. At present the information on the life and works of both the brothers is scattered at many places, archives and with many individuals. The memorial proposes to remove this lacuna by setting up a National Resources Centre where published, unpublished and archival material including letters, audio and visual material will be brought together at one place for preservation, retrieval and dissemination. The ultimate aim is to develop the memorial into a vibrant institution. To make the memorial fully operational, additional facilities such as Audio-Visual equipments, Digital/virtual library equipments, computers and Networking equipment and furniture will be required. The total cost of these equipments and facilities is estimated at Rs. 107 lakhs. For maintenance and development of Memorial, a corpus fund of Rs. 5.00 crores is required. Sir, I request Government of India to do the needful at the earliest in this case and to ensure timely completion with adequate provision of funds for the scheme.

**(ix) Need to accord the status of special State to Bihar**

*[Translation]*

DR. BHOLA SINGH (Nawada): Bihar is facing unprecedent drought. Northern Bihar is continuously facing floods. Power generation is zero. The implementation of Rajiv Gandhi Rural Electrification scheme is at stand still. Expected amount of power is not being supplied from the Central pool. Paddy and other crops have dried up. The Union Government should change its policy towards the tragedy of Bihar and accord the status of special state to Bihar and help it in joining the main stream of development.

**(x) Need to take remedial measures for eradication of malaria in various districts of Jharkhand**

SHRI RAVINDRA KUMAR PANDEY (Giridih): Sir, thousands of people in Kasmar, Tundi, Gonia, Topchachi and Peterwar in Bokaro, Dhanabad and Giridih districts of Jharkhand are suffering from Malaria. There is a shortage of doctors, hospitals and medicines for treatment. Spray of DDT and other pesticides is almost zero and Malaria health workers have not been appointed anywhere. The disease is spreading like an epidemic. State Government has been making a lot of efforts for setting up Malaria Directorate in Jharkhand but the Union Government is not taking necessary steps in this direction.

I would therefore, request the Union Government to immediately take effective steps for eradication of malaria from each city/village in Jharkhand and also to make arrangements for treatment and medicines for patients suffering from malaria. Strict action may be taken against the doctors and health workers found responsible in this regard.

**(xi) Need to give employment to family members of farmers whose land has been acquired by the industrial units in Bharuch district, Gujarat**

SHRI MANSUKHBHAI D. VASAVA (Bharuch): A number of industries have been set up after acquisition of farmers' land in the Wagra, Jambhusar, Ankaleshwar and Jhagadia areas under my parliamentary Constituency. The Government acquired the farmers' land at cheaper rates for these industries and also provided various benefits to them at the central level. These farmers did not get proper compensation for their land and many of the displaced families also did not get any job in these industries and as a result of this the farmers have become unemployed. This is injustice to them as they have neither the sufficient land nor money to purchase land elsewhere. I have had been drawing the Central Government's attention in this regard but the Government has not been able to provide jobs to the displaced farmers' families in these industries.

Central Government is requested, through the House, to provide jobs to the families of the farmers in Bharuch whose land had been acquired and industries have been set up there.



**(xii) Need to construct a dam at Pachnada in Jalaun Parliamentary Constituency in Uttar Pradesh**

SHRI GHANSHYAM ANURAGI (Jalaun): Sir, there is confluence of five rivers namely Yamuna, Chambal, Sindh and Pahunch in my Parliamentary Constituency district Jalaun, Uttar Pradesh which is known by the name of Pachnada. Every year a large amount of water flows down in these rivers during rainy season and flows out due to lack of a dam. This area is totally dependent on agriculture and there is no other option to earn a livelihood. The farmers in the Budelkhand region are facing problems of starvation, suicides and forced to migrate due to the severe draught there in the last 5 years. The water level has gone down too much. Even the drinking water is not available for the animals and the human population. There is huge electricity crisis in the area which has led to frustration among the population of this area. Any untoward incident can happen any time. The proposed Pachanda dam project was called off soon after due to the indifference on the part of the Government which can not be justified from any angle. There is urgent need to approve the proposed Pachnada Dam Project and start work on it to provide livelihood, drinking water and sufficient electricity to all the sections of the area including the farmers, labourers, traders etc. With the construction of Pachanda Dam the farmers will remain happy and the problem of drought could be addressed forever.

I, through the House, request the hon. Minister of Water Resources to issue necessary instruction to start work immediately on the proposed Pachnada Dam Project after granting approval to it.

**(xiii) Need to take steps for socio-economic development of 'Musahar' community in Deoria district of Uttar Pradesh**

SHRI GORAKH PRASAD JAISWAL (Deoria): A large number of Musahar community which eats rats, lives in my Parliamentary Constituency Deoria. This community collects foodgrains from the fields to feed their families. These people are far away from education. This community lives in shacks and they do not even have their own homes. It is very regrettable if a community live like this in the developing India.

I request the Government to take special measures for the upliftment of this Musahar community of Purvanchal so that they might not lead miserable lives.

**(xiv) Need to construct a railway overbridge at Saharsa Bengali Bazar railway Dhala falling between Saharsa Junction and Pachgachia Railway station in district Saharsa, Bihar**

SHRI DINESH CHANDRA YADAV (Khagaria): Construction of a rail road overbridge at level crossing number 31 in Saharsa Bengali Bazar between Saharsa Junction and Pachgachia railway station under Saharsa district in Bihar was approved in 1997 but no work has been started on it so far. The said overbridge is to be constructed on the NH-107 in Saharsa district. Lack of an overbridge there results in traffic jam for several hours at the level crossing throwing public life out fo gear.

Therefore, a rail road overbridge should be constructed urgently at the level crossing No. 31 between Saharsa Junction and Pachgachia railway station.

**(xv) Need to address the problems being faced by the Cotton Weavers Cooperative Societies in Hooghly district of West Bengal**

*[English]*

DR. RATNA DE (Hooghly): I would like to bring to the notice of the Government the plight of the poor cotton weavers of my constituency, *i.e.*, Hooghly district of West Bengal. Thousands of Weavers have been suffering from untold miseries with the withdrawal of schemes like Rebate on Sale, contributory Provident Fund, Interest Subsidy etc. which have pushed the members of the Co-operative Societies on the brink of disaster. Apart from this sub-standard quality of thread manufactured by National Handloom Development Corporation, Kolkata and its rising prices, inadequate facility of lifting of products by Government agencies, denial of pension to all the weavers on attaining the age of 60 years due to insufficient funds have only further deteriorated the condition. I would, therefore, urge upon the Government to restore schemes that were in existence earlier but withdrawn later and also to ensure to provide quality cotton thread at reasonable prices, improve existing marketing facility, enhancement of pension funds, improvement in the salary structure, implementation of Mahatma Gandhi Weavers Insurance Scheme and Health Scheme as also bringing the members of cotton weavers at par with members of other co-operatives in the country. Considering the seriousness of the problem of the cotton weavers co-operative societies, I would strongly urge upon the Government to look into the grievances immediately and announce a package for their survival.

**(xvi) Need to open a Kendriya Vidyalaya at Hosur in Krishnagiri Parliamentary Constituency, Tamil Nadu**

SHRI E.G. SUGAVANAM (Krishnagiri): Krishnagiri District in Tamil Nadu is one of the backward districts bordering Karnataka State. Three languages are mainly spoken here, *viz.*, Tamil, Telugu and Kannada. Large number of Central and State Government offices are located in the Krishnagiri District and the families of people working in defence forces in various parts of the country are residing here. However, their children are not able to get proper admission in schools and also good quality education.

Sir, there is a long pending demand for opening up of a Kendriya Vidyalaya School in my Krishnagiri Constituency. In the near vicinity, no Kendriya Vidyalaya is located. Recently Government of India has decided to open more new Kendriya Vidyalaya in various parts of the country and also one Kendriya Vidyalaya in each district.

I, therefore, request the Hon'ble Union Minister for Human Resource Development to kindly take immediate steps for opening up of new Kendriya Vidyalaya School at Hosur in my Krishnagiri Constituency, Tamil Nadu at the earliest.

**(xvii) Need to review the proposal to merge the State Bank of Travancore with State Bank of India**

SHRI M.B. RAJESH (Palakkad): I would like to raise the issue of merger of associate banks with the SBI. There is a move to merge seven associate banks with SBI. The merger of two associate banks—State Bank of Saurashtra and State Bank of Indore has already taken place. The employees of these banks have protested strongly and there has been strikes in last September and December and now again the employees are going on strike. State Bank of Travancore (SBT) is an associate bank which is also going to be merged with the SBI. The headquarters of this bank based in Kerala is the only public sector bank in which the Kerala Government have equity ownership and catering to the needs of lakhs of people of Kerala. During 60s when several banks collapsed in Kerala, SBT had taken over six such banks along with lakhs of customers and employees. Farmers, small traders, small industrialists and self-employment seekers are heavily dependent on this bank. The treasury business of Government of Kerala is also being

conducted by SBT. Whenever Government of Kerala and public sector enterprises have issued bonds and securities, SBT has invested in them and then only other banks has invested. If we consider the education loans distributed in the State, the contribution of SBT is far ahead of other banks while the other public sector banks are reluctant to extend loans. SBT is maintaining the highest deposit ratio and is having a total of 706 branches, Rs. 3290 crore in deposits and has advanced Rs. 27332 crores. These facts and figures show that SBT is having a crucial role in the economy of Kerala. If the merger happens, this will be going to adversely affect the economy of the Kerala. Further, various national and international studies have proved that merger of banks will not increase the competitiveness and efficiency of banks as claimed by the Government. The argument that the merger and consolidation will reduce the risk of the financial stability is also not true. The mergers have always been accompanied by the closure of rural branches, retrenchment of employees and outsourcing of banking jobs. Hence, it is found that the mergers are not isolated moves but part of the policies of globalization. In fact, we don't need the merger but the expansion of banking services in our country.

Hence, I urge upon the Government not to proceed with the bank's merger.

**(xviii) Need to expedite the gauge conversion of railway line between Delhi and Haridwar**

*[Translation]*

SHRI SANJAY SINGH CHAUHAN (Bijnore): Sir, though the Government has conducted a survey for doubling and electrification of the Delhi-Haridwar railway route but the action plan for construction of the railway line has not been finalized to complete the work on this line in time. Mahakumbh is due to start in Haridwar in 2010 and thus it is very urgent to complete this work in public interest for the travel and comfort of the devotees in large number.

**(xix) Need to control the annual flood havoc wreaked by rivers Keleghai and Kapaleswari in West Medinipur District of West Bengal**

*[English]*

SHRI PRABODH PANDA (Midnapore): The river Keleghai and Kapaleswari flow through West Medinipur

district of West Bengal and play important role in river drainage system. But due to decrease in the depth of their riverbed and lack of scientific water-management the water carrying capacity of these two rivers has gone down substantially causing breach of embankments and floods every year inflicting great danger to crops and the lives of peasants.

The West Bengal Government has prepared a DPR regarding dredging of these two rivers including repair of embankments and submitted to Central Government long back for appropriate action. But it is a matter of great concern that till date no response has come from the Central Government.

Therefore, keeping in view the common people's interests, I urge upon the Central Government and the Ministry of Water Resources in particular to come out with positive response with necessary technical sanctions and adequate financial assistance to the projects submitted by the West Bengal State Government so that lakhs of poor peasants and other poor people are saved from misery every year.

**(xx) Need to accord status of special State to Rajasthan**

*[Translation]*

DR. KIRODI LAL MEENA (Dausa): Sir, the demand for special status to Rajasthan in view of its difficult geographical, social and financial condition is a long standing one. Rajasthan is the largest state in the country in terms of land area in which 12 districts or 60 percent of land area is desert terrain and 12.6 percent of population is tribal. Due to its difficult geographical condition providing roads, power, water, education, health care and communication services proves to be very costly.

The State has faced draught during 55 out of the last 60 years. 70 percent of the farmers perpetually swing between hope and despair due to vagaries of monsoon. The area of the state is 10.41 percent of the total land area of the country whereas availability of water is merely one percent. Out of the 237 development blocks in the state water level in 207 blocks has fallen considerably. At 13.7 percent exploitation of water resources is higher in the state as compared to the rest of the country. The population is higher than the national average. Communication facilities are abysmal. Heavy expenditure is incurred on the security of the 1040 kms border we

share with Pakistan. Due to this the agricultural, mining and trading activities are almost negligible. A large part of the population consists of homeless, nomadic Gadriya Lohar tribe. Labour is easily available but there is no employment for the labourers. In view of such difficult geographical conditions and the high cost involved in providing basic facilities, special status may be accorded to Rajasthan.

12.52 hrs.

**RAILWAY BUDGET—2009-2010—GENERAL DISCUSSION**

*[English]*

MADAM SPEAKER: Now, Item No. 17, General Discussion on the Railway Budget.

The time allotted for discussing the Railway Budget is 10 hours. Before I call upon Shri Ananth Kumar, I would like to request the House to skip the lunch hour so that we can utilize that time for discussing this item.

I hope the House agrees. Shri Ananth Kumar.

*[Translation]*

SHRIMATI SUSHMA SWARAJ (Vidisha): Please do not skip lunch. Start the discussion after lunch.

MADAM SPEAKER: Ten hours have been allotted for the discussion. Shri Ananth Kumar.

SHRI ANANTH KUMAR (Bangalore South): Madam, I would like to start by congratulating the Railway Minister regarding two issues. One, I don't see Shri Basudeb Acharyaji. I would like to congratulate her for derailment of Shri Basudev Acharya and the Communist Party from political scene of Bengal. The second reason is the announcement of a white Paper regarding Shri Lalu Prasadji's tenure as the Rail Minister. I sometimes feel that the rail budget is like a hindi film. To understand it, one should securtinise the last part first.

As regards the White Paper, I would like to draw attention towards page number 38

*[English]*

where the Hon. Railway Minister has said:

"I would like to assure the House that Railways will come cut with a White Paper indicating its

present organizational, operational and financial status based on its performance in the last five years”.

[*Translation*]

Sometimes I feel ...(*Interruptions*) that we should read it in the manner we read the sections in law. 'read with'

[*English*]

You may read Page 38 with Page 28. I would like to quote her:

“Within a few days of my taking charge I was surprised to find that there was a provision of Rs. 3400 crores for resource mobilisation through PPP.”

[*Translation*]

While renewing the interim budget projections I was astonished to learn that there was a provision of Rs. 3400 crore for resource mobilization through public private partnership out of which Rs. 3300 crore could not have been mobilized at any cost. This means that actual expenses had been cut down during 2008-09 in the annual plan. ...(*Interruptions*)

SHRI LALU PRASAD (Saran): Read the para about surplus it explains everything.

SHRI ANANTH KUMAR: I would also tell you how much surplus there was and where. If you see page number, 19, it is written.

[*English*]

“Based on the review, it is very clear that the unrealistically high targets set in the Interim Budget are not sustainable and warrant a mid-course correction.”

[*Translation*]

What is the real performance of the last five years, how much is the actual surplus and if I may use the words of Venkayahji, what is the facutal investment. All documents regarding these things should be scrutinized. That is why white paper should be issued.

[*English*]

“In 2007-08 the cash surplus was Rs. 20,103 crore; got depleted in 2009-10 to the cash surplus of Rs. 6,644 crore.”

Why this money got depleted so fast?

[*Translation*]

It looks like something shady is going on. There may be a railway scam on lines of the fodder scam. I would also like to quote a newspaper cu\*\*ing.

[*English*]

“If Railway Minister Ms. Mamata Banerjee had picked another version of the speech she delivered in Parliament on Friday, the nation would have known that Railways are in a bigger fiscal hole than the Government has let on.

Interestingly, the alternative version is critical of former Railway Minister Lalu Prasad's policy of banking on reserves to fund capacity expansion.

Lalu Prasad Ji had taken credit for turning around the Railways during his five years tenure.”

13.00 hrs.

[*Translation*]

Mamtaji had loaded that earlier speech on the webiste.

[*English*]

inadvertently and that has been down-loaded by the entire country. Therefore, I want to ask her why she did not read that version of the speech and if she has changed that speech, was it under the instruction of the Prime Minister?

[*Translation*]

Who presurised you not to read it?

Kumari Mamta Banerjee—What do you want to say?

Shri Ananth Kumar—I will read it out.

[*English*]

The speech was loaded on the website. In that you said in the version that was dropped:

“Banerjee indicates that fiscal mess in the Railways was deteriorating rapidly forcing it to dip into its cash chest more deeply than it should be.”

I quote:

"To fund our massive network expansion programme, completion of capacity enhancement works and timely replacement of over-aged assets, the plan expenditure has been sustained in the two years of 2008-09 and 2009-10 through brought down from our accumulated fund balances which may not be possible in the future."

This version was available on the website in your speech but you did not read that.

KUMARI MAMATA BANERJEE: With the permission of the Chair, I did not read it due to shortage of time but I laid it on the Table of the House.

SHRI ANANTH KUMAR: Madam, this is not part of the speech.

KUMARI MAMATA BANERJEE: This is part of the speech.

SHRI ANANTH KUMAR: She is agreeing. Therefore, there are two parts of the speech. That is not the part of your speech. This is highly critical of Lalu Prasad Yadavji's five year tenure. If you are agreeing to this, we welcome that and we also request you to bring a white paper in this regard within 60 days.

On behalf of Bharatiya Janata Party, I would request you that by the first day of the Winter Session, let the White Paper be placed on the Table of the House.

Actually, what has been done in the last five years is very grave. We were discussing about the so called cash surpluses of Laluji's period. In the Railway Budget in 2007-08, Laluji showed Rs. 20,103 crore as surplus; in 2008-09, he showed Rs. 14,609 crore as surplus; and in 2009-10, Rs. 13,542 crore have been shown as surplus. In the 2009-10 Interim Budget, Rs. 8772 crore have been shown as surplus but actually according to the Explanatory Memorandum, this is not the case and the case is instead of this, Rs. 17,182 crore in 2007-08; Rs. 9803 crore in 2008-09 and Rs. 6644 crore in 2009-10. Then we tried to find out the jugglery—Bihar rope trick. I think it is a classic case of Satyam balance sheet in the last five years. There is a Depreciation Railway Fund. The appropriation that was amounting to be appropriated to the DRF—Rs. 5450 crore in 2007-08; Rs. 7000 crore in 2008-09; and Rs. 7000 crore in 2009-10, all this depreciation was taken into account as

cash surplus. This is the seriousness of the whole *ghotala*, Madam.

[*Translation*]

SHRI LALU PRASAD: Madam, as the hon. Minister of Railways has stated that she will bring the white paper and besides that she will tell about organizational, financial status and vision 2020. But so far as people are talking about jugglery and other things, I would like to say that all these funds are audited and laid in the Parliament. Hon. Minister has herself referred to the surplus fund in 2007-08 in her statement. I accept all your challenges and doubts. You do not dilute or divert those. Once at any level the Indian Railways had failed to pay the dividend and out of the said surplus amount of Rs. 90,000 crore the outstanding dividend was paid and the dilapidated assets were replaced. Besides these the cash in hand is crystal clear. So far as White Paper, so called organizational, financial status and vision 2020 are concerned. All these have been laid on the table of the House and presented before the Parliamentary Conventional Committee on Railways. The persons, who are more intelligent than you and from IIM Ahmedabad, Harvard, INICIR etc. have also praised this. Had Lalu Prasad committed error, there people would not have forgiven him. It is not a scam, this is the status and it is crystal clear and if you want to go through it, you may do that.

SHRI ANANTH KUMAR: Laluji, what is true and what is false, that will be clear from white paper.

[*English*]

Only thing I am raising is, there was Rs. 90,000 crore surplus as Shri Lalu Prasad is claiming and as all the budgets are claiming but now, it is only, Rs. 6000 crore surplus. That too, within five years, if the surplus is going to get depleted so fast, where has the money gone? Or is it that only the figures or the numbers have been fudged. ...(*Interruptions*) You have said too much about Jugglery. Therefore, it is a big question mark, Madam. When this is a big question mark, I want Kumari Mamata to come out with a White Paper at the earliest and place it before the Parliament of India.

I do not want to go into more details. But just now, Shri Lalu Prasad was telling have he brought the turn around. Actually, if at all, the credit of turning-around the Indian Railways has to be given, it should be given to the then Prime Minister, Shri Atal Behari Vajpayee

and the then Railway Minister, Shri Nitish Kumar. What is the basic principle of better railway operations?

SHRI RAJIV RANJAN SINGH *ALIAS* LALAN SINGH (Munger): Credit has to be given to Kumari Mamata also as she was also a part of NDA.

SHRI ANANTH KUMAR: Of course, she was with us. Better management of Railways depends on three things. They are faster, lengthier and heavier. Earlier, the freight coaches were having a turn-around time of seven days. But it was cut short to four and a half days during the NDA Government and the length of the rakes was limited to 15 or 16 coaches which was raised to 25 to 26 coaches. Thirdly, more freight was carried and this was facilitated because of Rs. 17,000 crore given by Shri Atal Behari Vajpayee for Special Railway Safety Fund. The amount of Rs. 17,000 crore is unheard in the history of independent India.

No Prime Minister had given that kind of money. Due to this infusion of Rs. 17,000 crore for the first ever time, the railway track got renewed. There was total renewal. Due to the renewal, there could be more haulage. The operating ratio when we demitted office in 2004 was 92 per cent. *...(Interruptions)*

*[Translation]*

SHRI SANJAY NIRUPAM (Mumbai North): You speak on rail budget.

SHRI ANANTH KUMAR: I not yielding. *...(Interruptions)*

SHRI SANJAY NIRUPAM: You should discuss the budget of the Ministry of Railways. You are talking about NDA budget and Laluji's budget. *...(Interruptions)*

SHRI RAJIV RANJAN SINGH *ALIAS* LALAN SINGH: Why do you not want to listen to that? *...(Interruptions)*

SHRI SANJAY NIRUPAM: When hon. Nitish Kumar was the Minister of Railways, we used to discuss his budget, now Mamata Ji is the Minister of Railways, you discuss her budget. *...(Interruptions)*

MADAM SPEAKER: Please sit down.

*[English]*

SHRI ANANTH KUMAR: It is because Kumari Mamata Banerjee's Railway Budget is not a stand-alone Budget. *...(Interruptions)*

*[Translation]*

Hon. Sonia ji will reward you for your loyalty, do not worry. *...(Interruptions)*

SHRI SANJAY NIRUPAM: As hon. Atalji rewarded you, I would also be rewarded. *...(Interruptions)*

*[English]*

MADAM SPEAKER: Shri Ananth Kumar, please address the Chair.

*...(Interruptions)*

SHRI ANANTH KUMAR: Due to the infusion of this Rs. 17,000 crore, the entire railway network got rejuvenated during the NDA period.

*[Translation]*

SHRI SANJAY NIRUPAM: Also tell about HUDCO. *...(Interruptions)*

SHRI ANANTH KUMAR: Tell about all.

*[English]*

Let me come to Anti Collision Devices. We started installing them in 2002. But in the last five years, there was no particular thrust on this issue. Once again, in this Budget the hon. Minister has said that in the cases of Southern Railway, South-Central Railway and Western Railway, she will go-ahead with Anti Collision Devices.

I want to bring about some of the issues where actually the passenger is losing his money unknowingly. It can be called GT i.e. misleading trick. Since this Railway Budget is not a stand-alone Budget, I want Kumari Mamata Banerjee to set right all these things.

In the last five years, 374 trains have been classified as Super-Fast Express trains. But all these 374 "Super-Fast Express" trains run at a speed of 55 kms or below 55 kms. Just because you changed the classification of a Super-Fast Passenger or a Fast Passenger to a Super Fast Express, you could collect Rs. 50 more as surcharge per ticket. This was one of the tricks that was adopted to mop up more money.

The second such trick was Tatkal. We know that Railways are a monopoly. When Railways are a monopoly, 35 to 40 per cent of the reserved tickets are given to Tatkal. When it goes to Tatkal, Rs. 150 to Rs. 300 is charged on Tatkal. Of course, hon. Minister has brought down the rates from Rs. 150 to Rs. 100 and the duration from five days to two days.

[Shri Ananth Kumar]

Why 35 per cent to 40 per cent of the reserved tickets should go to Tatkal in the first place, when it is a monopoly? Since we have got online system, it can be done faster. It can be done in 24 hours.

Thirdly, the reservation norms have been changed. For example, if I book an AC II tier ticket from Delhi to Bangalore, when I board train from Delhi to Bangalore, for reservation, there is a non-boarding surcharge. Non-boarding surcharge will be levied.

Fourth such device was classification of the freight and classification of goods. For approving your Budget, railway lines, electrification, freight rates, etc., you come to the Parliament. But what about classification of goods? The goods have been classified in three categories, Class "A", "B" and "C". These classifications have been changed. For example, fertilizer which used to be classified in Class "C" category, was suddenly classified as Class "A". With the result, Rs. 350 to Rs. 400 more had to be paid. Naturally, the Railways' income and Railways' accruals have increased. That means without really improving the economy, without really adding to the service or the quality, just because of this jugglery, the Railways could earn more revenue. It gets more accruals.

Therefore, my request to the hon. Railway Minister is that all these things should become part of the White Paper. The country should know the details. Some of my friends are having doubts as to whether we can discuss last year's Budget or previous year's Budget while we are discussing the current year's Budget. I feel the Government is a continuous agency. Definitely, the Railways are the biggest transporter, the biggest employer and they are the biggest network in the country. So, its journey will have an impact. If you want to have 2020 Vision, then we need to look back. Therefore, the hon. Railway Minister has spoken about the White Paper. I do not know how a White Paper can be presented to the hon. Parliament without going into the last five years or ten years Railway Budget or by just seeing only the current year's Budget? Therefore, that exercise is very much required.

There are two types of activities in the Railways. One is "core" activity and the other is "non-core" activity. Activities such as operations, safety, passenger amenities, infrastructure come under "core" activity. I urge the Railway Minister to concentrate on "core" activities. Unfortunately, in this Railway Budget, there has been

more stress on "non-core" activities, like opening medical colleges, nursing colleges, having a football stadium, building power plant. etc. You can outsource all these things. Whatever is a "non-core" activity, it can be outsourced because now-a-days it is the global model. For example, in civil aviation, there is city side and there is an air side, where traffic management, like radars, etc. are to be managed by the Government and the company concerned. It is because that is the "core" activity. On the city side, passenger facilities, like providing bed rolls, canteen, cleaning, etc. are there. These activities can be outsourced.

At least, for the last ten to twelve years, in every Budget, I am hearing the mention of optic fibre, world class stations and budget hotels. In the previous Budget, the previous Railway Minister has said that 26 railway stations will be raised to global standards. Now, the hon. Minister has given a list of fifty such railway stations. I do not know which of the 26 earlier stations have already attained the global status. I think not a single one. For raising them to global status, it has also been said that there will be escalators, lifts, infotainment, etc. Every type of facility was mentioned. In the last one year or twelve months, after Shri Lalu Prasad presented his last Budget, nothing has happened on this score. Now, the Minister has come out with a list of fifty world class railway stations.

Regarding optic fibre, my suggestion is that laying of optic fibre is not a "core" activity of the Railways. So, it can be outsourced. It can be globally tendered. The "right of way" can be given by the Railways. The same is the case with the budget hotels.

The hon. Railway Minister has made a mention about PPP, Public Private Participation in the Budget speech. The hon. Minister wants to create a railway land bank. She wants to leverage this land bank for the benefit of Railways. My only caution to her is that let this not become "Private Party Profit" making venture. The hon. Minister fought in the case of Singur and Nandigram. The other day, while presenting the Railway Budget, she was speaking about "social viability" vis-à-vis "economic viability." The railway land is situated in prime areas across the country. They are situated in the State Capitals, like Mumbai, Bangalore and Chennai. Therefore, it should not become a profit-making venture for private people. Therefore, my suggestion is that the hon. Minister can come out with an independent regulator when you want to go ahead with this PPP model.

KUMARI MAMATA BANERJEE: Shri Ananth Kumar, you talked about "core" activities. We have already given the main thrust on the "core" activities. We have already taken an initiative. This is the first time a monitoring mechanism has been devised. One additional official will be deputed for that purpose to take care of that. You are talking about the PPP model. It is not that we are selling the land. Our idea is that Railways' main asset is their property, which means the land bank. There are so many properties but Railways' lands are Railways' property. Pressurising Railways to earn money only from the passengers' fare, would not give a healthy life to the Railways. I think it is better if we can utilise that land. Instead of selling the land, we can give it on lease. Even we have prepared a blueprint for that. We have more than three lakh acres of land with the Railways. It is not that we want to give Railway infrastructure; our organisation will be intact. I am not going for outsourcing for that. I am very sure and I can assure the House that our Railway employees are proud of that; we have 14 lakh employees; and I am proud of that. We are not going to corporatise that sector. But only for earning money and giving a boost up to the Public Private Partnership, we will provide our land from the land bank for the Dedicated Freight Corridor so that after the Western Corridor, the Eastern Corridor, and after that the South Corridor and South-Central Corridor, India can create more and more infrastructural facilities and employment for crores of people so that new India can smile and it can go ahead. That is our intention....(*Interruptions*)

SHRI ANANTH KUMAR: Mamata *ji*, your Budget says that you are outsourcing lands in prime locations of various railway stations....(*Interruptions*)

KUMARI MAMATA BANERJEE: You are a senior Member. I just want to clarify because UPA Chairperson is here and Leader of the Opposition is also here. If you want to develop a world class station, then it will be a station of international standard; there will be so many infrastructures. In that way, we cannot only spend money from the internal generation; we have to spend money from the outside. So the Railways will continue to be the Core Group. The outside non-Core Group, what you said the Public-Private Partnership, we can do it. So the infrastructure will be created and Railways will be saved for the life of the nation. There is no problem for that. We are not selling; it is on lease.

SHRI ANANTH KUMAR: Thank you very much. We are not opposed to Public-Private Partnership. But at

the same time, my only request to you is that you have an independent regulator for evaluating the assets. It is because, when I was speaking about the freight classification, the freight classification is not even done by the hon. Minister of Railways; it is done by an officer. You know how the classification of the goods is done, how it is shifted from 'A' to 'B', 'B' to 'C' and what happens in that. Therefore the same thing should not happen in this asset leveraging also. Therefore, for Public-Private Partnership, I am asking you to appoint an independent regulator.

Let us come to the various developmental projects that you have taken, Mamata *ji*, in this Railway Budget. I am sorry to say that you have made this Railway Budget as an election manifesto for Bengal, "Saara Bengal, Baaki Sab Kangal." ...(*Interruptions*) I am going to read the names of the Adarsh Stations in Kolkata and suburbs. Out of the Adarsh Stations you have announced, 40 stations are from Kolkata only. I can go on reading from Ballygunge to Balurghat to Bandel....(*Interruptions*)

KUMARI MAMATA BANERJEE: I have kept option for hundreds of stations. I cannot identify the MPs' stations; so they will give their suggestions and we will include them. Provision is there for that.

SHRI ANANTH KUMAR: Mamata *ji*, you have announced 309 Adarsh Stations....(*Interruptions*)

[*Translation*]

KUMARI MAMATA BANERJEE: Rs. 100,000 or 20,0000 is an small amount. ...(*Interruptions*)

[*English*]

SHRI ANANTH KUMAR: In these 309 Adarsh Stations, 40 stations are from Kolkata. ...(*Interruptions*)

MADAM SPEAKER: Ananth Kumar *ji*, please address the Chair. I suggest, instead of immediate interaction, I think, you address the Chair.

...(*Interruptions*)

SHRI J.M. AARON RASHID (Theni): Madam, if you allow the first speaker to speak for 45 minutes, then all other party members may not get adequate time to speak.



*[Translation]*

MADAM SPEAKER: Now, you conclude.

*[English]*

SHRI ANANTH KUMAR: Madam, 40 stations are from Kolkata, and 97 stations are from Bengal out of 309. ...*(Interruptions)*

KUMARI MAMATA BANERJEE: I will include your station also. Whatever suggestions the Members will give, I will include those. I will identify your station also. ...*(Interruptions)*

SHRI ANANTH KUMAR: Madam, it is the job of the Ministry of Railways to identify the station which should be a model station and which should be a world-class station. ...*(Interruptions)*

*[Translation]*

SHRI LALU PRASAD: Madam, there should not be any misunderstanding World class station or model station is a concept. It is not to be implemented. I tried my best during my tenure. Patna was included in the 2nd phase. Now Kumari Mamata Banerjee has included Kolkata Do not be surprised. It will not be implemented. ...*(Interruptions)*

SHRI ANANTH KUMAR: You did for yourself. ...*(Interruptions)*

MADAM SPEAKER: Please sit down. He is the former Minister.

*... (Interruptions)*

MADAM SPEAKER: Please sit down.

SHRI RAJIV RANJAN SINGH *ALIAS* LALAN SINGH: As he has stated that Patna station will be developed as world class station ...*(Interruptions)*

*[English]*

MADAM SPEAKER: Shri Ananth Kumar, you have spoken for about 40 minutes. Please conclude your speech now.

*[Translation]*

SHRI ANANTH KUMAR: Madam, I would like to conclude but they are not allowing me to speak even Mamata ji is intervening continuously. Former Railway Minister Shri Laluji is also intervening. ...*(Interruptions)*

*[English]*

MADAM SPEAKER: Please address the Chair and conclude your speech.

*[Translation]*

SHRI ANANTH KUMAR: Shri Advaniji is of the view that there is no need to hold debate on it after the statement delivered by Shri Laluji. ...*(Interruptions)*

SHRI L.K. ADVANI (Gandhinagar): Sometimes what ever a person says is not always correct.

SHRI ANANTH KUMAR: That means Laluji has put a question mark on the credibility of all five railway budgets presented by him. Such stations are not going to be developed.

*[English]*

Madam, it is a very serious point. The serious point is that the former Railway Minister, Shri Lal Prasad Yadav ji makes a statement in this august House, in front of everybody, that it is only an empty slogan and nothing is going to happen. Madam, what will the country think about us?

The Chairperson of UPA is here. They had ruled this country for five years, and Shri Lal Prasad Yadav was the hon. Minister of Railways. It also says about the performance of the UPA Government for the last five years. ...*(Interruptions)*

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF WATER RESOURCES (SHRI PAWAN KUMAR BANSAL): Lal ji is not speaking for Mamata ji. ...*(Interruptions)*

SHRI ANANTH KUMAR: For the last five years, the UPA Government had made only slogans.

*[Translation]*

Only the statements were made nothing was done for the common man. This is the Statement he has given. ...*(Interruptions)*

*[English]*

MADAM SPEAKER: Please conclude now.

*[English]*

Shri Ananth Kumar, you have spoken for more than 40 minutes. Please conclude your speech now.

*[Translation]*

SHRI ANANTH KUMAR: Actually hon. Prime Minister Dr. Manmohan Singh ji has praised Laluji, he has endorsed him. Sometimes I fail to understand as to how Manmohan Singhji endorse such Ministers. In one case white paper is to be issued in connection with the Minister whom he had endorsed and in other case. C.V.C. started investigation about the spectrum scam with another Minister he had endorsed. C.V.C. is questioning that Minister. He had endorsed Civil Aviation Minister also and the result is that Air India is bleeding today. So UPA Government should ponder over its previous five year tenure. ...*(Interruptions)*

*[English]*

SHRI J.M. AARON RASHID: Madam, whatever he is speaking now is not relevant.

SHRI ANANTH KUMAR: It is all relevant. ...*(Interruptions)*

MADAM SPEAKER: Hon. Member, please do not interrupt him.

SHRI ANANTH KUMAR: My only request to the hon. Railway Minister is that India is not Bengal. We have nothing against Bengal, but if she gives 109 model railway stations out of 309, to Kolkata and Bengal only, what will happen to the other parts of the country? It is not the work of the hon. MPs to give recommendations to the hon. Minister on it. We would give our recommendations for gauge conversion, for laying of the new railway lines, for new trains and other things. But what about the railways? Is it doing some techno-feasibility study, techno-economic study to see as to what station should be taken and as to when they should be taken.

Why I am saying so is this. Sometimes I feel "Make announcement and forget" has been the crux of the Railway Budget. Last year, 75 new trains were announced. I want to have a status paper on this as to how many new trains have been introduced. Six trains out of these 75 trains are awaiting gauge conversion.

*[Translation]*

Laluji has announced trains without gauge conversion. ...*(Interruptions)* There is one glaring example about train No. 6515/6516, Yashwantpur-Mangalore. This was a day train which was announced in 2005-06. It has not yet started though an announcement about it has been made in 2005, 2006, 2007 and then in 2008 also.

*[English]*

In the last Railway Budget, Mamataji, they had announced 37 new line surveys, and in this Railway Budget, 53 new line surveys have been announced. Totally, 90 railway surveys are pending. When would these surveys be completed? One of my friends says that

*[Translation]*

overlook last year and look forward still nothing is going to happen.

*[English]*

Regarding gauge conversion, Madam, in 2008-09, the Railway Minister had set a target for completing the gauge conversion of 2150 kilometres belonging to 16 sections across the country. But what is the status today?

For your kindest information, Madam, and through you, I would bring it to the notice of the hon. Minister, Mamataji that eight sections out of these 16 sections have found place in this Railway Budget also! They have been repeated in this Budget. I would read it for your benefit, which Laluji had announced last year and Madam Minister, you are announcing the same thing now also. They are: Panderpur-Miraj-Latur; Mathura-Achnera; Aurihar-Jaunpur; Fakirgram-Hubri; Madanpalli Road-Dharmavaram of Dharmavaram-Pakala; Ajmer-Kulera; Bidadi-Samdari; Wansaljeer-Jetselar. All these eight sections were there in the last year also.

SHRI ANANTHA VENKATARAMI REDDY (Anantapur): They are all on-going projects. Dharmavaram-Pakala Gauge conversion is also an ongoing project...*(Interruptions)*

SHRI ANANTH KUMAR: But they have announced them as new projects....*(Interruptions)* I am reading the Railway Budget copy. They have announced them as new projects....*(Interruptions)*

MADAM SPEAKER: Hon. Member, please sit down.

...*(Interruptions)*

MADAM SPEAKER: Ananth Kumarji, you please address the Chair.

SHRI ANANTH KUMAR: Regarding doubling, in 2007-08 doubling of 500 kilometres was expected according to the Outcome Budget. What was the target? The target was 1,000 kilometres. But how many kilometres have been doubled? They are only 363 kilometres.

My friends from Bihar are here. I want them to have a *lekha jokha*.

*[Translation]*

It should be pondered over that during the last five years Shri Laluji announced an investment of Rs. 55 thousand crore in Bihar and introduction of 77 trains in the state. I do not know whether the trains have been started or not. Now he has stated that nothing is going to happen.

Railways is ignoring Maharashtra, Gujarat, Rajasthan, Karnataka, Madhya Pradesh, Jharkhand, Himachal and other states. Please do not convert Railways into East India company. I fear that Railway is being converted into East India company.

*[English]*

Madam, we want the eastern part of India to develop, Bengal to develop, Bihar to develop and North-East to develop.

Madam, Railways is an all-India transport organisation. It should have an all-India vision and all-India operations. But we do not have a national perspective. We do not have a national plan or a national vision.

Lastly, Madam, my only request is this. I am from Karnataka, I am from Bangalore. Mamataji has started new trains. She pronounced it as 'Duronto'. At least in my mother tongue, Kannada, 'Duronto' means 'tragic'.

...*(Interruptions)* 'Durant' means tragic. I take it as 'Turant'. ...*(Interruptions)* But how come these trains have not been starting from Bangalore? ...*(Interruptions)* Bangalore-Hyderabad, Bangalore-Chennai, Bangalore-Delhi etc. are not there. ...*(Interruptions)*

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): In which Kannada it is there? ...*(Interruptions)*

SHRI ANANTH KUMAR: 'Duranta' means tragedy. We do not want any tragedy. ...*(Interruptions)*

SHRI K.H. MUNIYAPPA: Most of the words in Kannada are from Sanskrit. They are very clear. Even if you speak in Kannada, 'Turant' means it is fast. You please clarify this. Where is your dictionary? ...*(Interruptions)*

SHRI ANANTH KUMAR: You read your Budget copy, Sir. In the Budget copy you have written as 'Duronto' ...*(Interruptions)*

SHRI K.H. MUNIYAPPA: No, it is not correct. ...*(Interruptions)*

SHRI ANANTH KUMAR: You have not written 'Turonto'; it is 'Duronto'. ...*(Interruptions)* It has been written with the word 'D'. ...*(Interruptions)*

SHRI K.H. MUNIYAPPA: Expression is different. In Kannada also, 'Turant' is fast. There is no discussion on this. ...*(Interruptions)*

SHRI ANANTH KUMAR: It is not 'T', it is 'D' here. ...*(Interruptions)* It has been mentioned as 'Duronto'.

*[Translation]*

KUMARI MAMATA BANERJEE: Sometimes a word is taken from Bangla, from Hindi or from Urdu.

*[English]*

Everything should be mixed as one; it is India. ...*(Interruptions)*

SHRI K.H. MUNIYAPPA: That is a pure Sanskrit word. ...*(Interruptions)*

SHRI ANANTH KUMAR: My only demand is this. ...*(Interruptions)* I know it is India. Mamataji, you are so vehemently talking about India. But you are only thinking of Bengal. ...*(Interruptions)*

KUMARI MAMATA BANERJEE: Why are you not thinking of Bengal? I am thinking of Bangalore also. *...(Interruptions)* I am thinking on behalf of you also.

MADAM SPEAKER: Shri Ananth Kumar, please address the Chair.

*...(Interruptions)*

SHRI ANANTH KUMAR: You are not to present an election manifesto or election Budget for Bengal. *...(Interruptions)*

SHRI J.M. AARON RASHID: Madam Speaker, the hon. Member should address the Chair. *...(Interruptions)*

MADAM SPEAKER: Shri Ananth Kumar, please address the Chair. Please try to conclude now. You have spoken for a very long time. Please take your seat now.

*...(Interruptions)*

SHRI ANANTH KUMAR: Madam, my only request is that the hon. Railway Minister is Railway Minister for the entire country. She is not Railway Minister of Bengal. *...(Interruptions)* She may be nursing an ambition of becoming the Chief Minister of West Bengal. We will support it because we do not want Communists. That is a different issue. But you become all India, you become pan India. You think of India. *...(Interruptions)* Your action is Bengal and thinking of India will not work. *...(Interruptions)*

KUMARI MAMATA BANERJEE: Why not? I think of Bangalore also. Why are you talking of Bengal? *...(Interruptions)* Why are you speaking for your Bangalore? *...(Interruptions)* I want Bangalore. Do not insult my State. I respect your State, I respect India. Do not disrespect Bengal also. *...(Interruptions)*

SHRI ANANTH KUMAR: Madam, I love Bengal, I love Vivekananda, I love Rabindranath Tagore, I love Vande Mataram more than Mamataji does. But, at the same time, do not insult Karnataka, do not insult Maharashtra or Madhya Pradesh. *...(Interruptions)* Do not give a *sauteli vyavahar*. *...(Interruptions)* You love India. Be Indian. *...(Interruptions)*

MADAM SPEAKER: Please take your seat.

*...(Interruptions)*

SHRI ANANTH KUMAR: Do not give a step-motherly treatment to other States. *...(Interruptions)* Do not insult other States because of your step-motherly treatment.

MADAM SPEAKER: Shri Ananth Kumar, you have spoken for 50 minutes. Please finish. I will call the next speaker now.

SHRI ANANTH KUMAR: Madam, I am concluding. My only request is that Karnataka has been given a raw deal. Hubli-Ankola railway line has not been started.

Secondly, we want that Mysore-Bangalore-Tumkur corridor should be created and there should be double line and electrification. *...(Interruptions)*

SHRI K.H. MUNIYAPPA: Shri Ananth Kumar, this is an august House. You know very well that it had started during the time of the NDA Government. There is an environmental problem with respect to these projects from Hubli to Ankola, Talguppa to Nagara and Mangalore to *...(Interruptions)*

SHRI ANANTH KUMAR: Madam, there is no environmental problem. *...(Interruptions)*

SHRI K.H. MUNIYAPPA: No, it is very clear. *...(Interruptions)*

SHRI ANANTH KUMAR: It is an old project which was conceived by late Visveshwaraya. *...(Interruptions)* Actually, it was to connect both East Coast and Mangalore *...(Interruptions)* through Karwar to Mangalore *...(Interruptions)*

SHRI K.H. MUNIYAPPA: In respect of three projects in Karnataka, there is an environmental problem. The State Government may agree, but the Supreme Court has appointed a high-powered committee. You are all well aware of this. If that committee has not finalized its report, you cannot take any action and even the Government of India cannot interfere. They have to take the decision. The high-powered committee has to clear the projects. It is so not only in Karnataka; it is so even in all the States. Until and unless that is done, you cannot take any project. *...(Interruptions)*

SHRI ANANTH KUMAR: Madam, the Forests and Environment Minister has to give the permission. Let him talk to the Minister of Forests and Environment. Let Kumari Mamata Banerjee talk to the Minister of Forests and Environment and get that project cleared. *...(Interruptions)*

MADAM SPEAKER: You have spoken for 54 minutes. Please conclude now. I will call the next speaker now.

*...(Interruptions)*

SHRI ANANTH KUMAR: Madam, that project was cleared by Shri Atal Bihari Vajpayee. ...*(Interruptions)* Gulbarga project was cleared by Shri Atal Bihari Vajpayee. ...*(Interruptions)*

My only contention is that Kumari Mamata Banerjee's Railway Budget has derailed in its national perspective and vision. It cannot become a political manifesto. Today is a very unfortunate day. My heart grieves that a former Railway Minister, who has handled Railways for five years, says do not believe whatever they have announced because that is not going to happen. ...*(Interruptions)* Our hon. present Railway Minister says that it is only directed to one of the regions. ...*(Interruptions)*

MADAM SPEAKER: Shri Ananth Kumar, please conclude. Now I am calling the next speaker.

...*(Interruptions)*

SHRI ANANTH KUMAR: Madam, my request to the hon. Railway Minister, through you, is that she can now also make corrections. Let her make corrections and give justice to all the States and whatever these GTs, *gumrah*-tricks, are there of the previous situation,

*[Translation]*

Please remove all that. Freight and fare should be reduced, provide facilities to the passenger and develop a national perspective and national vision for the Railways. This is what I want to demand through you.

SHRI VILAS MUTTEMVAR (Nagpur): Hon'ble Madam, Speaker, I am thankful to you for giving me an opportunity to participate in the discussion on the Rail Budget 2009-2010 presented by Kumari Mamata Banerjee.

The UPA has formed the government headed by our hon'ble Prime Minister Dr. Manmohan Singh ji under the able leadership of Shrimati Sonia Gandhi and after assuming power Kumari Mamata Banerjee has presented her first Rail Budget. Although, she has had an opportunity to have presented Rail Budget twice in this House itself but she has presented the first Rail Budget for this UPA Government which is going to run for the next five years. As far as I understand, the entire country has appreciated it and entire media has also appreciated it. Industrial units and business institutes, all have supported and appreciated this budget. Rail Budget is always prepared keeping in mind past and present and

historic reference. Besides, the Rail Budget is also prepared keeping other requirements in mind. The UPA Government has been in power for the last five years. Shri Lalu Prasad ji was the Minister of Railways. He also presented good Rail Budgets. He has been lauded as a Management Guru. He did not increase the passenger fare and in fact reduced the same and presented development oriented budgets. Mamata ji has also followed the tradition and presented the Budget. I believe if Laluj's budget was an Express budget than this budget of Mamata ji is superfast budget.

Madam, just now Sh. Anant Kumarji was putting forth his views on the Rail Budget. He is an old friend of mine. We have been working together for last ten-fifteen years. I would like to tell him that I have witnessed 27-28 Budgets in this House. With the blessings of the Congress Party I have been elected to this House for the seventh time. No other budget was raised earlier as much as this one. In spite of that, my friend Shri Anant Kumar ji was trying to find faults with his budget, which is quite unfortunate. It is not good for the democracy to oppose just for the sake of opposition. At one time you were on this side and we were there. I was having huge expectations from you as you have initiated the budget speech. You should have brought some good issues for discussion but you had to attack Laluj and Mamata ji. You only had to say that this is a budget of West Bengal.

Madam, it has been a short period of time after formation of the Government and in such a short time span she has presented a good budget which has been well appreciated. It would have been good if you had also appreciated the same. Anant Kumar ji had initiated the budget speech for the year 2006-2007 also. I used to think that he too has started thinking about the country. In the previous speech he had mentioned one good thing. While criticising Laluj's speech he had said and I quote, "In the budget speech yesterday hon'ble Minister of Finance had said that three things are important for the UPA Government and these are development equality and social justice". But this time he did not mention about that. I thought he was concerned a lot about social justice. The budget presented by hon'ble Mamata ji talks about social justice only. In this budget she seems more like a Minister of Social Justice and less like a Minister of Railways. You must have seen that Minister of Railways generally present the budget but Mamata ji had asked a question before this House and the entire nation while presenting the budget. She had asked for permission from hon'ble Madam Speaker to ask a question I would like to quote—"Madam, before this August

House I would like to ask a question". Whether Railway projects should only be weighted on the scale of economic feasibility or it should be seen from social point of view also? Whether benefits of development should be kept restricted to affluent people and the largest chunk of population living in far-flung and backward areas should be deprived of the same? It may be possible that economic norms do not support these projects but still they are important for the people facing backwardness and poverty. They need these projects more than anybody else.

Now it is time that they should get their due share of development. I believe that the time has come for our economists and social thinkers to think that upliftment of poor and downtrodden people should be the primary welfare programme for any society and Government and social feasibility should be the touch stone instead of economic feasibility. I believe that hon'ble Mamata ji has called upon all the political parties and the country through this House that in the coming times we should think upon these lives. She has mentioned about bringing a human face before the public. Hon'ble Munde ji is present here. He must be aware that there was a famous saint in Maharashtra and his name was Saint Tuka Ram Maharaj ji. Shivaji ji had also got inspiration from him. He had said that—"Jaika ranjale gangele, kyasi mahane jo aapule, tochi sadhu Oodkhwa dev tethechi janava". One who adopts those who are backward and neglected and do not have anything, is the real saint and I believe that is equal to achieving God. I believe hon'ble Mamata ji is trying to follow the footprints of Saint Tukaram Maharaj ji and put into practice what he had said four hundred years back.

Hon. Madam Speaker, we are proud of the railways, it is no small undertaking. It employs as many as 14 lakh employees, has built 70,000 km of rail line, and a large number of stations and still there is an ever increasing demand for more rail lines and trains. Railways has a major role in the development of our country. Hence, there is a heavy demand for laying of more rail lines so as to speed up the pace of development. People keep on demanding for rail lines. The announcements made during the previous budget have not been implemented. Railway lines do not get constructed all of a sudden. Trains cannot be started on an immediate basis. These things take time. In 2001, during the NDA regime, in what estimation the people of the country looked at the railway. The railways was running in losses. A committee was constituted to mobilize funds for the railways and there was talk of privatizing the railways.

The turnaround of railways into a profit-making organization without any rise in fares came about during the five year tenure of the UPA. The attitude of the people underwent a transformation ...(*Interruptions*) Fares were reduced ...(*Interruptions*) Commitment is needed to bring about such a change. Honesty is the basis for such commitment and this commitment is still unflinching. Sh. Ananth Kumarji is not present here. I would like to tell him directly but I urge his colleagues to explain my point to him. He could have talked of the budget but he wanted only political mileage, he wanted to create a dispute. He talked of the white paper. He was reading out. ...(*Interruptions*) he should have read further. He read only the portion he was interested in, thereafter. ...(*Interruptions*).

SHRI RAJIV RANJAN SINGH *ALIAS* LALAN SINGH (Munger): He was praising you for bringing the white paper. ...(*Interruptions*)

SHRI VILAS MUTTEMVAR: This is not praise. ...(*Interruptions*) He was saying.

**14.00 hrs.**

[*English*]

"I would like to assure the House that Railways will come out with a '**White Paper**' indicating its present organizational, operational and financial status based on its performance in the last 5 years and develop a Vision 2020 along with short terms and long terms strategy and plan of action to realise it."

[*Translation*]

You forgot to read this. This idea of bringing the white paper is not to target anyone or to identify any particular person. The way she has made financial announcements to ensure smooth running of railways, in these circumstances, what more would be done, for this she intends to bring the white paper.

Madam, many issues were being raised here. I do not want touch upon them. I would like to laud Mamataji. The entire country has praised her. There are just a few issues worth mentioning in any budget. Some budget may have five such issues, some 10 and some 15 but Mamataji has, as if by magic, produced 40 important issues out of her budget as if it were a magic box. It is difficult to decide as to which point to highlight as each one is equally important. The special train for the youth reflects the human face of this budget. Similarly,

the urban rail for women, the special freight trains for farmers with registration facilities are all humanitarian steps. The stations from which the special freight trains for farmers will commence will also have a refrigerator to enable farmers to store their produce and sell it at better rates. Mamataji has tried to make these provisions keeping in view the needs of the country. I feel that it is not right that despite all these steps the budget is being criticized.

Madam, there are 14 lakh employees under the railways. The people who work hard are always neglected. They are not paid any attention Mamataji has taken upon herself to act for the welfare of these 14 lakh employees. Ananth Kumarji was questioning the need for a station. He said that could be out sourced. I would like to inform him that the measures would be implemented in colonies where railway employees reside. ...*(Interruptions)*

Madam, she has mentioned many welfare measures for the 14 lakh employees but he saw only the stadium. She also talked about building schools for children of the employees, of constructing playgrounds, hospitals and thousands of houses—but he did not pay heed to these points. That is why I think he has blinkers on and he should not try mislead the country.

Madam, world-class railway stations are the need of the hour. Such stations are needed if the country is to progress and tourism is to be developed. I don't want to discuss why the stations have not been upgraded till now and the facts in this regard. Should they not be built? I say, they should definitely be built. Mamataji has identified this need and has decided to upgrade 26 to 50 railway stations to world-class standards. This is the need of the hour. This work will also be undertaken through public-private partnership. There are plans to use railway land to upgrade railway stations and bring them upto global standards. The entire country has welcomed this now and we should welcome it. Mamataji has stressed upon focusing on this work. She has assured about building 50 metro stations and also of building model stations. I think this country needs this kind of infrastructure. She has also mentioned regarding providing facilities to passengers who are forced to endure deplorable conditions at present.

Madam Speaker, as far as the railway land is concerned the focus always had been on its proper utilisation. The railway land will be used for the initiatives and plans proposed by Mamataji because we will need

to mobilize more resources. As many as 67 percent of railway's income come from freight revenue, 25 percent from passenger fare and the rest of the amount from miscellaneous sources. We do not make any profit from the such earnings. Whatever money is earned is ploughed back into the railways. Merely three percent of the funds are used for developmental work, out of which new railway lines. ...*(Interruptions)* the work of gauge conversion is also included. Funds are needed to carryout these works. We have premium land in metro cities and large tracts of land in other places too. This land is being encroached upon by anti-social elements because it is not being utilized. She has talked about converting this on utilized land into a kind of bank by making use of it. She did not make an off-the-cutt remark about this. She said a committee would be constituted to examine the economic viability of this scheme. She has mentioned in this budget that after receiving recommendation from this committee the work of such land will be taken care of.

Dedicated Freight Corridor is a very important programme of the Railways. Earlier also, a similar programme was launched known as Diamond freight Corridor. There is need to pay attention to this programme as it is in its initial stage. I would make only one request to the hon. Railway Minister that such ambitious programmes should be completed in time bound phases. Non-completion in time bound phases leads to a rise in their costs and people loose attraction in them and they fail to be used as intended. My request is that she should pay attention to this freight corridor and get it implemented in a time bound phase.

Like I have said just now that the Railways have their own limited resources, mobilised under the freight and passenger heads and they are insufficient. Every time, efforts are being made to develop through resources. Everyone has appreciated Mamataji for giving such a budget. Some good and concrete suggestions have also been received stating that even if these fares are increased by some percent, it will not hurt any passenger or freight because people want development, better and faster trains and if the fare is increased to a certain extent I think there is nothing wrong in that and the country will support any step in that direction.

I would like to thank Mamata ji for making made announcement to issue monthly passes to the unorganised labourers for Rs. 25 only so that they may do rounine travelling upto 100 kms. I think that the whole country has welcomed it. Like I was saying that this

budget is quite humane. For the first time, justice has been done to the common people. The facility will be available to those having income of Rs. 1500 per month. Madam Speaker, there are many such instances. She has made announcement to introduce new trains. If problem of some people could not be addressed that does not mean. ...(*Interruptions*).

SHRI SHARAD YADAV (Madhepura): You hail from Vidarbha, listen to me I have something important for you. Madam Speaker, he hails from Vidarbha and has forgotten the Gondia and Jabalpur railway lines which is to be connected with Mahakausdhal line. This work has been going on for many years and yet not been completed so far. ...(*Interruptions*).

SHRI VILAS MUTTEMVAR: Madam as many as 57 new trains have been announced. Members have also been promised that new trains can be introduced in their constituencies if it is possible at all. Shanawaz ji should be pleased to know that students of Madrasas were not getting Railways concession till date but they are also being provided student concession in this budget. You have note taken not of it. Minorities have great expectations from you but you do not focus on them. You should go and ask them as to how much respect they have now for UPA and Mamata ji. She is the first Railway Minister who has provided this facility to the students of Madrassas.

Our journalist fraternity has got a gift for the first time. Journalists have been given 50% concession for their job related travel within the country. They can also bring their spouse alongwith them. The journalist cricle has welcomed this announcement. I would request the Railway Minister to increase this range a bit. I request that this facility should also be given to those having two children because husband and wife cannot travel leaving their children behind and thus providing concession for children will make your concession meaningful.

I think that employing commandoes for the security of the women passengers is a commendable step. It is a good initiative as feeling of insecurity in railway travel is on the rise. I think that there is need for commandoes and they should be deployed there. The decision to appoint a doctor in each of the long distance trains for

the first time is also commendable. Many times accidents occurred, someone fell ill, someone needed medical assistance but lost his life due to absence of it. It will constraint prove to be a big relief for the people. I think people have also got much relief by the introduction of the mobile ticket service van named 'Mushkil Aasaan.'

Facility of booking of trickets from 5000 post offices is also a commendable announcement. Now, very few people use the post office for sending letters due to large scale expansion of the mobile and telephone network. I think the employees of the post offices will welcome it if such a service is started in post offices too.

There was no toilet facility in some of the trains with more than two hours journey time. But, it is a good announcement to make such arrangement in the coming days.

I think that provision of automatic ticket vending facility at 200 stations, on board information and entertainment services in long distance inter city trains, construction of multipurpose complexes at 50 railways stations in pilgrimage areas, tourist centres and industrial centres etc. are the specialties of this railway budget and it should be seen in an appropriate perspective. This budget is supposed to mobilise more resources for the railways and put the railways on fast track. Therefore, everyone should welcome it.

As Mamata Ji has told everyone that if anything has been left out she will certainly try her best to include that. About 80 lakh people travel by local trais daily particularly in Mumbai in Maharashtra and one-third of revenue comes from Mumbai but this time Mumbai has been neglected in the rail budget. Though some projects are going on for a long time. My other friends will raise the issue in that regard. The provision made for some projects is also not sufficient. I request you not to neglect Mumbai. Though a few trains have been sanctioned for Mumbai but they are not sufficient in number. Every body wants to go to Mumbai. ...(*Interruptions*) . Everyday five to seven lakh people from Uttar Pradesh, Bihar, Orissa and other parts of the country come to Mumbai. There is a need to increase the number of trains going to Mumbai. The projects of expansion of two or three stations is going on in Mumbai which needs to be taken into consideration. I request you not to neglect Mumbai.



There is a need to pay attention to Pune, Aurangabad, Amravati, and Nagpur in Maharashtra.

I am grateful to you for according Nagpur priority in your new proposal as Laluji had also included Nagpur in the list of stations to be developed as world class station in the last budget. Nagpur should become a world class station in the coming days as Nagpur is the heartland of the country. You have stated about freight corridors and logistics hubs. If a railway logistics hub is developed in Nagpur, it will be economically viable not only for Nagpur or Vidarbha or Maharashtra but for the entire country as international cargo and passenger hub and world class hub are already being developed there. I request that efforts should be made in this direction also. At the same time I would like to mention that there is no direct train to connect Nagpur with all the metro cities in the country, namely Mumbai, Delhi, Kolkata, Chennai, Ahmedabad, Bangalore, Hyderabad Mumbai. I think it is essential as Nagpur is expanding fast. Mamata ji, I hope you will look into this matter and try to provide direct trains from Nagpur to Mumbai, Delhi, Chennai, Hyderabad and Bangalore.

Nagpur is going to be developed as a world class station. I had made a request last time also and now I request again that Ajni station in my constituency should also be developed as a world class station. Secondly, I would like to thank the Minister of Finance. I had stated that mobilizing resources was not a easy task. Hon. Minister of Finance has announced taxfree bonds for the infrastructure projects and bridges.

Mamata ji I would like to give you a piece of advice that as you have talked about involving the youth, the efforts should be made to involve the youth force in the development of the country and they can play a big role in work of Railway Ministry. I would like to give you an example of Siberia. I had visited Armenia in Russia in delegation in the year 1980. I saw that 2000 km. long rail line was to be laid in Siberia. There the temperature was  $-6^{\circ}\text{C}$  to  $-7^{\circ}\text{C}$  and when appeal was made to the youth for working and competing the said rail line. The youth completed the laying of the said rail line and they were given a certificate stating that they had worked for the country. I think that today there is no shortage of such young people in our country who want to contribute to the country. On several occasions when patriotism is debated, we talk about giving military training to the youth. We are the followers of Gandhiji's principle and believe in peace and non-violence. We oppose terrorism.

I think that to prevent the youth from being involved in unlawful acts, it would be an effective step to involve the youth in such constructive works through certain legislative powers. I hope that you will try for it because they have a lot of potential.

With it, I one again welcome Kumari Mamataji and expect that she will fulfil all her promises made in this budget. She has vowed to complete all the projects in a far less time. She hails from West Bengal and West Bengal is a revolutionary state and she has presented a revolutionary budget. With the hope that Mamataji will bring a revolution in the country through the railways, I give my best wishes to her thanking you conclude my speech.

*[English]*

MADAM SPEAKER: I have a list of more than 80 speakers to speak on the Railway Budget. Those who want to lay their written speeches on the Table of the House, they may do so. Their written speeches will be included in the Proceedings of the House.

*[Translation]*

SHRI REWATI RAMAN SINGH (Allahabad): Hon. Madam Speaker, I thank you for giving me an opportunity to speak on the Railway Budget.

14.24 hrs.

*[MR. DEPUTY SPEAKER in the Chair]*

Sir, I have gone through the Railway Budget attentively. Lot of things about the stations, railway lines in the entire country have been said in the railway budget but now it has become a practice that majority of rail projects are undertaken in the state from which the Minister of Railways hails and it is a bit natural. Laluji hails from Bihar. Though he could not make Patna a world class station but during my visit to Patna I found that he got the platforms in Patna paved with marble tiles. It has not been done at any station other than Patna. I have gone to Patna and I have seen it myself in Patna and am stating about that. I have seen many other places where there are no marble tiles as for example railways platforms are not paved with marble tiles in Delhi, the capital of the country, or in Lucknow or in Allahabad. I would like to say that the standard of construction work should be maintained uniformly all over the country.

I welcome the announcement made by Mamataji regarding new trains in this budget. Hon. Members Shri Ananth Kumar was stating that the word 'Turanta' had a very wrong meaning. I do not know as to which dictionary has been consulted by him. So far as my knowledge goes the word 'Turanta' means immediately. But whatever is to be provided to any state, that should be in proportion to the population and area of that state. I do not know how far Laluji's plans have been implemented, but I do know that the states of Bihar and Uttar Pradesh have not got their dues. Before taking up the case of Uttar Pradesh and Bihar, I would like to say, through you, that we should get to know our standing when we compare ourselves to the other railway services in the world. I am not talking of America or Europe. I am talking of Eastern Asia where countries such as China, Korea, Japan and Malaysia are situated and a large railway network exists. Rajdhani trains were started in 1967. At that time the Rajdhani trains used to run at a speed of 135 km/h. Today, in the year 2009 in the 21st century, the fastest train in the railway still remains the Rajdhani running at the same speed of 135 km/h. If we talk about China, it has bullet trains running at the speed of 250-300 km/h. Similar trains operate in Korea and Japan. But there is no change in our country even after the passage of such a long time. True, it is difficult to start such trains throughout the country all at once. But surely, short-distance trains can be introduced. Even if such trains cannot be run upto Mumbai, a short journey of 100 km, 150 km or 200 km may be attempted. But no efforts in this direction are evident. Ours is such a large country. Railways are in competition with the aviation industry. If the speed of trains is not increased and the facilities are not upgraded, the air passenger will not be attracted to avail rail services. The industrialists and the other affluent people prefer planes to trains. I would like to urge you to launch a pilot project of running bullet trains. It is strange as to why no action has been taken in this regard so far and where the problem lies. Indisputably, the rail lines would have to be upgraded and the platforms would have to be constructed in such a manner that there are no obstacles in the way of railway lines. So, some efforts in this direction is another to be made. As far as I know, no such effort has been made. There is no indication whether a bullet train is likely to be run in the country even by 21st century or not. There has been no such announcement.

Mr. Deputy Speaker, Sir, I would also like to say that although electrification has been done, substantial work remains to be done. Electrification does not spread

the kind of pollution that is created by diesel and coal engines. Although coal engines no longer run in the country, diesel engines are still functional and also spread pollution. Look at the condition of the stations. As Laluji said, they can never be improved. If they can't be improved then such announcements should not be made. Hence, it would be better if such announcements are also not made. No timeframe has been fixed for upgradation of stations to model stations and world class stations. Allahabad has not been included in the list of stations proposed to be upgraded. Allahabad is a very important station. It has given five Prime Minister to the country but I regret to say that Allahabad has not been included either in the list of proposed model stations or in the list of world class stations. I do not intend to discuss or debate the merits of the case. Still, I would like to point out that Allahabad is where Sangam takes place. It is visited by lakhs of tourists every year during the fair in the month of Magh. Crores of people come to attend the Kumbh Mela. People come to Allahabad during this period from every nook and corner of the world. I would like Allahabad to be made an international station. I thank you for proposing to convert Allahabad into a multi-purpose station. You have talked of doubling the track from Phaphamau to Allahabad junction. I thank you for that as well. If this railway line is extended upto Jabalpur and is electrified it would become very convenient for the passengers.

I would also like to tell the Railway Minister if the railway line from Benaras to Allahabad and from Allahabad to Raebareli is doubled it would make movement of trains plying on the Grand Trunk route much easier since, at present, this track is overloaded and choked. Doubling of railway lines would ease movement on these tracks. But no progress in this regard has taken place nor has any announcement been made. The distance between Allahabad and Lucknow is merely 200 km but this journey takes five and a half hours. If the doubling of tracks is done then people would be able to reach from Allahabad to Lucknow in two to two and a half hours. An Intercity train should be run between Allahabad and Kanpur because a large number of people travel from Allahabad to Kanpur.

Sir, similarly hon. Laluji had announced the railway overbridge at Rambagh and had said that he was allocating funds for the same. But it has not been constructed so far because the Uttar Pradesh government has not given a matching grant till date. Hon. Vijay Bahadurji, the MP from Hamirpur, sitting here, also belongs to Allahabad. He should pressurize his

government to release the grant accordingly so that the bridge is constructed.

MR. DEPUTY SPEAKER: Hon. Member, many of your party members are waiting to speak, so kindly wind-up your speech.

SHRI REWATI RAMAN SINGH: Sir, I am speaking on behalf of the Samajwadi Party. If you tell me to stop speaking, I will sit down.

MR. DEPUTY SPEAKER: I am not denying you the opportunity to speak. I am just telling you that two or three of your party members are waiting to speak. If you want to be the only one to speak, I have no objections.

SHRI REWATI RAMAN SINGH: Please let me speak. If you had cautioned me at the outset to speak just for a minute, I would have voiced my support and sat down. Sir, I am seeing this attitude for the first time. Now, I am deputy leader of the party. Even when I did not hold this post, I spoke for 15 minutes and more. You can check the records.

MR. DEPUTY SPEAKER: I am not refusing to let you speak. You have 15 minutes. If you want to invite other people to speak you will have to wind-up. If you want to speak alone, I have no objections. You have ample time.

SHRI REWATI RAMAN SINGH: Sir, it is enough that you have said this. A two day discussion is going to take pace over this and ten hours have been allotted for the discussion. You are the Deputy Speaker and you can decide the best way to allocate time. Sir, do not neglect Allahabad. I have also given some suggestions. When the hon. Minister looks over the suggestions given by other Members, she will find my suggestions to be helpful. TSL is a public sector undertaking. Earlier it used to repair wagons and manufacture wheels of goods trains. But for the last 20 years no work is being given to it, instead it is being given to the private sector companies. Consequently TSL has become a sick company. I would urge hon. Mamataji and also the Minister of State, who is noting down something here to allot the some work to TSL. If not more, at least 40 percent work be allotted to it so that the said PSU may revive. The said PSU was set up by Late Lal Bahadur Shastriji who was the Prime Minister of India and had also been the Railway Minister. I remember he was the only Railway Minister who resigned accepting moral responsibility of a rail accident. I urge the hon. Minister to take steps for revival of TSL.

Allahabad's Rambag Railway Station is being under utilized. Only 4-5 trains come to this station. If some trains are diverted to this station it will help in decongesting Allahabad station. I also urge for introducing direct trains to Jammu, Madras, Hyderabad, Bangalore and Ahmedabad from Allahabad. If Jabalpur-Allahabad line is electrified it will reduce the travelling time to Mumbai.

If Chitrakoot line is doubled upto Banda it would immensely benefit the commuters. The hon. Railway Minister has just made a mention of loading-unloading centres. But Allahabad has not been included in it. My submission is that Allahabad may also be provided such facility.

Sir, there was a mention of creating third corridor. Lalu ji had made an announcement in this regard. Mamataji is also in its favour. By what time is it likely to be ready? On which route the third corridor is proposed? Will she throw some light on it? Because every time a passing reference is made to it. Railways earn 67 percent revenue from freight. What is the target for its completion? How much time it is likely to take. It should also be dwelt upon as it has found no mention in the Rail Budget.

Sir, Guna Etawah railway line was started by Madhavrao Scindia 20 years ago. There is a practice in the railways that as and when a new Minister takes over he announces several new railways lines. And not a single line gets laid. First those lines, where on the work has begun, should be completed. There is no harm in announcing new lines, but already announced ones should be completed first.

Sir, catering service in railways should be improved. Poor quality food is served in trains. At least hot meals should be served. Meal thalis available at stations are not even properly covered. Large number of flies keep hovering over them and sometimes even dogs are able to get at them. These thalis should be properly covered and hot meals should be served. He has made a mention of meals but how does it taste, can only be seen when we eat it.

Sir, former President Abdul Kalam Azad had inaugurated Itawa-Mussouri railway line. The pace of work on Lalitpur, Satna, Rewa, Singrauli, Mahoba and Khajuraho line is very slow. It should be accelerated. My speech includes other proposals also. I will lay rest of my speech as you have ordered.

MR. DEPUTY SPEAKER: Not order, it is a request.

SHRI REWATI RAMAN SINGH: Since you are Deputy Speaker, therefore, it is my duty to give proper regards to your ruling. Therefore, honouring your ruling I lay rest of my speech on the table.

\*On the lines of every year, this year also, the Rail Budget contained several populist announcements. If we go through the announcements made by many past Railway Minister we find that no even half of these announcements have been translated into action. Even the projects announced by Mamata ji during her previous stint are yet to be completed. The railways will need huge funds if it plans to complete all of its incomplete projects across the country. If the hon. Minister completes all these projects it will immensely benefit the people in the country.

Here I would like to take up some of the projects of North Central Railways where on the work has been going on for long. Cost is escalating constantly and the projects are not being completed. The reason is that the funds required for their completion are not being provided. The hon. Minister has announced some projects for her constituency, her State, There is no harm in it. But she should always be conscious of the fact that she is Railways Minister for the whole country. Mamata ji has made many announcements. But she has totally neglected Uttar Pradesh. Funds have been allocated for old projects and the share of U.P. so far as new projects are concerned, is almost negligible. I would like to give some examples:—

Guna-Etawah rail line was approved by late Madhavra Scindia during his tenure as Minister of Railways. Over 20 years have lapsed since then. The work remains yet to be completed between Bhind and Etawah. Quite inadequate funds have been allocated for this stretch this year.

The then Prime Minister Atal Bihari Vajpayee himself had laid foundation stone for Agra-Etawah line via Fatehabad, Bateswar. If the pace of work remains so slow this line will not be completed even in next 20 years.

The foundation stone for the Etawah-Mainpuri railway line was laid by the then President of India, A.P.J. Abdul Kalam and the Railway Minister present at that occasion, Shri Nitish Kumar had announced that its inauguration would also be done by Shri Kalam Saheb.

But, the work is progressing a snail's pace and if it continues like this, I do not think that this 57 kilometre long line can be completed even in the next 10 years.

Similarly, the pace of work is extremely slow on the new railway lines Lalitpur-Satna, Rewa-Singrauli and Mahoba-Khajuraho and I wonder whether they will ever be completed or not. Thus, these are the only six railway lines under North Central Railway where work is going on from seven to twenty four years but it has not been completed as on date.

Construction work of a road overbridge under North Central Railway on crossing no. 27 in Etawah was completed and the ROB was thrown open to public. But, just within three months the portion of the ROB built by the Railways collapsed and it has been closed completely for traffic. It is not being repaired even after best constant demand made by the people. It has to be examined by the technical committee of the railways but its officials have no time for that since four months, what to say of action against the officials responsible for using poor quality material, they were not even questioned in this regard. An ROB between the railway crossing nos. 33C and 34C between Jaswanthnagar and Balrai railway station under North Central Railway is lying incomplete for the last one year with machines still standing idle there. By pass road is ready but the railway work has been stalled.

I, therefore, request that funds should be allocated on priority basis to complete the incomplete schemes and ongoing works should be reviewed regularly so that the work can be completed on time. Otherwise, just making these announcements and making Members clap will not help.

The Railway Minister has decided to upgrade 375 railway stations as model railway stations which is a good thing. But, attention should have also been paid to regional balance while identifying these stations. Uttar Pradesh has about 14% of the total railway lines. Even from this point of view about 52 model stations should have been identified out of the 375 stations. But, only seven stations—Sitapur, Amethi, Pilibhit, Shikohabad, Chandausi, Salempur and Prayag have been identified. But, the amenities to be provided at the model railway stations and the definition of a model station has not been determined so far.

I would like to know what is the meaning of a world class railway station? Which station of which country do you consider and want to upgrade the Indian stations on those lines?

\*...\*This part of the speech was laid on the Table.

[Shri Rewati Raman Singh]

It has been decided to provide MSTs for Rs. 25 to the poor having income of less than Rs. 1500/- p.m. for travel upto 100 kms. How will this be implemented? Even a labourer gets Rs. 100 per day as wages which translates to Rs. 3000 in a month. Then, how will this certificate of income less than Rs. 1500/- p.m. be obtained and who will issue it? The poor will again be left helpless and the persons who are well off will manage these MSTs for themselves.

Garib Rath is an example of this. Which poor person travels in a Garib Rath train? Rich people corner all the seats by making reservation and the poor is left out. Thus, though its name is Garib Rath yet it is an Ameer Rath in reality.

The condition of the Jansdharan Express is similar which starts from Delhi and stop not before Kanpur but mostly runs under occupied. The common man would get relief if one or two more stoppages are provided for it.

Has the Minister and his officials estimated the time for which many passenger trains and superfast trains will have to stop for non-stop trains? Presently, the situation is such that a passenger train is stopped anywhere. Poorva Express is stopped for 30 minutes to an hour before Aligarh to make way for Rajdhani Express. These trains are stopped at smaller stations where even drinking water is not available for the passengers. I think that because of non-stop trains passenger trains and superfast trains will have to be stopped unnecessarily at many places on a large scale causing great inconvenience to the common man.

Regarding recruitment in the Railways, the hon. Minister has proposed a scheme to give better representation to the minorities, women and the economically weaker section in her budget speech. I have to say two things in this connection.

The number of employees in Railways is decreasing every year. While there were 16 lakh 52 thousand railway employees in 1990-91, their number came down to 13 lakh 95 thousand in 2007-08. Why the number of jobs is decreasing when the number of trains, railway lines, and stations is increasing? Railways is the biggest employer undertaking. Policies should be such that maximum number of people get employment.

Secondly, speaking of economically backward class in place of other backward class can prove to be socially deceptive for the other backward classes. I, therefore,

request the hon. Minister that wherever she has mentioned the economically backward class in her speech, words 'other backward class' should be used so that wrong message is not conveyed to the people belonging to the OBC category.

The scheme to set up a nursing college and a medical college for the dependents of the railway employees is a welcome step. My suggestion is that these should be the colleges of the Railways without any private partnership. It would become a herculean job to provide admission in these colleges to the dependents of the Railway employees if there will be private partnership and ultimately these colleges, built on the priceless land of the Railways, would end up in the private hands.

If private partnership is envisaged in operation of train, it would be the saddest day in railways history. Therefore, I would like to caution the hon. Minister of Railways to distance himself from any efforts leading to privatization of railway.

Every year large quantity of fruits vegetables, meat and fish get perished. As per an estimate every year perishing of these products causes losses to the tune of Rs. 50,000 crore. The proposal to introduce special trains from the major producing place of these items to save these items from getting perished is a welcome step. It does need fully airconditioned wagons not just ordinary trains and it needs to be done by the railways on priority basis.

Catering in trains is a serious problem. The quality of water used for cooking meals in trains like Rajdhani and Shatabdi is very poor and consequently it spoils the quality of foods. Unless clean water is used for cooking meals, we cannot ensure good quality of the food items. The bottled water sold at stations, even brands like Rail Neer or other brands are often fake. There is a need to check it.

The most painful aspect of railway is that 80% passenger get only 20% space in trains, whereas 20 per cent passenger have a quite comfortable journey utilising 80 per cent space. Those, who can afford to spend money or have railway passes, get reservation or avail the benefit of Tatkal Seva. But poor people travel in highly congested coaches. Even some of them have no option but to stand in toilets. There is hardly any day when one or the other passengers do not fall prey to accidents while travelling hanging from the windows.

Therefore, it should be our priority to ensure more space for general passenger. Until and unless we are able to provide seats for common passengers in the trains the common men can't take a sigh of relief no matter what announcements do we make in the House and pat our back.\*

[*English*]

\*SHRI D.V. SADANANDA GOWDA (Udupi-Chikmagalur): The Railway Budget presented by Smt. Mamataji has once again kept the Karnataka State in the same place where it was kept by earlier Railway Minister Lalu Prasadji, except a few new trains and promises of some infrastructure development. No permanent project or proposals are given to the State of Karnataka. I do concede that Mamataji, has recognized our State only benefiting other States through Karnataka linkage, but not to the people of Karnataka.

I would like to draw the attention of the Hon'ble Minister with regard to the formation and completing earlier projects.

The Chikmagalur is the place from where Smt. Indira Gandhi had her 2nd rebirth of political career after emergency. Infact the people of Chikmagalur are such a smooth hearted people who blessed Smt. Indira Gandhi. Their expectations were not met by the then Railway Minister in Karnataka or latter by the Cong led Government at any point of time. Because of the inaction of successive governments to have any plans and programmes to Chikmagalur they went away from Cong(I). Infact the NDA had come to the rescue of the people of Chikmagalur and hence the connectivity and infrastructure activities taken up and Shri D.B. Chandre Gowda a staunch Cong (I) MP who vacated his seat for Smt. Gandhiji, was also fed up by the non initiative action of UPA Government and now he has become the Lok Sabha M.P. from B.J.P.

You may be surprised of this introduction; it is because a Railway line which is important connectivity was not given much importance at least to give respect to Smt. Indira Gandhi. Since last 12 years the Railway Line Kadur-Chikmagalur-Sakleshpur to the length of 93 KM with an estimate of Rs. 122.32 crore and still pending without any expectation of completion. So far they have spent is Rs. 71.76 crores and Rs. 45.00 crores is still required. In this budget only 5 crores has been allotted

and this has really defamed the people of Chikmagalur. I urge the Railway Minister to release the balance funds and complete the work without any delay.

The saddest thing is the betrayal done to the people of Coastal Karnataka *i.e.* to 3 districts *i.e.* Udupi-Uttarakannada and Mangalore. The only port of the State of Karnataka *i.e.* Mangalore port is in this area. Mangalore is the hub of iron ore and other allied export activities are running business from this port. Railway is one of the best mode to boost these activities where by the Central Government as well as Railway will get more profit and benefit apart from service to the public at large. But totally failed in providing train to this area. After much difficulty passenger railway connectivity is given to the people of Mangalore by a night train. In 2006-07 budget the UPA declared three trains to Mangalore-Bangalore. But the day train is not in action till today. Even the night and day train which have link to other end of Karnataka *i.e.* Karwar via Udupi, Kundapura has been totally rejected and the train extended up to Kannur, Kerala which is really unwanted. The people of Coastal Karnataka have been deprived of their right and they have been totally ignored. It is quite visible that the said train is extended upto Kerala is only due to the political pressure and compulsion but not as a necessity. I urge the Railway Ministry to run the night train and the proposed day train upto Karwar and the proposal of extension of night train upto Kannur may kindly be dropped.

The National Highways in the coastal belt will be motorable only if the density of the vehicles is minimized in the said roads. The important Hubli-Ankola-Karwar is an essential Railway connectivity which needs to be taken up on priority. But I fail to understand why this route is not given priority.

The new speed trains proposed in the budget from Mumbai to Karwar is of no use. The people of Karnataka will have the benefit only if the train is extended upto Mangalore. Udupi and Kundapura are the needy junctions from which thousands of people are plying daily to Mumbai. Hence the proposal need to be reconsidered on priority and train must be extended upto Mangalore.

The track doubling in between Bangalore-Mysore has not given necessary funds as required and need to be reconsidered. Another completion of track between Shravanabelgola Bangalore is the need of the State. The budgetary assistance for this has to be increased.

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\*Speech was laid on the Table.

[Shri D.V. Sadananda Gowda]

Totally, the budget has an eye washing exercise towards the State of Karnataka. I urge the Railway Minister to take serious note of the things mentioned by me and while replying the mistakes occurred may kindly be set right and justice may be done to the people of Karnataka specially Coastal Karnataka.

\*SHRI NITYANANDA PRADHAN (Aska): Mr. Deputy Speaker, I am thankful that I have got the opportunity to take part in the discussion on Railway Budget.

Madam, I am sorry to say that there is a saying in my State of Orissa which has been also reported in press that there is a history about the railway line in my State. Earlier when we were under British rule the then company had to put a line. Britishers were ruling India from Calcutta in the North and Madras in South. So far their effective administration and for movement of army they had laid the line, which incidentally passed through Orissa. Had there been any other shorter route to connect Calcutta with Madras, probably they would not have laid the Railways line. Since the time of Britishers there has been no significant improvement in the network of Railways in Orissa. Since independence also even though several Governments have come to Delhi but the fate of Orissa remain almost same. It is true that within this 60 years, some of the lines have been put in Orissa, but they are laid only with a commercial viability. The problems of the people has not been taken in consideration.

Even though there are hundreds of tourist spots spread over whole of Orissa they remain untapped. If the Railways had taken steps to lay the lines to Major important tourist places then not only it would have been beneficial for the people of Orissa for the economic development it would have been far better for the country. The heritage ancient culture of Orissa would have come to light for the whole of India and world, attracting people to visit and look to the high heritage of Orissa. Apart from that there are hundreds of eco-friendly tourism places. If Railways would have laid their line then the glory of Orissa would have come to light. So from the above facts it is clear Sir, that the railways have not only neglected Orissa people, its economy but deprived the people of other States and the whole of world from seeing the glory of Orissa.

Sir, I now deal with revenue generation of Railways. Now as the matter stands Sir, Orissa gives highest

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\*Speech was laid on the Table.

revenue to the railways but sorry to say, Sir, the expansion of railway in Orissa is highly deplorable. The new lines which were taken up long since is not at all progressing due to want of funds. Our beloved Chief Minister and all the MPs and legislatures and public at a large have been agitating for the increase of funds allocation for completing the ongoing projects. But negative is the result.

Indian railways should take a pragmatic view rather than a narrow view of helping a State and ultimately I would like to conclude, Sir, that railways has been neglecting Orissa. The step motherly attitude is highly deplorable. No uniform growth in this sector is visible.

So ultimately I, oppose the Budget provision and request the Hon'ble Minister to consider the case of Orissa with sympathy.

- (a) By completing the all ongoing projects.
- (b) By getting all the Railways establishments under one organization.
- (c) Getting the Line from Berhampur to Bhanjanagar and Nayagarh suryed.

\*DR. PRASANNA KUMAR PATASANI (Bhubaneswar): Sir, I am grateful to you for giving me an opportunity to express my views on the Railway Budget. I would request Hon'ble Railway Minister to consider the case of Orissa with responsibility and care. As you have said in your Railway Budget that every ordinary person should have the right to development and the concept of economic viability should be substituted by social viability. As you are aware that Orissa is a mineral rich State. However, this advantage of Orissa has never been exploited fully and the people of Orissa have remained poor. One of the reasons is that Railway has never been expanded in Orissa. There are several places in Orissa which are not connected by Railways. We have made several demands for the speedy completion of Khordha Bolangir Railway line, however, only 10% of the work has been completed. The Chief Minister of Orissa has on several occasions personally requested for the speedy completion of this project. But unfortunately this year also only 30 crores has been allocated. I, therefore, demand that atleast 300 crores should be immediately allocated this year for completion of the project. As you are aware that Jagannath Puri is world famous pilgrimage. We have been demanding for

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\*Speech was laid on the Table.

several years for upgradation of the Puri Station into a world class Railway station. However, this demand has never been met. I would like to request the Hon'ble Railway Minister to firstly take up the doubling up of Khordha-Puri line immediately. Secondly a multi-functional complex to be made functional in Puri. A non-stop train from Delhi to Puri should also be started. Konark is world famous tourist place. Thousands of people visit Konark every year. I request for immediate survey of Konark to Puri rail line. Trains should be stopped. Although the Government has announced upgradation of the station but no work has been started. Mancheshwar Rail Coach Factory which is functional need to be immediately expanded. This will provide additional employment to the people of Orissa. The development of East Coast Railway Zone is extremely slow. There is need for immediate expansion of the East Coast Railway. You will be surprised to know that for several months a GM has not yet been posted. I request the Minister to take up the matter on priority. I also request for construction of a few flyovers in Bhubaneswar. They are the Satyanagar fly over, Shaeed Nagar flyover, Veer Surender Sai Nagar flyover. These places are extremely accident prone areas and flyovers need to be constructed immediately.

*[Translation]*

DR. BALIRAM (Lalganj): I am highly grateful to you for giving me an opportunity to speak on Rail Budget.

Sir, it appears that from the budget presented in the House that dual policy has been adopted in it. This budget has been baised Uttar Pradesh, the biggest state in the country. The hon. Minister, referring to Prime Minister policy of inclusive growth, has said in his speech that the government shall provide facilities to the backward areas and the poor as well.

An hon. Member has just said that a decrease has been effected in passenger fares. But, in fact, the for general class, wherein the poor passengers travel, has been reduced by one rupee, whereas, upper class fares, wherein elite class travel have been reduced by 2 per cent. Therefore, the budget can't be termed as pro-poor. The hon. Minister has envisaged upgradation of 50 railways stations to the world class level. Though stations like Lucknow, Benaras, Kanpur, Agra Cantt., Mathura in U.P. have been identified for upgradation. But other stations having religious, industrial or tourism importance or big stations from population point of view be it Meerut, Faridabad, Gorakhpur have been left out. Therefore, my

submission is that these stations should also be included in the list of station slated for modernisation.

I am happy that the hon. Minister of Railways, in her Budget Speech has accepted that all the preceding governments during the last 60 years since independence have not filled up the jobs reserved for SCs/STs. She has resolved to clear the backlog and promised to launch a special drive for filling the vacant posts meant for these categories. But no mention has been made of OBCs. Efforts should be made to make OBCs also economically strong on the lines of SCs. OBCs have also been provided reservation after implementation of recommendations of Mandal Commission. But the hon. Minister of Railways has given no indications in this regard that how they will be dealt with. Chief Minister of Uttar Pradesh Kumari Mayawati Ji had written to the hon'ble Prime Minister in the year 2007 requesting him to fill up all the vacant posts under reserved quota in the Union Government jobs in order to clear the backlog. Through you I would like to urge the Government today that not only the vacancies in railways but the reservation quota for scheduled castes, scheduled tribes and backward classes in the Union Government should be filled up to clear the backlog. Alongwith this I would also like to say that in the Rail budget recently it has been proposed to lay 17 new railway lines. In Uttar Pradesh only Shaganj, Unchahaar Sultanpur, Amethi and Salaun have been selected for the same.

Kushinagar is a Budhist pilgrimage where lakhs of foreign as well as domestic tourists visit. There is no railway line over here. Hon'ble Minister of Railways may kindly select this place also and provide a railway line there.

Along with this I would also like to state that I have been elected from Azamgarh area which holds its position at the internationa level. This is the place where people like Pandit Rahul Sankrityayan, and author Pandit Laxmi Shakar Mishra, and Hariaudh Ji were born. I have seen for the last 25 years that no matter who forms the Government, there are always six, seven or eight persons from Azamgarh who become Members of Rajya Sabha and Lok Sabha. Even today there are at least a total of six Rajya Sabha and Lok Sabha Members from Azamgarh. There are many such places from where member of Members are for less. In spite of that Azamgarh is being neglected. It is an industrial belt and silk sarees are made in Mubarakpur and Mau. Sarees from this place are exported to various countries but facilities are not avaailable there. Through you, I would



[Dr. Baliram]

like to urge the hon'ble Minister of Railways that trains should be introduced from Azamgarh to Mumbai, Kolkata and Chennai where people of Azamgarh live in large numbers so that these people do not have to face any kind of difficulties.

In the Rail Budget hon'ble Minister has said that we are strengthening the railway system and are working to improve it, provide more facilities to passengers, provide better quality hygienic food to passengers and provide clean bed sheets to passengers while travelling. But I would like to say that on the 3rd of this month, 25 Members were travelling along with me and Beni Babu ji was also travelling at the same time. We were sitting at the station and the train was about to depart but the charts were not pasted by that time. Not even a single Ticket Collector was present there. We were sitting and waiting there for the charts to be pasted so that we could check our berths and take our place but no charts were put up over there. We had to almost run to catch the train and due to which many people got injured. Whereas there is a system that if there are more Members then an additional boggie is to be added to the train but at that time no additional boggie was attached to the train. Therefore, I would like to request that special attention should be paid towards this so that the Members and the general public do not have to face any kind of difficulties.

In the end I would like to thank you all and conclude my speech.

SHRI RAJIV RANJAN SINGH *ALIAS* LALAN SINGH (Munger): Hon'ble Deputy Speaker, Sir, I am extremely thankful to you for giving me an opportunity to speak. Hon'ble Minister of Railways has presented the Rail Budget. She got very little time before presenting the Rail Budget. It had only been a month and a half since she joined the Ministry of Railways Therefore, I would not like to go into this budget but I will definitely review the announcements that will be made by hon'ble Minister of Railways during the next year.

Today, when we discuss the Rail Budget we would definitely like to discuss the account of work done by the UPA Government which has ruled this country for the last five years and would also like to discuss its outcome in this sixth year. First of all I would like to discuss what hon'ble Minister of Railways has stated in 4th para of Rail Budget:—

"Railways is that face of the Government which is visible to everyone and we are proud of that.

Madam, while standing before this August House I would like to seek permission to ask a question as to whether Railway projects should be weighed only at the level of social feasibility or they will also be seen from the scale of social point of view".

She said this. What she meant was that Railways is not a business organisation, instead it has got a social responsibility and it should be viewed on the basis of social responsibility. After this we come to para 96 of her speech. She has stated in this para that:—

"Every person wants to spend his life properly. Railways is one such organisation which is both commercial as well as with human feelings. They both match each other and seek our attention towards the fact that railways is not a business organisation and infact it is one of its social obligations and Railways is running because of this social obligation."

After this hon'ble Minister of Railways has mentioned in para 10 of her continuously been receiving complaints regarding the deteriorating condition of passenger facilities. therefore, it would be my priority to bring evident reforms in these areas.

Hon'ble Minister has also hinted in her budget speech towards what took place during the five years tenure of Minister of Railways of the UPA Government. She has mentioned that all the five points of passenger facilities, cleanliness, quality of railway food, infrastructure, security and punctuality have been added later on into her speech. What do we want to see? What have you done in a period of five years? You have discussed about the railway facilities. I would like to point out a few things. Hon'ble Minister of Railways is not present here right now but hon'ble Minister of state in the Ministry of Railways is present and he must apprise her of the facts. What did you do during the five years? One of the Hon'ble Members, Shri Muttemwar Ji said that the fare was not increased. I want to state that all the trains running in the country were made super fast trains without increasing their speed by even one kilometer and the fare for those trains was charged as that of super fast trains. Now tell me whether the fare was increased or not. You expanded the scope of tatkal reservation so much that the majority of berths in all the trains were reserved for tatkal reservation and only 15 to 20 berths in a trains were left for general reservation. You started charging Rs. 150 more for tatkal reservation. You took out the money from the passengers pockets indirectly. You have used different courses for

identical destinations and cheated the country for five years that there has been no increase in fare. Now the Hon'ble Minister of Railways has come I want to tell her that she had made an announcement to decrease the tatkal charges from Rs. 150 to Rs. 100. It is a very good thing. But you must decrease the quota for tatkal reservation. You have stated the time period of tatkal reservation but you must decrease Rs. 100 to Rs. 10. You should decrease the super fast charges. All these bunglings have been made in the name of passengers' amenities. Hence, whatever has been stated by the Hon'ble Minister of Railways in regard to passengers' amenities, I think that is a revolutionary step.

**15.00 hrs.**

I agree that she has tried to improve it because she has reached here after a lot of struggle on the roads for the poor. She is concerned about the poor and has taken a few steps with a view to give benefits to the poor. I would like to tell the Hon'ble Minister of Railways that there are many more such cases in which the rail amenities are costing the passengers' pockets. I would like you to bring reforms in those cases and make efforts in this direction.

Mr. Deputy Speaker Sir, Hon'ble Minister of Railways has stated that 100 stations will be developed as world class stations which is a good thing. I would like to know about the model of that world class railway station. If any person has to construct a hotel or a house, he prepares a design for that first of all. Only then he knows about the outlook of the house or the hotel. I would like to say that if hon'ble Minister of Railways has announced to make 100 world class stations, then first of all she should get one model station and present that before the country. Then we will realize that these type of world class stations will be dedicated to the country by 2010 or 2015.

Mr. Deputy Speaker Sir, when the hon'ble Minister of Railways was presenting the Railway Budget, the ex-minister of Railways continued interrupting her. This has been his old habit. He keeps on speaking. He has been a Minister of announcements for the last five years. When the elections were at hand, he defined TTM as Tabar Tod Maalish. The number of foundation stones laid during the period just before the elections were more than the total number of foundation stones laid during the last five years. We changed the TTM as TTS Tabar Tod Shilanyas. I would like the hon'ble Minister of Railways to discuss about that.

Mr. Deputy Speaker Sir, Hon'ble Minister of Railways has stated a very good thing that the government will present white paper for the railway works done during the last five years. This country has been misled during the last five years that the railways has earned a profit of Rs. 75,000 crore or Rs. 90,000 crore. The figures were managed to mislead the people. So, the country is in doubt about the real financial status of the railways. The country wants to know as to where does the railways stand today. The announcement made by the hon. Minister of Railways in regard to white paper is a welcome step. We hope that the white paper will be placed before the country at the earliest and we demand that too.

Mr. Deputy Speaker Sir, hon Minister of Railways has referred to PPP model also. We do not oppose that but you must agree with the fact that the construction under PPP becomes commercial. We will not like to make investments till that is sustainable. We would like to request you that you must think over controlling mechanism because if you want to sue the remaining land or property of the railways commercially, you must put some safeguards in place so as to check the misuse of that land or property. We are not opposing that announcement but we expect from you that you will provide for safeguards so that there is not any commercial misuse as these has been such precedents.

Sir, I would like to bring the fact to the knowledge of Hon. Minister of Railways, through you that the railways has property and land at various places. The railways takes over the land through the state governments and it does not have its own property or land. The surplus land of the railways under various railway projects or at stations in Delhi and Mumbai was given to private persons for commercial use after bidding during the last five years. They have constructed multiplexes on those lands and they are carrying out business there. It has happened during the last five years. I would like to request you to look into the said allotments so as to ensure that the allotments were fair and transparent. You must give an assurance to the House about investigation into the said allotments. I have come to know the facts and I have doubt that there has been a scam involving crores of rupees. I would like to request you to look into the scam and check these things in future.

KUMARI MAMATA BANERJEE: Shri Rajesh Ranjan Ji,

[English]

When you are raising a matter,

[Translation]

You are talking about corruption in land allotments, do you have any information in this regard? If you have got the information, please pass the information to us.

[English]

I will certainly take care of that.

[Translation]

I want to tell you one more thing that the land of railways is not given to anybody for carrying out individual business. The railway land is under the protection of the railways. We will keep our workers with us.

[English]

We are not going to corporatize our railway or any thing.

[Translation]

We propose that the operation work or maintenance work like passenger amenities, cleanliness, catering etc. will be done by the department itself but as I have said that if there are any multitype activities, be it a parking centre or budget hotel or a marketing complex that may be given to private sector but the revenue earned therefrom will be used for strengthening the railways.

SHRI RAJIV RANJAN SINGH *ALIAS* LALAN SINGH: Sir, what he has said is right but I have many other questions which I want to bring to your notice. I will definitely bring to your notice the information that is with me on these points with the hope that you will call for a comprehensive enquiry thereof. The Juggling of cash surplus has been done at large scale statistics regarding. The surplus declared by the Railways is Rs. 17,182 crore for the year 2007-08, Rs. 9,803 crore for 2008-09 and Rs. 6,644 crore for 2009-10. There is surplus of Rs. 20,103 crore for the year 2007-08 after the dividend in the explanatory memorandum of the budget, Rs. 14,609 crore for 2008-09 and Rs. 13,542 crore in the interim budget of 2009-10 and Rs. 8,772 crore in the main budget. If both the figures are correct then what about the scam? If the above figure is right then the figure below is wrong and *vice-versa*. It is all about juggling of accounts. I want to tell you that computing

of the cash-surplus was not done. You should get this computing checked, you should write these facts in the white paper to be issued. Appropriation of DRF is not included, interest of fund has been included in the balance receipt but not in the expenditure and understatement of lease charge has been shown and not the understanding. All this is juggling of figures only. I am telling you all this as one example only and you should give details for all the five years when you bring white paper.

Sir, it is said that there are many such trusts in UK and other countries where one can give some donation and buy any doctorate degree or an even higher degree. All juggling had been taking place during the last five years. There is confusion everywhere. Issuing of white paper is a welcome step. The entire country will come to know about the condition of the Railways through this white paper only. You have mentioned passenger amenity and social obligation in your railway budget speech.

Just tell me one thing is it not a compromise with the safety of the railway passengers if extra load is allowed on the railway tracks which were changed with the funds from the Railway Safety Fund? If it is so then the Railways have become a commercial organisation instead of a social organisation. I tell you that the decision to increase the extra load should be reconsidered and an enquiry should be conducted as to on whose orders the extra load was allowed while compromising the passengers' safety. I have told you about the surplus lands. Investigation should be conducted into and Vigilance Department should be asked to clarify as to how such a large scale scam took place in the recruitment of group 'D' staff which is beyond one's imagination. You belong to a poor family and achieved this position after fighting poverty. We have sought vote in the name of the poor. Sharad Yadav ji is sitting here. We all provided so many documents to the Prime Minister. The land of the poor, ranging from two to five kattha, was taken away from them in lieu of providing them group 'D' Job. We along with Sharad ji, had submitted all the original documents to the Prime Minister in this regard. We were surprised that few days after we submitted these documents to the Prime Minister, we received a letter from the Vigilance Department of the Railways saying that they were investigating the matter. I could not understand as to how the Vigilance Department of the Railways would take action against the powerful officials of the Railways. The situation is altogether different today. I would

request the hon. Minister to direct the vigilance department to review each and every case under your supervision as we have provided proofs for each one of them. If you would ask, we would provide the proofs again. You should get this matter investigated, I am not against providing job. I do not object if someone provides job to the poor boys. I am not against it. But, if four-five kattha of land is taken away from the poor in the name of providing him job, then I am against it. I request the hon. Minister that this scam should be rooted out.

In addition to this, I want to discuss about Bihar. There are many projects in Bihar to be implemented since long. A number of foundation stones were laid during elections there. In just one or two months about 2-4 thousand foundation stones were laid in Bihar. I would like to know from you the actual situation of the projects for which foundation stones were laid. You should definitely tell the House whether any funds were sanctioned for those projects or just foundation stones were laid only. May be you will not be able to tell much while replying about the Railway Budget but you must make a statement about the projects in Bihar separately. Besides, there are many schemes which have already been sanctioned but are pending. They are not being implemented. Though you have not announced new schemes in the budget but we hope that you would definitely provide funds and make arrangements to ensure timely completion of the long pending schemes.

There is a railway bridge in my constituency Munger the foundation stone for which was laid by hon. Atal Bihari Vajpayee Ji when he was the Prime Minister. It should have been completed in 2009 but I saw that the Railway Minister was laying the foundation stone for it again in 2008 during election time. Though it was to be completed in 2009 but the Railway Minister was laying its foundation stone again in 2008. It was also a part of TTs *i.e.*, Tabad Tod Shilayas laying of too much foundation stones. The railway factory in Jamalpur in our area is the oldest railway factory. I appeal to you to revive it, rehabilitate it and modernize it. Kosi region falls under Sharad Yadav Ji's constituency, An Electric Locomotive Work Factory was announced to be set up in Madhepura. I do not know if ELW factory would be set up there or not. I doubt because the railway line, where the factory is to be set up, is not electrified. In such a situation, where will the new engine be tested? It will not be able to come out of the factory. I would like that this line should be electrified. Work on this factory must start in Madhepura, which is the constituency of Sharad Yadav ji.

Sir, many railway lines including the Murliganj line have been damaged in the flood, which should be repaired. Whatever has been presented in the budget, I will review that during the next budget. I congratulate the hon'ble Minister for all the announcements made by her.

With these words, I conclude.

15.17 hrs.

#### STATEMENTS BY MINISTERS—*Contd.*

##### (ii) **First anniversary of the Attack on Indian Embassy in Kabul on 07th July, 2008**

*[English]*

THE MINISTER OF EXTERNAL AFFAIRS (SHRI S.M. KRISHNA): Mr. Deputy Speaker, Sir, today is a year since the terrorist attack on our Embassy in Kabul in Afghanistan. A number of our Embassy personnel and a large number of Afghan nationals lost their lives in the attack on a diplomatic premise. We recall their sacrifice with a sense of grief as also to reiterate our commitment against terrorism and all those who sponsor and sustain it.

Our thoughts are also with all the families who lost their loved ones. No words of condemnation are too strong for the perpetrators and organizers of this attack. They must and will face a reckoning. Justice must be served.

[Placed in Library, *See* No. LT-60/15/09]

15.18 hrs.

#### RAILWAY BUDGET, 2009-2010—GENERAL DISCUSSION—*Contd.*

*[English]*

SHRI GOBINDA CHANDRA NASKAR (Bangaon): Hon. Deputy-Speaker, Sir, I rise to support the Railway Budget, 2009-10 presented by the hon. Railway Minister, Ms. Mamata Banerjee on 3rd July, 2009.

It is a complete and comprehensive Budget because it has covered all round development in the railway

[Shri Gobinda Chandra Naskar]

services of our country. It has taken care of interests of the common people. The hon. Railway Minister has not increased the passenger fares. She has also proposed introduction of a number of non-stop trains. It has been done for the first time in our history. I whole-heartedly welcome this proposal.

Sir, she has also attempted to provide safety and security to the railway passengers, especially to the women. It is a pro-people Budget. It is absolutely splendid, unique and unparallel Budget. It provides facilities to the young, to the poor, to the downtrodden and to the disadvantaged classes of people like farmers, minorities and women. It has also given some focus on the Scheduled Caste and the Scheduled Tribe people in the Scheduled Caste and the Scheduled Tribe areas in the country. Therefore, it is the best possible Budget in the present circumstances, which is based on the ground realities.

The hon. Railways Minister has attempted to take over and breathe new life in the Burn Standard and Braithwaite. This is also a good news for us.

This is also a special remarkable step taken by her.

I also congratulate the hon. Railway Minister for Special Recruitment Drive to fill up the vacancies of Scheduled Caste, Scheduled Tribe and Physically Handicapped persons. The hon. Minister has announced Travel Fast Trains. Sir, 12 Duronto trains, which will be faster than the Rajdhani trains, will move throughout the country. Sir, 375 Adarsh stations will be developed and these will have full of basic passenger amenities like arrangement of drinking water, clean and adequate toilets, catering services and waiting rooms, especially for the women.

The Minister has also taken some steps and given some proposals. Fifty stations are going to be developed as world class stations. A new factory to manufacture 500 railway coaches per year at the Kanchrapara-Halisahar Railway Complex, where railway land is available, is proposed. There is also a new scheme, which is called 'Izzat' scheme. Under this scheme, a monthly season ticket of Rs. 25/- would be available for those persons from unorganised sector whose monthly income is up to Rs. 1,500/- only.

The Railway Budget touches all sections of people. Daily commuters at various stations, at various places seem to be happy with the proposals made by the Union

Minister of Railways, Miss Mamata Banerjee, in the Railway Budget for 2009-2010. Women are pleased with the Railway Budget as there is scope for separate trains only for ladies during the peak office hours. This is a timely action taken by the Railways.

The Metro Railway employees will be satisfied with this proposal that the hospital near Tollygunge Railway Station will be upgraded. At present, it consists of 30 beds and it will be upgraded to 75 bed hospital.

Sir, the Minister has also proposed to open seven Nursing Colleges on railway land at Delhi, Kolkata, Mumbai, Chennai, Secunderabad, Lucknow and Jabalpur. This is also a good gesture. Medical colleges are planned to be established attached to existing railway hospitals. Basumati Sahitya Mandir, a great institution, will be taken over, if the State Government hands it over to the Railway Department.

Now, I wish to give some proposals to the hon. Minister that 12-coach train in the local train service may kindly be provided or introduced, especially in Sealdah Section, from Sealdah to Bangaon, Sealdah to Canning, Lakshmikantapur, Budge Budge, Krishnagar, Ranaghat and Kalyani. I also have a request to the Minister. She has introduced some new lines for the Sunderbans people. Sunderbans was absolutely demolished and devastated during the Aila devastation on 25th May, 2009. More than 60 lakh people were rendered homeless and destitute. At this time, our hon. Railway Minister has announced some schemes, some new railway lines, for the areas of Sunderbans like Canning to Gosaba via Basanti, Joynagar to Raidighi, Mandir Bazar to Ramganga and Namkhana to Bakkhali. All these are connected with the remote villages of Sunderbans to provide transport facilities. In this way, the hon. Minister has to consider my request by giving some facilities in my constituency also.

But in the border areas of Baghda and Swarupnagar, two new railway lines have been given from Bangaon to Baghda and Machlalandapur to Swarupnagar. In this way, the Minister has done a lot of things. I also request the Minister that all halt stations in India should not be withdrawn and they must be maintained properly. They have to be developed in due course of time.

Sir, the monthly allowance for the running staff like Guards and Drivers is to be increased to Rs. 500 as their service is full of risk. I request the hon. Minister of Railways to look after the demands of the running staff.

I thank you, Sir, for giving me the chance to speak for the first time.

MR. DEPUTY SPEAKER: Shri Basu Deb Acharia to speak.

...(Interruptions)

SHRI BASU DEB ACHARIA (Bankura): Sir, you will have to control the hon. Members. ...(Interruptions) The Railway Budget that has been presented by the hon. Minister of Railways does not show any innovative measures to combat and overcome the difficulties and the problems that the Indian Railways is confronted with. The impact, rather adverse impact, of the economic slowdown is already there in the Railways and there has been deceleration in the freight traffic. In the year 2008-2009 the Railways could not achieve the target of 850 million tonnes. That was the most conservative target.

Sir, there are no measures in these Budget proposals to overcome these difficulties. What is needed today in Indian Railways is to increase its efficiency, to increase its carrying capacity so that Railways can earn more and more revenue and have more and more investment for the development of Railways and for expansion of railway network.

Today there are many, many areas which are not connected with Railways. There is a need for a national debate. We have been arguing since many, many years that Railways is not only a commercial organization but it has also a social obligation. If the projects are sanctioned strictly on commercial basis that the rate of return should not be less than 14 per cent, then many areas in Jharkhand, in Chhattisgarh, in the North-East, in Bihar, in Uttar Pradesh and in Uttarakhand and even in some parts of West Bengal also will remain unconnected and the people of that area will be deprived of fruits of development.

There is an intrinsic relation of railway infrastructure with development. If there is no Railways you cannot think of industrialisation and economic development. There are some areas which are still remaining unconnected and it is because the railway services could not be provided in that area. Railway are not for going from one place to another place. There is a close and intrinsic relationship among development, industrialisation and with railway infrastructure. There is a need for change in the mindset of the Railway Board, Ministry of

Railways, Planning Commission and also the Government of India. We do not find any reflection here in the Budget. A project which is not economically viable where the rate of return is 11.5 per cent is still lying with the Planning Commission.

The entire alignment of Jhargram-Purulia line is in the tribal-dominated area of West Midnapore. She has proposed a new line in that area, that is, Salboni-Jhargram *via* Lalgah, Belpahari. But the alignment of Jhargram-Purulia line is almost in that tribal-inhabited under-developed area where there is no railway line or railway facility. Like Raniban, which is now within my constituency after delimitation, Raipur is also in my constituency where majority of the population is tribal. Then, you know that in Burdwan, 56 per cent population is tribal, which comes under the district of Purulia. ...(Interruptions) Then, Manbazar II line will be having 132 kilometres in the tribal areas of three districts, but still I do not find any mention of this project in this Railway Budget. ...(Interruptions)

Mr. Deputy Speaker, Sir, by constructing only 35 kilometres, the distance would be shortened by 45 kilometres from Howrah to the district headquarters of Birbhum-Siuri. I am talking of the Prantic-Siuri line. These two projects were announced by the Railway Minister in his Interim Budget, but these two projects have not found place in this year's budget proposals.

There is lack of development in the case of Railways not in the recent years, but for many years. We had 53,576 kilometres of railway track in 1950-51 and today we have 63,225 kilometres. What is the rate of expansion of the railway network in our country after Independence? What are the reasons? China had only 11,000 kilometres of railway track in 1949 and today they have 76,000 kilometres of railway track. Why are we lagging behind? This is because of less budgetary support. Today, despite Rs. 5,000 crore increase, it does not cross even 30 per cent while earlier the budgetary support was 75 per cent. So, it has come down from 75 per cent to less than 30 per cent today. So, the Railways are not getting proper attention of the Government of India while the Railways require more and more investment into it.

What is the requirement of the Railways? How can the efficiency of the Railways be increased? Today we are still having age-old signalling systems. We have different kinds of signalling systems. Even after spending Rs. 7,000 crore under SRSF, Special Railway Safety Fund, inter-signalling system has not been modernized.

[Shri Basu Deb Acharia]

You can still find at a number of places age-old signalling systems. How can we have an efficient railway system? Today, the average speed of a freight train is 26 kilometres and the average speed of a passenger train is only 46 kilometres and we are dreaming of Duronto.

The strengthening of the track is required. Sir, similar type of train was announced or thought of 12 years back in 1996, that is, a non-stop train from Howrah to Kolkata ...*(Interruptions)* and one non-stop train from Howrah to New Delhi in 12 hours. ...*(Interruptions)* It would start from Howrah at 8 o'clock in the night and reach New Delhi at 8 o'clock in the morning. Similarly, it would start from New Delhi at 8 o'clock in the night and reach Howrah at 8 o'clock in the morning. But the track condition has deteriorated with this track condition and after allowing to carry more than the carrying capacity, that is, to the extent of 6-10 tonnes.

Sir, there was an accident in the State of Orissa in Jajpur. I visited that site just one day after the accident as I wanted to find out what might be the reason for the accident. There was no overshooting of signal, and nobody said this. I am saying this because whenever an accident takes place, the first reaction is that it is human failure, that is, failure because of the driver; failure because of the switchman; failure because of the guard; and failure because of the operating staff like Station Master, etc. But nobody commented or made any statement after this accident that the accident was because of human failure.

I could find out that it was because of deteriorating track condition because that section was heavily saturated. By allowing to carry more than the carrying capacity, it has damaged the track. Today, we are having long-term damage of the track system to earn short-term profit. Is it possible with this track? I am asking this because some of the sections have become saturated. How can we introduce more and more trains—in order to realize the capacity—unless we increase the line capacity? We can introduce and announce new trains to the extent of 57 in number, but we do not find the reflection in the acquisition of rolling-stock programme.

What is the increase in the acquisition of passenger coaches? Is there a commensurate growth in case of passenger coaches with passenger traffic? At a time when there is a growth in the passenger coaches to the extent of 135 per cent, the growth in the passenger traffic is to the extent of 165 per cent. Therefore, what is required today is manufacturing of more and more

coaches, and the augmentation of existing capacities, which is today with Perambur Integral Coach Factory or the Rail Coach Factory, Kapurthala along with new coach factory coming up at Rae Bareilly for conventional coaches. I also welcome it because I had suggested that Kanchrapara workshop can be utilized for the manufacturing of EMU coaches. Now, there is a proposal to have a separate State-of-the-art EMU coach manufacturing or MEMU coach manufacturing workshop at Kanchrapara.

Sir, the Railway Minister has given one Power Plant to my Constituency, to my area, Adra. She has stated that it is a tribal area, and the tribal population is 18 per cent. For setting up a 1,000 MW Power Plant, you need 1,000 acres of land. I tried to find out as to how much railway land is available. Railway land is available to the extent of 300 acres. There is a Territorial Army Camp there, and that has to be dismantled. Moreover, afforestation has been done on that railway land. The Forest Department of the State Government and the Railways have jointly developed a beautiful forest there. So, lakhs of trees will have to be cut, and only then land can be made available. We will, however, definitely cooperate because Purulia is a very small District in the State of West Bengal.

Today, you will be surprised to know that one large Thermal Power Plant is coming up under Damodar Valley Corporation. ...*(Interruptions)*

SHRI VILAS MUTTEMVAR: If you do not want, it can be given to somebody else.

SHRI BASU DEB ACHARIA: I want, but what is required is, there is a Wagon Repair Shop ...*(Interruptions)*

*[Translation]*

MR. DEPUTY SPEAKER: Acharya ji, please conclude now.

SHRI BASU DEB ACHARIA: How can I conclude. They have interrupted me. Please give me some more time. I will conclude soon. ...*(Interruptions)* All will sit till late in the night.

MR. DEPUTY SPEAKER: You will sit whole night.

SHRI BASU DEB ACHARIA: I will also be here I will sit that side. I will help.

MR. DEPUTY SPEAKER: Alright, make your point within five minutes and conclude.

SHRI BASU DEB ACHARIA: I have to make 4-5 important points. I won't much time. You have seen that most of the time I was interrupted.

*[English]*

There is a Wagon Repair Shop. The South Eastern Railway has prepared a report and that report has been submitted—but it is gathering dust in the Railway Board—for manufacture of wagons at the Wagon Shop. With a little investment or with a little expansion of the Shop, at least, 300 to 400 wagons can be manufactured in that Shop. There is an abandoned Steam Loco Shed. The entire Division is now electrified. There are a large number of MEMU trains. I was there when the first MEMU train between Asansol and Burdman was inaugurated. I was to inaugurate that train in 1993, when I was not the Chairman of the Standing Committee at that point of time. Since then, the number of MEMU rakes has been increased. That abandoned Steam Loco Shed can be converted into a MEMU Maintenance Shed because there is no MEMU Maintenance Shed at Adra Division. MEMUs are maintained at Kharagpur MEMU Maintenance Shed and thereby proper utilization of MEMU rakes is not being made.

So, I am not opposing the Power Plant; I am welcoming it, and I will definitely cooperate in the acquisition of land. Land is being acquired for three Power Plants—one for DVC, and two are under private sector.

Now, coming to the other proposals mentioned in the Budget, 50 stations are being upgraded into world-class stations. During Laluji's time, it was 15; now, it has gone up to 50, and the upgradation of all the 50 stations will be taken up under PPP (Public-Private Participation) mode. Station building is not only a building, operations of trains, both passenger and freight, are done from the Station building.

KUMARI MAMATA BANERJEE: The Operations Department will do it.

SHRI BASU DEB ACHARIA: It means the core activities of the Railways will be handed over to the private sector. There are two dedicated freight corridors. How much land is to be acquired? We are going to have industrial hub. I do not know where these dedicated

freight corridors will come. These dedicated freight corridors are for carrying container traffic, double-decker container traffic, double State container traffic.

THE MINISTER OF HOME AFFAIRS (SHRI P. CHIDAMBARAM): Are you not wanting it?

SHRI BASU DEB ACHARIA: I want dedicated freight corridors. Shri Chidambaramji, in their Cabinet, they decided that a dedicated freight corridor would be from Ludhiana to Somnagar. Shri Ram Vilas Paswanji, the then Railway Minister was inquiring as to where Somnagar is. I told him to ask Shri Laluji. We used to extend support to the UPA Government. We fought in this House and got it extended to Kolkata. Now it has been decided that the first phase would be up to Dankuni. Dankuni should be connected with the metro railway by constructing a bridge over River Ganga. Now, more than 30,000 acres of agricultural land, prime land has to be acquired, where there will be "*Maa Maati and Manush*". How much land is required?

KUMARI MAMATA BANERJEE: Shri Achariji, will you yield for a moment?

SHRI BASU DEB ACHARIA: It will not be constructed on a railway land because we have examined it. How much land will be required?

*[Translation]*

MR DEPUTY SPEAKER: Basu Deb ji, I gave you five minutes time to speak. Now you conclude your speech.

KUMARI MAMATA BANERJEE: I have said Maa Mati Manush, because in our railways...

*[English]*

SHRI BASU DEB ACHARIA: Railways are the biggest landlord after Defence.

KUMARI MAMATA BANERJEE: Yes, you raised one question. I know, I cannot satisfy you, but I will try my best.

Railways will go for a dedicated freight corridor both for Western Railways and Eastern Railways also. We will provide the railway land.

*[Translation]*

The railways will construct freight corridor and the government have decided to set up industrial hubs along it what is the objection in it.



[Kumari Mamata Banerjee]

It is not like Singur and Nandigram. Please do not raise all these questions. We are not going to acquire land by using threat. ...*(Interruptions)*

*[Translation]*

Land is required for industrial hub. How much land is required for freight corridor. Not much land is required for ten lines.

*[English]*

SHRI BASU DEB ACHARIA: Where will be "*Maa Maati and Manush*"? Wherefrom 30,000 hectares of prime agricultural land would be acquired? You will be surprised that there is one station which is being upgraded. Nanur is not at all a railway station. Nanur is in Birbhum district. The people of Nanur can get into train, they can avail the train facility at Innaha. But there is no station at all. About 53 projects have been announced till now. ...*(Interruptions)*

There is one project from Bishnupur to Mukut Manipur. That is being constructed from Chatna to Mukut Manipur...*(Interruptions)*

MR. DEPUTY SPEAKER: Please conclude Shri Achariaji.

...*(Interruptions)*

SHRI BASU DEB ACHARIA: Generally, Bankura people are well behaved. ...*(Interruptions)*

*[Translation]*

MR DEPUTY SPEAKER: Please do not quarrel here.

...*(Interruptions)*

*[English]*

SHRI KALYAN BANERJEE (Sreerampur): No one can oppose him. This is the definition. ...*(Interruptions)*

SHRI BASU DEB ACHARIA: When he was speaking, nobody disturbed him. ...*(Interruptions)*

Why do you always get up?

MR. DEPUTY SPEAKER: Shri Acharia, please conclude. I now call Mr. Pinaki Misra.

SHRI BASU DEB ACHARIA: Sir, I have not finished my speech. Let me conclude.

MR. DEPUTY SPEAKER: You have taken more than the allotted time.

*[Translation]*

You are talking with each other. It should not be is.

*[English]*

SHRI BASU DEB ACHARIA: Sir, there is a project Bishnupur-Mukutmanipur where a line is being constructed. I do not know how. Maybe it is different alignment, Goda, Taldangra, Khatra and then Mukutmanipur. Why do people from Singur have to go to Nandigram and *vice versa*?

SHRI ADHIR CHOWDHURY (Bahrapur): What is the harm of it?

SHRI BASU DEB ACHARIA: If there had been a chemical hub at Nandigram and the Nano manufacturing plant at Singur, people would not have had to travel from one place to another.

Survey has not been done in the case of two-three projects. Survey is being undertaken and it is included for survey.

*[Translation]*

MR. DEPUTY SPEAKER: Acharia ji conclude now.

*[English]*

SHRI BASU DEB ACHARIA: In my long years in this House I have not seen so many surveys. I would like to know from the Minister as to how many surveys have been conducted and how many reports have been submitted to the Railway Board and gathering dust. Survey from Bankura has been completed. It is not being considered.

*[Translation]*

MR DEPUTY SPEAKER: Acharia ji you have made your point. Conclude now.

*[English]*

SHRI BASU DEB ACHARIA: I am concluding, Sir, I will take two minutes.

MR. DEPUTY SPEAKER: Your two-minutes are too long.

SHRI BASU DEB ACHARIA: There is need to increase the frequency of suburban trains but that has not been done. For increasing the number of coaches from nine to twelve all the platforms have to be elongated. I welcome this move. After many years of our struggle for establishment of two terminals, three years back, plan and estimates had been submitted by the South Eastern Railway for Majerhat terminal. Majerhat should be made the terminal station of South Eastern Railway by constructing a road-cum-rail bridge over Hooghly. Three years back the estimate was Rs. 1600 crore. I support the Salgola terminal also. When Mumbai has a separate terminal for suburban trains, why cannot Kolkata have a separate terminal for suburban trains?

SHRI ADHIR CHOWDHURY: It is proposed.

SHRI BASU DEB ACHARIA: It has been proposed, good. Only two years back the proposal came from the Eastern Railway. Along with these two terminals, there is a need for a terminal at Santragachi. Railway land is available there and that land can be developed to create a bus terminal and taxi stand. After that is done, long-distance trains can stop at Santragachi; passengers can get down at Santragachi; and avail those means of transport and go to Kolkata.

Sir, I would say that what is required to be done has not been reflected in the Railway Budget.

\*SHRI P.C. GADDIGOUDAR (Bagalkot): At the outset, I would like to take this opportunity to congratulate the Hon'ble Minister for Railways for not hiking the passenger fares and the freight rates. On behalf of the people of Karnataka as well as from my Constituency *i.e.* Bagalkot I once again congratulate for giving new Line Almatti-Koppal and introduction of New train Bangalore-Hubli-Solapur Superfast (Tri-Weekly). I would like to bring to your kind attention some other long standing demands of my Constituency which have been not considered in this Budget 2009-10.

Bagalkot district has huge deposits of natural ores like lime stone, dolomite, granite, Iron ore etc., 12-14 Sugar factories, several cement units, granite processing units are located at Kudagi near Bagalkot. A 4000 MW thermal power plant is coming up shortly. This constituency consists of Historical places like Badami, Aihole, Pattadkal, Banashankari temple, Kudala Sangam, Basavanbagewadi etc., Bagalkot is also the central place for carrying and the forwarding of major Agricultural and Horticultural produces like Maize, Bajara, pomegranate and other fruits.

\*Speech was laid on the Table.

Considering all the facts, I would request you to consider the long standing demands of my Constituency, Bagalkot.

### 1. New Line:

- (a) The survey work on Bagalkot-Kuduchi New line is completed and tendering etc. are to be expedited.

### 2. New Trains:

- (a) Bijapur-Bangalore city Golgumbaz express is to be introduced so that the train starts at 0945 hrs from Bangalore city and reaches Bijapur at 2200 hrs via Bagalkot.
- (b) Intercity Train between Hubli-Sholapur.
- (c) Garib Rath Express to be started from Bangalore city via Bellary, Hospet, Gadag, Bagalkot, Bijapur, Sholapur to New Delhi or an alternative route of Bangalore city, Tumkur, Arsikere, Chikjajur, Rayadurga, Bellary, Hospet, Gadag, Bagalkot, Bijapur, Sholapur to New Delhi.

### 3. Re-routing of Trains:

- (a) Train No. 2429 Rajdhani Express is to be routed via Hospet, Gadag, Bagalkot, Bijapur Twice a week.
- (b) 2429 Samparka Kranti Express to be rerouted via Gadag-Bagalkot-Bijapur at least thrice a week.
- (c) Golden Chariot Train has to be run upto Bijapur which at present running upto Gadag.

Apart from New Lines, New Trains, Rerouting of Trains below said some of the aspirations and additional demands of people from my constituency should be considered.

- (a) As Bagalkot is the District Headquarters and lies on the major railway line between Gadag and Bijapur, the Railway Station is to be upgraded as "A" grade Station and "CLEAN TRAIN STATION"
- (b) Badami and Basavan Bagewadi Road stations are to be upgraded along with VIP lounges as these stations cater to the passengers visiting Historical places in and around.

[Shri P.C. Gaddigoudar]

- (c) Rail Yatri Niwas is to be constructed at Badami.
- (d) Additional Railway Health unit is to be located at Bagalkot to cater to the Medical needs of Railway employees working/stationed in between Bijapur and Gadag Stations.
- (e) Train watering facility on all the Platforms in Bagalkot Station.
- (f) Accident Relief facility to be provided at Bagalkot.
- (g) Upgradation of goods handling facility at Bagalkot as it has been made as Major Train Checking Point and Major goods Wagon Repair point with adequate allied infrastructure.
- (h) As South Western Railway is a new zone and to cater to its needs of staff and personnel for establishing a Zonal Training Centre at Bagalkot.

Therefore, I urge the Hon'ble Minister for Railways to kindly include the above requests, long standing demands of people of Bagalkot constituency in the supplementary budget.

SHRI PINAKI MISRA (Puri): Mr. Deputy Speaker, Sir, while Shri Acharia may have done Orissa some service by mentioning its backwardness and the desirability of more focus on Railways in Orissa, I do not know whether he has done us a disservice in the same breath because the hon. Railway Minister is appearing both distracted as well as riled by Shri Acharia's observations.

I would request the hon. Railway Minister to hear us with a cool mind, with a compassionate heart because we from Orissa stand up yet again to speak on the Railway Budget with very heavy heart. One more time, the Railway Budget has disappointed Orissa grievously. I wish to draw attention to the hon. Railway Minister's statement—it was a very thought provoking speech, it was a speech which was full of pious homilies— where the Railway Minister has said that she has "therefore decided to set up an expert committee to advise her on innovative financing and implementation of the so-called economically unviable but socially desired projects." I assume that she means desirable projects.

15.56 hrs.

[SHRI ARJUN CHARAN SETHI *in the Chair*]

The difficulty with Orissa is that we are exactly the opposite. We are economically most viable but we are,

politically, it appears most undesirable, and therefore, our interests have to be overlooked time and time again. The Members of Parliament from Orissa, belonging to the Biju Janata Dal had petitioned the hon. Minister of Railways on the eve of the Budget regarding the backwardness of the State. I am particularly heartened that the hon. Home Minister is here because the hon. Home Minister had the occasion to visit Orissa less than a week back to take a first hand view of some of the naxal-hit areas. I think, what the hon. Home Minister has come back with from Orissa is a first hand account of just how far backwardness, poverty, unemployment have been some of the essential root causes of the problems of Maoism and Naxalism in that part of the country.

Therefore, the parts of the speech of the Railway Minister which have dealt with "the people awaiting development, time has come for them to receive their share in fruits and development"— these kinds of statements which make for very good reading, which brought you great claps in the House, perhaps, needs to be translated in some form of action and I beseech the Railway Minister to put some words to action.

We had particularly requested for the southern part of Orissa to be linked, in particular, the Jeypore-Malkangiri area, which is the hotbed of Naxalism in Orissa. It is not an Orissa problem. The hon. Home Minister knows; the hon. Railway Minister also knows. I have no doubt about it. She is from Bengal, a neighbouring State. This is a pan India problem. We are grappling with it, so are our neighbours. But locally, if we are able to give some fruits of development, I think, perhaps some form of isolation of these activities, and this mindset could take place and towards that end, the Jeypore-Malkangiri section as well as Naupada-Gunupur link—these are the two hubs of southern Orissa which are both hubs in terms of industrial activity, in terms of mining activity as well as the problem of unemployment. Therefore, if the Railways are looking to southern Orissa for some form of amelioration of the problems of the people, they have to really address these issues at the outset.

The hon. Railway Minister has mentioned several new trains to Orissa. Some of these trains are in the nature of weeklies. For instance, the hon. Railway Minister has mentioned the Duronto train, which is meant to be a weekly train. I would suggest that the weekly train really has to be made if not a tri-weekly, a bi-weekly train. Even there, the portion where this train

runs through, which is coastal Orissa, we need to touch some parts of western Orissa. I think, this can be done very easily. There is little bit of track development which is required and it would cover a much broader swathe of that area and therefore the problem that seems to affect Orissa which is that the railway route length and rail density of Orissa is not commensurate with the fruits that the Railways reaps out of Orissa.

**16.00 hrs.**

It is below the national average. In fact, it is estimated to have grossed in excess of Rs. 5,000 crore in 2008-09.

We will miss the hon. Home Minister; I hope, the hon. Home Minister will carry some of our words with him, and plead with the hon. Railway Minister for whatever its worth.

We would request you to plough back some portion of your revenues that you are earning out of Orissa alone, which is in excess of Rs. 5,000 crore; these are some of the most densely populated lines, some of the most densely used lines, some of the richest lines, running through the industrial and mineral hub of Orissa. Keonjhar, Dhenkanal, Balasore, Sundargarh, Gopalpur, Therubali—these are some of the richest baskets of Orissa and the Railways earn heavily out of these areas, and yet, very little money seems to be ploughing back into these areas, on an annual basis.

Lots of promises are made every year in the Railway Budget, but we find hardly a fraction of it ever reaches the grassroots level. For instance, the hon. Railway Minister said in the Railway Budget that the freight loading had fallen short last year by 850 metric tonnes, and here, these industries are crying hoarse day after day, week after week; we are waiting for berthing facilities, some kind of railway wagon facility in these areas. The waiting period in these areas runs into 6-8-12 weeks; you are talking about the freight revenues falling short all over the country. These are parts of the country where the waiting period is 12-14-16 weeks. Paradeep Port itself is one of the finest ports in the country and it is unable to discharge its load; ships have to berth for weeks on because there are no railway facilities.

So, when the hon. Railway Minister talks of underdeveloped areas which ought to receive the fruits of development, I would earnestly beseech her that she

has to do something. She is from a neighbouring State; she has seen the by-products of underdevelopment and undevelopment in West Bengal. So, she knows first hand, the problems of underdevelopment and undevelopment, and thus, she knows the problems of Orissa, and how they can be ameliorated because it has been her dream all these years to ensure that the backwardness of West Bengal is ameliorated; so, there should be no reason why the same yardstick should not be carried forward and developed in Orissa as well.

Take for instance, Kolkata-Talcher line which is one of the lines dating back to pre-British days. This is the richest coal-belt in Orissa and yet, this line has not been upgraded and there is no development of this track at all. As a result of this, there is a huge amount of backlog which takes place on these lines, leading to both underdevelopment of the State and of these regions, as well as underutilization of mineral resources of this area.

The hon. Railway Minister has given us a salutary proposal—PPP, as far as the utilization of railway land is concerned. It is a salutary proposal. I think, on a bi-partisan basis, this House will be one with her because personally we know those things. In my Constituency for example, there are large tracts of land; in Puri also for example, there are large tracts of railway land which increasingly have become the target of encroachers; this is a fact of life. Large tracts of railway lands are now being increasingly encroached and you can never get rid of the encroachers. So, the Railways are going to end up losing these lands for ever. So, her decision is a good decision in principle, but it has to be put on a fast track, because every year, you lose more and more land which is irretrievable.

As far as Orissa is concerned, may I bring to the notice of the hon. Railway Minister that there has been a proposal for the past two decades that there will be a Railway Coach Factory in that State. This is for the past two decades. There has been this proposal, which has been on the anvil; every year, a proposal is made. Why? It is because in terms of freight, you look at the logistics. There can be no better place in this country, but Orissa, to put up a Railway Coach Factory. You have your aluminium, you have the steel; you have all the ingredients within a span of 50 kms. Look at the kind of freight logistics that you benefit from; and yet, we find that Mancheshwar which is next to Bhubaneswar is still being used only as a repair shed.

[Shri Pinaki Misra]

There are vast tracks of railway land which in private-public partnership can in fact be used to put up railway coach manufacturing factory in the State. I would urge the hon. Railway Minister to do this on a fast track rather than to let this proposal languish.

I heard the erstwhile Railway Minister, who I am very gratified is now with us, getting up in the middle of one of the speeches to say that the so-called world class railway stations in any case are only on paper and they are hardly to be implemented. I am struck by the cynicism of it. With great respect, I think nobody in this House can share in this cynicism. I am particularly gratified that both Bhubaneswar as well as Puri, which is my constituency, have been notified, rather, they are on the anvil for this world-class railway station proposal. If it is only going to remain on paper, as the erstwhile Railway Minister got up and sarcastically said that this had been announced in my time and it will probably remain on paper in your time, that will be one of the saddest days.

Hon. Railway Minister knows it and I would like to bring to her attention through you that in 2014, over a span of ten days roughly 30 lakh to 50 lakh people will be visiting Puri for a religious festival which happens every 12 years. This will come in 2014 and, therefore, we are deeply obliged to give the people the facilities that are required. How can Puri have a world class railway station without there being a double line? There is a single line to Puri. Therefore, when you put this on your map saying that there will be a world-class railway station, have you at least realised, has somebody from the Ministry at least come and told you, Madam, that this is a single line and how are we going to make a world class railway station there unless we double it. Doubling proposal has been on the anvil for the last 15 years. Work has progressed practically inch by inch. How are we going to give Puri a world class railway station?

MR. CHAIRMAN: Please conclude.

SHRI PINAKI MISRA: I know, Mr. Chairman, Sir, there are other speakers waiting to follow. Orissa has observed a *bandh* today protesting against the Railway Budget. We have only stopped the goods trains. We have not disturbed the passenger trains. Unfortunately, this happens every year. As I said, I have got up today to speak with a heavy heart. We have given the hon. Railway Minister a complete set of requests, proposals, a set of fervent beseechment, if you so like. Kindly give

Orissa its due. That is all we ask from a State which is languishing in backwardness. If you are getting Rs. 5000 crore out of the State every year, give it a fraction of it. At least give us Rs. 500-700 crore this year.

SHRI B. MAHTAB (Cuttack): At least 50 per cent of it should be given to us.

SHRI PINAKI MISRA: My hon. senior colleague is right. It should at least be fifty per cent but I am asking for a fraction of it. Give us ten or twenty per cent. Even that will be sufficient to oversee some of the projects which have languished for the last 20 years or so. With this, I once again beseech with folded hands to give Orissa its due.

SHRI ANANDRAO ADSUL (Amravati): Respected Chairman, Sir, thank you very much for giving me an opportunity to speak on the Railway Budget 2009-10. First of all, I would like to congratulate the hon. Railway Minister, 'Didi' for taking charge of this portfolio after long time. She is very much competent and possesses uncommon personality of a common man.

At the outset, I would like to bring to the notice of the hon. Railway Minister that the people of Mumbai are little bit unhappy with the Budget. Though in the past Railway was in loss, Mumbai local was always running in profit. Everyday about 40 lakh of people travel by Mumbai local trains and by way of season tickets they are paying in advance to railway.

KUMARI MAMATA BANERJEE: Are you talking about suburban railway?

[*Translation*]

I have not made a mention of MEMU, DEMU in Mumbai Sub-urban in the Budget as it is a continuous process. We have to strengthen it.

[*English*]

Wherever suburban trains are there, they will be strengthened. They are in Mumbai, Kolkata, Chennai, Bangalore and Delhi also.

[*Translation*]

Large number of Mumbai Sub-urban area passenger travel therein. We will extend it. I did not just make a mention of it in the Budget thinking if everything is mentioned then Bill will have thousand off pages. Therefore I did

not mention it in the Budget. There is not other wise about it.

*[English]*

They will get highest priority.

SHRI ANANDRAO ADSUL: I will have to bring to your notice that Mumbai is paying one-third revenue of the total revenue of the country. Mumbai alone is paying Rs. 1,00,000 thousand crore. That is why, our expectations are high. Mumbai is small India where people of all the States live and people of all religions are also living there. Not only that, it is a financial city of this country. That is why, their expectations are high. Definitely, I hope if you are there, you will take appropriate care of Mumbai.

Now coming to my Constituency of Amravati, it is a revenue city adjoining five districts and it is a corporate area. More than ten lakh people are living in Amravati. Amravati city is ten kilometres away from the central railway. Previously, Badnera was the station. From Badnera to Amravati, there was a shuttle service. Now-a-days, because of the blessings of Her Excellency, the President of India, Shrimati Pratibha Tai Patil, three new trains have been started from Amravati, namely, Amravati-Mumbai, Amravati-Surat and Amravati-Nagpur. Earlier, these trains were not there. It is ten kilometres away from the main land and only shuttle service was there. Now, this station is situated in the city of Amravati, that is why, frequency of train is high. The level-crossing which is in Rajapet is heavily disturbed because it is in main market area of Amravati. There are so many schools and hospitals nearby this level-crossing. That is why, an over-bridge is urgently needed or an underground subway can be provided on war-footing basis. I think you will take proper care of it. I have already sent the proposal. ...\*. My earnest request to you is that you take it on war footing.

Thirdly, a serious issue is there. Amravati-Narkhed railway line was proposed in 1986 during the tenure of former Prime Minister, Shri Narasimha Rao and the work was started actually in 1995.

MR. CHAIRMAN: Mr. Adsul, the name of the hon. President of India should not be mentioned.

SHRI ANANDRAO ADSUL: All right. No problem. Amravati-Narkhed line was started in the year 1995.

About 42 kilometres work has been completed. For the remaining part, the land is in possession of the Railways. Secondly, out of 35, 25 big bridges have been completed. Out of 138, 125 small bridges have been completed. But unfortunately whatever work has been completed for 42 kilometres, heavy damage has been done, valuable equipment are being damaged and copper wires are being stolen.

Nobody has taken care of it. I myself had visited the place and seen it. It is a very serious issue. Whatever work has been completed that is being damaged. The remaining 93 kilometre of this stretch can be completed if sufficient allocation of funds is made. I would like to request the hon. Railway Minister to consider this issue seriously and allocate appropriate funds for completion of this stretch.

Sir, my next point is about conversion of narrow gauge line to broad gauge line. During the time of the NDA Government a decision was taken to convert all narrow gauge lines to broad gauge lines. But a narrow gauge line, in my constituency, covering three districts unfortunately has not been converted into broad gauge line so far. It is a stretch of about 125 kilometres. This line was built by a British company in the year 1913. Ninety three years have passed since then. With a payment of just Rs. 1,20,00,000 the Indian Railways can become its owner and this line can be converted into a broad gauge line. What benefits are to accrue if this line was to be a broad gauge line? The cotton growing farmers, the oil producing farmers, the valuable foodgrains producing farmers will benefit out of this. Moreover, once this line is converted into a broad gauge the industrialists will feel inspired to invest in these areas and consequently it will result in more employment in these areas. The passengers will also benefit a great deal out of it. The land is in possession of the Railways; the track is there. What we need is only conversion of this meter gauge track into a broad gauge one. I have already sent this proposal to the Ministry. The hon. Minister may kindly look into this proposal and act on it expeditiously.

Sir, the former Railway Minister, Shri Lalu Prasad Yadav had made an announcement that the people working as porters in the railway stations would be given the job of a gangman. Our observation has been that a majority of the porters are not willing to become gangmen and they are happy with the kind of job that they are doing presently.

\*Not recorded.

[Shri Anandrao Adsul]

Sir, I have put forward these proposals to the hon. Railway Minister and I would only like to request her to consider these proposals seriously.

SHRIMATI SUPRIYA SULE (Baramati): Sir, I would first like to congratulate the hon. Railway Minister for presenting such a good social Budget. I think, what we expected from her has largely been achieved and she has set a benchmark in this Budget because she has thought of an inclusive Budget encompassing all sections of the society. Therefore, I would like to thank her for that at the very beginning and I stand here to wholeheartedly support the Budget.

Sir, what she has done for the passengers has been dwelt at length by my colleague Shri Muttemwar and I would not like to speak much on that because of constraint of time, but would certainly like to appreciate her efforts for what she has attempted to do for the employees of the Railways which includes making provisions for their housing, health, education and all. I would also like to appreciate her for the remarkable decision that she has taken for freight by making provisions for more cold storages, refrigerators for farmers. This is a very encouraging announcement. There are many such good provisions made in the Budget.

I would like to highlight a point here. The hon. Railway Minister has made a lot of efforts towards improving the Chhatrapati Shivaji Terminal in Mumbai and also for other stations in Pune and Nagpur. She also has classified 38 stations as *Adarsha* stations and has allocated a sum of Rs. 14.5 crore for the 16A platform of the Borivili Railway station. But the real problem comes for Mumbai. My friend mentioned that around 40 lakh people are in the railway stations in Mumbai. I would like to correct that figure. Around one crore 25 lakhs people are on the railway stations in Mumbai.

I appreciate her efforts. She cannot do anything today but in the next phase, we would like her to have a separate meeting for a detailed study of what needs to be done to Mumbai. Besides revenue, I think everything in life is not revenue, infrastructure is required for every human being in the country and that is what Mamata Ji has looked at length in this entire Budget.

The MUTP project which everybody has talked about, is 50 per cent supported by the World Bank, 25 per cent by the Government of India and 25 per cent by the Government of Maharashtra. The hon. Minister has given Rs. 304 crore for MUTP Phase-I and Rs. 125

crore for Phase-II for which we are grateful to her. It totals to an amount of Rs. 429 crore and the Government of Maharashtra will also be giving Rs. 429 crore which takes the amount to Rs. 858 crore and the project phase as it is now is about Rs. 5300 crore. We appreciate the help which she has given to us but it is very miniscule for the kind of upgradation which Mumbai needs today.

The Government of Maharashtra has kindly requested her in a letter which the hon. Chief Minister of Maharashtra has written to her regarding 48 twelve-car EMU in which there is a huge shortfall as the production of only 12 rakes has been achieved. There is a shortfall of six rakes and they are required to fill it up. Sanction of twelve care EMU trains on Harbour Line which was proposed to the hon. Minister has not yet been materialised.

Even the Grant Road Terminus which is also an extremely important Terminus in Mumbai is very congested. In future maybe, we need her to consider this proposal. There are three major lines in Mumbai, namely, the Central Line, the Harbour Line and the Western Line. There are about nine compartments in most of the trains. Keeping the number of people using them, we need to upgrade all these trains from nine compartments to twelve compartments and where there are twelve compartments existing now, it needs to be upgraded to fifteen.

As regards the ladies special trains, I am grateful to her that she has thought about three major metros and taken very good steps. But in Mumbai, a lot of working middle class women use trains regularly. Trains in Mumbai need much upgradation as we need many more compartments. Madam, as a woman, you will understand that safety and security of women are very crucial keeping in view what happened unfortunately in Mumbai six months ago. Women are feeling extremely insecure. If you could deploy some more police forces in the women compartments, it would be much appreciated in Mumbai. There have to be luggage bogies because in Mumbai a lot of women who are vegetable vendors carry their luggage. They travel in trains but they cannot go to men compartments to put all their goods. Even a provision for pregnant women, if it could be considered, would be appreciated. If you could give them a seat in the handicapped area, it would be much appreciated.

While all these demands go along, there is one small social point which I would like to highlight to the

hon. Minister. The Self-Help Group women and the differently able people have been mentioned by you in your speech. When you are doing so much upgradation of all the major railways as well as the stations, if you could give one stall each to a Self-Help Group and the differently able people, it can enable them some livelihood on all the stations.

The other major project which Maharashtra Government is trying to follow up with you is the Deccan Odyssey luxury train which you had launched in 2000-01. It is absolutely on track but right now, the problem is the haulage charges. The haulage charges are about Rs. 29 lakhs to Rs. 34 lakhs a trip and because of this, the State and the MTDC who want to continue this project incur a loss of Rs. 2 crore right now which the Government of Maharashtra cannot really afford. The Government of Maharashtra has written to you regarding giving 50 per cent reduction of haulage charges and the hon. Chief Minister has given three alternatives in his letter which should be kindly considered by you.

Mr. Chairman, I would also like to suggest to the Minister, through you, that there are a lot of good proposals given by the Chief Minister of Maharashtra about 15 days ago to you regarding sharing 50 per cent amount for the trains to be given in Maharashtra. They are covering Aghmednagar-Beed-Parali Vajjnath, Wardha-Nanded *via* Yavatmal, Manmad-Indore *via* Malegaon Dhule, Shirpur-Nardana, Sendhwa, Mhow, Wadsa, Desaijanj-Armore-Gadchiroli and Surat-Nashik-Pune which you have already addressed. If it is extended to Surat, we would be extremely grateful.

Besides making all these requests, there are a lot of requirements in stations like Kedgaon which is a very important city in Pune District. If you could connect Jhelum Express, Hawda Express and Chennai Express to it, it would be of great help for all the people who are living in Kedgaon.

There is a need for opening of Chiklavli station between Ambarnath and Badlapur on the Central Railway, which is in the Thane District. Thane District today is almost getting developed but there are still areas which are adivasi and backward areas. If it is connected through railways, it will help livelihood to all the people living there.

There is no railway connection in Khamgaon, Buldhana District to Jalna in Marathwada region. This

should be considered immediately as it would play a very crucial role in the development of the Marathwada region. Also in Thane District there is another area called Murbad. Murbad needs to be connected to Kalyan-Ahmednagar-Rahuri, which is also an adivasi area. The survey was done decades ago, much follow-up has been done by the Government of Maharashtra but no work yet has been done.

As per today's situation the number of passengers is increasing from Karjat, Khopoli, Kasara, and Virar. They all need you to look into it as we need many more shuttle services even in Thane-Kalyan, Kasara-Khopoli during the peak hours. Even proper transport facilities are required at the Umbermali station and providing of stations at Savroli, Guravalo and Kedgaon (Daund) are required.

Besides all this, there is a requirement of international facilities in very important cities like Kalyan, Thane, Daund, Amravati—what my colleague just mentioned—Nashik, Kolhapur and Aurangabad. The importance of Thane is that Thane was the first railway station which was built with the Shivaji Terminus in 1853. It is an 150 year old building and we would appreciate if you get it under the heritage wing and develop it with the CST of Mumbai. Talking about Kolhapur and Aurangabad, Kolhapur is a very fast developing city of Shahu Maharaj, whose status was just unveiled in the Parliament premises. It has a great historical and pilgrimage value and tourism can really be promoted both in Kolhapur and Aurangabad. Kolhapur and Aurangabad are industrially developing and Kolhapur is a big agricultural belt as well. Aurangabad has great importance, owing to its proximity with world heritage sites of Ajanta and Ellora caves. If these two cities are developed, it will boost tourism as well as there will be a lot of opportunities for all the locals living there.

Besides this, there are a lot of requirements of over-bridges which I have written to the hon. Minister. I will not get into the details. A lot of my colleagues who do not have the opportunity today in their constituencies, whether it is Mr. Sanjiv Naik, Mr. Sanjay Patil or Mr. Bhujbal from Nashik, have made many requirements which I would like to table, as I do not want to take much of the time of the House.

Besides all this, I would touch upon two-three very serious points pertaining to my constituency now. There is a plot of land which the hon. Minister has talked about to develop it. In Daund, there is a very crucial



[Shrimati Supriya Sule]

railway station in Pune District, some of the retired Railway people have encroached on it and they have been living there for decades. Now, the Railway has taken a decision to remove them from there. I think, it would be totally unfair. I would urge upon the hon. Railway Minister to stop their eviction from there, give them an opportunity or have a rehabilitation plan for them because otherwise these women and children will be totally homeless. I am sure that with Mamataji at the helm of the affairs no injustice will be done towards these people.

Besides this, there is another issue of laying a new railway line between Lonand-Phaltan-Baramati. This has already been approved but the Lonand-Phaltan region people want it. Baramati already has an existing railway station which was a narrow gauge and which is turned into broad gauge and is connected to Secunderabad and Daund now. People over there do not want more extension of this as that entire land in that region has already been checked or earmarked for the new railway. It is a fertile land and there are marginal farmers there. I do not think this project should be totally shelved but a part only of the Baramati extension as those people will surely take up to agitation and this country cannot really afford any more blood-bath at acquisition of any land. I would really appreciate if they could shelve this project and create the extension from Lonand-Phaltan-Pandharpur, which is a very crucial thing in Maharashtra. Pandharpur is one of the major pilgrim places. Lakhs of people from Andhra Pradesh, Karnataka and Maharashtra visit Pandharpur. The upgradation of Pandharpur railway would be much appreciated.

With this there is a demand of a railway line between Pune-Saswad to be upgraded as well as Daund-Pune-Lonawala-Talegaon-Hadapsar. These are all satellite towns. If these satellite towns are developed, I am sure, all the people, who live in Pune or cannot afford to live in Pune and work in Pune, can live in these satellite towns and they can be connected to the cities. The cost of living would be much cheaper for them to live out in these satellite towns. If there is a good connectivity they can come to work everyday in Pune.

Last but not least, the most important point which has been discussed many a times in the State, where I come from, is the Railway Recruitment Board.

There has to be more transparency in this process. As for good global governance what we really need to do is that the entire process of hiring the railways has

to be done with one-time-one-exam in the entire country because we have, unfortunately, seen that every State has an exam at a different time. So, the suggestion I would like to make is that if we could have one exam, then it would be good. Say, if you are hiring a clerk, the entire country should go to exam at the same time, but if you are hiring a nurse or anybody else then different exams can be held. If a person who is applying, his name or her name has to be in the system of the Employment Exchange. So, if he is qualified in the Employment Exchange, only then his name should be considered. ...*(Interruptions)*

Sir, this is my last point. I reiterate the point made by Shri Vilas Muttemvar that all commitments, which have been made in this Railway Budget, should be time-bound so that they are completed in the budget allocated. I think that is the point which has been extensively made by Shri Vilas Muttemvar.

I thank the hon. Minister of Railways for this very overwhelming Budget and it is clear that her commitment is to development-oriented railway growth and expansion.

\*SHRI PREMDAS (Etawah): I would like to draw attention of the hon. Minister of Railways to the Rail Budget. I have found that the hon. Minister has not provided a many facilities to Uttar Pradesh as she should have. I would like to draw attention of the hon Minister specially to my Parliamentary Constituency, Etawah in Uttar Pradesh. It is on New Delhi-Kanpur-Howrah main railway line. But no train has been introduced for Etawah. Kanpur is an industrial hub. Large number of people travel to Kanpur from Etawah. Large number of milk vendors supply milk from here to Kanpur daily. Earlier there was a stoppage of passenger trains plying on this route at Blant-L between Jheelak and Amiapur which has been withdrawn. It has caused great inconvenience to the passengers. I urge the hon. Minister to restore the said stoppage and also to start one more passenger train between Etawah and Kanpur. The passenger train which from Agra at 6.00 AM should start from Diviyapur as NTPC's plant is located at Diviyapur. The bridge at Etawah on Delhi-Howrah line constructed a year ago has collapsed. An inquiry should be conducted in this regard and the bridge may be reconstructed.

SHRI GANESH SINGH (Satna): Sir, I am thankful to you for allowing me to take part in the discussion on the Railway Budget. I am putting forth my views on the

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\*Speech was laid on the Table.

Railway Budget for the year 2009-10. The Railway Budget presented by hon. Mamata ji is totally imbalanced. Many states including Madhya Pradesh have been greatly discriminated against in this Railway Budget. Earlier, hon. Mamata ji used to sit here but she has gone to the ruling side after the 15th Lok Sabha elections. I felt that as a Railway Minister she would also take care of opposition but it is unfortunate that she could not do so while preparing the Railway Budget. This whole budget has followed the practice which was started by the former Railway Minister Shri Lalu Prasad Yadav ji. It was observed during his five year term that he constantly discriminated against the states not having congress party or the Congress Party backed governments. Hon. Mamata ji has also followed the same. Since West Bengal is her home state, she has tried to allocate maximum budget to her state. I am not objecting to whatever she has given to West Bengal, Railway is the organization binding the whole country and need is being felt for equal development of Railways at all the places. Hon. Mamata ji has said in her speech that she will give more attention to the backward areas. But, our friends from Orissa was saying that there are many states like Orissa and Madhya Pradesh where there is great need for development of the railways. The ratio of the railways in our Madhya Pradesh is lower to the national average. Even after this, whatever railway projects have been given to Madhya Pradesh, contribution is also demanded in the same ratio. I think this is not justified. There is no rationale behind taking contribution from the states backward from the point of view of Railways. Such a provision should be made in the budget. I want to draw the attention to the estimates of the Railway Budget for 2009-10. Hon'ble Railway Minister has said in her budget speech that revenue target of Rs. 88419 crore is being fixed for the next year 2009-10. This revenue will consist of Rs. 58525 crore from freight and Rs. 24309 crore from passenger fare. I would like to tell her that the Railways fell short of the last year's freight target of 17 million tonnes. I do not think that the railways can meet the prescribed target. Out of one rupee earned by the railways, 65 paise comes from freight and 27 paise from the passenger fare. But, what I found most surprising is that the Railways is spending just 3 paise out of one rupee for its infrastructure. On the one hand, new announcements are being made everyday and expansion of the railways is taking place on the other, although it may not be occurring at the same pace but, at least, something is happening. Our schemes will not be completed on time if we will not make provision for more allocation for development. As an example, I would like to tell that

the announcement made in this House in 2005 for introduction of new passenger trains has not been fulfilled till date. ...(*Interruptions*) Hon. Mr. Chairman, Sir, I have just started.

*[English]*

MR. CHAIRMAN: So many hon. Members are there. So, they have to speak.

*[Translation]*

SHRI GANESH SINGH: I am the second speaker, please give me some time.

All those announcements are there on the paper only. Just now, Mamata ji has also announced 57 new trains. From where will the coaches come? From where will the railway engines come. Though trains are new but all the coaches are old. If one sits inside them he feels afraid and unsure of what might go wrong. One can put beautiful garland in front of the engine but if you go behind it then it's impossible to believe that it is some new train. I want to say that provision for budget allocation would be required in the same ratio in which the new announcements are being made. Mamata ji has said that they will manufacture 18000 new coaches. Till what time will they manufacture? All the rail coach factories do not have this much capacity. This work can not be completed even in five years. If so, should it be construed that a Railway Budget has been presented for the whole next five years? I have to submit that there is need for very serious consideration on this matter. As far as development of infrastructure is concerned, in my opinion, the hon. Railway Minister must reconsider it. The passenger facilities are declining day—by—day. The greatest need of any Railway is the passenger facilities. The railways of the countries having better passenger facilities are definitely being applauded. Sh. Lalu ji had said in his last budget speech that he would make the Indian Railways of world class. Mamata ji went two steps further and stated that she will make 50 railway stations in India of world class. Her decision is welcome but I do not know as to how they plan to do so. There is no mention about it anywhere in the budget. In Lalu ji has already said that this is just an announcement and thus question does not arise about its completion. I think that such announcements have no meaning.

*[English]*

MR. CHAIRMAN: Please conclude now.

[*Translation*]

SHRI GANESH SINGH: At many railways stations do not provide and many of them do not have even any place to sit no shed, no foot over bridges at present. There are platforms since the British times and they have not been improved till date. When will it happen, after all? The fate of an old project Lalitpur-Singrauli railway line has not changed in this budget. This railway line was conceived long ago. Work on it is going on at such a slow pace that I do not think that this project can be completed even in 20 years. Last time also, I had given a suggestion in the House that work on it should be started from three sides—from Singrauli to Rewa, Satna to Panna although work from Lalitpur to Panna, is going on yet we can not complete this project unless we start work from three sides.

There are many such schemes which are lying incomplete. About Satna and Maihar railway stations, it was said that they were going to make them of first class. But, names of both the stations are missing from the announcements made by Mamataji. I demand that their names should be included in that class. Frequency of many trains has been increased. But, it has not been done in the case of Rajkot Express, the demand for which is being made regularly for a long time. When Nitish Kumar ji was the Railway Minister he had announced in Satna to extend Rajkot Express upto Satna. But, this has not happened so far. It remains stationed for 12-18 hours there and if its distance is further increased by one and half hours the people of Satna would be greatly benefitted.

Sir, there has been discrimination against Madhya Pradesh in the railway budget. Only two trains have been given to Madhya Pradesh, one for Shri Kamal Nathji's constituency and the other for Shri Jyotiraditya Scindia Ji's constituency. Apart from these two constituencies the entire Madhya Pradesh has not got anything. Besides, these two trains. Madhya Pradesh needed many more trains. We had asked for a train from Rewa to Mumbai. But our demand has not been met. Chitrakoot is a religious place as Lord Rama lived there for eleven years. There is a 'Shaktipeeth' of Maa Sharda in Maihar. There is Baba Alauddin ji's Saadhanasthali. Lakhs of people visit this place. I had demanded a DMU train to connect these places but that has also not been met.

Sir, now I am coming to the demands of my constituency. There has been a continuous demand for

two coaches for Indore in Reevanchal express. There is also a demand to attach a coach with Shaktipunj train in Chinvari-Bilaspur. We have been continuously demanding that a passenger coach be added to Jabalpur-Nagpur train from Etarsi and a coach be added to Intercity Katni-Chaupan Passenger from Satna. I have been continuously asking for change in time-schedule of some trains. Mahakaushal Express plying between Jabalpur and Nizamuddin reaches here between 12.00 pm to 13.00 pm. This train always runs late. If this train may reach here at 9.00 a.m. then a great demand of our constituency will be fulfilled. Similarly I had asked for change in time-schedule of the train running between Reewa and New Delhi. Uttar Pradesh Sampark Kranti Express connects the people of three to four Lok Sabha constituencies namely Satna, Baanda, Rewa etc. I demand that this train should run daily so as to benefit the people of the said region. The platform of Chitrakoot Railway station is very low and its height should be increased. Basic facilities need to be provided at all the stations. I request that these demands should be met with. Thank you.

\*Sir, the following points be added to my speech on the railway budget. Hon. Minister of Railways has done the same thing which was done by ex-Minister of Railways Shri Lalu Prasad ji. Out of 57 new trains 14 trains have been provided for West Bengal only.

Out of 375 model stations, 100 stations are to be upgraded in West Bengal alone. Five multi purpose complex, new coach factory, new medical college, nursing college, Kolkata metro development have been provided for West Bengal and a sick industry has been acquired in Singur and a new rail line has been provided in Nandigram. I do not oppose these things but there has been a discrimination against various states including Madhya Pradesh. Rajkot Express should be extended to Satna. Satna and Maihar railway stations should be made model stations. DRM office should be set up in Satna.

A new goods station be set up at Kaima station.

The time-schedule of Mahakaushal Express and Reewa-New Delhi be revised.

The number of coaches of all class in Reewanchal Express should be increased and two coaches should be added to Shaktipunj Express for Indore. A coach should

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\*...\*This part of the Speech was laid on the Table.

be added to Chirmiri-Bilaspur passenger from Satna. A coach should be added to Jabalpur Nagpur train in Itarsi.

A coach should be added to Intercity for Katni choyan passenger. Hon. Minister of Railways has stated in the budget that special trains will be provided for transportation of vegetables and fruits. Such announcement was made also by the ex-Minister of Railways. I would like to ask the Minister of Railways whether one see the Kulhad, Mattha, Sattu and Khaadi bedsheets any more in the trains.

There is lack of passenger amenities. Basis facilities should be provided at Maugavan, Chitahara, Turky, Vagahai, Sakatia, Kaima, Lagrangwan, Uchehara, Maihar Madanpur, Amdara, Mukehi railway stations in my Lok Sabha constituency.

The stoppage of Intercity Express should be provided at Vagahai, Uchehara and Amdara. Kamayani Express should be stopped at Jaitpara and Madgavan.

A railway under bridge was sanctioned in Maihar in the year 2006-07 but the work has not started till date. An over-bridge should be constructed at Uchehara railway level crossing and an under bridge should be constructed in Govrawan Khurd.

Khajuraho is a tourist place. Hence a Shatabdi Express should be introduced from Delhi to Khajuraho. The area provided to Indian Oil Depot in Satna railway compound is being vacant now so this place should be developed for parcel storage etc.

Electrification as well as doubling of rail line from Katni to Manikpur Naini and Manikpur to Hassi should be sanctioned.

Finally, I welcome the announcement made by Kumari Mamata Ji regarding provision of seasonal pass to the students and seasonal pass to the poor of 25 rupees. I also welcome the decision of bringing out a white paper on the railways.\*

SHRI BHAKTA CHARAN DAS (Kalahandi): Sir, I rise to support the Rail Budget. Hon. Acharia ji was saying that railways is such a subject that needs to be debated. As we are aware that a extensive debate is going on in the House which is being watched by the whole country. It is something less than a national debate? The officers of the Railway department are sitting here. They are adept enough to respond to it. Acharia ji has said that

this Budget is not a well thought out outcome of coordinated effect between Planning Commission, the Government of India and Railways. On this account, I would like to say that the ideological content as envisaged in the Presidential Address has clearly found its reflection in the General budget presented by the hon. Minister of Finance and the Rail Budget as well presented by hon. Minister of Railways. When the hon. Minister of Railways was coming to the Parliament with bagful of budgetary papers, the world was watching it through live telecast and the people in our country were hopeful that they will surely get something. Country's weaker section, people of backward areas, youth, students and women were keenly watching it as there was something in store for them. I would like to say that the Rail Budget reflects the spirit of 'Maa Maati Manush'. It is meant for the common men. The provision of providing train tickets in 5000 designated post offices across the country is a no mean step, rather it would prove to be a revolutionary step.

The hon. Minister's life has been full of struggle. She has gained enough experience of every aspect relating to the country. As she has been Minister of Railways earlier also, she has prepared the budget on the basis of her experience. The Budget presents complex things in a simple way. The students, reporters have been provided concessions, women-special EMUs have been introduced, provision for exclusive youth train and vision 2020 is spectacular. As Gandhiji has said that until and unless welfare of oppressed classes is done, the country can not become prosperous. The UPA Government has been marching ahead on their ideology and vision. Keeping aside its criticism the UPA Government has been doing well for the last five years. As the hon. Minister has said that inadequate provisions had been made for Orissa, I too agree with it. When NDA government was in power during 2003-04 and BJD was its ally, a provision of Rs. 297.66 crore was made for Orissa. It was Rs. 935 crore during UPA stint ...(*Interruptions*).

SHRI B. MAHTAB (Cuttack): That allocation was more than provided by provisions Congress government. ...(*Interruptions*).

SHRI BHAKTA CHARAN DAS: I feel, during UPA's government it was more. The hike in allocation is possible only in UPA's regime. Our Orissa is a quite backward state. The regional inequality in our country, especially in Orissa is more pronounced particularly in western Orissa.

[Shri Bhakta Charan Das]

All those hon. MPs who have won from south Orissa are sitting here. South Orissa and KBK area are most backward areas in Orissa. My constituency Kalahandi is most backward district in the country. Several times it has faced famine and consequently hunger. But it is prosperous now. But this is still lagging behind in rail infrastructure. There is no train from Kalahandi to Bhubaneswar, the state of capital. In such a scenario how development of this area can take place? Therefore, my submission is that Bhubaneswar-Bolangir train may be extended up to Kesinga.

Sir, Malkangiri is another backward area. It is good that laying of Malkangiri—Dantewara line has been announced. The budget provides for laying of a rail line from Dantewada, a naxalite belt, as has been said by Shri Pinaki Mishra, to Malkangiri. Laying of this line will provide jobs to the unemployed and it will establish peace in the said areas in the days to come.

Sir, a large rail project is in progress from Bolangir to Khurda Road but required funds are not being allocated for it. There is a need to expedite laying of rail line between Bolangir Khurda Road.

Sir, for the last 19 years, when I was the Minister of State in the Ministry of Railways, there has been only one train, i.e. Samata Express between Vishakhapatnam to Nizamuddin Delhi via Kosinga covering entire south Orissa. It runs thrice a week since then. People have been demanding for increasing frequency to daily. Therefore, my submission is that this train should run daily, for three days in a week it should go via Allahabad. The said train connects South India with North India as it starts from South Orissa, runs via Andhra Pradesh, Chhattisgarh, Madhya Pradesh, Uttar Pradesh and Haryana. In keeping with the spirit of unity of this train it was named as Samata Express.

Sir, my submission is that the frequency of Ahmedabad—Puri Express train be increased and it should run daily. For four days in a week it should run via Vijayanagaram, Titlagarh and Raipur. The frequency of Bhubaneswar—Kurla train should be increased to at least three days.

Sir, one of the trains granted extension in Orissa is a passenger train. This train plies between Kantavanji—Bilaspur, via Sambalpur. It may be extended up to Kharihar Road.

MR. CHAIRMAN: Shri Bhakata Charan Das ji, you conclude now.

SHRI BHAKTA CHARAN DAS: I am concluding, Sir.

Train plying between Bhubaneswar and Mumbai should run via Sambalpur, Titlagarh and Kharihar Road. I would like to request through you, that superfast express trains should be introduced one each from Puri to Kanyakumari and Raurkela to New Delhi. What Shri Pinaki Mishra ji could not say, I want to state that Puri and Konark are tourist destination. The road to Konark is 35 kilometres long. A new railway line should be laid so as to ease the Journey of the domestic and international tourists to that place.

Sir, the development of Orissa can not take place till the doubling and electrification of the railway lines in Orissa is not carried out. Several projects pertaining to doubling of the railway line have been sent to the Ministry of Railways by Orissa Government as well as by us. Out of those projects, here I would like to request for two projects. The railway line from Titlagarh to Raipur and Titlagarh to Jharasguda should be included for doubling as well as electrification. This is the area of Mahanadi coalfields and mines. Hence there is a lot of traffic here. The railways will earn substantially from here and the backwardness of this area and regional imbalance will also be addressed to.

Sir, I am concluding within a minute. Keeping various aspects in view, a revolutionary rail budget has been presented and every section has been represented in the budget. I would like to request through you, that the railways should make a special provision for the war-widows, gallantry award winners of military, Dronacharya awardees, Arujna awardees, excellent sportspersons and the renowned personalities in the field of art and culture.

[English]

\*SHRI D. VENUGOPAL (Tiruvannamalai): Mr. Chairman, Sir, we are an independent country for the past 62 years and our Dravidian Movement is continuing with its avowed policy of striving to uplift the depressed sections of society to ensure socio-economic development of all the people. This ideal of ours has been stated in the introductory lines of this year's Railway Budget. I thank and congratulate the Railway Minister for a Budget that has no hidden cost, no passenger fare increase, and no indirect increase in freight tariff.

At the outset, I would like to stress on the need for a boost to our industrially backward areas in Tiruppathur,

\*English translation of the speech originally delivered in Tamil.

Tiruvannamalai, Vellore and Puducherry. "Unemployed people are on the sidelines as wayfarers. Disturbing thoughts are there in their minds. And it is not for good", so said our founder leader Annadurai whom we call Perarignar Anna whose birth centenary we celebrate this year. Precisely this is what Periyar and Anna the social scientists have been stressing on. Our leader Dr. Kalaignar Karunanidhi who follow the footsteps of those leaders has also been emphasizing the same in his long spell of public life that people especially young must get job opportunities and respectable livelihood so that they do not get disenchanted with the society.

I welcome the announcement pertaining to upgradation of 50 chosen Railway Stations as world-class ones. I request the hon. Minister to include Tiruvannamalai in the list of such stations to be upgraded. You have also announced that Railways would go in for establishing Medical Colleges and Nursing Colleges. I urge upon the hon. Minister to include Jolarpet, Tiruvannamalai and also Vellore for commencing such institutions. This will greatly benefit both the Railways and the rural masses there.

I would like to refer to the on-going Villupuram-Katpadi Gauge conversion work. I urge upon the Minister to complete this project before the Kaarthigai Deepam festival, the biggest of its kind celebrated annually in Tiruvannamalai. Along with gauge conversion work, the Minister may also take up simultaneously electrification of this section. As trains that come from Trichy and proceeding to Northern and Eastern States *via* Katpadi and Renigunta have to have electric Engine upto Villupuram, diesel engine upto Katpadi and again electric engine thereafter. If the entire section is electrified, it will save both fuel, time and energy.

Currently, Villupuram-Katpadi gauge conversion works are going on in Tiruvannamalai District. I would like to point out that Level Crossing No. 55 situated in Tiruvannamalai town on the Puducherry-Krishnagiri Highway must be converted to either Road Over Bridge or a Road Under Bridge. This is necessary because every time when the level crossing is closed, there is a big traffic snarl up for about 30 minutes. It is an intersection near Tiruvannamalai Railway Station that has to allow the movement of heavy goods vehicles and buses that are plying between Tiruvannamalai and Chennai and Puducherry and Bangalore. I would also like to point out that students and Government servants and the general public coming to Tiruvannamalai from the sub-urban areas to attend schools and colleges and

also Government Offices and District Courts are greatly affected due to the closure of the Level Crossing No. 55.

Tiruvannamalai town has got the world famous Arunachaleswarar Temple and is prominent among the pilgrim centres of Tamil Nadu. On the full moon day every month, lakhs of pilgrims throng Tiruvannamalai for Girivalam. But enough infrastructure and industrial activity are not there in Tiruvannamalai. This is because better communication connectivity except road transport is not available there. Both for passenger traffic and freight movement, people have to rely on only buses and lorries. Hence there is a need to lay a new railway line between Tiruvannamalai and Jolarpet. This new line would ease and facilitate the goods movement from North to South and South to North. From Tuticorin Port, from Madurai city and from Trichy BHEL complex, goods can be moved easily to the towns and cities in the North especially Surat and Mumbai in the Northwest. This would save consumption of fuel and time in a big way.

Jolarpet is the biggest railway junction in South India. Trains from Karnataka, Andhra Pradesh and Kerala come to this junction. Hence, I would like to impress upon that linking of Jolarpet with Tiruvannamalai will bring about enough scope for socio-economic development which the hon. Minister is upholding that will benefit the backward areas in Tiruvannamalai, Chengam, Singarapettai and Tirupattur. Hence, I urge upon the hon. Minister to uphold her principle and go in for laying a new line between Jolarpet and Tiruvannamalai.

Last February, in the Interim Railway Budget, Rs. 1,500 crore was demanded by the Southern Railway for the on-going railway projects in Tamil Nadu. But only Rs. 750 crore was allocated. Proposals for another Rs. 750 crore was sent before the preparation of this year's budget. We fail to find a mention of it. Hence I urge upon the Railway Ministry to come out with an official announcement in this regard.

A new line between Puducherry-Tiruvannamalai was to be laid by this year. Survey was conducted. Approval was given. Announcements were made. Even foundation stone was laid. But the work is yet to commence. Hence I urge upon the Railway Minister to include this also in this year's Budget with fund allocation to complete this project at the earliest.

There is a long-pending demand to lay a railway line between Jolarpet and Krishnagiri *via* Hosur. This

[Shri D. Venugopal]

long-pending demand was heeded to with an order for a pre-survey in 2001. Later on, in 2004, another survey was made to link Jolarpet with Dharmapuri. But in 2007, it was shelved. Again in 2008, an announcement was made that 101 km. railway line between Tirupattur and Hosur *via* Burgur, Krishnagiri and Sulagiri would be laid. A survey was conducted and it is still pending with the Railway Board. I request the hon. Railway Minister to accord approval and complete this project which is pending for a very long time.

Indian Railways is the biggest employer in the world with 14 lakhs of employees. Indian Railways carry 200 crores of passengers and 20 lakh tonnes of goods along 64,000 kms. of railway lines everyday. It is to be noted that the total length of railway lines that Indian Railways has measure upto 1.09 lakh kilometres. It is with awe the world is watching the movement of Indian Railways criss-crossing the country.

Though the Railway systems of USA, Russia and China are having the longest railway lines similar to India, we find only the Indian Railways linking and integrating the people of India and the nation as such. Indian Railways are the only one to charge as low as Rs. 2 for a railway journey ticket. For every single rupee that is earned, 65 paise come from the freight charges, only 27 paise is earned from passenger fares. This is how the Railways fulfil its social obligation and still make profit. Indian Railways has just proved that it is possible to meet the social commitments while making its operations economically viable.

For the first time in the history of Indian Railways, the Minister has announced that 12 new long distance non-stop trains would be operated. Of this 12, Chennai-Delhi Bi-Weekly and Ernakulam-Delhi Weekly are the two long distance trains that really cover a longer distance. I urge upon the Railway Minister to run both these trains as tri-weekly and introduce them as pilot trains for this particular pioneering project that will help the Railways to study the nitty-gritty involved in operating such non-stop trains.

**16.58 hrs.**

[DR. GIRIJA VYAS *in the Chair*]

I welcome the announcement that every Member of Parliament can recommend a place of choice for setting up a Computerised Railway Reservation Centre. Now that we are in computer era and find the demands are

more, this recommendation quota must be increased to two or three. While welcoming the announcement about a new Bi-Weekly Train between Madurai and Chennai, I urge upon the hon. Railway Minister to run it as a Daily Shatabdi Train between these two destinations. The Minister may also consider running a Link Shatabdi Train between Madurai and Kanyakumari.

Madurai Janata Mail and Madurai Pandian Express trains were among the pioneering Super Fast Trains in the South. Now there is an announcement that Double Decker AC Trains will be run between cities. I request the hon. Minister to run these Double Decker Trains between Madurai and Chennai, Madurai and Kanyakumari and Chennai and Coimbatore because these are sections that attract a number of tourists from all over the country. These pilot projects would require railway lines with upgraded safety and security facilities. Hence, I urge

upon the Railway Ministry to include some of these sections for track upgradation works while the Railways would take up the upgradation of 3,500 kms. Railway lines that come within 66,565 kms. Of broad gauge lines of the Indian Railways. The Minister may include Madurai-Dindigul, Trichy-Karur-Salem and also Chennai-Bangalore in these track upgradation projects. Jolarpet-Trivandrum section also needs to be upgraded to ensure safety.

**17.00 hrs.**

Safety of railway lines, anti-collision devices are getting new impetus to ensure the safety of passengers. In order to provide safety and security to the traveling public, Railway Protection Force is sought to be expanded. While welcoming it, I also welcome the announcement that Special Women Commando Force will also be in place to ensure the safety of women passengers as well.

While congratulating the Railway Minister for her social concern, I conclude my speech extending my welcome and support to the Budget proposals.

DR. N. SIVAPRASAD (Chittoor): Madam Chairperson, hon. Minister of Railways, Kumari Mamata Banerjee is a benevolent leader and born to fight for the problems of the poor and backward. Her concerns over people's programmes and ideology for betterment and equivocal development of Indian Railways, are there. Keeping the regional and Statehood matters aside, the Railway Budget is very novel, innovative and a role model; that is what the perception of the common people.

Madam, in my mother tongue 'mamata' means affection. We thought the affection would spread over in the Railway Budget without any discrepancy from other States. The people of Andhra Pradesh have dreamt about a fabulous Budget unlike previous Budgets. In the initial remarks of her Budget speech, the hon. Minister of Railways has tried to impress about the social viability rather than economic viability. But the hon. Minister has chanted PPP—public-private partnership—throughout the Budget speech and the Government has opened its doors for privatisation.

The whistle of the train this time sounded differently by mentioning cleanliness, safety, quality and with a different look and style of double-decker coaches, super fast non-stop trains, passing through Adarsh stations, and caring for the passengers with doctors and super speciality facilities and with new medical colleges and nursing colleges etc. This Budget has apparently shown programmes on rails for concern for the young, aged, farmers and women but the driver of the train has forgotten his intended halt in the world-class stations in Andhra Pradesh. The concerns sounded in the words did not appear in the sanctions made to Andhra Pradesh.

The Railway Budget has really disappointed the people of Andhra Pradesh. They thought that they have given a huge number of MPs to Lok Sabha and the magic number of 33 would bring more sanctions in the form of new trains etc. to the State in the Railway Budget. They thought that many new trains will run on new railway lines in Andhra Pradesh, but the Railway Minister has sanctioned only one new train to the State out of 57 new trains and even the services of only two trains running through Andhra Pradesh is extended.

Though the South-Central Railway Division is the biggest revenue collector in the Indian Railways, the major big station like Vijayawada could not get its place either in world-class stations or in multi-functional complexes. Even in providing basic facilities like drinking water, adequate toilets, catering services and waiting rooms under the newly coined 375 Adarsh Stations, only Chittoor, Ichhapur and Nalgonda were listed from Andhra Pradesh. In the newly announced 12 Duronto non-stop trains, Andhra Pradesh has failed to get its place as has happened in the previous Railway Budgets. All the benefits and better services have gone to the other States, but not to the State of Andhra Pradesh.

The request for providing funds to Kotipalli-Narsapur project, Nandyala-Yerraguntla project, and Kakinada-

Pitapuram, Macharla-Nalgonda and Gadwala-Raichur projects is still pending. The demand for merger of Waltair Division into South-Central Division was also not fulfilled even in this Railway Budget.

The requests for new trains between Secunderabad and Bangalore, Secunderabad and Ahmedabad, Secunderabad and Goa and Secunderabad and Visakhapatnam are pending for several years. The request for new railway lines between Cuddapah and Bangalore *via* Madanapalli, Manugur and Ramagundam, Nadikudi and Srikalahasti are also pending for several years with the Government. The requests for doubling and electrification of Vijayawada-Gudivada-Machilipatnam-Bhimavaram-Narasapuram-Nidadavolu and Guntur-Tenali-Repalli sections are lying with the Government for several years. Irrespective of our political lines, all the parties had met the Railway Minister ahead of the Railway Budget and requested for all these projects once again, but the outcome is nil.

Madam Mamata said that even a poor passenger should travel with utmost respect and dignity and coined 'IZZAT', but the Railway Minister has not given that *izzat* to the co-passenger in the Government. That co-passenger is none other than the Chief Minister of Andhra Pradesh who has contributed 33 MPs to this Government and strengthened this Government. But he was treated as a second-class wait-listed RAC passenger. Though our politicians are in a demanding position, but none of them has demanded high, elevated portfolios. With all these strengths, we are still requesting the hon. Minister to fulfil our demands, and in particular, to make the pending improvements in Nagari, Chittoor, Pakala and Kuppam railway stations in Chittoor parliamentary constituency.

*[Translation]*

In the end, I would like to state that Madam, please do not cheat us but kindly us with respect.

SHRI KAMLESH PASWAN (Bansgaon): Madam, several rail budgets have been passed earlier. This time also annual rail budget has been presented like every year. Various sections of the society have applauded the budget and several other sections have expressed their displeasure. I want to speak about Uttar Pradesh and particularly about my Poorvanchal. Only one train has been announced from Gorakhpur to Delhi which is not sufficient. I want to speak about my constituency. Bansgaon parliamentary constituency has been a cultural



[Shri Kamlesh Paswan]

and power centre since ancient times. Bansgaon parliamentary constituency is surrounded by Shri Ram-Janaki Marg of Ramnayana era, remains of Bansgaon administrative centre, ancient temple of Dugdesh Warnath, Barhaj pilgrim place, historical Dohrighat etc. and several sacred places and ancient rivers.

I would like to demand from the hon. Minister of Railways, through you Madam, that the rail line be extended from Dohrighat to Sahjanma. This matter has been raised several times earlier also but it has not been extended yet. If this line is extended only by 65 kilometres, the distance between Varanasi and Gorakhpur will certainly be reduced. The laying of this railway line will make the journey to Sarnath, Kashi, Kushinagar, Lumbini, Kapilvastu and Nepal cheaper and easier. It will benefit the railways also.

Madam Chairman, I would like to request the hon. Minister of Railways, through you that if the railway line in Barhaj be linked with Fajjabad, it will certainly be beneficial to the people of Bansgaon parliamentary constituency.

I would like to thank you for giving me an opportunity to speak.

[English]

SHRI K. BAPIRAJU (Narsapuram): Madam Chairman, I am really happy to participate in this debate on the Railway Budget introduced by hon. Mamata Banerjee. There is no doubt that she has taken a lot of efforts to take all sectors into mind starting with physically handicapped, ladies security and the downtrodden people who travel in it. She was really more a human, which she could really show in this Budget.

But my colleague here was just now talking on the same Budget. He belongs to the Telugu Desam Party, and he was mentioning that they have contributed 33 Members of Parliament from Andhra Pradesh, and yet nothing has been done. I am unable to understand whether he was trying to sympathize with me or bully me. Here 'me' means our Party. I am representing the people for the last 30 years, but I always feel in a democratic way.

In fact, hon. Mamata Banerjee is here. She is very outspoken and a born fighter, and I am born with mustache. Generally, my people in Andhra Pradesh also feel that I can fight with Madam because I have

mustache too. They have also told me that: "You have become useless fellow; in spite of having mustache". There are 33 MPs in this House, and you are not fighting and all that." Some people talk like this, which is irritating. But we are not here to get irritated. We are here to represent people. I have never recommended in my political career. I always feel that I am happy to be a representative of the people. Recommendation means that you are crossing your limits in administration.

Madam, you are fully aware, thirty years ago, we had a meeting with Indiraji. It was a three-day Seminar, and it was an interaction between the Party members and the Ministers. The main complaint was that the Ministers were not helping or cooperating with the Members, and they had not even allowed them an entry into their offices. This was the crux of the case. The answer given by Madam was that in a democracy, the bureaucracy was different from the political system, that the bureaucrat would not do as we wanted him to do, that he was guided by the rules, and that they would not deviate on the whims and fancies of the politicians. She said that it was the politicians who should take the political decisions.

Let me give you some instances. There is the Southern Railway in Tamil Nadu. Right from the day of its inception, the Southern Railway never created any revenue, but that does not mean that it should come out. Second, how many sanctions have been given in respect of Bihar? We do not feel jealous of it because it is a political decision, the need of the day and, therefore, they have taken it. If we ask a bureaucrat to recommend, he can never recommend because he is guided by a rule. At the most, he can sympathize with us, but he cannot make any recommendation. That is where we have to feel sorry, if the politicians were to take such steps. We are here to make amends, if necessary. We are basically governed by the Constitution. We go to the people, we observe them, we try to understand what their difficulties are, and then we try to make suggestions within our parties.

I am thirty years old as a Member, but I had never condemned anybody in a newspaper because it is a matter of discipline. Whenever the opportunity is there, I try to speak within the party forum, but I never disclose anything outside of it.

MADAM CHAIRMAN: Shri Bapiraju, as you know, you have only five minutes to speak.

SHRI K. BAPIRAJU: Madam, I am a disciplined man. If you just ring the bell, I will just sit down.

MADAM CHAIRMAN: What I am saying is that you may suggest something to Mamataji instead of just giving the speech.

SHRI K. BAPIRAJU: Okay, Madam, you were kind enough to me. I just want to remind that Lajuji was kind enough, four or five years back, to order a survey in my constituency. As rightly mentioned, five MPs are there. The area—Vijayawada, Gudivada, Bheemavaram, Nidadovulu, Machilipatnam and Narsapur—is a very rich area, and I can proudly say it may be the richest area in the country because you can find gas there, you can find fish farms, and everything is available there. The railway line that is there is of the British times, the earliest ones that have been laid, and we are not able to get the second line with electrification and doubling.

Madam, I do not want to challenge anybody, but let me tell you that I am that one person who resigned from the Ministry and also as an MLA because of one word. I am not going to challenge, I do not believe in challenging, but I shall feel ashamed because this has been sanctioned five years ago, and if I cannot finish this work in the next five years, I am sure I will not go and ask for a Congress Party ticket to contest as an MP. I would be really grateful, if you can finish this work. Otherwise, I would feel ashamed and I can never come back to the Parliament.

*[Translation]*

KUMARI MAMATA BANERJEE: Has the survey not been completed?

SHRI K. BAPIRAJU: Amma, survey has been completed four year ago but the work has not commenced till date.

*[English]*

KUMARI MAMATA BANERJEE: Madam, this time, no project has been sanctioned by the Planning Commission because the time was too short. Even in case of Bengal also, no new project has been sanctioned.

SHRI K. BAPIRAJU: I am not fighting with you, Madam.

KUMARI MAMATA BANERJEE: They want sanction from the Planning Commission, but because of paucity of time ...

MADAM CHAIRMAN: You can meet the hon. Minister afterwards, Bapirajuji.

KUMARI MAMATA BANERJEE: We will go to the Planning Commission, but please give us some time.

MADAM CHAIRMAN: You have mentioned your problems. The hon. Minister is saying that you can meet her afterwards and your problem will be solved.

SHRI K. BAPIRAJU: I have already met her. Madam, I have full faith in you and, that is why, I spoke about it. Otherwise, I would not have even asked for permission to speak also. Thank you very much.

*[Translation]*

SHRI SHAILENDRA KUMAR (Kaushambi): Madam Chairman, I am thankful to you for giving me an opportunity to participate in the debate on the Railway Budget. I am fortunate that Mamata behanji is also sitting here. If we take into consideration the entire rail network, we see that every year 5 to 6 billion people travel by train and 70 to 80 crore tonne goods are transported by the trains. Even today the same old tracks are in place and the wheels have lost their strength. The railways has not been expanded as required after 1980. Even today the rail network is 63000 kilometer. The British had left a legacy of 54000 kilometer long rail network. Keeping this in view, we have expanded the rail network marginally. The bridges and culverts are very old and in a dilapidated state. It is one of the reasons of frequent rail accidents. The number of railway passengers has doubled and the freight has increased to four times since then. Even now, 9000 passenger trains are plying on the railway tracks. Today there is a need to increase the capacity of stations as well as the coaches. The networks of goods trains and passenger trains should be separate, only then we will be able to do something.

The second point is that the safety and protection of life and property of the rail passengers need to be taken care of. Hon. Minister of Railways has provided for this in the budget also. The share of Uttar Pradesh in rail network is 14 per cent as per the provisions made in budget pertaining to 375 model stations to be upgraded, 52 stations should be garded in Uttar Pradesh.

[Shri Shailendra Kumar]

I would like to put some more demands for my constituency. Sirathu, Kadadham, Maihar, Vindhyaachal and Sheetaladham Kada are religious places. There is also Malukdas memorial. There is a saying:—

“Ajar Kare na chakri, panchhi kare na kaam  
Das Maluka Kah gaye, sabke date Ram”

The ‘mazar’ of Khwaja Kadak Sahab is also there and lakhs of people visit this place during the annual fair. I would like to request the hon. Minister through you that the stoppage of Mahananda Express and Muri Express be provided there as a result of which the passenger will be benefited as well as the revenue of the railways will also increase. Half rake point should be set up at Bharwari station in Kaushambi district on Allahabad does not reach in time due to 80 kilometer distance. The goods or fertilizers coming from Allahabad does not reach in time due to 80 kilometer distance. The earlier deployed casual labourers have to face a lot of problems in their redeployment in NCR despite fulfilling the terms and conditions. I have raised this issue several times in the House. Casual labourers have been appointed in other divisions like Jhansi, Agra and Lucknow on the basis of the same terms and conditions. But, there casual workers have not been appointed in Allahabad division.

Mahananda Express, Moori Express, Allahabad-Mathura Express Prayagraj Express, Reewa Express, Toofan Express, Delhi-Howrah Express trains be provided halt at Bharwari in my constituency. Due to fog and cold some of the trains get suspended and these trains hardly get restarted. A train to Mumbai via Allahabad should be started for the convenience of people of Bharwari and Kaushambi districts. Provisions of MST from Manauri, Bharwari and Sirathu stations to Kanpur will not only be beneficial for commuters but will also earn revenue for the railways.

The trains, now, normally have 15, 16 or 18 bogies. The problem of congestion will be solved if this number is increased up to 24 Railways have identified locations for the construction of 50 multipurpose complexes which are proposed to be developed as pilgrim centers, tourist spots or business centers. My submission is that Kaushambhi may also be included in this list. Allahabad has not been selected for upgradation to international level stations, though it is proposed to be made a model station. Crores of people come to Sangam for a holy dip. Allahabad had also been a centre of freedom movement. Apart from High Court, several important places, including Budhist places.

MADAM CHAIRMAN: Either you conclude your speech or lay it on the Table.

SHRI SHAIENDRA KUMAR: Madam, I will conclude soon. Bharwari, Sirathu, Kunda, Pratapagarh should be declared model stations. 140 sensitive stations have been indentified for tightening security over there. Manauri, Bharwari, Sirathu, Kunda, Pratapagarh stations may also be included in this list as I have earlier demanded, a new train should be introduced between Allahabad-Mumbai, via Sirathu, Bharwari. So far only officers are Member of Railway Recruitment Board. I would like politicians should also be made members of the said board so that we can put forth our genuine demands. Seven nursing colleges are proposed to be opened on railway land. My submission is that one such college a also be set up in Allahabad. A double-decker train should be introduced between Allahabad and Kanpur. Shri Jaiprakash Jaiswal Ji has old association with Allahabad. Provision of the said train will immensely benefit the passengers. There is a proposal to start sale of railway tickets at 500 post offices.

MADAM CHAIRMAN: Dara Singh ji, you start your speech. Time can be extended up to 12 o'clock in the night and if you desire it can be extended up to 4 am and in that case I will not ask anyone to conclude soon.

SHRI SHAIENDRA KUMAR: Madam, I am concluding my speech. District Pratapgarh and Kunda produces mangoe and anwala. My submission is that a half rack point be created there so that these can be transported to other places. Railway will earn more revenue as a result thereof. With these words, while supporting the budget I conclude my speech. I am highly grateful to you for having given me an opportunity to speak.

SHRI DARA SINGH CHAUHAN (Ghosi): Madam, thanking you for giving me an opportunity to speak on Rail Budget, I would like to bring one thing to the notice of the hon. Minister of Railways. So far as population is concerned, Uttar Pradesh is the largest state in the country, whereas it has been grossly neglected in the budget. What is the reason behind it? The state which gave a lot to the nation, gave many Prime Ministers, several important literary figures. Several of its freedom fighters sacrificed their lives for country's independence. It is being neglected so far as railway is concerned as it was unable to give a Minister of Railways. Only one train has been announced for Uttar Pradesh. No efforts have been made to connect industrially and religiously

important state with other parts of the country. The hon. Minister, in para-1 of her budget speech kindled a ray of hope for the backward areas which have been neglected since our independence that they will be provided rail connectivity.

Several places have missed rail connectivity in this budget. Two per cent reduction in train fare is a welcome step. It has sent a kind message to the masses, though the people have expected a lot from you. People feel that since you are at the helm of affairs in Railways, the demand of the poor people will be met. Though passenger fare has been reduced by a rupee yet reduction of two per cent on upper class fare, as handful of middle class passenger only travel in upper class. This has disappointed the poor. Lucknow, Kanpur, Agra, Mathura stations have been included in the list of 50 stations proposed to be upgraded to international level, but important stations like Allahabad, Meerut, Gorakhpur, Bareilly, Jhansi, Azamgarh and Mau have been left out. My submission is that these stations may also be included. I would surely like to thank her on one count that she has self confidence. While presenting the budget the message she conveyed. ...(*Interruptions*).

KUMARI MAMATA BANERJEE: They have given only blueprint. ...(*Interruptions*) Two more extensions are there. It will be 11, 12 there after.

SHRI DARA SINGH CHAUHAN: I would like to thank her because she is the first Railway Minister who has stated with the confidence that Rail Budget is not merely important from economic point of view but it is important from social angle also. Since our independence, she is the first Railway Minister who has given an assurance to fill up vacant posts of SCs/STs. You believe that large number of backward people live in this country which you have not mentioned about and I believe that even after implementation of the Mandal Commission you would sincerely make efforts to fill up the quota for scheduled castes and scheduled tribes and other backward castes. I would like to suggest that whatever has been done by you has certainly been appreciated by many people. Some people might have some problem also as they may try to conspire against it. Hon'ble Chief Minister of Uttar Pradesh Behan Mayawati ji has done the job of filling up scheduled castes, scheduled tribes and other backward class quota in two years tenure in Uttar Pradesh and someone has conspired in the same manner to stop that work by filing a public interest litigation regarding that. ...(*Interruptions*).

MADAM CHAIRMAN: Dara Singh ji, your time is over. There are still two members remaining to speak from you party.

SHRI DARA SINGH CHAUHAN: Madam, I still have 15 minutes time. Madam, I hope sincere efforts will be made to fill up the scheduled caste, scheduled tribe and OBC quota. It has been proposed to lay 17 railway lines in the budget and the same has been announced by you in the Parliament also but only Unchahaar, Amethi, Sultanpur and Salaun are proposed under that and other important places have been left out. I want those places also to be included in this. I would talk about the eastern region of the state from where I hail, 170 kilometers of rail track at Balia, Chhapra, Azamgarh, Mau and Shahganj have remained untouched so far and neither any new train has been introduced for these places nor there has been any expansion. If at all any new train has been introduced, that train either runs from Delhi to Muzaffarpur via Gorakhpur or from Allahabad to Kolkata via Benaras but they do not stop anywhere enroute. We have a lot of hopes from you. I would like to bring one more thing to your notice that Indara, Dohrighat railway lines are very old and they were laid during British times and I believe this is only 30-35 kilometers and is a meter gauge railway line. This runs from Indara to Mau, Baliya, Shahganj, Lucknow to Delhi but till date that old meter gauge railway line has not been converted into broad gauge railway line. Therefore, I would like to request you to convert this meter gauge line into broad gauge line. This line has already been surveyed and the earlier proposal to connect Dohrighat to Sahajaya will connect directly to Gorakhpur. This will benefit a lot of people. I would like to say one more thing that you have made a number of announcements in your budget speech and you have made a lot of announcements for the first time which has brought happiness to the people. In Azamgarh-Mau and Mubarakpur-Mau there is the largest industry of Banarasi Sarees and it is traded throughout the country and Azamgarh-Mau is also an important place from social and academic point of view and people come here to get education. You are the first railway Minister who has provided for facilities to be given to children studying in Madarsas. Therefore, I would like to bring this to your notice that Surfia Arabic University in Mubarkpur is of Asian standard and Sarai railway Beturlum Madartul-Isila are of world class standards. Mau has many educational institutions and students from Andhra Pradesh, Bangalore, Maharashtra and Indonesia come there for studies but there is no railway connectivity for the purpose.

[Shri Dara Singh Chauhan]

Poorvanchal, Uttar Pradesh is a very poor state. ...*(Interruptions)* a large number of people from here go to Kolkata for jobs but till date there is no railway line connectivity for Kolkata. ...*(Interruptions)* it may be possible that I may not have been very accurate with my words. ...*(Interruptions)*.

MADAM CHAIRMAN: You please lay the speech. Please give the paper to Madam.

...*(Interruptions)*

SHRI DARA SINGH CHAUHAN: I believe that Allahabad-Ghatni single track journey of eight hours can be completed in two hours. ...*(Interruptions)*. Hon'ble Madam, Minister, there is no such train from my constituency by which I can directly come to Delhi on time. Earlier Lichhavi train used to run from Muzaffarpur and now that has been extended up to Sitamarhi but due to extension that train starts nine hours late. The time for that train to arrive at Mau was 1 o'clock in the afternoon but it comes at 9 pm in the night. I would request hon'ble Minister to start a train from Mau which can reach Delhi at 6 am in the morning. ...*(Interruptions)*.

MADAM CHAIRMAN: Two Members from your party who are yet to speak have lost their five minutes. They will get five minutes less time. ...*(Interruptions)*.

SHRI DARA SINGH CHAUHAN: I believe that Mau where saree's are manufactured, should be connected with Mumbai, Kolkata, Bangalore and Surat. This will increase the trade and benefit the weavers. Alongwith this, attention will have to be paid towards sanitation and hygiene also. ...*(Interruptions)* It has been so years of independence but still there is a need for flyover in Mau as a large population lives here. A flyover is needed here because lakhs of people go across the other side. ...*(Interruptions)*.

MADAM CHAIRMAN: I am sorry to say that two Members were supposed to speak from you party but now only one Member will speak. ...*(Interruptions)*.

SHRI DARA SINGH CHAUHAN: I will lay my speech. With these words I conclude my speech that Eastern region has been neglected since long and at though you have given a lot, yet I would urge that Azamgarh, Baliya, Mau, Sharanpur may be connected with direct rail service.

KUMARI MAMATA BANARJEE: If there will be six extension proposals the an what will do?

MADAM CHAIRMAN: You speak when tomorrow hon'ble Madam Minister will give reply.

SHRI NIKHIL KUMAR CHOUDHARY (Katihar): Madam Chairperson, I am thankful to you for giving me an opportunity to speak on the Railway Budget for 2009-10, I want to congratulate hon. Railway Minister Km. Mamata ji because she had done commendable job as Railway Minister twice in the NDA government. The Railway Budget presented now is also amazing and definitely many corrective steps have been taken. Good work should be appreciated and, therefore, I congratulate her. I also congratulate her because she is from my neighbouring area. I hail from Katihar parliamentary constituency and Bengal is adjacent to it. You are aware that the area I hail from is the divisional headquarters of the NF Railway. In her budget speech, she has given indication towards many corrective steps to remove the shortcomings left by the former Railway Minister in the previous and present government. There is shortage of time, therefore, I would not say anything particularly in this regard. But, I would at least say that she will make history as Railway Minister if she is able to bring some reforms. I also want to tell her that though she lives in neighbourhood yet she has forgotten the neighbour. Not only Bihar has gone out of her sight but also the area surrounding the divisional headquarters in Katihar.

I will come directly to the issues. There was a train Capital Express which used to run from Katihar to Patna and it was flagged off by the late Smt. Indira Gandhi. Today, this train has been extended up to Alipurduar—Guwahati. The passenger load has increased but the number of coaches has not been increased and nowadays the number of people travelling AC class has increased. I demand from her that she should issue orders to attach one AC-II and one AC-III coach immediately to this train.

Secondly, I want to say that a train runs from there up to Hatebazar, which she is aware of. During Nitish ji's term. Hatebazar train was extended up to Barauni and Lalu ji extended it up to Sharsa. This trains is always late by five to six hours. It was Hatebazar train for the people of Katihar and people of that area who used to visit Kolkata and Sealdah for marketing. They used to start in night, did marketing in the day and returned by the same train in the evening and reached Katihar by the morning. Many districts used to benefit from it. But, this Hatebazar train has now lost its purpose. It is, therefore, my request that a new train should be introduced from Katihar to Kolkata which has not been provided in this budget.

I also want to request you that there are many trains which remain parked in Barauni uselessly. You have been a Minister for one and half a month. I think that if you would pay full attention towards this, there are many trains which she can make viable. These trains are—Barauni to Gwalior, Vaishali Express, which used to run from Katihar and which has been snatched away from us and Barauni-Lucknow Express. These trains remain parked in Barauni for 10-16 hours. There is double peat line in Katihar which can wash 10 trains as per its capacity. These trains should be extended up to Katihar and run from Katihar. She must be aware that gauge conversion has taken place from Katihar to Jogbani and Katihar to Radhikapur and many new trains are introduced on these lines. But, our old trains have been taken away from us. I, therefore, request that our old trains should be resotred. I demand that new trains should be introduced from Jogbani to Surat, Jogbani-Dehradun, Jogbani-Ranchi and Katihar to Bangalore which have not been announced in her budget speech.

MADAM CHAIRMAN: Your time is over. Please conclude now.

SHRI NIKHIL KUMAR CHOUDHARY: Madam, I will conclude within two minutes and lay the rest of the speech. I just want to make the important points here.

MADAM CHAIRMAN: You should conclude within a minute and lay the remaining speech. You are an intelligent Member.

SHRI NIKHIL KUMAR CHOUDHARY: I am concluding in a shortwhile. She has chosen 50 junctions to be made world class. But, she has overlooked Patna. It would have been much better if she could have taken a befitting revenge by including Patna in that list. I have just asked for Katihar.

Besides, I demand that better lighting arrangements should be provided at Semapur, Kursola and Kadhagola stations. Katihar, Manihari, Baluaghatti rail section should be extended up to Bhalukaroad via Aamdabad so that there could be a double route for West Bengal also.

For the last six years, I have been demanding for a railway over bridge at Gaushala Railway gate in Katihar but nothing has been done in this regard. I hope that you will take care of it and Bihar government is ready to assist Railways in this project.

MADAM CHAIRMAN: Please lay the papers.

\*SHRI NIKHIL KUMAR CHOUDHARY: I have risen to speak on the Railway Budget for 2009-10. Madam Chairperson, I, Nikhil Kumar Choudhary, MP hail from Katihar Lok Sabha constituency. Railway Budget was presented by the hon. Railway Minister in Lok Sabha on 3.7.2009. There is no mention of Katihar railway division in the budget speech of the Minister of Railway.

I, therefore, through you make some urgent, important and public interest demands for the Katihar Junction which is a very important station strategically.

- Thousands of acres of railway land is lying idle in Katihar. A workshop for maintenance and repair of railway engines and a railway sleeper factory should be set up on this land.
- People of Bihar and Jharkhand had long been demanding a road-cum-railway bridge between Manihari and Sahebganj.

This road-cum-railway bridge should be constructed there.

#### **Demand for new trains:**

- > An intercity train should be introduced between Howrah/Sealadh and Katihar.
- > A nostop train should be introduced between Delhi and Katihar.
- > A Garib Rath Express train should be introduced between Katihar and Delhi.
- > A new train should be introduced between Katihar and Ranchi via Santhia.
- > A new train should be introduced from Katihar to South India.
- > Some important trains were run on the Katihar-Radhikapur and Katihar-Jogbani section before gauge conversion.

These trains were discontinued when gauge conversion work was started and have not been started again.

The following trains should be restarted:

- (a) Katihar-Siliguri passenger train (651-652)

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\*...\*This part of the Speech was laid on the Table.

[Shri Nikhil Kumar Choudhary]

- (b) Katihar-Barsoi passenger train (653-654)
- (c) Katihar-Jainagar Janki Express.

#### **Demand for extension of train routes**

Vaishali Express and Barauni-Lucknow Express which used to originate from Katihar now start from Barauni. The said trains remain stalled at Barauni for 15-16 hours and 12 hours respectively. I demand that the said trains to be extended up to Katihar again. It would not inconvenience anyone if the trains are extended up to Katihar and they would reach Barauni at the right time after being cleaned at Katihar.

The hon. Railway Minister has extended the Alipurduar-Ranchi Express (5761-5762) via Malda up to Guwahati. My demand is that the said train should be brought up to Katihar via Barsoi and Sanauli and it should travel back from Katihar to Malda via Labha, Kumedpur. This would provide a train for the passengers from Katihar Purnea and Araria who wish to go to Jharkhand at a very low cost and it would also lead to an increase in revenue earnings for the railways.

Demand for providing halt to trains: Stoppage of Radhikapur-Sealdah Express (3145-3146) should have a stoppage at Azamgarh station.

The following trains should be provided a halt at Barsoi Railway Junction: Dibrugarh-Amritsar Express (5647-5648), Lohit Express (5651-5652), Dadar Express via Malda (5647-5648), Puri Express (5639-5640), Guwahati Ernakulam Express (2507-2508), Guwahati Trivandrum Express (2515-2516), Guwahati—Jodhpur-Bikaner Express (5631-5632).

Laxmipur-Bhandartal near Kadhagola station is a famous place of pilgrimage for the Sikhs. People from all over the country visit the said pilgrimage. My demand is that North-East express (2505-2506) and Awadh-Assam Express (5609-5610) should be provided halt at this station.

Mahananda Express (4083-4084) and Awadh-Assam Express (5609-5610) should be provided halt at Telta, Sudhani and the divisional HQ, Pranpur station.

Kadhagola, Kursola, Semapur and Barari are agriculture-based areas. Banana, corn and lotus seeds are cultivated on a large-scale in these areas. Hence, rake point for loading of freight should be provided at Kadhagola station.

Generators/lighting through solar energy should be provided at Semapur, Kursola and Kadhagola stations. Arrangement for computerized announcements and provision for waiting rooms for male/female passengers may be made.

Katihar junction may be accorded the status of a world-class station.

Katihar Manihari Baluaghatti section should be extended up to Bhaluka road via Amdabad.

Railway over bridge should be constructed at Goshala railway gate and Bhagwan chock railway gate in Katihar.

Halt should be given between Dalkola and Telta station under Katihar railway division.

I conclude my speech with these demands.\*

SHRI JAGDAMBIKA PAL (Domariyaganj): Madam Chairperson, I am grateful to you for giving me an opportunity to speak on the Rail Budget. First of all, I would convey my thanks to hon. Minister of Railways, the Congress Party an opportunity to speak on the Rail Budget. First of all, I would convey my thanks to hon. Minister of Railways, the Congress Party and the UPA Government. I would like to thank them on this very fact that though the whole worlds is reeling under economic slowdown and prices are increasing contantly, yet even under this kind of natural pressure no hike has been effected in passenger fares and freight rates. Therefore, the budgēt surely provides sigh of relief to the public. Moreover, there was extra pressure, consequent upon implementation of recommendations of the Sixth Central Pay Commission and despite that.

...(Interruptions)

THE MINISTER OF STATE OF THE MINISTRY OF COAL AND MINISTER OF STATE OF THE MINISTRY OF STATISTICS AND PROGRAMME IMPLEMENTATION (SHRI SHRIPRAKASH JAISWAL): Madam, it is maiden speech of the hon. Member.

SHRI JAGDAMBIKA PAL: No, I have earlier spoken on Motion of Thanks on President's Address. He is just saying in my support.

MADAM CHAIRMAN: Since you have told, I would give him 4-5 minutes more time.

SHRI JAGDAMBIKA PAL: I would also congratulate the hon. Minister for innovative financing. All hon. Members in opposition have raised question on it and all the Members, be it from opposition or treasury benches have welcomed the budget directly or indirectly. Apart from it, the opposition Members have sought a White Paper though the present hon. Minister of Railways and previous Minister of Railways have replied to it.

Madam Chairman, so far as expenditure is concerned, some of the Members have apprehension about mobilizing resources. The railways earn 27 paise out of a rupee, from passenger fares, 65 paise from freight. It spends 27 paise on payment of wages, 11 paise on pension, 17 paise on fuel, 15 paise on capital expenditure, 8 paise on miscellaneous funds, 7 paise on dividends, 3 paise on development fund and 4 paise on sotrage facilities. Still, several announcements have been made and commitment has been made. I would also congratulate the UPA Chairperson, Smt. Sonia Gandhi ji and the Prime Minister, Dr Manmohan Singh ji who have given so much budgetary support. In the interim budget, there was a provision for Rs. 10,000 crore. Later, rupees 5000 were added and it was made Rs. 15000 crore. Rs. 15000 crore were for infrastructure and development. I think, for the first time the Rail budget has been given a humane face. Congress had common man in sight and when the government led by Dr Manmohan Singh ji came to power, this time the hon. Minister of Railways followed the dictum of Maa, Mitti, Manus and it has been reflected in the budget.

Madam Chairman, so far railway was busy in laying the lines, manufacturing coaches and wagons, construction of station and manning the trains, but, for the first time it has thought of its 14 lakh employees. This government has taken care of aspiration and sentiments of lakhs of its employees who work day and night to ensure that the wheels of trains keep moving despite all kinds of worries for future of their children. They, too, have a dream in their eyes. When the whole world is asleep in the night they move with their trains, be it passengers one or goods train. They work day and night so that their children can become doctor or nurse and can stand on their feet. But, how to mobilise resources for the purpose? Innovative finance has been envisaged for this purpose only.

Madam Chairman, the hon. Minister has categorically said that railway's land will not be privatized. The government will allow only PPP. Railway's land will remain railway's property. This decisions historical in itself.

Perhaps BJP and NDA was critical of it. They have forgotten that there was a talk of privatization when railway's was not in position to pay dividend. *...(Interruptions)*

MADAM CHAIRMAN: You have spoken for five minutes.

SHRI JAGDAMBIKA PAL: Madam Chairman I have just started.

MADAM CHAIRMAN: Since I am a master, I have remained you.

17.55 hrs.

[SHRI FRANCISCO COSME SARDINHA *in the Chair*]

If BJP, NDA were in power today, railways would surely have been privatized. When BJP, NDA was in power, railways was running in loss and Congress led UPA Government came to power it was a turn around for railways under the previous Railway Minister and it started earning profit. It paid dividend. The world was astonished how such a large public sector undertaking can run in profit? Now the whole world is facing economic recession. In 2008-2009 it paid a dividend of Rs. 4717 crore. Despite a fall in our surplus, railway has proposed a dividend of 5479 crore higher than last year's for the year 2009-10. This year dividend amount is Rs. 762 crore more, whereas, railway' surplus has declined by Rs. 3000 crore. Our surplus was Rs. 17400 crore in 2008-09 and in 2009-10 it has shrunk to Rs. 3199 crore. How can a budget be assessed? Either the public will assess it or the media or the stock exchange. I understand that even media has praised it. Media reported that Mamata became so sensitive that she offered several shops to the public. The day the budget was presented the sensex jumped by 254.56 points. It is a record in itself. That very day sensex touched a low of 14499.74 and a high of 14913 points. The budget was presented at such a crucial time when the prices of diesel and petrol in international market were moving north-wardly. The prices have increased. The world over 80 percent of goods are transported by trucks and truck operators immediately increased the transportation charges by 6-8 per cent. The hike in diesel prices has pressure on railways too. I would congratulate our government which has not increased freight rates despite increase in price of diesel. It will definitely give an edge to railways over rucks. I would like to urge the Ministry of Road Transport and Highways not to allow over



lapping of work on Golden corridor. My submission is that Ministry of Road Transport and Highways should work on it in a well coordinated manner.

Sir, now I would like to speak a little about Uttar Pradesh. Uttaranchal has been separated from Uttar Pradesh and this fact needs to be taken into consideration. Perhaps Hon'ble Minister has not taken it into account due to paucity of time. Today if India is known all over the world, that is for Taj Mahal or the Buddhist circuit. Sarnath, Kushinagar and Devaria constitute the Buddhist Circuit. Lord Buddha's birth place is Kapilvastu, Shravasti lies in Siddhartha Nagar in my Lok Sabha Constituency. This Buddhist Circuit should be taken into account. At present the traffic from Nepal, Bihar and eastern Uttar Pradesh comes to Gorakhpur but Gorakhpur has been included neither in the category of world class station nor in the category of model station. No provision has been made for gauge-conversion of Gorakhpur-Gonda meter gauge rail line which caters to the tourists coming to Buddha Circuit. It should be done. Perhaps there was paucity of time but hon. Minister should now consider it. Today if we want to attract the followers of Buddhism all over the world, the gauge-conversion will have to be done. The doubling of Gorakhpur-Lucknow rail line is being carried out with the internal resources. It should also be provided budgetary support. Today the utilized capacity of the rail line is 100 percent there. This capacity is 100 percent further from Lucknow to Kanpur. Today the doubling of the rail line is necessary for the railways as well as the passengers. The gauge-conversion should be done in order to connect the Buddhist Circuit or Kushinagar, Sarnath, Shravasti and Kapilvastu. Naugarh station in Siddhartha Nagar should be upgraded as model station. All the trains starting from Gorakhpur earlier now start from Bihar. Gorakhpur has 100 percent traffic, hence the number of trains should be increased there. Here there is only one weekly superfast train. I thank you for giving me time to speak.

**18.00 hrs.**

*[English]*

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF WATER RESOURCES (SHRI PAWAN KUMAR BANSAL): Sir, I propose that the time of the House may be extended upto 8 p.m.

MR. CHAIRMAN: Is it the pleasure of the House that the time of the House be extended upto 8 p.m.?

SEVERAL HON. MEMBERS: Yes.

MR. CHAIRMAN: Shrimati Meena Singh may speak now.

*[Translation]*

SHRIMATI MEENA SINGH (Arrah): Hon'ble Mr. Chairman Sir, first of all I would like to thank you for giving me an opportunity to participate in the debate on Railway Budget. I am a new Member of Parliament. I do not know the minute details of the budget but so far as I have understood the budget, it seems that while preparing the budget Mamata didi's attention was centred particularly on West Bengal. Be it introduction of a new train; on upgradation of a station as a model station or laying of a new rail line, in every case Kolkata, Saldah and West Bengal is prominent. I am not against the fact that Mamata didi takes more care of Bengal but God knows why Hon'ble Minister of Railways seems to be unhappy with our state Bihar. Nothing special has been provided for Bihar. Not only this but Hon'ble Minister of Railways has not said anything about the announcement made earlier by the ex-Minister of Railways. Arrah-Sasaram rail line is complete now. Hon'ble Lalu ji had inaugurated this line by introducing a goods train in a hurry before the elections. It is another thing that Lalu ji was not benefited in the elections, but no other train is plying on that route. ...*(Interruptions)*. I would like to request Mamata didi through you to introduce a train to Varanasi via Patna-Arrah-Sasaram. I would also like to tell the Hon'ble Minister of Railways that this line connects my Lok Sabha constituency with the constituency of Hon'ble Speaker of Lok Sabha. I do hope that Hon'ble Minister will pay attention to my demand for not my sake but also for Hon'ble Madam's Speaker sake.

The second point is that this budget provides for upgradation of 309 stations as model railway stations. Babu Kunwar Singh Ji was a great freedom fighter. Arrah is his birth place and Arrah station may be upgraded as a model station in order to pay respect to him. I would like to put my last demand that the stoppage of Sampurna Kranti and Patna Rajdhani may be provided at Arrah station. Before I conclude, I would like to remind the Hon'ble Minister that she is a women first. The women do not like the fifth. Now-a-days the trains like Rajdhani Express are filthy, be the toilets or the bedrolls-everything is in a poor condition.

With these words, I conclude my speech.

DR. TARUN MONDAL (Joynagar): Mr. Chairman, Sir, I would like to thank you for giving me an opportunity to speak in the House for the first time. I was very happy when my notice for raising the problems of PTTI in West Bengal was admitted for Zero Hour and I was hopeful to get a chance to speak today but do not know why I could not get it till now.

First of all I would like to felicitate the Hon'ble Railway Minister. Just as, a Mother showers equal affection to all her children, the railway budget presented by her is also a comprehensive and well balanced budget. From Kashmir to Kanyakumari and from Agartala-Assam to Gujarat, She has not discriminated against any state she has formulated a people friendly budget despite economic slow down in the country

*[English]*

Which is exemplary.

*[Translation]*

Shri, the Hon'ble Railway Minister has accepted most of the suggestions she had sought from all the political parties and members of Parliament. I would like to congratulate her for this.

Sir, I disagree to the allegation that Bengal has been favoured in this budget. I hail from Sunderban which is an AILA affected area. The area is still deprived of a railway line.

*[English]*

She accepted some proposals of these areas for which I am grateful.

*[Translation]*

Railway is like a river which is expanding its course. Therefore, railway connectivity will be provided to each place in the near future.

*[English]*

This is my belief.

*[Translation]*

Sir, budget has mentioned about public-private partnership. At first sight it seems that it would be beneficial for the common public but the ultimate motive

of the people who are contributing in it financially is to make money. Common public has to contribute more in the work which is done by PPP but not in the works done by the Government. Mamta Ji has stated:

*[English]*

Social viability should take over economic viability for the development of our aam janta.

*[Translation]*

Encouraging PPP would reduce our social viability.

*[English]*

Railways is the biggest profit earning enterprise of government which gives money to General Budget. Railways itself can bring up these projects with its own money instead done by PPP.

*[Translation]*

Sir, the Sixth Pay Commission had made a recommendation to convert Railways into a Corporation. And during the tenure of NDA Government, Rakesh Mohan Committee had suggested division and privatization of Railways. Both the suggestions should not be accepted.

Sir, there is a need for improvement in railway bogies. On board and out board safety should be up to the mark. Redtapism, bureaucracy, corruption and pilferage in Railways should be curbed. The demands of railway employees should also be fulfilled. Employment generation is essential in railways. Railways is a viable enterprise, it generates revenue for the Government.

*[English]*

I would request the hon. Railway Minister that the number of employees in the Railways should increase from 14 lakhs to 20 lakhs. By Vision-2020, the number of railway employees should be at least 20 lakhs.

My last submission is this.

*[Translation]*

The Hon'ble Minister has proposed medical and nursing college for Railways. I would like to state that this project may be carried out but capitation fee should not be charged from students.

[Dr. Tarun Mondal]

[*English*]

Merit should be the only criterion to give admission in any medical colleges.

Sir, despite these observations,

[*Translation*]

I would like to congratulate the hon'ble Railway Minister for presenting such a nice budget and I also thank you for giving me the opportunity to speak.

SHRI LALU PRASAD (Saran): Mr. Chairman, Sir, I was not intending to speak but I observed that the discussion was going on the wrong track. The budget speech delivered by the hon'ble Minister has created apprehensions in the minds of hon'ble Members present in the House and outside the House and also in the minds of those who have failed as a Minister of Railways. History has witnessed that Indian Railways has been the life line of our country. From the infrastructure point of view, Indian Railways cannot be overlooked. Lalu Prasad does not want to comment on Indian Railways. It is now history but it is in the records that Railway had failed to pay the dividend to the Government during the regime of NDA Government. Who was the Minister at that time and who was there after that? The Rakesh Mohan Committee Constituted at that time, after conducting detailed investigations had found that the situation continued like that, Railway would become bankrupt in the next 25 years. Therefore, they suggested increase in fare and Privatization of railways. 20% of posts were abolished ignoring the unemployed, backward and backlog of SC/ST. It is in the records also that the then Minister agreed to the Prime Minister and gave his consent for it. Before UPA Government's coming to power, 14 lakh employees of Railways were having apprehensions as to whether they would be paid their salaries in time or whether their jobs would be secured. The only suggestion which was being given was to increase the fare. From Railway Board to railway stations, everything was under the control of Mafia. Bonafide traders were not getting rakes, the entire machinery was failed. So we were handed over a department which was completely collapsed.

Sir, I reviewed the entire situation. I have stated repeatedly in the country and abroad also that Indian Railways has huge potential like Jersey Cow but unfortunately its potential has not been tapped. To tide over the Railways, we will have to concentrate on trade

and the evasion should be checked. We replaced the dilapidated infrastructure. Earlier, against the loading of 68 tonnes, freight was charged only for 15 tonnes. From Muri to Kolkata we checked all the goods trains at various points and found a huge evasion. We turned around the loading-unloading pattern. We reduced the time for loading from seven days to five days which gave fruitful results. We took the entire department into confidence and instilled a feeling that we are like a family. We did not intervene in the transfer-posting of officers. Due respect and responsibility was given to the officers. Rules and regulations were formulated for the appointment of members of the Board.

Sir, I delegated powers to the General Managers who sought powers to spend money to spend Rs. 100 crores each by decentralizing powers under passenger amenity. We have made arrangements to extend the platforms. With one engine we run 24 bogies with as much fuel in as we used to run 12 bogies because we added 12 more bogies to the train and made it a 24 bogie train. We did not trouble anyone. We reduced fares in the budget. We did this not only in the suburban trains of Kolkata, rather, we did it in Maharashtra. In spite of losses we did not increase the fares because we have seen that even one paise increase in suburban train fares is enough for the people of both the cities to put the trains on fire. In every budget after reducing the fares of all the classes we provided bonus to the employees as per our target. Today you can get a voting done by all the railway employees and officials of the entire country, everybody is happy. We provided free railway passes to girls irrespective of their caste upto class 12th and the farmers as well. We also provided agricultural outlets, we undertook sanitation of toilets and change of toilet of system. We did not ask for funds from the Union Government for doing all that.

I do not know what he is talking and on whose behest and I do not know the name and would not like to take the name either. I am not scared of them. But about the surplus before giving dividend, I would like to say that neither Lalu Yadav nor any other Minister can play with the figures. Neither Mamataji can do it nor Lalu. The budget which is presented here comes from the budget section. We people only read it out. After giving dividend we had a surplus of Rs. one lakh crore. We had made a target of Rs. one Lakh crore but after recession it came down to Rs. 90-91 thousand crore and after paying the dividend and maintaining with the remaining assets, as the Hon'ble Minister has herself accepted, I would like to read out the surplus money of

2008-09 and the profits. How and where the confusion is being created, will become clear. Whether anyone agrees or not Lalu's name will be written in golden letters in the history of Indian railways. No matter how much people abuse me or accuse me of corruption, I know that people who were hurt and did not have any say accused me of corruption and called me a joker, they used to talk about fodder scam but I gave so much importance to the railways in my time that India's name came up in the world. ...(*Interruptions*)

[*English*]

MR. CHAIRMAN: Please do not disturb.

[*Translation*]

SHRI LALU PRASAD: Sir, at the end of this speech there is a mention about white paper which is misunderstood by people. Indian railway's money and dividend goes to the Reserve Bank. It does not go to the railway board. If anybody has any confusion in this regard, then I would demand that a committee should be constituted and Railway board officers and accounts officers should come together and tell whether it is true or false. There should not be any further delay in this. Hon'ble Mamata Ji, I would only request you to inform the House in this regard in the present session itself. If someone has injected that into your mind, then I know the person who is sitting far away and who has remained a Minister, today he is holding a responsible position. His people put blames on me. They say that Lalu has acquired land while being the Railway Minister. He has taken this and taken that, people talk all sorts of baseless things. This is the same person who has failed. I have never said that Mamata Banerjee is corrupt, I have always maintained that she is an honest woman. You should not fall under this emotional trap. I do not know who has added to whatever you have read in the end. This has created a confusion. I will read from your speech, we will prepare white paper for the last five years and organizational, financial, vision 2020. If people find these figures to be false, then the entire matter will come clean in next seven days. All the people will straightaway. ...(*Interruptions*)

KUMARI MAMATA BANERJEE: What is there so much in this? We respect you. We have not said anything against you. This is a tradition. We have said in the budget also that many projects have not been completed in five years and we will bring a blue print. We have also said that there are 3-4 things in this

budget. We also said that we would bring it for the 2020 vision also. We also said that we would check the condition. There is nothing against you in this. ...(*Interruptions*)

SHRI LALU PRASAD: We are not against you. I am not objecting to your intentions. You please listen again. ...(*Interruptions*).

KUMARI MAMATA BANERJEE: You have said, that is why I am telling. ...(*Interruptions*).

SHRI LALU PRASAD: This has been wrongly presented by the media and particularly by the people sitting on my right side and who are my permanent litigation masters. People who fed milk to Ganeshji know that if a lie is spoken 50 times then it becomes a truth. These are the same people who were discussing about this and went up to the Supreme Court which rebuked them, and asked them to withdraw the case otherwise it would pass an order. Lalu Yadav is being accused of getting the lands transferred in his own name and is corrupt. They are themselves corrupt and they blame others, this is kaliyug and it is really sad.

I am very sentimental as far as railways are concerned, if any one has any confusion, then I will read what is called white paper in English, I myself will read this. Mamataji herself has said. I know that media people keep adding fuel to the fire. Why should I fight with you. I respect women. But that does not mean that I am saying this out of any fear. The House should know that this period will be written in golden letters in the history of Indian Railways on matter what has been our system. I hope that Mamataji will take this farther and take the railways to new heights. You have accepted that you did not get time to prepare the Budget. This is a very sensitive department. If I have given any single figure wrong and as people talk about juggling or any person has any doubt, they can all the finance and other officials and ask them. They can tell if Lalu Yadav writes the figures, are you going to write figures? Will I tell a lie, will I pat my own back after telling a lie. But it has been written here. It has been written here, then I can only explain that we may prepare the vision for 2020 by taking any period as base year as to where we want to take the railways. Many people try to create confusion. This vision could not work. The Indian Railways first paid the bonus and thereafter the central Government was forced to give 73 days' bonus to all its employees. Did these officers of Indian Railways command any respect of the employees? Now it is high

[Shri Lalu Prasad]

time that the Indian Railways to remove huge congestion on the existing lines by creating dedicated freight corridors like western corridor. I had started the western corridor and eastern corridor covering all the ports of Kolkata to take off the pressure. Hon. Prime Minister had laid the foundation stone for it and for the western corridor. She must think about the welfare of the Indian Railways. There is much dissatisfaction in Bihar today.

I gave a project worth 55000 crore rupees to Bihar. It is not partiality but injustice was done to Bihar for 60 years since independence. There was no industry or plant in Bihar under the Central Sector. Whether it was railway wheels, bogies or engines—all were imported and the country's money was going abroad. I stopped this. The wheels factory in Kerala, in Madam Sonia ji's constituency, in Madhepura and in Chhapra are in advance stage today.

Sir, we made efforts through a joint venture. We did this in the times of economic slowdown when nobody wanted to enter it. Companies used to demand advance payment and only after that they would manufacture rails. How could we have given them advance payment? She should go through the copy of the explanatory budget. People in Bihar do read, they are not un-informed. I gave 55000 crore rupees project but I could not get the land on time from Bihar, then. I had to enact a legislation specially to acquire land there. What kind of allocation did we get? One lakh, two lakh or three lakh rupees while Rs. 5-10 crore are needed for a factory. A project cannot move ahead with the pace of a tortoise. They can take it back. I had asked two organisation of West Bengal including JVG, which is also from West Bengal, to takeover work in the heavy engineering department. We undertook work in Mokama, Muzaffarpur and Dalmia Nagar. The poor of Bihar were demanding and I gave them a project of 55000 crore rupees. But I have read that only one or two lakh rupees are being provided to it. Thus, slow injection is being given to this project in Bihar. The project will not progress in this manner. This will increase confusion only.

Sir, when the Railway burns, Lalu feels as if his own body is burning. I am sentimentally attached to the Railways. Everybody thinks that the Railways is weak and people stop the trains, burn them and uproot the railway lines. On the question of neglect of Bihar, the newspaper journalists asked me if I could resort to agitation? I told them no and that it is not West Bengal that I should start agitation. It is not the agitation of the gurbars that I should uproot and burn our Laxmi and

then make rounds around it. I am not going to do this. I told them that I will meet Mamata ji, Prime Minister and Montek Singh Ji to find its solution. We have given a coach factory to Kerala and we have received free land there. There are projects in Raebareilly, Dalmianagar, Madhepura, Madhaura. Sonapur which cannot progress if money is not provided for them. God knows, officers know, staff know that everyone used to say that Lalu was thief, that he was dishonest. These things do not remain hidden. Some people played this dirty trick because people were unable to come out of the Lalu phobia. The man who was a complete failure talks to her on phone and asks her to issue white paper. This man says that the next Railway Minister after Lalu will beat his head and cry. Will she cry? She will make these people cry. She makes CPM cry. I know everything.

She, therefore, should constitute a committee of the House in seven days. Her F.C. should be included, finance department should be included and Reserve Bank should also be brought in. If someone says that it is a juggling of Rs. 90,000 crore, then that person should be ready to apologize for saying so. If I was informed wrongly then my officials are guilty for that but nobody is guilty. People from Harvard, NCAER and IIM, Ahmedabad have verified it. Would such people have allowed me to sit here? Would Acharia ji have allowed me to sit here? But, one can abuse Lalu to any extent since he comes from a backward family. I had said only whatever I was informed by the officials without lowering the figures. Next to Army, Railway has its own land. Can she give one inch of land or a tea stall to someone? Who will provide the hotel, motel and settle the land? Who will give it? Will Railway Minister give it? A Railway Minister matters regarding can not give it. Just look at the mafia groups wherever such groups exist in the Railways. If she would ask, I am ready to cooperate. She already has the experience. She knows it herself. In her time, she had defaulted in paying dividend. ...*(Interruptions)* You should let me express my anguish. ...*(Interruptions)*.

*[English]*

MR. CHAIRMAN: Lalu ji, you have made your point. Everybody is convinced.

...*(Interruptions)*

*[Translation]*

SHRI LALU PRASAD: I am not saying anything against her. It is an open book. First dividend was not

paid, then Rakesh Mohan Committee was constituted. Then what type of suggestion was given? I got a free hand under UPA Government. I became bold as hon'ble Prime Minister and Smt. Sonia Gandhi Ji supported me. Before this turn around Indian Railways had no standing in international market. When I presented the budget, the rate of interest on which we used to borrow money from the world market, were lowered. You may tell about Western Corridor in your reply. Funds were to be received from JICA, Japan. I had not visited Japan for entertainment. Has the first installment been received or not? If not, what are you doing in this regard? You have stated in your speech that the Western Corridor passes through Uttar Pradesh. This corridor does not pass across Uttar Pradesh rather it covers Delhi to Mumbai in the first phase and thereafter Ludhiana to Howrah was to be covered. Then Mumbai to Chennai and Chennai to Howrah and so on JICA, Japan has provided the funds and if Japan has not provided then what you are doing. You will have to tell the people about that. Eastern corridor will be set up with the surplus funds. We have said that this corridor will be self sustainable. Just see now, the expenditure is increasing and it is now 92 percent. Income is decreasing, there has been a decrease in the loading of goods. Recession is also a reason for this. I do not want to tell you have reduced the income during the last one and half month. We have had target. Our total iron ore is being exported. We had made our rates reasonable. We came to know that the rates had been reduced. The railways was supposed to incur a loss of three to four thousand crore rupees. We had a friendly chat with the iron ore traders and assured them about the transportation of iron ores. Madam, do not take it otherwise, now the situation will reverse and we will be back to square one. We will be in the backgear. You know that it is an on-going scheme. The hon. Members of this House must know that the railways has a constant liability of 46,000 crore rupees. Whenever the elections approached new railway projects were passed and foundation stones were laid. The railways has already a liability of 46,000 crore rupees. There are 25,000 unmanned level crossings where accidents often take place. The cow is killed. People are killed on these level crossings, hence these need to be manned. You will have to keep a constant eye on these things. You have stated that double-decker train will ply. On which routes this train is likely to ply? It is not a tram of Kolkata which runs ringing 'Jhun-Jhun'. If you ply such train on any route, it will come off the track six times a day and the electric wires are lying just by the side of the track. The railway line crosses through tunnels in

mountains at some places. This train will be entrapped in those tunnels. I have heard that those officers or intelligent persons in the railways who were transferred to other places by us, have come back. There is no use of stating their names. There are many such persons who think themselves to be think-ank and keep on wandering to sell their ideas. Everything should be done after due consideration. You are always very busy. The people should be busy. When I was the Minister of Railways, I got so busy with the affairs of the railways that I lost my contact with Bihar for almost five years. ...(*Interruptions*). I have never discriminated against any Member or MLA, any party be it BJP or any other one. Allocation is done on the basis of a formula. But we gave more than that. The stoppages of trains were provided, everything was provided. I have seen that 15 to 20 trains passing through Bihar have been cancelled. The people are enraged. I called on the Member (Traffic) as to how those trains were cancelled without ascertaining the facts. He told me that it might have happened by mistake and he would correct that. Those trains go further to Kolkata. The poor travel by those trains. They do not keep wandering in Bihar at Jalebia More. They go by train and then come back also by train. It has happened in the case of Bihar. The State government did not provide land for the mega projects in time in Bihar. Now it is the time for Bihar to progress as electrification is going on. Your officers and member (Electric) have seen that we have worked a lot. Now the electrification work is being carried upto Guwahati. We have worked for upgradation of stations as world class stations. The people are in confusion but it is a fact that there are several world class stations. You are also doing your bit but I do not think that I have left any thing. When we experimented in Delhi and Patna, the Department of urban development and Smt. Shila Dikshit got involved and said that this or that sort of permission is needed. Then it was said that Bullet trains should be introduced in the country. Feasibility report was discussed. Introducing bullet train in our country is not practical. Who will invest for this? Now nobody invests in such things. So all these things should be taken into consideration before doing anything. If anybody has any doubt about the figures of surplus funds, he or she should tell me. I am ready to beg this august House to pardon me. Everything is debited in Reserve Bank of India. Everything is mentioned in the budget which is laid in the Parliament and is forwarded to Convention Committee. Even after that the people are questioning the authenticity of the surplus funds. Someone calls on the phone that he has failed and Lalu Ji has passed.

[Shri Lalu Prasad]

He has become the 'Guru'? The media person have called me as Professor Lalu, Guru Lalu. The same set of people call me a Joker also. The media persons have projected me as 'Guru'. Several persons are jealous of me. ...*(Interruptions)* Madam, you keep your composure. ...*(Interruptions)* Madam, if you listen to me carefully. ...*(Interruptions)*.

*[English]*

MR. CHAIRMAN: Please conclude now. There are other Members who are waiting to speak.

*[Translation]*

SHRI LALU PRASAD: So, verify the facts from Reserve Bank of India, Railway Board, Ministry of Finance. The copies are sent to all these offices and clarify within seven days. Your intentions may be good. The period since your earlier tenure as Minister of Railways should have been taken into consideration. But you have taken the period of five years of my tenure which is the golden period as the turn around has taken place during this very period. You want to make it a base. I am telling you to do it soon. If anyone has any confusion, let me know. Whoever has been making allegations or creating confusions, he will be trapped. The functioning of the railways is foolproof. ...*(Interruptions)*.

*[English]*

MR. CHAIRMAN: Please do not disturb him.

*[Translation]*

SHRI LALU PRASAD: It is a different department. Meet the Prime Minister and Shri Pranab Babu to seek release of the allocation made by the Railways for Bihar. A substantial allocations has been made for it in 11th Five Year Plan also. Yet it released adn start the projects meant for Bihar rather the projects should be started in the entire country be it Kolkata or Raebareli which is the constituency of Smt. Sonia Gandhi otherwise it would go against her in the next elections. Start in Kerala also where common man has been benefited by the development. Is there any difference between Bihar and Kolkata? Start the projects there as well. ...*(Interruptions)*.

*[English]*

MR. CHAIRMAN: No cross talk. Please do not disturb him.

...*(Interruptions)*

MR. CHAIRMAN: Lajuji, please conclude now. All others are also waiting to speak.

*[Translation]*

SHRI LALU PRASAD: I have the right to speak, I have been the Minister of Railways.

*[English]*

MR. CHAIRMAN: You have made your point.

*[Translation]*

SHRI LALU PRASAD: Alright. I conclude. I assure you that we will extend full cooperation if sought by her. Railways is not the property of any one individual. It neither belongs to me, to you or to the State Minister. Indian Railways belongs to all rich and poor. Therefore, this public property should be protected. Now, I conclude my speech. Numerous allegations have been levelled against me. A Member of Parliament is habitual of all this. The allegations levelled by him are baseless.

Sir, while concluding I repeat that it should be clarified within seven days. She has been given the charge of Railways so she has made efforts. I wish her success in her efforts but all the things should be done in a practical manner.

*[English]*

MR. CHAIRMAN: All those hon. Members who would like to lay their speeches on the Table of the House, may do so.

*[Translation]*

SHRI HANSRAJ G. AHIR (Chandrapur): Mr. Chairman, Sir, I rise to speak on the Railway Budget presented by the hon'ble Minister of Railways.

I consider Railways a means of development of the country. It is not possible to develop and do justice to an area without railways. Had the budget focused on the development of all the areas, we would have welcomed it whole-heartedly but I have noticed that in the budget justice has not been done to all the areas. A very low provision has been made in the budget for the tribal dominated and hilly areas. In my view, it is very important to provide railway connectivity to tribal areas. I do not consider railways as a commercial organisation. We should have provided new trains to

these. It would be justified to provide railway connectivity to tribal and hilly areas where tribals and forest dwellers are deprived of this facility.

I would like to state that the proposal for Vadasa-Garhchiroli railway line in district Garchiroli of my area was given prior sanction in last year's budget, however, in this budget it has been ignored. No funds have been provided for it. I request you to provide allocation for this railway line which was sanctioned in the last year's budget.

The hon'ble Railway Minister should fulfill the assurance given in the House. Garchiroli is a tribal dominated district and the people living there often face the naxal attacks. The major reason behind these attacks is that the area is deprived of any kind of industry. Therefore, I request the hon'ble Minister of Railways to provide funds and to start the work there immediately. Availability of railway line will facilitate the local farmers. Therefore, funds be provided immediately for Vadasa-Garhchiroli railway line. Keeping in view the need for goods' sheds at stations like Vani, Mukutban, Tadali etc. for transportation of fertilizers, seeds etc. to facilitate the local farmers, rake points should be fixed.

Through you, I would like to submit to the hon'ble Minister of Railways that we were happy when Ballarshah-Mumbai Link Express was started last year. However, a past line is required at Ballarshah Station for proper operation of this train. Due to non-completion of the said line, lot of problems are being faced to operate the said Link express and the passengers are also facing inconvenience.

Therefore, work on peat line should be started for proper operation of the Link Express and sufficient funds should be provided for it.

Mr. Chairman, Sir, I would also like to tell the hon. Railway Minister that the Chennai-Bilaspur train is being run upto Korba once a week. I demand that it should be extended upto Howrah and it should be run thrice a week. This will facilitate more than one lakh exiled Bengali brethren from Bangladesh living in my constituency Chandrapur and Garhchiroli.

Mr. Chairman, Sir, I demand from the hon. Railway Minister to extend the train Telengana Express, which runs from Hyderabad to Kagazanga upto Chanda Fort Station. Similarly, the Bhagyanagari and Ramgiri passenger trains should be run from Ballarshah to

Chanda Fort. With the gauge conversion, Chanda Fort has been converted into a new station. Only two trains run on the new rail line. A train on Godia-Chanda Fort-Ballarshah line can also be run at noon. The local people of these areas are also demanding it. Therefore, another train must run on this line. This is quite easy as there is no need to lay new line.

Hon. Railways Minister has said in her Rail Budget speech that a PRS will be provided in each of the constituency. My constituency has two districts. I therefore, demand a PRS in both the districts. I hope she will fulfil my demand.

A new shuttle train should be run between Ballarshah-Chandrapur-Nagpur as quite a large number of passengers travel on this route. More than 250 government, and private buses ply on this road route throughout the day. People will benefit much and railway will also make profit if a train runs on this route. A train runs between Ballarshah and Gadyadur. This service was in operation for 25 years which has been discontinued now. I had demanded recently for its reintroduction but I have received a reply from the Railways saying it would not be financially viable. But, this train was being run for 25 years and thus there will not be any problem in running it now as well. I, therefore, demand for reintroduction of this train.

There is Babupeth Basti in my city Chandrapur having a population of about 70,000 people. There are two railway routes between Chandrapur and Babupeth therefore we demand construction of an overbridge over there. When ever we make this demand, the Railway Minister asks 50% share from the local municipal corporation. I would urge the hon. Railway Minister to get this overbridge constructed from her ministry's funds as the municipal corporation of the area does not have this much fund so as to provide its share. I would also like to say that this is the first ministry under central government asking for 50% share from the State Government. The Railway Minister should reply as to why her ministry is asking 50% share while no other ministry does so. Whenever we demand a railway line, 50% fund is asked from the State Government whenever we demand an overbridge, 50% fund is asked from the State Government. But there is no Central Government Ministry in the country which asks for 50% fund from the State Government. I, therefore, would ask the hon. Railway Minister to stop this practice of asking 50% funds from the State Government and whatever railway work is done for the development of the country,



[Shri Hansraj G. Ahir]

it should be done by the Railway Ministry itself—this is my suggestion as well as demand too.

There is no direct train to Amritsar from Chennai or Bangalore for our Sikh brethren. Therefore, a train from Chennai or Bangalor should be extended upto Amritsar. It is a long pending demand of the people of Amritsar. I also request for completion of the tribal district Vadsa-Garhchiroli line which was given prior approval last year.

SHRI SATPAL MAHARAJ (Garhwal): Sir, first of all I thank you for allowing me to speak on the railway budget. I represent the Garhwal Parliamentary Constituency which is economically backward. The railway budget presented by the Railway Minister Kumari Mamata Banerjee will provided relief to the common man and I welcome this budget.

Hon. Railway Minister has shown her political integrity and has tried to win the heart of the common man by not increasing the passenger fares and freight charges in the railway budget. Interests of all the sections—rich or poor have been kept in mind.

I would repeat before the entire House, the question raised by the hon. Railway Minister as to whether Railway projects should be considered only on the basis of economic viability or from the view point of social obligation also. Should the benefit of development be kept limited only to the well off and the majority of the population living in the remote and backward areas of the country be deprived of it?

Hon. Minister has clearly said that these projects may not be viable economically but still they are necessary for the people bearing the brunt of backwardness and poverty. They need these projects even more. She has said emphatically that the downtrodden and deprived people should be uplifted so that our country can make social and economic progress in an integrated manner.

Hon. Sir, I would like to tell that I represent the Garhwal Parliamentary constituency and with the hope for the progress of the people of Uttarakhand, have helped Congress win all the seats in the state by showing confidence in the leadership of the Congress President Shrimati Sonia Gandhi, Prime Minister Dr. Manmohan Singhji and young leader of the country Shri Rahul Gandhi. People have a new dream for development. It brings huge responsibility upon people's representatives in such a situation.

Garhwal Parliamentary consistency is spread over a large area and has natural resources in plenty. Availability of sufficient number of means of transport is a must for the development of the region and the country. There is vast potential in the field of tourism in the State which can be exploited through sufficient means of transport and communication.

Undoubtedly hon. Minister of Railways has ushered in a new chapter for the development of the nation especially economic development by taking up the development of the backward areas as her mission.

In this context, the proposal to constitute a Committee of experts for taking the railways to remote areas in the country floated by the hon. Minister of Railways is a welcome step. I believe that with the Constitution of this Committee the hilly states of the country like Uttarakhand, where the expansion of rail network has not taken place even after sixty years of independence, will be benefited. Uttarakhand is eagerly waiting for the expansion of the rail network. I hope that the Committee of Experts will consider laying Rishikesh-Karnprayag rail line for which survey has been undertaken many times. The development of Uttarakhand is possible only after the expansion of these rail lines.

I would also like to tell the hon. Minister of Railways that these projects should be declared as national projects. Rail bonds may be issued for mobilising resources for the said projects so that the big schemes are completed soon in national interest. When I was the State Minister of Railways, we had undertaken a research on biological toilets in which the filth was not spilled on the stations as it was contained in a container and the filth could be taken out by vacuuming. I think if this kind of toilets are provided in the trains, the stations will not get dirty and India will advance further at international level.

Plenty of aluminium is used during the manufacturing of rail coaches in India whereas PVC can be used in the place of aluminium. The design of the fans in the coaches is outdated. Iron is used for manufacturing the fans whereas plastic can be used instead of iron. Thus alternative things should be used. The consumption of costly things be minimized. Shri Tiwari ji, the ex Chief-Minister of Uttarakhand, did a lot for the development of Uttarakhand. He wanted that the rail network be expanded upto Uttarakhand. I want also to state that today there is jungle-raj (anarchy) in Uttarakhand. You must have seen in the newspapers and television that

the police shot a young man named Ranbir. These types of incidents should not happen. I would like to request the hon. Minister of Railways to introduce trains from India to Singapore and Bangladesh and connect India to Moscow and Nepal through train. All the rail lines should be expanded so that more goods may be transported and the revenue of the railways may also increase. For the development of Uttarakhand I would like that a direct train should be introduced from Dehradun to Lucknow and AC I tier coaches be added to the Lucknow bound trains. A direct train from Dehradun to Kanpur may also be introduced and the speed of Kanpur bound trains may also be increased. First class AC coaches may also be added to these trains. One more direct train from Howrah, Kolkata to Haridwar may be introduced. A direct train may also be introduced from Guwahati to Haridwar. The rail line to Kotdwar should be doubled. A direct train from Delhi to Ramnagar may be introduced.

*[English]*

MR. CHAIRMAN: You may lay on the Table rest of your speech.

*[Translation]*

SHRI SATPAL MAHARAJ: Sir, I am just going to conclude my speech. The rail line from Haridwar to Dehradun may be doubled. Goods transfer terminal should be set up in Kotdwar, Rishikesh and Ramnagar. \*Kotdwar and Ramnagar, which are connected to National Highway, should be upgraded as model stations. More and more reservation centres should be set up in order to attract the tourists. At the same time Nazibabad junction is the main entry gate of Uttarakhand from where thousands of Indian soldiers, traders and other persons of Uttarakhand and Uttar Pradesh travel by train and if stoppage of the trains are provided at this junction, these people would be greatly benefited. There should be a tourism pact between IRCTC and Uttarakhand government. More and more reservation centres should be set up for the convenience of the tourists and the people living in remote areas.

The passengers have to face a lot of problems due to non-stoppage of the following trains-2331-2332 Himgiri Express, 5654-2588, Amarnath Express, Lohit Express 2327-2382 Upasana Express and 5097-5098 Jammu Barauni Express at Nazibabad junction. So, these trains may also be stopped at Nazibabad junction.

\*...\*This part of the speech was laid on the Table.

At the same time, I would also like to suggest that a railway recruitment board should be set up in Uttarakhand because there is no such board in Uttarakhand till date and the unemployed youth of the state do not get any benefit from the railways. The unemployed youth in the remote hilly areas get the information relating to recruitment in the railways very late and as such they miss the bus. Hence it is very essential to consider setting up a Railway Recruitment Board in a major city of the state like Rishikesh, Ramnagar etc.

With these words I thank you for giving me an opportunity to participate in this debate.\*

®SHRI PRASANTA KUMAR MAJUMDAR (Balurghat): Hon. Chairman Sir, at the outset, I congratulate Hon. Minister for Railways for not increasing passenger fares as freight charges in spite of a sharp increase in fuel prices. At present, railways cannot be treated as a business venture. Rather it is to be made accountable to the society. The railways play a major role in socio-economic development by connecting various sections of the society. This year's Rail Budget somewhat reflects this aspect. Now the issue is, the Rail Minister has announced a number of projects and also the upgradation of passenger amenities and services. But under the current scenario marked by economic recession and turmoil, whether these projects and schemes will really take-off is the big question. Wherefrom the funds are going to be collected and if not collected adequately then whether all these projects will be completed or will remain incomplete this question remains to be answered. The Budget has talked about Public-Private-Partnership. Railway department is one of the most important departments of this country. And I think that the projects will be implemented through P-P-P mode leading slowly and gradually to privatization and also commercialization. If commercialization occurs, then government regulation will become minimum. Therefore I, on behalf of our party RSP, oppose this move.

You all must be knowing that there are numerous vacancies in Railways. Huge manpower is always required to take care of the safety and security aspects. In the interest of 'Ma, Mati, Manush', the vacant posts should be immediately filled, otherwise like every other year there will be 2% retrenchment of workers in the Railways. If we take the estimate of last 5 years, we find that scores of announcements were made regarding

®English translation of the Speech originally delivered in Bengali.

rail services and facilities, but those have not been mentioned in this Budget. We don't know whether those projects were implemented or scrapped. Had there been a mention of the earlier declarations, we would have been able to make a comparative study.

**19.00 hrs.**

Now, I come to my constituency and let me put forth its requirements before Hon. Minister. I belong to West Bengal's South Dinajpur district which was deprived of rail network even after independence. After a lot of political struggle and mass movement, Balurghat-Eklakhi project started in 2004. What is the condition of this project now? Only one and a half train plys during the entire day. In the morning, the train starts from Balurghat at 5 A.M. to go to Kolkata. But this train cannot be availed by the rural people or the urban passengers as it is too early in the morning; that too runs thrice a week only. On the other three days, the train comes late at night at about 10 O' clock or 11 O' clock. Thus common poor people of the area cannot travel by it. So my specific request to Hon. Railway Minister would be to adjust the time schedule and run this train regularly at least 6 days a week.

Passenger amenities are next to nothing—there is no proper platform, no shade, no drinking water, no light and you will be surprised to know that even signals are missing—the train runs without signals. Though this Balurghat—Eklakhi rail project is a profitable project, yet amenities and facilities are nil.

You should also know that even passenger trains do not run regularly. If a train leaves Balurghat in the morning, it can return to Balurghat in the evening thus facilitating cheap, hassle-free travel for the common people and senior citizens. Hon. Railway Minister knows everything; she is aware of the problems so I request her to consider these proposals and help in developing this under-developed part of the state. 20,000 tribal people reside here. It was earlier represented by a person from Scheduled Caste community; now it has been converted into a general seat. I humbly submit that this backward region can be developed by crisis-crossing rail network and better connectivity. Hon. Railway Minister should keep this in mind and lend a helping hand in creating a better future.

You've allowed me to speak in my mother tongue Bengali for which I am grateful to you Sir. With these words I conclude.

\*SHRI JOSEPH TOPPO (Tezpur): As a leader of Assam Gano Parishad, I am grateful to you for giving me an opportunity to speak on the Railway Budget presented by Ms. Mamata Banerjee for the year 2009-10.

A mixed opinion has emerged on the budget presented by the hon. Minister. Some people are of the view that it is a good budget but others do not agree to it.

In my opinion the budget has not given any importance to the north-eastern states of the country though the hon. Minister herself belongs to the eastern state of the country i.e. West Bengal.

She is well aware of the poor condition of the trains and stations. Seating facility as well as other basic amenities for the passengers are not available there. Survey and other action has already been taken to convert many stations in Assam from meter gauge to broad gauge but the Government has not yet taken any concrete step in this regard. I would like to draw the attention of the hon. Minister towards some of such problems of Assam and other northeastern states which should be included in the budget.

In the year 2003, the then President Shri APJ Abdul Kalam had inaugurated the railway bridge on river Brahmaputra in district Dibrugarh. However, the pace with which the construction of this bridge is going on, I doubt it would be completed in the next 10 years. This bridge would not only have facilitated the people of Assam but also the people of other north-eastern states. It would also lead to the expansion of railway network in these states. However, lack of proper attention from the Ministry of Railways and money crunch has made it difficult to estimate as to how long it would take for the project to be completed.

The Railway Minister had made the commitment that the meter gauge lines in north-eastern states would soon be converted into broad gauge lines so that goods trains and other trains could cross Rangia station and travel onwards to Arunachal Pradesh, Nagaland and other stations. However, work on the said line for conversion into broad gauge has not been started till date despite completion of survey work from Rangia (Assam) to Moklongselek. Cargo from all over the country has to be unloaded from the goods trains to Rangia station. Transfer of goods from there to other destinations over meter gauge proves to be very expensive. Furthermore,

\*Speech was laid on the Table.

[Shri Joseph Toppo]

proper storage facilities are also not available at Ranjia station.

The gauge conversion work between Lamding and Badarpur station is going on and if proper security arrangements and facilities are provided to the workers there, the project may be completed early.

The gauge-conversion work of the rail line from Mainagudi (West Bengal) to Jogighopa (Assam) is already going on, but it should be extended to Alipurwar and New Bongaigaon stations.

The local residents of Assam have been demanding a rail coach factory in New Bongaigaon since 1992 but no decision has been taken in this regard till date.

The outgoing Minister of Railways had proposed a new broad gauge line from Kamakhya to Burnihat in the Budget for which engineering and survey work has been completed but N.F. Railways has kept this project pending without any reason. I demand that the work on this rail line may be started at the earliest.

N.F. Railways had sought applications for 3500 new recruitments in group D for which a considerable number of people had applied but N.F. Railways has not taken any step in this regard even after more than two years and they have been working with lesser number of staff. If new recruits are inducted at the earliest, the works going at a slow pace under N.F. Railways can be expedited.

Here it would be pertinent to mention that various railway colonies of N.F. railways are in a very poor condition. Though the repair work of the buildings in these colonies has been carried out during the last 20 years but no new building has been constructed. The funds earmarked for this purpose are misused.

There is no proper drinking water facility at almost all the stations in north east and the people are compelled to drink impure and unfiltered water. The railway colonies also have to face the same problem. In this connection proper instructions should be issued to N.F. Railways for providing drinking water at all the stations.

The hospital in north-eastern states, particularly in Assam are not in a good condition. Most of the doctors in the hospitals are absent from their duties and the patients are given substandard medicines. All these things should be investigated and a new and big hospital having

state of the art facilities should be set up in maligaon in Assam.

Majority of stations in north-east have no clock-rooms consequently, passengers coming from distant areas face a lot of problems. My submission is that a provision should be made in this year's Rail Budget for creation of Clock-Rooms at all the stations in north-eastern states.

I would like to urge the hon. Minister of Railways to take appropriate action on regarding these demands and give proper representation to all the states in the Railway Budget. Taking special care of the 8 north-eastern states, efforts should be made to solve these problems.

[*English*]

SHRI P. KUMAR (Tiruchirappalli): Mr. Chairman, Sir, I thank you very much for giving this opportunity to make my maiden speech in this august House on Railway Budget. At this juncture, I express my sincere thanks to my Party supremo Dr. Puratchi Thalaivi Amma, who with her dynamic eternal power, guides crores of common people like me and is a saviour of downtrodden. I respect my Party supremo Amma with great gratitude for her eminent act of picking the Members of Parliament this time from the bottom section of society to represent their constituencies and feel pleasure by providing those people such opportunity mainly because of the reason that they are well acquainted with every need of the people of the area to which they belong to.

At the outset, I wish to register my Party's view on this Railway Budget. The present Railway Budget superficially gives the impression of being a pro-people affair. However, in the process, infrastructure development and expansion of the railway network have been sidelined. The Budget focus appears to be on the personal vote-bank of the hon. Minister for Railways due to the reason that almost all the major projects announced in this Budget are earmarked for places like Lalgarh, Nandigram and Singur in West Bengal.

Despite the fact that the Railway Budget seems to have some good factors like not making any changes in fare and freight charges, reducing the extra charges of *tatka* bookings from Rs. 150 to Rs. 100, introduction of nearly 60 trains, conversion of metre-gauge lines into broad-gauge, non-stop trains from Chennai to New Delhi on alternative days, it really seems to be buttered but not made better. Really speaking, the State of Tamil

Nadu compared to other States, still, has lot of metre-gauge lines which need conversion. The announcements made for the conversion of metre-gauge in all the previous Budgets rest on documents only. In practice, the conversions announced are not implemented as to the proposed distances.

The Budget does not focus on South India, particularly Tamil Nadu has been neglected. A huge number of demands regarding conversion of gauge, doubling of existing rail lines, acceleration of presently slow-running projects and upgradation of railway stations, have still not been addressed. Hon. Minister has announced that 700 kilometres has been targeted for doubling, but did not mention any doubling projects in Tamil Nadu, especially the requisition of doubling the line between Madurai to Chennai *via* Tiruchirappalli was not considered. If we take my Tiruchirappalli constituency, Srirangam is a famous and major pilgrimage centre and has one of the largest temple complexes in India. It also attracts a mass of devotees and visitors from all over the world.

The station requires upgradation and necessity for having a stop at Srirangam for the Vaigai Express and the same has been demanded for a long time. But these important demands are still not addressed in this present Budget. The Karur-Salem ongoing project is to be speeded up for completion and necessary funds may be allotted for this project.

Further, the Budget should have considered elimination of accident prone level crossings by making them safe with suitable bridges or sub-ways. In Trichy to Pudukottai National Highway-210, we are witnessing a heavy congested traffic which affects the routine life of the general public. The two railway crossings namely, the Karuveplian Railway level crossing at Rasavayal in the highways and Tiruvappur railway crossing in the city limit are the core reason for transport standstill. Therefore, it is the need of the hour to construct two railway flyovers on this National Highway. Likewise, the demand for construction of over-bridge in Hanjathidal Railway station at Tiruchirappalli should be considered on priority basis.

Sir, the Rock Fort Express which was originally running between Trichy to Chennai has been extended to Kumbakonam and currently running between Kumbakonam and Chennai for the last few years in a round about way. Resultantly, the general public of my constituency suffer a lot including insufficient seating

accommodation. In view of this, I urge the Government to take necessary steps to restore the earlier status. Moreover, because of this round about way between Kumbakonam and Chennai, the actual number of coaches meant for Trichy has been reduced from 24 to 13. Therefore, I request the Government to take steps to make Trichy as the starting destination.

Even though the Budget introduces nearly 57 new lines, I am disappointed since no specific new lines for Tiruchirappalli constituency have been announced. There is a need for new railway line from Thanjavur to Pudukottai *via* Gandarvakkottai. Gandarvakkottai is one of the assembly constituencies and also a taluk headquarters and there is a further need for new railway line from Jolarpet to Bangalore *via* Krishnagiri. So, I would request the hon. Minister to consider laying of new lines between these destinations.

It is announced in the current Budget that 6560 staff quarters are proposed to be constructed. However, there is no proposal in the Budget for renovating the existing quarters which are in a dilapidated condition due to longevity and depreciation. The Government should consider renovation of those existing quarters also. Particularly, in Tiruchirappalli, the quarters at Golden Rock Railway Colony are in dilapidated condition. Hence, I urge the hon. Minister to undertake a study on the conditions of the existing quarters to take appropriate steps for strengthening and renovating the quarters at Golden Rock Railway colony.

MR. CHAIRMAN: Please conclude.

SHRI P. KUMAR: I am concluding.

Notwithstanding many new trains introduced in this Budget, I further appeal to the Government through this House to introduce additional trains from Trichy to Kanyakumari, Trichy to Chennai, Trichy to Bangalore at night hours and from Pudukkottai to Chennai in day hours. I would request that this Government must consider these long pending appeals for new trains on these routes urgently.

Before concluding my speech, I thank the hon. Minister of Railways for inclusion of Tiruchirappalli as one of the 50 railway stations wherein the Government proposed to take up development of Multi-functional complexes. I further thank the hon. Minister for the proposal to improve overall efficiency and to reduce the unit costs of the workshops at Golden Rock in my constituency.

[Shri P. Kumar]

To conclude, in the words of Dr. Puratchi Thalaivi Amma, the present Railway Budget merely wielded a magical brush that gives a non-existent gloss to harsh realities. A lot more was expected from the hon. Minister for Railways.

[*Translation*]

SHRI SHRIPAD YESSO NAIK (North Goa): Mr. Chairman, Sir, I am thankful to you for giving me an opportunity to speak on Rail Budget. The people from various constituencies in various states elect us and send us here so that their demands can be put in the Parliament at the time of budget.

Sir, in Rail Budget 2008-09 the hon. Minister of Railways gave several assurances. I know that all the assurances cannot be fulfilled, but at least those in public interest should be fulfilled. Similarly, the hon. Minister gave several assurances in Rail Budget 2009-10 also. I believe, the hon. Minister will surely fulfill all these assurances.

The hon. Minister had said that the hon. Members desire more number of railways lines and trains for their respective constituencies. The hon. Minister has envisaged upgradation of 50 stations to international standard. I am sad to learn that these stations are located in 7-8 states. Goa is also a state and no station from Goa figures in the list of these 50 stations. At least one station from Goa should have been chosen. Therefore, my submission is that one station from each state should be included in this list.

Though, Goa is a small state of our country, yet it is an important state. Lakhs of tourists from across the world come here and then go to other states from here. Booking for the trains to Hyderabad, Bangalore, Chennai, Balakrishna gets full within 15 days. If the Government desires to further promote tourism, more trains should be introduced on these routes to facilitate the tourists. Apart from it, 2-3 more trains should be introduced on Madgaon-Mumbai route as existing trains are inadequate to cater to the number of passengers. Moreover, trains from Madgaon to Tirupati, Jaipur, Chennai, Kanyakumari, Bangalore should also be started.

Sir, Shirdi is a pilgrim centre. Large number of people from Sindhudurg, Ratnagiri in Maharashtra come here. During last year's budget, the hon. Minister of Railways had said that a station at Shirdi will be constructed. But no work has been started so far. My

submission is that for the convenience of passengers a station should be made at Shirdi and a direct train should be started from Goa to Shirdi. There are two routes for Goa, one through Konkan Railway and another through South West Railway. I have demanded certain trains. When there was meter gauge line in South-West Railway. ...(*Interruptions*).

[*English*]

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): Mr. Chairman, Sir, I would like to inform the House that Shirdi station is already commissioned when Shri Lalu Prasad was the Hon. Minister of Railways. More than eight trains including some special trains going there. The hon. Member may place his demands before the House and we will look into them.

[*Translation*]

SHRI SHRIPAD YESSO NAIK: Sir, I reiterate my demands that a new train be started from Goa to Shirdi. During meter gauge era in South Central Railways, Hari Priya Express used to be a train from Goa to Tirupati. Another train was from Vasco to Miraj. At the time of gauge conversion, it was assured that these trains will resume service after gauge conversion. But these trains have not been restarted yet. My submission is that these trains should be started at the earliest. Large number of people travel from Goa to Belgaum, Kohlapur, Miraj. Now, they are facing great hardship. I urge the Government to restart both these trains.

Sir, Konkan railway started 10-12 years ago and now it is facing immense load. South bound trains from Delhi ply on this route. All the trains passing Konkan are over-crowded and Goa can hardly have any place in these trains. Apart from Goa people from south have also been demanding for doubling of Konkan Railway track so that more number of trains can ply and people can travel conveniently.

Sir, as I said, Goa is a small state but it is a famous tourist spot of the world. More number of tourists than total population of Goa come here. The railways have introduced 'Palace-on-wheels' for the benefit of domestic as well as foreign tourists. Since Goa is a popular tourist place a similar train i.e. Palace on Wheels may be introduced for Goa also. The tourists come again and again to visit many popular spots of Goa. There is

no transport facility for Doodhsagar waterfall in Goa. The foreign tourists who want to see this waterfall face a lot of problems in going there. People from neighbouring states also come here. Lack of transport facility has resulted in its inadequate development. On behalf of Goans, I demand that at least for 5-6 peak tourism months, seasonal trains may be introduced between Pendne-Doodhsagar, Pende-Colen sections.

Sir, out of 2-3 stations of Goa, Karmali is nearest to the capital. All south bound trains from north do not stop here. Passengers have to travel 45 kms backward to reach the capital Panaji. My submission is that all south or north bound trains should stop here for the convenience of tourists and passengers.

Sir, I would like to bring one more thing to the notice of the hon. Minister. A large number of educated youth of Goa do not get a fair share in recruitment either in South Western Railway or Konkan Railway. I demand that a recruitment centre may be set up in Goa.

Sir, Madgoan is a big station of Goa and it is always over crowded. Number of ticket booking counters there are inadequate, particularly for senior citizens. One-two more booking counters may be opened there which would certainly help the armed forces personnel and senior citizens.

Sir, the length of the railway track in Goa is more than 60-70 kms. and there are many manned and unmanned railway crossings which cause a lot of inconvenience to the people.

I, therefore, demand construction of overbridge or underbridges at the sites of unmanned or manned level crossings. This will keep in check the possibility of accidents. For example, there is a village by the name Maye having a cremation ground across the railway line for many years though the Konkan Railway has come into being recently. The officials there have disallowed transportation of wood for the cremation ground since the last 2-3 years because of which it has to be carried on head. I demand that the hon. Minister should find a solution to this problem so that vehicles can go upto the cremation ground.

I will conclude after making one last point. Konkan Railway had started a Sky Rail Project in Goa as a pilot project 4-5 years back but the Goa Government has not received the required financial support in this

regard so far. I demand that the Centre should provide the financial support for this project which will be implemented all over the country if it is successful. Thus, a good project can be made available to the people if the Ministry of Railways provides the financial support.

With these words I urge that the demands put before you by me should be fulfilled at the earliest. With this, I conclude.

*[English]*

\*SHRI RAYAPATI SAMBASIVA RAO (Guntur): Sir, at the very outset, I would like to congratulate the Hon'ble Railway Minister, Kumari Mamata Banerjee, for presenting the first Railway Budget, which has been lauded for its 'no hike in passenger fares'.

I would like to especially thank the hon. Railway Minister for including the Bibinagar-Nallapadu (Guntur) doubling project in Guntur Division of South Central Railway in the current budget. But electrification of the said project has to be done. High expectations of the people of my State, Andhra Pradesh should be addressed. At present passengers are put to a lot of inconvenience as there is disruption or dislocation and regular scheduled trains on this route are disturbed and some of them are cancelled. Electrification of this line would enable free and frequent movement of goods trains carrying cement, lime, coal and other industrial raw materials for the industries located in this route from different parts of the country, without changing to the power engines, which would also reduce cost of maintenance as the diesel prices are skyrocketing. Not only that, the actual running time between Guntur and Secunderabad, the headquarters of the South Central Railway would be considerably reduced. I would strongly urge the hon. Railway Minister to take steps for the electrification of the Bibinagar-Nallapadu (Guntur) line immediately.

Other than the above project, there is no mention of significant railway project aimed at Andhra Pradesh.

Another important request of the people of my parliamentary constituency is doubling and electrification between Guntur-Tenali section, as this is an important single line which connects Guntur to other important cities like Chennai, Bangalore, Trivandrum, Howrah and New Delhi on either sides. I hope, the hon. Minister would give due vent to this genuine request.

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\*Speech was laid on the Table.

[Shri Rayapati Sambasiva Rao]

The other request of mine is connected to the circular train between Vijayawada-Tenali-Guntur. The unique feature of this route is that two sides, that is, Guntur-K.C. Canal (Vijayawada) doubling & electrification is complete, if Guntur-Tenali is doubled & electrified, can be possible for the circular train. While the third side, consisting of a small patch of 25 kms. is pending for doubling and electrification. Completion of this triangular route would save a lot of time and passengers would be benefited considerably. Hence, I would request the hon. Railway Minister to take this small project of doubling and electrification of 25 kms. of Guntur-Tenali on a war footing for the completion.

I would also request for introduction of Circular trains between Guntur-Tenali-Vijawada, three coastal district of Andhra Pradesh and the trains running presently between Chennai-Vijayawada can be diverted through this route to decongest the already saturated Vijayawada-Tenali route. I hope, the hon. Railway Minister would consider this genuine request of mine and issue instructions in this regard.

In your Railway Budget, you have proposed a new Superfast Express Train between Visakhapatnam-Secunderabad-Mumbai. I welcome this effort and I am grateful to you. But my request is this Superfast Express may be run connecting Visakhapatnam-Vijayawada-Guntur-Nadikudi-Nalgonda route, as there is literally no train connecting Mumbai.

You have also increased the frequency of Train No. 2739/2740 (Visakhapatnam-Secunderabad) from 4 days a week to daily. We welcome this gesture on your part. I would once again request you, Sir, to ensure that this Train pass through Guntur-Nadikudi-Nalgonda route of Guntur Divisions of South Central Railway for the benefit of the passengers of this area.

In the 14th Lok Sabha, I had requested for inclusion of a number of projects for the benefit of my Parliamentary constituency. Many of the projects are pending for implementation. Hence, I would like to reiterate for inclusion of some of the very important projects concerning my parliamentary constituency in the Railway Budget for implementation, without any delay.

I had been requesting for a 'day-time train' from Guntur to Chennai, which would be convenient for the passengers of this area. Another Intercity train between Guntur and Tirupathi may also be introduced for the convenience of pilgrims.

I would like to bring to your kind notice that earlier Nagarjun Intercity Express between Tenali-Secunderabad was merged with Janmabhumi Express which run between Tenali-Secunderabad, which has resulted in passengers of Guntur and Nalgonda districts deprived of space, even to stand, in the said train. It would not be out of place to request you to introduce a new day time express train between Guntur-Secunderabad, as a substitute, for the erstwhile Intercity Express, under the name and style of Nagarjuna Express, named after a renowned Boudha saint, Acharya Nagarjuna.

As Guntur is a hub of tobacco, Cotton and other commercial crops, ornamented with Acharya Nagarjuna University, and the famous Buddhist Centre, Amaravathi situated very near this City, many foreign visitors and tourists are traveling through this Guntur Railway Station. Hence, I request the Hon. Railway Minister that Guntur Station may also be included in the list of model stations.

As you are aware, now that doubling and electrification between Vijayawada and Guntur is completed, I would request that all the non-daily trains, running between Vijayawada-Chennai and beyond be diverted through New Guntur-Tenali route, which connects Guntur, the Divisional headquarters, to the Grand Trunk route.

In the end, I would also request you to kindly consider introducing new trains to be originated from Guntur towards important cities in the South like Tirupati, Chennai, Hyderabad.

The hon. Chief Minister of Andhra Pradesh, Dr. Y.S. Rajasekhara Reddy, has written to Kumari Mamata Banerjee, for the inclusion if a number of projects in the ensuing Railway Budget for 2009-2010. In his letters, he has even agreed to participate by sharing cost in some of the projects, thus, extending our helping hand, in the speedy execution of important projects. I hope the hon. Railway Minister would consider this offer and initiate steps to take up long-pending projects concerning Andhra Pradesh and implement them without any further delay.

Sir, I hope and pray the Hon'ble Railway Minister will include the important railway projects mentioned in my speech, and satisfy the long cherished desire of the people of Guntur and neighbouring districts of Andhra Pradesh.

SHRI KODIKKUNNIL SURESH (Mavelikkara): Mr. Chairman, Sir, I rise to support the Railway Budget.



The Indian Railways is one of the largest railway networks in the world with complex geological and strategic areas.

It would indeed require a careful and a concerted effort to present a Railway Budget and our hon. Railway Minister had done an excellent job.

The world is undergoing a severe economic recession and the hon. Minister has kept that in her mind and has not proposed any hike either in passenger fare or in freight rate.

In fact, she has introduced a unique scheme by which the poorest of the poor in the unorganized sector get to travel a distance of up to 100 km. by paying just Rs. 25 per month.

I am not going into the details because many Members have already mentioned many important points. I would straight come to the projects in Kerala, which is my State.

As far as the Railway Budget is concerned, people of Kerala are very happy. In this Budget, the Railway Minister has given more allocation for on-going projects in Kerala; she announced eight new trains and extension of four trains; and the people of Kerala are appreciating the hon. Railway Minister for this kind consideration. At the same time, I would like to bring to the notice of the hon. Railway Minister, regarding important railway projects and regarding the problems being faced by the people of Kerala.

The previous UPA Government has announced establishment of a Coach Factory at Palakkad. We are very grateful to Shri Lalu Prasad because when he was the Railway Minister, he announced a Coach Factory there. But so far, it has not been established. This Coach Factory is a dream project of Kerala. This is a long pending demand of the people of the State of Kerala. The land acquisition process is delayed; even though it is the responsibility of the State Government, the Railway Minister should urge upon the State Government for early completion of land acquisition process.

In this Budget, there is no provision or fund allocation for this project. I request the hon. Railway Minister to make sufficient fund allocation for early completion of the Coach Factory at Palakkad.

Another important demand of the people of Kerala is to set up a separate railway zone. At present Kerala

comes under Southern Railway Zone. On the development front of railways, Kerala is being neglected. There is no proper allocation of fund for the development of zones. Since there is not a separate railway zone, people of Kerala feel that such type of negligence is taking place. In India all other major States have separate zones except Kerala which is very unfortunate. As far as railway income is concerned, Kerala is contributing a major part but the development of railway there is still in a pitiable condition. The people of Kerala strongly demand a separate railway zone and I would request the hon. Minister to consider the genuine demand of the people of Kerala with regard to setting up a peninsular railway zone in Kerala.

Another important demand is with regard to the doubling work. In Kerala two doubling works are going on; one is Shornur-Mangalore and another is Ernakulam-Kayamkulam *via* Kottayam—Allappi. So far this work has not been completed because of non-availability of sufficient fund. Passengers are facing a lot of inconvenience because of traffic congestion in these two lines. Almost all trains are running late because of this being the single line. In these routes, at each railway station, trains are waiting for crossing. It is very difficult for the passengers to reach their destinations in time. In every Budget the Minister announces more new trains in this line but due to non-availability of double line trains get stuck in one of the stations and get delayed. The Railways has earmarked a very meagre amount in this Budget also, which is very much insufficient. Therefore, I would urge upon the hon. Minister to allocate more fund for early completion of this project.

Another important point I would like to draw the kind attention of the hon. Minister is regarding the gauge conversion projects in Kerala. Sir, the Railways had taken up the gauge conversion works in respect of 45 kms. stretch of Kollam-Punalur in 2003. The target for completion of this project was 2006 but still the work is in progress. This project is in my constituency. According to my opinion, nearly 90 per cent of the work has been completed and only small work is left. The hon. Minister in this Budget has announced that this project will be completed by the year 2009. I would request the hon. Minister to include this project in the 100 Days' Programme of the UPA Government which will be of great help to the people of Kerala. In the month of September the people of Kerala are celebrating Onam festival. The hon. Minister can give this project as an Onam gift to the people of Kerala.

[Shri Kodikkunnil Suresh]

The second phase of gauge conversion from Punalur-Sengottai is also to be taken up this year. In this current Budget an allocation of Rs. 90 crore for Kollam-Virudunagar gauge conversion project has been made. This entire project is connecting Chennai to Kollam via Virudunagar-Tenkasi. The portion of this project in respect of Tamil Nadu has already been completed and trains are running on this line. Kollam-Punalur is also going to be completed very shortly. But the work between Punalur-Sengottai, a stretch of 70 kms., is held up because of delay in alignment finalisation. I am given to understand that this alignment finalisation has been completed. So, the work should start immediately. Then only, the entire stretch from Kollam-Chennai will benefit the passengers of Kerala and Tamil Nadu. I urge upon the hon. Railway Minister to look into the matter and issue necessary instructions to the authorities to take up this project on top priority basis.

I welcome the announcement of the hon. Railway Minister about the extension of Sabari Railway line from Erumeli to Trivandrum. This line will be helpful for people of Trivandrum, Kollam, Pattanamthitta and Kottayam Districts and also this has made the rail connectivity of Eastern Part of Kerala. Lakhs and lakhs of Lord Ayyappa devotees, those who are coming from Trivandrum side can easily reach Sabarimala Temple through this line. I request the hon. Railway Minister to implement this project immediately.

I would like to draw the attention of the hon. Railway Minister about the Chengannur-Adoor-Kottarakkara-Trivandrum line. The survey for this line has been completed very long ago. The survey report is with the Railway Ministry. This line is parallel to the main centre road which is connecting Central Travancore area. At present, the people of Central Travancore do not have any railway connectivity. I request the hon. Railway Minister to include this line in this budget itself.

In this Budget, my Constituency, Mavelikkara, has been totally neglected. The Chengannur Railway Station is one of the most important railway stations in Kerala. But the condition of the Chengannur Railway Station is very poor and adequate facilities are not available for the passengers. The hon. Minister, in this Budget, has announced the development of *Adarsh* Stations with basic facilities such as drinking water, adequate toilets, catering services, waiting rooms and dormitories especially for lady passengers, better signage and other basic facilities are universally available. The hon. Minister has also announced that they are taking up 375 stations for

inclusion as *Adarsh* Stations, of which 309 have already been identified. Of the 309 Stations, Chengannur Railway Station in Kerala has not been included. I request the hon. Railway Minister to include Chengannur Railway Station in the remaining 66 Stations. Chengannur Railway Station is the gate way of Sabarimala Temple. Crores and crores of Lord Ayyappa devotees are coming from different parts of the country. The hon. Railway Minister may consider upgradation of the Chengannur Railway Station as a Model Station and construct a Rail Yatri Nivas with minimum of 1000 rooms/dormitories for the benefit of Lord Ayyappa devotees. I also request the hon. Minister for construction of a separate building for the computerized ticket reservation in Chengannur Railway Station. The IRCTC should establish a permanent catering services with vegetarian *janata* food for the benefit of Lord Ayyappa devotees.

Near Chengannur Railway Station, *i.e.* about 3 kilometres away there is a place called Cherinaar. There is 50 acres of unutilized railway land there. I request the hon. Minister to utilize this land for any railway project like setting up of a Railway Hospital with medical college/nursing college or for any other purposes which will of great help to the people of this area.

MR. CHAIRMAN: You have taken enough time. So, you can place rest of your speech on the Table of the House.

SHRI KODIKKUNNIL SURESH: Sir, I am laying rest of my speech.

\*Regarding other important stations in my Constituency, *i.e.* Sasthankotta, Mavelikkara and Chenganachery, these Stations are also in need of developmental activities. These stations need platform shelters, upgradation of platforms, foot-over-bridge, drinking water facilities, waiting rooms, etc. I urge upon the hon. Railway Minister to consider these stations also for development purposes. Regarding the stoppage of trains, there are long pending demands of people, which include:—

- (a) Stoppage of Sabari Express at Mavelikkara.
- (b) Permanent stoppage of Garib Rath at Chengannur.
- (c) Stoppage of Intercity Express at Thakazhi.
- (d) Stoppage of Malabar Express at Mandrothurathu.

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\*...\*This part of the Speech was laid on the Table.

- (e) Stoppage of Kannoore Express at Sasthankotta.
- (f) Stoppage of Parashuram Express at Sasthankotta.

I request the hon. Minister to consider the above genuine demands of the people.

Regarding extension of train services is concerned, the following two requests may kindly be considered by the Minister:—

- (a) Ernakulam-Kottayam Passenger Train up to Kayankulam.
- (b) Madurai-Kollam Passenger Train up to Kottayam.

Regarding construction of ROBs, I urge upon the hon. Minister to consider the following three requests:—

- (a) Myangapally near Sasthankotta Railway Station.
- (b) Kallumala near Mavelikkara Railway Station.

Nulukodi near Changanachery Railway Station.

With these words, I thank you for giving me an opportunity to speak on the subject.\*

*[Translation]*

\*SHRI MADHUSUDAN YADAV (Rajnandgaon): Sir, hon. Railway Minister had in the 10th and 12 the line from the beginning of the railways budget speech, said that the development of the railways projects would be based on social factors and not the economic factors. We felt happy that the railways facilities would be made available keeping in mind the social factors. But while going through the budget, it seems that the development of the Railways is envisaged not social or economic considerations but on political consideration.

Sir, through you, I would like to demand from the Government that during review of the Railways Recruitment Board, recruitment policy should be such that fulfills the regional aspirations too alongwith national aspirations. In this regard, I would like to say that maximum recruitment in the Railways takes place in the Group-D. Right from the beginning, recruitment under various divisions in the Indian Railways has always been done according priority to the residents covered under

the jurisdiction of the division. This was done mainly due to the assistance received in railways operations from the knowledge of the desired local language, environment, climate and understanding of the Gangman, Khalasi etc. But, presently, the recruitment of the Group-D staff is being done at the national level instead from amongst the local residents coming under the jurisdiction of a division and that too under the influence of the powerful officials, lacking transparency completely.

It is expected from the Government that the recruitment of Group-D staff in the Railways should be atleast be done with the priority given to the residents living in the areas falling under the jurisdiction of the division or zonal railway. This recruitment could be done at the level of General Manager.

Chhattisgarh has been neglected in the railway budget. Among the new trains announced, trains between Durg-Jaipur and between Bilaspur-Tirunelveli had already been introduced as per the announcement made in the interim budget. Now they have been announced with the new trains. Introduction of a train from Jabalpur to Ambikapur will mainly benefit Madhya Pradesh. Thus, injustice has been done to Chhattisgarh in the matter of new trains.

There is a need for introduction of direct train from Chhattisgarh to Ajmer, Goa, and Jammu. Bilaspur Rajdhani has been extended upto Howrah. Therefore, Rajdhani Express (via Katni) should be introduced for Chhattisgarh from Durg to Nizamuddin. A regular Sampark Kranti Express should be run for Delhi. 5159/5160 Durg-Chhapra Sarnath Express and 8204/8205 Durg-Kanpur Betwa Express should be started from Gondia.

I am talking about the neglect of Chhattisgarh because as many as 50 stations all over the country are being upgrded to the international level stations however, not a single station of Chhattisgarh has been included under this project. The Bilaspur railways zone is the highest revenue-yielding railway zone of South-Eastern Central railways and Raipur is the capital of Chhattisgarh. Both these stations should be included among the stations identified for upgradation.

As many as 309 out of a total of 375 model railway stations have been identified. However, not a single railway station in Chhattisgarh figures in the list of the 309 stations although the largest railway station under the Nagpur zone is Dongargarh in Chhattisgarh and also

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\*Speech was laid on the Table.

[Shri Madhusudan Yadav]

Rajnandgaon, Raigarh and Ambikapur are district headquarters which should be included in the list of proposed model stations.

A meager provision of Rs. 40 lakh has been made for undertaking a survey for a new rail line from Dongargarh to Kota. A survey of nearly 220 km from Dongargarh in Rajnandgaon district to Kota-Bilaspur via Karwadha has to be carried-out. Rate of return carries a lot of weight in railway surveys. Only after a survey report indicate profitability, the decision to lay a rail line is taken. In view of the said situation, I would like to demand that the route of survey for Dongargarh-Kota rail line may be partially modified. The distance between Dongargarh and Rajanadgaon district headquarters is merely 30 km and there are lime stones and other minerals sources found in Dhelkadeeh which is situated between these two places. The State Government has also signed MOUs for setting-up a cement plant there. Therefore, a fresh survey should be undertaken including this area thereunder by giving a loop line from Kheragarh to Rajanandgaon.

Similarly, survey is being carried-out considering Kota as the terminal point. If this rail line is connected near Uslampur station between Kota-Bilaspur, then it could serve as an alternative route for Howrah-Mumbai, track route. Similarly is the survey of Dongargarh Kota is undertaken considering Rajanandgaon as starting point and Uslampur as terminal point, then cost of survey would increase marginally, but would give a better assessment of profit ability of the line.

The trains are operated mainly from Bilaspur-Durg; therefore, their coaching complex capacity has reached the saturation point. The people who stay at the western end of the state are not able to avail the train facilities. Dongargarh is a tourist spot. Dongargarh station is also important because it is an important tourist spot for the people of Chhattisgarh and the neighbouring states. People from all over the country visit this place for 'darshan' of Ma Bamleshwari Devi. People arrive here in large numbers during the Navratras and the railways provides stoppage of all superfast trains at this station during this period on its own. There is more potential for tourism here but the required development is not taking place because no express trains are run from here.

Railways lays new lines to promote religious tourism. Such lines are being laid for Guruvayur in Kerala, Shirdi in Maharashtra during the current budget period for the Satya Sai Prashantinilayam in Andhra Pradesh. In this scenario, it could be expected that the Government may establish a coaching complex or pit line facility for running express trains from Ma Bamleshwari in Dongargarh.

A provision of merely Rs. 10 crore has been made in the budget for Dalliraj Hara Raoghat Project. The railways has to provide a total amount of Rs. 452 crore for the project and the balance is to be provided by the Bhilai Steel Plant. If merely Rs. 10 crore is made available in a year against a total amount of Rs. 452 crore it would become impossible to complete the project in time and the Bhilai Steel Plant may reach the brink of closure.

Hence, I would like to demand that the railways should provide the amount of Rs.452 crore for the project in three equal instalments within three years so that closure of Bhilai Steel Plant can be prevented.

As regards the non-stop trains I would like to say that such trains would have technical stoppages. Even if a quota of tickets is not earmarked for such stations, waiting tickets may be issued so that the vacant seats may be filled. This would be profitable for the railways as well.

[English]

SHRI ANAND PRAKASH PARANJPE (Kalyan): Hon. Chairman, I thank you for giving me the opportunity to speak on an important issue like Railway Budget. I welcome this Railway Budget for the year 2009-10 and congratulate the Minister of Railways, Kumari Mamata Banerjee for coming out with good Budget with priority areas like passenger amenity, cleanliness, quality of Railway catering, safety and security and punctuality. Even in this period of economic slow down, in the Railway Budget they have neither increased the passenger fare in any class or any train nor the freight tariff. The endeavour to develop 50 stations as world class stations with international facilities and 375 other stations as ADARSH Stations with basic facilities is commendable.

I also welcome the various schemes started as "Maa Maati Manush", "Muskiil Aasan" and "Izzat". I am also confident that the "Yuva" trains dedicated to the younger

generation and the “Duranto” non-stop point to point trains are also highly appreciable announcements in the Budget. We also welcome the announcement of 57 new trains; extension of 27 routes and increase in the frequency of 13 services.

Sir, but we as Mumbaikars and the *Aam admi* travelling by the suburban trains are highly disappointed with this Railway Budget. I would like to put forth before the hon. Railway Minister the kind of expectations we had from the Railway Budget.

Sir, Thane was the place from where the first ever train in India started from Bori Bunder to Thane in the year 1853 and it deserves a heritage status and it should be developed as a heritage station the lines the CST Mumbai has been developed. A sum of Rs. 8.73 crore has been allocated to this station for its renovation. This amount is very less compared to the amount of revenue the station generates. The station annually generates revenue to the tune of Rs. 110 crore and it handles nearly three lakh passengers daily. I would like to request the hon. Minister to increase the allocation from Rs. 10 crore to Rs. 15 crore for this station. Stoppages of a few outstation trains at the Thane station has been pending for quite some time now. I would like to name a few of them. 2165 Dn and 2166 Up Lokmanya Tilak Varanasi Super Fast Express, 2173 Dn and 2174 Up Lokmanya Tilak Kanpur Udyog Nagari Express, the Mumbai CST Bhubneswar Konark Express and the Mumbai CST Kanyakumari Express. Again, of the 375 stations, 309 of them have been identified by the Railway Ministry to be made as *Adarsh* stations and amongst these 309 stations, two stations, namely, Ulhasnagar and Dombivili fall within my parliamentary constituency. But I would like to request the hon. Minister to consider including the Diva and Ambarnath stations also in this list. Diva is a station through which all trains of Konkan Railways passes and it also handles a heavy suburban traffic. Apart from that it caters to the Diva–Vasai and Diva–Panvel DMU routes. Along with that the Ambarnath should also be included in the list because it is an upcoming industrial area.

Sir, I highly appreciate the Railway Minister for attaching importance to having road over bridges with the prime concern for commuter safety. A proposal for a road over bridge in my constituency is pending with the Mumbai Division of Central Railway. I may inform the House that the Diva station handles very heavy traffic and vehicles have to cross 11 railway tracks to cross the—“Railway Phatak”. Therefore, I would like to request

the hon. Minister to take up this matter with the Central Railway and clear the proposal on top priority.

Sir, an Integrated Security Scheme has been announced for 140 stations. I would like to request the hon. Railway Minister to include Thane station and Kalyan junction in this list of 140 stations. Although 53 new railway lines have been introduced, it is shocking to find that the Kalyan Malshej Ahmednagar railway route has not been included in this list even though the demand for the same has been knocking the doors of the Railway Ministry for the last 20 years. This route also will fall under the “Kisan Vision” project as vegetables and other food products which are highly perishable are transported *via* roadways. So, I would very sincerely request the hon. Railway Minister to consider including this Kalyan Malshej Ahmednagar railway route in the list of these 53 new routes that has been announced.

Sir, the concept of having air-conditioned double decker coaches has been introduced in this Budget. I would like to request the hon. Minister to have a pilot study done for the same on Mumbai Pune route and I am confident that the hon. Railway Minister will give this train to the state of Maharashtra.

Sir, a lot has been talked about the MUTP Phase-I and Phase-II. I would like to request the hon. Minister to give her personal attention to the project going on under MUTP Phase-I and Phase-II. Under MUTP Phase-I, the progress of the work for Belapur-Seawood-Uran which is to be completed by December 2010 has literally stopped. This route is very important particularly because of the coming up of the SEZ in Navi Mumbai.

Sir, there was a detailed proposal for conversion of nine coaches rakes to 12 coaches rakes on the Harbour Line routes, namely, CST–Panvel–Andheri and Thane–Vashi–Panvel. This was initiated by the Mumbai Division of the Central Railways and a detailed proposal has been sent to the Railway Board. It is very necessary to start this project at a faster pace with a new airport coming up at Navi Mumbai. This line will be of great importance and the total cost of infrastructure of this project is around Rs. 180 crores and Rs. 300 crores is the cost which includes rolling stock of 10, 12 coach rakes. I am confident that this new railway line and the new conversion from nine to twelve coaches will also find a place in the railway budget.

[Shri Anand Prakash Paranjpe]

In point No. 92 of the railway budget, project monitoring mechanism has been introduced for speedy execution of projects. I also request the hon. Minister that such a committee should be immediately formulated for all the MUTP projects which are far behind schedule. MUTP Phase-I is to be completed by December, 2010 and MUTP Phase-II is to be completed by December, 2014. The fifth and sixth lines of Diva Thane in my constituency is far behind schedule. The work has not yet started. The work has not even started in Kurla Thane. Kalyan Junction is another major station in my constituency. Kalyan Junction is one of the highest revenue earning junctions. It collects around Rs. 120 crores a year and handles nearly 124 express and mail trains and 517 sub-urban stations. Kalyan Junction is like *pravesh dwar* for Maha Mumbai. So, I sincerely request the hon. Minister to give a thought to convert Kalyan Junction into Kalyan Terminus. Right now, we have CSTM at Dadar as the Terminus and Lokmanya Tilak Terminus at Kurla. But Kurla Terminus is not convenient to people. People do not have direct connectivity through suburban trains. I sincerely request the hon. Minister to give a thought to make Kalyan Junction as Kalyan Terminus. Kalyan area is going to develop in the coming years. Even the Maharashtra Government, through MMRDA has allocated nearly Rs. 1300 crores for the development of the area. I sincerely request the hon. Minister to give a thought to it and make Kalyan Junction into Kalyan Terminus.

Then, regarding Pragati Express which runs from Mumbai to Pune, a halt should be given at Kalyan Junction. This is also my sincere request. Once again, I thank the hon. Chairman for giving me this opportunity to speak on the Railway Budget.

SHRI A. GANESHAMURTHI (Erode): Sir, I am thankful to you for giving me this opportunity to participate in the debate on Railway Budget. I am speaking on behalf of Marumalarchi Dravida Munnetra Kazhagam (MDMK) headed by Thiru Vaiko.

The hon. Minister has proposed to introduce 57 new trains, new lines at an estimated cost of Rs. 2921 crores, gauge conversion at an estimated cost of Rs. 1750 crore and special trains like non-stop point-to-point trains from Chennai to Delhi. They are all very much welcomed.

The hon. Minister has announced 50 railway stations to be upgraded with world class facilities. In addition to these, Coimbatore and Erode of Tamil Nadu may also be included.

Sir, the hon. Minister has announced that there is no increase in goods transport fare and passenger fare which are welcomed by the public.

Coimbatore to Shoranur daily passenger train is one of the 57 new trains introduced by the hon. Minister. This train may please be extended upto Erode. Erode is the birth place of social justice reformer, Thiru E.V. Ramasamy Periyar and it is the textile trade centre, an industrially and agriculturally developed district in Tamil Nadu.

Under the category of stations serving as pilgrimage centres, 50 stations are to be provided with multifunctional complexes. I request that Kodumudi at Erode District which is one such very important pilgrimage centre should be sanctioned a multifunctional complex. It is because thousands of people assemble from all over Tamil Nadu throughout the year.

To facilitate transport of vegetables and fruits, cold storage and temperature controlled perishable cargo centre may be sanctioned at Erode Junction.

Under Izzat scheme, concessional monthly season ticket of Rs. 25 upto 100 kilometres has been announced for the unorganised sector and poor people with monthly income not exceeding Rs. 1500. I would request the hon. Minister that the basic income ceiling should be increased from Rs. 1500 to Rs. 3000 per month.

Erode, Tirupur and Coimbatore cities are the most important ones in textile production with heavy passenger traffic. Hence, EMU trains should be introduced from Erode to Coimbatore, *via* Tirupur. It is very essential and useful to the commuters and profitable for the Railways.

Even though there are six booking counters at Erode Junction, there is lack of staff leading to passenger inconvenience during the peak hours. I came to know that there are a number of vacancies in Salem Division.

New proposed railway line between Erode to Palani, where survey is being done by the Department, I would request further allotment of funds to promote the scheme. In Kodumudi and Pasur stations, which is between Erode and Karur, only passenger trains are stopping. The public at large are making a request in this regard to stop all Express trains for a few minutes at these stations.

The following trains may be kindly extended as per the destination:

1. Train Nos. 1063/1064 running between Chennai and Salem may be extended upto Erode.
2. Train Nos. 573/574 running between Salem and Bangalore may be extended upto Erode.
3. Train Nos. 885/886 running between Erode and Jolarpet may be extended upto Chennai Central.
4. Train Nos. 6344/6345 Amirtha Express, running between Palghat and Trivandrum may be extended upto Erode.

Salem Division which is formed newly should have a divisional hospital which may be located at Erode along with the existing Railway Hospital at Erode Junction. Erode to Sencottai new train already announced in the previous Budget so far has not been made functional. I would request the same may be initiated early.

SHRI RAMEN DEKA (Mangaldoi): Respected Chairman, Sir, I belong to Assam. Assam is a backward State. Connectivity from my constituency to other parts and the rest of the States is in a worst position. The railway track that is passing through my constituency from Rangia to Mokakchaleing is of British era. But these tracks still remain in a dilapidated condition.

I wrote a letter to the hon. Prime Minister to include this line in gauge conversion. I am happy to note that this line has been included in this Budget for gauge conversion. There is a provision in this Budget, which is the North-Eastern Region Rail Development Fund. But I would request the hon. Minister to see that this materialises. This should not be a mere announcement as it happened with other projects announced in the last Budget. Rangia-Mokakchaleing gauge conversion project should be completed within a specific time-frame because this is a very important project. It connects Arunachal Pradesh. Arunachal Pradesh is the international border of China. We have faced a lot of problems during the Chinese aggression in 1962.

In this modern era, in the 21st Century, this still remains a metergauge line. So, this project should be completed in a time-bound manner. I hope our hon. Minister will take note of all these things and complete it within a short time.

Assam is a dumping ground of old coaches. During the last sixty years we have seen old coaches are being

used in the trains that run in Assam to and from other parts and in the local areas also. The condition of these coaches is in a very bad shape. This should be replaced in a phased manner so that people can travel comfortably. Kumari Mamata Banerjee said that there should be *izzat*. *Izzat* should be given to our North-Eastern people also.

I would like to request our hon. Minister, through you, that Rangia station should be included in the list of stations for upgradation.

A new train to Mumbai should be introduced. Our students are going to Mumbai for studies since long time. But there is no rail connectivity *via* Nagpur. But there is no train connectivity *via* Nagpur. Nagpur is an important station where our students go for study. We have a demand for a non-stop train to New Delhi because we have only Rajdhani Express. A lot of non-stop trains have been introduced to so many places in the current Railway Budget, but there is no mention of Assam. I hope the hon. Minister of Railways will take note of these things and introduce the non-stop train.

Sir, as I have said earlier, Assam is a backward State and there is not much opportunity for employment. So, in the fourth grade, at least, local people should be encouraged and they should be employed through the local employment exchange.

Sir, as far as I know, there was an agreement between the Assam Government and the then hon. Minister of Railways, Shri Gulzari Lal Nanda, for this. So, I would like to request the hon. Minister of Railways to take note of these things and consider these things as Assam is the most backward State of this country.

SHRI N.S.V. CHITTHAN (Dindigul): Sir, I rise to support the Railway Budget for the year 2009-10.

Sir, under the able guidance of our UPA Chairperson, Madam Shrimati Sonia Gandhi; and the laudable leadership of our beloved Prime Minister, Dr. Manmohan Singh, our hon. Minister of Railways has presented to the nation a pro-poor Budget loudly appreciated by all sections of the public.

Sir, for the first time in the history of the Railways, for the past six years, in the Congress-led UPA Government, passenger fares and freights have not been raised. At the same time, better amenities, tangible concessions to the *aam aadmi* and student community and women folk are provided.

A record of 57 new trains and extended services of 27 trains and increased frequency of 13 trains are hailed by the railway users. There are so many welcome announcements in the Railway Budget. ...(*Interruptions*)

Sir, I am cutting short my speech because of paucity of time. ...(*Interruptions*)

MR. CHAIRMAN: We will have to wind up the discussion today at 8 o' clock.

SHRI N.S.V. CHITTHAN: Yes, Sir. That is why I am cutting short my speech.

The long awaited Dindigul-Madurai doubling work is complete and it will be ready for traffic in another 15 days. If it is started, then ten new trains to Chennai from Madurai will be easily operated. Since I am pressing for this project for the last 13 years, and I am happy that it is complete now, I openly invite our hon. Minister of Railways to come to my constituency Dindigul to inaugurate this project.

Sir, to be frank, the Budget is disappointing so far as Tamil Nadu is concerned. Though there are so many announcements, there is no clear direction for the projects those are underway in Tamil Nadu and they are being executed at snail's pace. The need of the hour is to allot adequate funds for the incomplete projects.

Sir, I have three more points to make. The train traffic in the metre-gauge route is stopped between Dindigul and Pollachi and the track is ready for gauge conversion. The distance between Dindigul and Pollachi is 120 kms and the cost for conversion is estimated at Rs. 287 crore. An interim grant of Rs. 30/- crore only is sanctioned for the year 2009-10. This is the only train route to Palani, the hill temple which is considered to be one of the famous six abodes of Lord Saravana. Lakhs and lakhs of pilgrims from Tamil Nadu, Kerala and all over the country throng to this auspicious centre for darshan. Hence, I urge upon the hon. Minister of Railways to allot more funds in this year itself to complete the conversion project which is most essential.

Further, there are more than six level crossings in Dindigul town, which is my own constituency, in the above route and as a result, the traffic jam is increasing day by day. Road over bridges are very essential at Balakrishnapuram Pudur Gate and Nehruji Nagar and also underpasses in other places. I would request that sufficient funds should be earmarked for constructing ROB's on a war-footing.

20.00 hrs.

MR. CHAIRMAN: Shri Chitthan, please conclude. We have to wind up now.

SHRI N.S.V. CHITTHAN: I am the last speaker. I am cutting short my speech. I have got only one or two points to make....(*Interruptions*)

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF WATER RESOURCES (SHRI PAWAN KUMAR BANSAL): Let us extend the time of the House till he concludes his speech....(*Interruptions*)

SHRI N.S.V. CHITTHAN: I have taken two or three minutes only....(*Interruptions*)

MR. CHAIRMAN: The time of the House is extended till the completion of his speech. So, you carry on now.

SHRI N.S.V. CHITTHAN: At present, the Rock Fort Express train is running between Chennai and Tiruchirappalli in full....(*Interruptions*)

[*Translation*]

SHRI PAWAN KUMAR BANSAL: Those members who want to speak on this rail budget, they could do so tomorrow as the discussion of rail budget would continue tomorrow.

[*English*]

MR. CHAIRMAN: Hon. Members, the discussion on the Railway Budget will continue tomorrow. So, you will get time tomorrow.

...(*Interruptions*)

[*Translation*]

SHRI RAVINDRA KUMAR PANDEY (Giridih): That is ok. However, I would like that time for today could be increased by one hour so as to cover all those who intend to speak on rail budget. ...(*Interruptions*).

[*English*]

MR. CHAIRMAN: Shri Chitthan, please continue.

SHRI N.S.V. CHITTHAN: I repeat that at present, the Rock Fort Express train is running between Chennai and Tiruchirappalli in full. This train may be extended



[Shri N.S.V. Chitthan]

upto Dindigul which is the centre for the adjoining districts. The distance between Tiruchirappalli and Dindigul is only 95 kms. ...*(Interruptions)*

MR. CHAIRMAN: Hon. Members, please do not disturb him. You will get the chance.

SHRI N.S.V. CHITTHAN: The Goods Shed at the Dindigul Railway Station should be shifted to the much-spacious Vellore Station which is only 5 kms. away from Dindigul. The existing Shed at Dindigul is very cramped and it leads to a heavy lorry-traffic resulting in heavy traffic jam.

There is only one railway route in the Villupuram-Tuticorin-Nagercoil sector from the time of the Britishers. I have been repeatedly pressing for the doubling of the rail track between Villupuram and Dindigul to start with. The total length will be 273 kms. The total cost for doubling and electrification is estimated at Rs. 822.38 crore. We, the people of South Tamil Nadu, are relying upon this Project for the economic emancipation as the monsoon failure is repeated every year. A very meager amount of Rs. 15 crore is earmarked this year. I would, therefore, request the hon. Minister of Railways to allot a substantial amount to speed up the most-needed doubling and electrification project.

Lastly, Dindigul-Kumuli is another prestigious route for the Hindus all over the world. Lord Ayyappa in the Hill Temple of Sabarimala is worshipped by devotees all through the year and lakhs and lakhs of pilgrims throng the place for a glimpse and worship....*(Interruptions)*

MR. CHAIRMAN: Hon. Member, you can lay it on the Table of the House. You have made your point.

SHRI N.S.V. CHITTHAN: Sir, I am going to conclude my speech. The total distance is 133.56 kms. only and it is estimated to cost Rs. 504.90 crore as on 31.3.2008. So, I would urge upon the hon. Railway Minister to take up this Project on a war footing.

Sir, the only metre gauge line in Tamil Nadu is that of the Madurai-Bodi line. It has got the distance of only 90 kms. To convert this into broad gauge line, a fund of Rs. 250 crore is needed. If it is converted, we can think of extending the track to Kottayam thereby paving the way for better marketing facilities in respect of pepper and cardamom.

With these remarks, I conclude my speech.

\*SHRI ANANTHA VENKATARAMI REDDY (Anantapur): Sir, this is a good Budget with lot of innovative ideas and proposals. The non-stop Duronto trains is a very good idea and if implemented would be a great success in the history of Indian Railways. The fare has not been increased and this is continuously sixth Railway Budget by the UPA Government where the railway fare has not been increased. Many concessions have been proposed for the students and those with meagre incomes. I congratulate the Hon'ble Minister for these and many other measures that she has undertaken in this Budget.

Another innovative idea in this Budget is to ask all the Members of Parliament to suggest a station of their choice in the constituency where computerized passenger reservation service could be introduced. This is a novel idea and this would help the Railways in locating these PRS points at the place where they are badly needed.

Sir, I do not want to take much time of this august House and would come straightway to the issues concerning my constituency. I have been representing Anantapur in Andhra Pradesh and this is my fourth term in this august House. A vast area of my constituency is covered with Railway network and the livelihood of many of the people of my constituency are dependent on Railways. Guntakal Division which is the largest earner of revenue in the South Central Railway lies in my constituency. It is but natural that the people of this area have many aspirations from the Hon'ble Minister of Railways which they want to articulate in this House.

Sir, as I said, Guntakal Division is the largest revenue-earner of the SCR and is the entry point of the entire South of Andhra Pradesh and is strategically located to serve the people of the entire Rayalaseema region. There are many issues pertaining to this Division which need the urgent attention of the Railways pertaining to providing better passenger amenities to the people of this region.

#### **New Lines Required:**

The Rayadurg-Tumkur line has been sanctioned earlier. In the Interim Budget presented in February, 2009 an amount of Rs. Five crore was sanctioned for this work and in this Budget an amount of Rs. 13.48 crore has been provided. This line provides connectivity between Andhra Pradesh and Karnataka. The survey has

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\*Speech was Laid on the Table.

also been completed and the work should be taken up immediately. A sum of Rs. 1,014.41 crore is required to complete this line and earliest possible measures should be taken to complete this line which would provide connectivity between two States.

A new line was proposed in the Budget of last year between Cuddapah and Bangalore *via* Madanapalli. The Government of Andhra Pradesh has agreed to bear 50 per cent of the cost of this project. This would provide connectivity from the heart of Rayalaseema to Bangalore. In this Budget only Rs. 29 crore has been sanctioned which is too meagre. The final survey work has to be undertaken on a fast-track basis.

#### **Gauge Conversion:**

The Dharmavaram-Pakala gauge conversion is a very important project of the Railways. This is the only pending meter gauge line in the entire State. Gauge conversion between Guntakal and Kallur has been completed. In this Budget Rs. 100 crore has been given for this gauge conversion. Speedier action should be taken to complete the gauge conversion work in 2009-2010.

#### **New Trains Required:**

Two very important pilgrim centres of Tirupati and Shirdi have no direct connectivity. There is a very urgent need to introduce a train between these two religious centres *via* Cuddapah, Gooty, Guntakal, Wadi, Solapur, Daund and Ahmednagar.

From Hyderabad to Bangalore now there are only two trains both being night trains. There is no day-time train between Bangalore and Hyderabad. It is requested that an express service from Bangalore to Kacheguda should be introduced to leave both stations at around 7 a.m. in the morning and reaching the destination in 12 hours.

The very famous religious place of Puttaparthi which is connected by S.S. Prashanthi Nilayam station should be linked to Hyderabad with a direct train between these two stations.

#### **Extension of Trains:**

The 7607/7608 Tungabhadra Express is presently running as same day return train between Secunderabad and Kurnool only. The train stops at Kurnool for nearly three hours. The Tungabhadra Express should be

extended up to Tirupati *via* Guntakal (divisional headquarters) so that it provides a day-time connectivity between Hyderabad and Tirupati. It can leave Secunderabad at the same time as of now and reach Tirupati in the evening. Correspondingly around the same time another train can leave Tirupati to reach Secunderabad. This would greatly help the large number of passengers on the route to travel to Tirupati and would increase the revenues of the Railways substantially.

#### **Stoppage of Trains:**

The 2163/2164 Chennai Express running between Chennai and Mumbai does not stop at Gooty. Gooty is a very important junction on the route with a diesel loco shed. Large number of passengers are expected to travel towards Chennai or Mumbai and a two-minute stoppage for this train at Gooty would improve the revenues of the Railways to a large extent.

The 2797/2798 Venkatadri Express running between Chittoor and Kacheguda should be given a one-minute halt at Rayalacheruvu, an important station in Anantapur district. A number of people travel from here in both directions.

The 6533/6534 Jodhpur-Yeshwantpur Express train does not stop at the district headquarters and parliamentary constituency headquarters city of Anantapur. This is depriving a large number of people who would like to travel to Rajasthan as they have to travel to Guntakal to catch this train. This is depriving revenues to the Railways. This train should be stopped for at least two minutes in Anantapur.

#### **Inclusion in the list of Adarsh Stations:**

Anantapur is the district headquarters and also parliamentary constituency headquarters. The railway station at Anantapur does not have good amenities for the passengers. Anantapur station should be given the status of an Adarsh (model) station and suitably upgraded to this level with all modern facilities. Equally, Guntakal station, which is a big junction and also Divisional Headquarters should be included in the list of Adarsh stations and upgraded immediately.

#### **Filling up of Vacancies in Group-C with local people**

I would like to bring to the notice of the Hon'ble Minister one aspect which has been affecting the Railways all over India and not concerned to Guntakal division of South Central Railway alone. The Group C

[Shri Anantha Venkatarami Reddy]

posts in the revised category like Gangmen, Khalasi, etc. are lower posts which are mostly unskilled and which can be filled with local people to a large extent. In the recent past, these posts are filled with large number of people from far-off Bihar. With this heavy influx of people from Bihar, there is a lot of resentment among the people that they are deprived of these jobs. This is leading to a lot of restlessness and difficult situation in the Division. I would suggest that these Group-C posts in the revised category should only be filled with local people who are available in abundance and who are familiar with the local language and who would have the feeling of serving the Railways to their satisfaction. The local talent which is available in large numbers should be used to fill up these Group-C category posts.

Sir, passenger amenities has been given the top priority in this Budget for which I congratulate the Hon'ble Minister. Every effort should be made for maintaining

cleanliness in the stations and providing drinking water and other facilities to the passengers.

With these words, I support the Railway Budget and would once again urge upon the Hon'ble Minister to look into the demands of the people of Anantapur district, A.P. and attend to them on priority basis.

MR. CHAIRMAN: Hon. Members, the discussion on the Railway Budget will continue tomorrow.

The House stands adjourned to meet tomorrow, the 8th July, 2009 at 11 a.m.

**20.03 hrs.**

*The Lok Sabha then adjourned till Eleven of the  
Clock on Wednesday, July 8, 2009/Asadha 17,  
1931 (Saka).*

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