

# LOK SABHA DEBATES (English Version)

**Seventh Session  
(Fifteenth Lok Sabha)**



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# LOK SABHA DEBATES

## Lok Sabha

Monday, March 7, 2011/ Phalguna 16, 1932 (Saka)

The Lok Sabha met at Eleven of the Clock

(MADAM SPEAKER in the Chair)

[English]

### OBITUARY REFERENCE

MADAM SPEAKER: Hon. Members, I have to inform the House of the sad demise of our former colleague Shri Arjun Singh.

Shri Arjun Singh was a Member of the Eighth Lok Sabha from 1985 to 1988 and the Tenth Lok Sabha from 1991 to 1996 representing the South Delhi Parliamentary Constituency and the Satna Parliamentary Constituency of Madhya Pradesh respectively.

Shri Singh was a sitting Member of Rajya Sabha representing the State of Madhya Pradesh.

An astute administrator, Shri Singh served as the Minister of Commerce from November, 1985 to January, 1986; Minister of Communications from October, 1986 to February, 1988; Minister of Human Resource Development from June, 1991 to December, 1994 and again from May, 2004 to May, 2009 in the Union Cabinet.

Shri Singh was a Member of the Madhya Pradesh Legislative Assembly from 1957 to 1985 and again from 1988 to 1991. He held the Office of the Chief Minister of Madhya Pradesh from 1980 to 1985 and again from 1988 to 1989.

Shri Singh adorned the Office of the Governor of Punjab during 1985.

An active social and political worker, Shri Singh was the Founder President, Cosmopolitan Institute of Public Affairs, Bhopal. He served as the Chairman of the Bharat Bhavan Trust, Bhopal.

A widely travelled person, Shri Singh was the Deputy Leader of the Indian Delegation to the World Youth Congress held in Moscow in 1965. He represented the country at the

Human Rights Seminar organized by the United Nations at Belgrade in 1970. He was the Leader of the Indian Delegation to the UNESCO Conference held at Paris in 1991.

In his demise, the country has lost an accomplished parliamentarian, able administrator and a distinguished leader.

Shri Arjun Singh passed away on 4th March, 2011 at New Delhi at the age of 80.

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.*

11.03 hrs.

### SUBMISSION BY MEMBER

Re: Restriction on the movement of Shri Mulayam Singh Yadav, MP in Lucknow

....(Interruptions)

SHRI SHAILENDRA KUMAR (Kaushambi): Madam Speaker, our hon'ble leader Shri Mulayam Singh Yadav is under detention....(Interruptions). He wished to fly to Delhi from Lucknow in order to attend the proceedings of the Lok Sabha.

11.04 hrs.

*At this stage, Shri Shailendra Kumar and some other Hon'ble Members came and stood on the floor near the Table.*

SHRI DARA SINGH CHAUHAN (Ghosi): He is telling lies. They have no men not a single worker with them....(Interruptions). His allegation is false...(Interruptions)

MADAM SPEAKER: Please go to your seats and tell what you expect from the Government.

....(Interruptions)

MADAM SPEAKER: First take your seats and then place your demand before the Government.



....(Interruptions)

MADAM SPEAKER: All of you please take your seats.

....(Interruptions)

[English]

MADAM SPEAKER: Nothing will go on record. Please go back to your seats.

....(Interruptions) \*

MADAM SPEAKER: Nothing is going on record.

....(Interruptions) \*

[Translation]

MADAM SPEAKER: Please sit down.

....(Interruptions)

MADAM SPEAKER: Please go back to your place and then make demand from there.

....(Interruptions)

11.06 hrs.

*At this stage, Shri Shailendra Kumar and some other hon 'ble Members went back to their seats.*

MADAM SPEAKER: Why are you people standing? Take your seats.

....(Interruptions)

MADAM SPEAKER : Please take your seat. Shailendraji tell us in a minute, what you want, as we have to proceed with the Question Hour just after this.

....(Interruptions)

MADAM SPEAKER: Calm down, please.

....(Interruptions)

MADAM SPEAKER: Just listen to him please.

....(Interruptions)

\* Not recorded

MADAM SPEAKER: You are speaking and not listening to him.

....(Interruptions)

MADAM SPEAKER: You please. Tell us what do you want to say.

....(Interruptions)

MADAM SPEAKER: Revati Raman, you speak up.

....(Interruptions)

17.07hrs.

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

[English]

MADAM SPEAKER: Nothing will go on record, except what Shri Rewati Raman Singh says.

....(Interruptions) \*

11.08 hrs.

*At this stage. Shri Shailendra Kumar and some other Hon'ble Members went back to their seats*

[Translation]

SHRI REWATI RAMAN SINGH (Allahabad): Madam, Speaker, Shri Mulayam Singh Ji has been kept under house arrest and he is not allowed to go out of the house. Our all senior leaders....(Interruptions) The whole state has been turn into cantonment and it seems that curfew has been imposed. People are unable to go out of their homes....(Interruptions)

It never happened in the democratic system, till date....(Interruptions) People are being forcefully prevented from staging protest and are being arrested. The curfew has been imposed in the entire state. I demand that the Union Government should intervene in it and take action immediately ....(Interruptions)

\* Not recorded

MADAM SPEAKER: Have you completed your speech?

....(Interruptions)

SHRI REWATI RAMAN SINGH: Madam, curfew has been imposed in the entire state.

....(Interruptions)

MADAM SPEAKER: Alright, sit down please.

[English]

THE MINISTER OF FINANCE (SHRI PRANAB MUKHERJEE): Madam Speaker, we have heard this matter. I have requested the hon. Home Minister to ascertain the facts and we will inform you during the day as soon as we get the full information. We will share the information with the House.

MADAM SPEAKER: Let us proceed with the Question. Hour. Shri P. Viswanathan.

....(Interruptions)

11.09 hrs.

*At this stage, Shri Shailendra Kumar and some other Hon'ble Members came and stood on the floor near the Table*

MADAM SPEAKER: Nothing will go on record.

....(Interruptions)\*

[Translatic.n]

MADAM SPEAKER: Please go back to your seats and let us proceed with the question Hour.

....(Interruptions)

[English]

MADAM SPEAKER: Kindly take your seats.

....(Interruptions)

MADAM SPEAKER: The House stands adjourned to meet again at 11.30 a.m.

\* Not recorded

11.11 hrs.

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

11.30 hrs.

*The Lok Sabha reassembled at Thirty Minutes past Eleven of the Clock*

(MADAM SPEAKER in the Chair)

[English]

MADAM SPEAKER: Q. No 141 P. Viswanathan.

[Translation]

SHRI REWATI RAMAN SINGH: Madam Speaker, our leaders are being arrested in Uttar Pradesh ....(Interruptions)

SHRI DARA SINGH CHAUHAN: Madam Speaker, all of his leaders are present in Delhi, one has been arrested ....(Interruptions)

[English]

11.31 hrs.

*At this stage Shri Shailendra Kumar and some other Hon. Members came and Stood on the floor near the Table*

MADAM SPEAKER: Nothing will go on record.

....(Interruptions)\*

MADAM SPEAKER: Shri P. Viswanathan.

11.31 1/2 hrs.

ORAL ANSWERS TO QUESTIONS

MADAM SPEAKER: Q. 141- Shri P. Vishwanathan.

[English]

**India's Share in Agricultural Exports**

\*141. SHRI P. VISHWANATHAN :

SHRI SUBHASH BAPURAO WANKHEDE :

Will the Minister of COMMERCE AND INDUSTRY be pleased to state :

(a) the details of India's in the global export trade in agricultural products;

(b) whether the total volume of farm exports is still very low;

(c) if so, the details thereof including the quantum of items exported during the last three years; and

(d) the steps taken to boost farm exports without compromising with the domestic demand?

THE MINISTER OF COMMERCE AND INDUSTRY (SHRI ANAND SHARMA) : (a) to (d) A Statement is laid on the Table of the House.

#### Statement

(a) to (c) As per United Nations Commodity Trade Statistics Database (UNCOMTRADE) 2009/WTO 2009, the global agricultural trade was USD 1802 billion, out of which India's share was 1.55% at USD 28.00 billion. The relatively small share is primarily on account of low productivity, large domestic consumption, constraints of supply chain and marketing linkages and lack of warehousing facilities and post harvest technology for processing. Moreover, the essential

commodities including foodgrains are allowed to be exported only after meeting the buffer stock and strategic reserve norms. Details of exports are given at Annexure.

(d) Encouraging exports is a continuous process. The Government is taking steps to encourage exports of agriculture products through various measures and incentives under Plan schemes of the Commodity Boards and Export Promotion Councils. Further, in order to boost export of Indian products, the Ministry of Commerce & Industry has put in place various schemes namely Market Development Assistance (MDA), Market Assistance Initiative (MAI), Assistance to States for Developing Export Infrastructure and Allied Activities (ASIDE), Vishesh Krishi and Gram Upaj Yojana, Focus Product Scheme, Focus Market Scheme, Town of Export Excellence, etc. Trade delegations are regularly sent abroad and Buyer-Seller meets are organized towards this end. Agricultural and Processed Food Products Export Development Authority (APEDA), under the administrative control of the Department of Commerce is also implementing various Schemes to extend financial assistance to the eligible exporters registered with it to boost overall Agri exports. The Government keeps a close and constant watch on the availability of agricultural products at reasonable price in domestic market and imposes restrictions on their exports as and when required.

#### Annexure

Quantity : 000, Tonnes; Value : Rs crore

Product	2007-2008		2008-2009		2009-2010	
	Quantity	Value	Quantity	Value	Quantity	Value
1	2	3	4	5	6	7
Basmati Rice	1183.36	4344.58	1556.41	9477.03	2016.78	10889.13
Buffalo Meat	483.48	3549.78	462.75	4839.71	495.02	5480.60
Other Cereals	3228.05	3002.33	3999.65	3920.58	2924.47	2973.09
Fresh Onions	1008.61	1035.78	1670.19	1827.52	1664.92	2319.43
Other Processed Fruits & Vegetables	311.76	962.82	387.13	1371.79	397.98	1435.51

1	2	3	4	5	6	7
Groundnuts	269.59	1054.08	297.89	1239.01	340.25	1425.93
Guargum	211.17	1125.75	258.57	1338.99	218.46	1133.25
Cereal Preparations	135.96	677.35	206.93	1100.93	168.80	1013.54
Sheep / Goat Meat	8.91	134.10	37.79	493.37	52.87	747.20
Mango Pulp	166.75	509.69	173.01	752.99	186.20	744.61
Other Fresh Vegetables	350.24	489.49	505.28	680.20	419.24	731.86
Miscellaneous Preparations	130.76	474.47	139.64	591.73	158.80	694.28
Alcoholic And Non- Alcoholic Beverages	59.61	338.56	56.15	542.54	70.50	589.53
Fresh Grapes	96.96	317.83	124.63	408.61	131.15	545.34
Dried And Preserved Vegetables	125.73	429.94	147.86	496.42	124.61	532.07
Other Fresh Fruits	207.70	304.53	256.77	430.87	260.68	522.83
Pulses	170.61	549.01	136.88	542.33	100.13	408.32
Dairy Products	69.42	866.56	70.15	980.86	34.38	402.68
Poultry Products	1355.25	441.09	1057.02	422.06	1016.78	372.12
Non Basmati Rice	5285.92	7409.79	931.88	1687.37	139.54	365.30
Floriculture	36.24	340.14	30.80	368.81	26.81	294.46
Jaggery and Confectionery	2408.13	2810.68	1467.90	2004.82	53.64	233.20
Fresh Mangoes	54.35	127.42	83.70	170.71	74.46	200.54
Walnuts	6.72	162.08	5.70	141.24	9.07	197.90
Natural Honey	12.23	93.30	15.59	148.96	13.31	146.65
Fruits & Vegetables Seeds	10.16	142.12	8.54	119.99	8.88	145.08
Milled Products	54.68	90.42	41.05	81.34	60.28	132.18
Cocoa Products	4.98	42.26	6.83	84.04	5.86	96.99
Animal Casings	0.62	6.84	1.82	8.84	2.02	31.53
Swine Meat	1.71	24.64	0.82	9.17	1.12	10.35
Processed Meat	1.25	12.96	0.86	10.14	0.72	9.59
Wheat	0.24	0.24	1.12	1.46	0.05	0.06
Marine Products	487.50	6854.68	353.61	7064.11	720.73	9891.10

1	2	3	4	5	6	7
Oil Meals	6690.84	7953.79	6742.94	10269.24	4688.85	7849.57
Spices	619.61	4176.07	504.16	6338.13	680.60	6161.02
Tobacco Unmanufactured	173.51	1430.49	179.36	2763.89	230.88	3621.24
Tea	198.55	2022.32	207.27	2687.63	208.55	2943.27
Cashew	111.28	2209.73	126.15	2900.99	122.17	2801.98
Castor Oil	281.99	1274.58	356.44	2122.73	397.70	2177.57
Coffee	178.12	1868.02	174.18	2255.76	177.23	2033.00
Sesame Seeds	314.11	1624.01	155.27	1494.26	215.98	1495.38
Sugar	4641.13	5404.17	3332.00	4448.74	44.05	110.23
Shellac	7.98	123.55	6.03	103.89	4.18	71.27
Niger Seeds	21.68	90.03	13.72	64.23	6.00	24.23
Mollases	863.46	250.08	0.17	82.70	31.10	19.77
<b>Total</b>	<b>32040.88</b>	<b>67152.14</b>	<b>26292.60</b>	<b>78890.72</b>	<b>18705.80</b>	<b>74024.76</b>

Source: APEDA

MADAM SPEAKER: You put your first supplementary.

... (*Interruptions*)

SHRI P. VISWANATHAN : Hon. Speaker, Madam, India is one of the largest producers of agro products, mainly vegetables and fruits, in the world. But, the performance in the area of processing needs a lot of improvement. ... (*Interruptions*) Only about two per cent of annual production of fruits and vegetables gets processed for value addition.

The actual productivity at farm level can be improved by the use of quality seed, balanced use of fertilizer, application of micro nutrients, and proper irrigation.

With improved cultivation, post-harvest and processing technologies to reduce wastage and increase the shelf life, our agricultural commodities can enjoy a competitive position in the international markets and we can realize better value for the produce provided they meet the accepted international standards. ... (*Interruptions*).

MADAM SPEAKER: Please put your question.

SHRI P. VISWANATHAN : These can be minimized by improving facilities for storage at ports and transit points as

well as on ships. ... (*Interruptions*) Madam, I would like to know from the hon. Minister the specific steps that the Government is planning to take in this regard. ... (*Interruptions*)

SHRI ANAND SHARMA: Madam, as I mentioned in the reply, India's share in the global agricultural trade is only 1.55 per cent, that is, 28.00 billion US dollars, which constitutes close to nine per cent of India's total exports. ... (*Interruptions*) Last year, the export of agricultural products was Rs. 74,000 crore. There had been an increase of close to Rs.3,500 crore over the previous one. (*Interruptions*) As we mentioned, there are various reasons for the low share in the global agricultural trade. As exports are permitted only of those agricultural products which are available in sufficient quantity in the country, the Government's priority first is to ensure food security, particularly of the essential items, and we do not allow export of many commodities which are in short supply. But, at the same time, it is true, as the hon. Member has said, that there were enormous wastage both of the food grains and of fruits and vegetables and post-harvest losses in India. ... (*Interruptions*) We are the second largest producers of food and vegetables, and it is one of the

highest in the world. ... (Interruptions) But we have lack of infrastructure, storage, cold chain and also the modern technology, which is required for transportation. As these are perishable commodities, investment is being made in the Eleventh Plan through the Agricultural and Processed Food Products Export Development Authority (APEDA). ... (Interruptions) There are various initiatives which we take to increase exports and we have a number of schemes. ... (Interruptions)

#### WRITTEN ANSWERS TO QUESTIONS

##### East-West Corridor

\* 142 SHRI KABINDRA PURKAYASTHA : Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether poor road connectivity is one of the reasons for the slow economic development of the North-Eastern Region;

(b) if so, the steps taken to improve road connectivity in the North-Eastern Region;

(c) the present status of East- West Corridor projects in the North-Eastern States;

(d) whether proposals have been received for construction of two lane East- West Corridor In Dima Hasao district of Assam;

(e) if so, the details thereof alongwith the steps taken by

the Government in this regard; and

(f) the time by which East-West Corridor is likely to be completed?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (DR. C.P.JOSHI) : (a) Road connectivity affects economic development.

(b) Ministry has formulated Special Accelerated Road Development Programme for North-East (SARDP-NE), for upgradation of 10141 km road stretches of national highways and State roads, for enhancing connectivity with the State capitals and providing connectivity to all District Headquarters of North-East.

In addition to the above, the Ministry also takes up development of road projects under its regular scheme called NH(O) ( list of NH(o) projects which have been approved for NE Region during last 3 years is enclosed as Statement-I. The Ministry also approves some road improvement projects, with respect to the identified State roads, under Central Road Fund (CRF) and the schemes of Inter-State Connectivity and Economic Importance (EI).

( c ) Present status of East West Corridor projects in North East Region is enclosed as Statement-II

(d) No, Sir.

(e) Does not arise..

(f) East West Corridor projects are anticipated to be substantially completed by December, 2011.

#### Statement-I

*Details of sanction under NH(O) during last three years and current year, State wise*

Amt. in Rs. crore

Name of State	2007-08		2008-09		2009-10		2010-11	
	No	Amt	No	Amt	No	Amt	No	Amt
Arunachal Pradesh	3	40.37	1	13.75	2	82.84	0	0.00
Assam	16	112.12	16	215.12	17	292.06	3	79.50
Manipur	7	58.64	8	51.85	11	157.67	5	42.27
Meghalaya	7	59.67	13	125.74	7	163.43	0	0.00
Mizoram	6	23.60	5	40.28	11	66.03	0	0.00
Nagaland	16	70.32	10	76.85	2	9.16	2	106.81
Sikkim	0	0.00	0	0.00	0	0.00	0	0.00
Tripura	7	17.74	5	22.98	5	85.49	1	10.34
<b>Total sanction</b>	<b>62</b>	<b>382.46</b>	<b>58</b>	<b>546.57</b>	<b>55</b>	<b>856.68</b>	<b>11</b>	<b>238.92</b>

**Statement-II****Projects in Assam under NHDP Phase-II under East-West Corridor**

Sl. No.	Contract Stretch	Districts	Pkg No.	NH No.	Length (km)	Date of		Length completed (Km)	Awarded cost (Rs in Crore)	Physical Progress Achieved
						Commencement (as per contract)	Anticipated date of Completion			
1	2	3	4	5	6	7	8	9	10	11
<b>STATE-ASSAM</b>										
1	Bijni - WB Border (Km 30.0 -0.00)		(AS-12)	31C	30.00	18.10.05	31.12.11	18.90	218.38	49.06
2	Bijni -WB Border (Km 60.0 -30.00)	Kokrajhar (BTC)	(AS-11)	31C	30.00	06.10.05	31.12.11	3.30	199.41	36.37
3	Bijni -WB Border (Km 93.0 -60.00)	Bongaigaon & Chirang (BTC)	(AS-10)	31C	33.00	06.10.05	31,12.11	11.30	248.69	41.43
4	Nalbari - Bijni (Km. 983.00 -961.50)	Bongaigaon	(AS-9)	31	21.50	03.11.05	31.07.11	18.17	131.23	84.22
5	Nalbari - Bijni (Km. 1013.00-983.00)	Bongaigaon & Baska (BTC)	(AS-8)	31	30.00	03.11.05	30.11.11	26.65	187.08	84.03
6	Nalbari - Bijni (Km. 1040.30- 1013.00)	Barpeta	(AS-7)	31	27.30	Oct-05	Dec-11	7.50	207.165	49.75
7	Nalbari -Bijni (Km 1065.00- 1040.30)	Nalbari & Baska (BTC)	(AS-6)	31	25.00	Nov-05	Dec-11	13.00	182.48	58.25
8	Guwahati -Nalbari (km1093 -1065)	Kamrup (Rural)	(AS-5)	31	28.00	Oct-05	Dec-11	11.50	192.87	60.42
9	Guwahati - Nalbari (Km1121- 1093)	Kamrup (Rural)	(AS-4)	31	28.00	Dec-05	Dec-12	6.00	173.63	26.88
10	Bridge over Srahamputra river (km 1121-1126)	Kamrup (Metrol)	(AS-28)	31	5.00	Oct-06	Dec-12	0.00	238.4	38.08

17	Written Answers	Phalguna 16, 1932 (Saka)						to Question		18
1	2	3	4	5	6	7	8	9	10	11
11	Sonapur - Guwahati ( Km 183.00 -163.90)	Kamrup (Metrol)	(AS-3)	37	19.00	Sep-05	Dec-11	14.00	166.72	50.40
12	Dharamtul - Sonapur (Km 205.00-183.00)		(AS-20)	37	22.00	Nov-05	March, 12	7.50	137.75	43.56
13	Dharamtul - Sonapurkm (Km230.50- 205.00)	Morigaon	(AS-19)	37	25.50	25 Dec 05 (25 Nov 05)	Dec, 11	15.20	173.14	65.10
14	Nagaon- Dharamtul i/c Nagaon Bypass (Km 262.725 - 255.00)	Morigaon & Nagaon	(AS-02)	37	24.50	26 Dec 05 (25 Nov 05)	Dec, 11	15.10	273.80	67.36
15	Daboka -Nagaon (Km 36.0 - 5.5 )	Nagaon	(AS-18)	37	23.663	16 Dec 05 (16 Nov 05)	April, 11	22.41	238.72	87.08
16	Nagaon - Dharamtul (Km 255.05 -230.50 )		(AS-17)	36	30.362	26 Dec 05 (25 Nov 05)	Oct-11	24.60	202.18	81.50
17	Lumding -Daboka i/c 4.2km Daboka Bypass (Km 22.0- 2.40)		(AS-16)	54	24.032	26 Dec 05 (25 Nov 05)	April, 11	24.03	198.65	96.78
18	Lanka - Lumding i/c Lanka Bypass (Km 4,0.0 -22.00)	Nagaon	(AS-15)		18.00	14.03.08	March,12	11.85	143.97	54.40
19	Maibang -Lumding (Km 60.5 - 40)		(AS-27)		20.50	15.10.06	Dec, 12	0.00	198.68	15.34
20	Maibang - Lumding (Km 83.40 -60.50)	N. C. Hill	(AS-26)	54E	22.90	10.05.06	Dec-13	0.00	179.25	Foreclosed bids under evaluation



1	2	3	4	5	6	7	8	9	10	11	
21	Maibang - Lumding (Km 11-83.40)	N.C. Hills	(AS-25)	27.60	05.11.06	Dec-13	0.00	226.16	(Foreclosed and re-awarded in Dec, 2010)		
22	Maibang - Lumding (Km 127- 111)		(AS-24)	16.00	10.05.06	Dec-13	0.00	171.62	(Foreclosed and re-awarded in Dec, 2010)		
23	Narimbanglo - Maibang (Km 140.70 -127)	N.C. Hills	(AS-23)	54	15.57	05.08.06	Oct, 12	8.50	317.11	47.06	
24	Jatinga - Narimbanglo (Km 165.4- 140.7)		{AS-22}	54	23.38	30.12.06	Dec, 13	0.00	241.53	Foreclosed under process of re-awar. bids to be received on 14.3.2011	
25	Harangajo - Jatinga ( Km 190.587 - 165.4 )		{AS-21}	54	25.19	30.12.06	Dec, 13	0.00	253.09	Foreclosed under process of re-award bids to be received on 14.3.2011	
26	Balachera to Harangajo section (Km 244 to 190.58)	Cachar & NC Hills (3.20 Km)	AS-14	54	25.19	Work yet to be awarded. DPR completed, however this stretch being widened to 2L paved shoulder by the Ministry & 4-lane widening shall be taken up later on by NHAI, PIU-Silchar.	17.09.04	June, 11	13.00	115.86	60.5
27	Silchar -Balachera (Km 275.0-306.54)	Cachar	(AS-1)	54	25.88						

**Industrial Output**

143. SHRI BHASKARRAO BAPURAO PATIL  
Khatgaonkar :

SHRI SURESH KASHINATH TAWARE:

Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether the industrial output has fallen during the last twenty months;

(b) if so, the reasons therefor, sector-wise;

(c) the likely impact of such declining industrial output on economic growth and inflation;

(d) whether the industrial growth rate has not been consistent in the recent past;

(e) if so, the details thereof during the last three years, month-wise and the reasons therefor; and

(f) the corrective steps to be taken by the Government to boost the industrial growth?

THE MINISTER OF COMMERCE AND INDUSTRY (SHRI ANAND SHARMA) : (a), (b), (d) and (e) The industrial growth, measured in terms of the Index of Industrial Production (IIP) continued to fluctuate in last three years. Overall growth decelerated to , 3.2 percent in 2008-09 because of global economic meltdown. Timely intervention

by government by way of appropriate monetary and fiscal policies resulted in a sharp recovery and overall industrial growth improved to 10.5 percent in 2009-10. In the current year so far, overall growth at 8.6 percent in April-December 2010 is aligned to the growth achieved in corresponding period of 2009.

Overall industrial growth remained moderate in September, November and December in the current year. Moderation in the IIP growth in September and December was on account of a negative growth in capital goods. Near stagnation of the production of consumer non durable goods also affected the overall industrial performance. Month wise sectoral growth of IIP is given in the enclosed Statement.

(c) Industrial sector (covering mining, manufacturing and electricity) has a share of 20 percent in GDP. A moderation in industrial growth therefore affects GDP growth proportionate to its share in GDP. Though a slower industrial growth results in lower availability of industrial products, there is no direct correlation between a slower growth and inflation.

(f) The major focus areas for improving the industrial climate during the 11th Plan and in the Union Budgets have been the promotion and facilitation of industrial investment including the foreign direct investment; improvement in business environment; development of industrial and other infrastructure through public private initiatives; incentivizing research and development; and development of industry relevant skills.

**Statement***Month wise Growth Rates of Industrial Production: Use Based Classification**(Base 1993-94=100)*

(in per cent)

	Basic Goods	Capital Goods	Intermediate Goods	Consumer Durables	Consumer Non-durables	Overall Index
1	2	3	4	5	6	7
Weight	35.6	9.3	26.5	5.4	23.3	100.0
<b>2008-09</b>						
Apr	4.0	7.4	3.2	3.6	10.2	5.8

1	2	3	4	5	6	7
May	3.0	3.7	2.3	2.5	9.0	4.4
June	2.2	16.2	3.4	5.3	11.7	6.8
July	5.3	19.0	3.4	15.0	3.6	6.9
Aug	3.9	1.9	-5.2	3.6	7.6	1.9
Sep	5.0	24.6	-2.0	15.0	5.4	7.0
Oct	3.2	6.2	-4.8	-1.7	-0.2	0.3
Nov	2.2	5.3	-4.1	-0.1	14.9	3.7
Dec	2.0	5.6	-8.6	-1.3	5.6	0.5
Jan	-0.7	15.2	-7.4	4.1	6.7	1.9
Feb	-0.1	6.6	-3.6	5.1	-0.7	0.2
Mar	1.9	-4.6	1.6	6.3	1.6	0.9
2008-09 (Apr- Mar)	2.6	8.2	-1.8	4.7	6.1	3.2

**2009-10**

Apr	4.5	-1.9	7.7	16.8	-9.9	1.6
May	3.7	-5.5	6.2	12.5	-5.1	1.7
June	10.7	15.6	7.3	15.2	1.0	8.6
July	4.7	2.8	9.7	21.1	5.5	7.2
Aug	7.7	9.0	14.4	23.2	6.1	10.5
Sep	5.3	7.9	10.6	21.9	3.9	8.2
Oct	4.0	10.9	15.4	18.3	8.6	10.1
Nov	6.0	11.0	19.4	36.3	2.3	11.3
Dec	8.4	42.9	23.5	41.0	3.0	18.0
Jan	11.5	57.9	22.2	28.2	-7.0	16.8
Feb	8.5	46.7	15.9	29.1	-0.8	15.1
Mar	10.8	36.0	13.5	32.6	1.5	15.5
2009-10 (Apr- Mar)	7.2	20.9	13.6	24.6	0.4	10.5

**2010-11**

Apr	9.1	64.1	10.8	32.1	4.8	16.6
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1	2	3	4	5	6	7
May	8.2	37.2	11.0	23.7	1.0	12.2
June	3.3	7.5	9.7	26.5	2.0	7.2
July	5.2	65.0	9.8	22.5	1.1	15.1
Aug	4.2	2.5	11.3	27.1	1.5	7.3
Sep	4.7	-3.6	11.2	10.8	1.9	4.9
Oct	8.8	21.5	10.6	30.9	0.1	11.3
Nov	6.4	12.8	2.3	4.4	-4.6	3.6
Dec	5.2	-13.7	6.6	18.5	-1.1	1.6
<b>April-December</b>						
2009-10	6.1	11.2	12.5	22.7	1.4	8.6
2010-11	6.1	16.7	9.2	21.4	0.7	8.6

[Translation]

**Distribution of Nutrients**

\*144 SHRI JEETENDR SINGH BUNDELA :

DR. SANJAY SINGH:

Will the Minister of WOMEN AND CHILD DEVELOPMENT be pleased to state:

(a) whether the Government has conducted any study to review the current distribution system of nutrients through the Anganwadi Centres;

(b) if so, the details thereof;

(c) whether cases of alleged corruption/irregularities/blackmarketing have been reported in the distribution of nutrients under the Integrated Child Development Services (ICDS) in the recent past; and

(d) if so, the details thereof, State-wise alongwith the criteria for distribution of nutrient supplement from various sources?

THE MINISTER OF STATE OF THE MINISTRY OF WOMEN AND CHILD DEVELOPMENT (SHRIMATI KRISHNA TIRATH) : (a) to (d): The Government has not conducted any

specific study to review the current distribution system of nutrients through the Anganwadi Centres. Integrated Child Development Services (ICDS) is a Centrally Sponsored Scheme. The implementation includes modalities of procurement, preparation and management/distribution of supplementary nutrition and rests with the respective States/UTs. Any complaint of corruption/irregularity, if received by the Government of India, is thus referred to the concerned States/UTs.

In the financial year 2010-11, total of 9 complaints have been received of which three (3) of them have been received recently in January-February 2011. These contain allegations regarding irregularities in management of Supplementary Nutrition Programme (SNP). All these have been forwarded to the State Governments for suitable action at their end and report. Reports from Rajasthan, Madhya Pradesh and Maharashtra have been received already. The status of complaints and their details are enclosed as Statement-I

Under the Scheme, children below six years of age and pregnant and lactating mothers are provided Supplementary Nutrition, in accordance with guidelines issued by Government of India on 24.02.2009 and endorsed by the Hon'ble Supreme Court *vide* its Order dated 22.04.2009. The provision of SNP prescribed for various categories of beneficiaries is enclosed as Statement-II

## Statement-I

Complaints regarding corruption/irregularity cases relating to ICDS Scheme received in Ministry of Women & Child Development during last year

No.	Date of receipt	Complaint about	Complainant	Subject matter	Action by MWCD
1	2	3	4	5	6
1	26.04.2010	M.P	Shri Ahmed Sagir Swasthya Mahila -Bal Kalyan Samiti, Begumganj	Financial irregularities in the matter of distribution of SNP by CDPO	As per reports dated 26.08.2010 and 04.03.2011 received from State Government, the incumbant has been placed under suspension and disciplinary proceedings initiated due to the irregularities committed by her.
2	03.05.2010	Rajasthan	Shri Lalit Kishore Chaturvedi	Financial irregularities in the State of Rajasthan	A report has been received from Government of Rajasthan vide letter dated 24/1/2011 wherein they have commented upon the news clipping and informed that all the Deputy Directors in-charge of ICDS have been directed to investigate the irregularities, if any. The Department is also monitoring the status regularly.
3	18.05.2010	Bihar	Shri Rajnandan Sahani. Shramik Kalyan Sangh, Muzafarpur	Unspecified complaint about pilferage in SNP meant for AWCs	Report sought on 4.6.2010 Reminded on 03.01.2011
4	11.06.2010	Maharastra	Group of SHGs	Irregularities in supply of food under SNP to AWCs	Report sought on 13.7.2010 Reminded on 03.01.2011 As per the report dated 29.12.2010 received from State Government the allegations have been found baseless.

1	2	3	4	5	6
5	28.07.2010	UP	Shri Keshpal Singh, Hamirpur	Pilferage of food grains at project level and financial irregularities by the CDPO	Report sought on 20.8.2010
6	05.10.2010	Jharkhand	Shri Ram Lal Das, Ranchi	Misappropriation of funds under ICDS, irregularities in the appointment of AWW/AWH by the CDPO etc.	Report sought on 28.10.2010 Reminded on 03.01.2011
7	24.01.2011	UP	Shri Kirshna Kanth Shahi	Irregularities in supply of food under (ICDS) to AWCs by the CDPO	Report sought on 21.02.2011
8	28.01.11	UP	Shri Rajendra Prasad, Gram Pradhan	Irregularities in the functioning of AWCs and distribution of SNP by CDPO	Report sought on 21 .02.201 1
9	3.02.2011	Rajasthan	Shrimati Prem Devi	Irregularities in the appointment of AWW and distribution of SNP	Report sought on 23.02.201 1

**Statement-II****(i) Financial and nutritional norms:**

Category	Revised Rate (per beneficiary per day)	Calories (K Cal)	Protein (g)
Children (6-72 months)	Rs.4.00	500	12-15
Severely underweight children (6-72 months)	Rs.6.00	800	20-25
Pregnant women & nursing mothers	Rs.5.00	600	18-20

(ii) The cost sharing for SNP between Central Government and States/UTs is on 50:50 basis except for North East States for which it is on a 90:10 basis.

**(iii) Feeding norms:**

Age group	Type of food
6 Months to 3 years Severely under-weight children	Take Home Ration (THR) in the form of Micronutrient Fortified Food and/or Energy-dense Food. THR in small frequent meals to the child
3 to 6 years Severely under-weight children	Morning snack and Hot cooked meal Micronutrient Fortified Food and/or Energy-dense Food as THR
Pregnant and Lactating mothers	Take Home Ration (THR)

[English]

**Conservation of Wetlands**

\*145 SHRI BALI RAM JADHAV : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) the details of the major the wetlands in the country, State-wise;

(b) whether certain deficiencies in the implementation of the National Wetland Conservation programme have been noticed/brought to the notice of the Government;

(c) if so, the details thereof;

(d) the action taken to overcome such deficiencies; and

(e) the other steps taken for conservation of wetlands in the country?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH) :

(a) The details of major wetlands identified in the country under National Wetland Conservation Programme state-wise are annexed as Statement.

(b) to (d) Though assistance is given by way of 100% grant for undertaking conservation activities like survey & demarcation, Afforestation, catchment area treatment, water management, protection measures, fisheries development, weed control, wildlife conservation, pollution abatement, eco-development, etc in the identified wetlands, however, some deficiencies have been noticed in the implementation of the National Wetland Conservation Programme. These are conversion of wetlands, loss of biodiversity due to discharge of untreated sewage and industrial effluents leading to excessive eutrophication, proliferation of aquatic weeds, over exploitation of floral and faunal resources, encroachment, etc.

Considering the importance of wetlands, the Ministry of Environment and Forests has identified 115 Wetlands in the country covering 24 States and two Union Territories for conservation under the National Wetland Conservation

Programme. This is also supplemented by research and development activities. So far, an amount of Rs. 98.75 crores has been released to the concerned state governments for undertaking conservation activities of identified wetlands under various management action plans.

(e) Further, in order to conserve the wetlands in the country the Government have notified Wetlands (Conservation

and Management) Rules 2010. These rules prohibit some of the activities in these wetlands and allow certain other activities only with the permission of Central Wetland Regulatory Authority. Ministry is also providing financial assistance for making comprehensive management action plans through consultants for long term results. State govts have also been advised to constitute State Wetlands Authorities for execution of conservation activities in an effective manner.

**Statement**

Sl. No.	States/Union Territories	S.No.	Name of Wetlands
1	2	3	4
1.	Andhra Pradesh	1.	Kolleru
2.	Assam	2.	Deepar Beel
		3.	Urpada Beel
		4.	Sone Beel
3.	Bihar	5.	Kabar
		6.	Barilla
		7.	Kusheshwar Asthan
4.	Gujarat	8.	Nalsarovar
		9.	Great Rann of Kachh
		10.	Thol Bird Sanctuary
		11.	Khijadiya Bird Sanctuary
		12.	Little Rann of Kachh
		13.	Pariej
		14.	Wadhvana
		15.	Nanikakrad
5.	Haryana	16.	Sultanpur
		17.	Bhindawas
6.	Himachal Pradesh	18.	Renuka



1	2	3	4
		19.	Pong Dam
		20.	Chandratal
		21.	Rewalsar
		22.	Khajjiar
7.	Jammu & Kashmir	23.	Wullar
		24.	Tso Morari
		25.	Tisgul Tso & Chisui Marshes
		26.	Hokersar
		27.	Mansar-Surinsar
		28.	Ranjitsagar
		29.	Pangong Tsar
		30.	Gharana
		31.	Hygam
		32.	Mirgund
		33.	Shalbugh
		34.	Chushul & Hanley
8.	Jharkhand	35.	Udhwa
		36.	Tilaiya Dam
9.	Karnataka	37.	Magadhi
		38.	Gudavi Bird Sanctuary
		39.	Bonal
		40.	Hidkal & Ghataprabha
		41.	Heggeri
		42.	Ranganthittu
		43.	K.G. Koppa Wetland
10.	Kerala	44.	Ashtamudi

1	2	3	4
		45.	Sasthamkotta
		46.	Kottuli
		47.	Kadulandi
		48.	Vembnad Kol
11.	Madhya Pradesh	49.	Barna
		50.	Yashwant Sagar
		51.	Wetland of Ken River
		52.	National Chambal Sanctuary
		53.	Ghatigaon
		54.	Ratapani
		55.	Denwa Tawa wetland
		56.	Kanha Tiger Reserve
		57.	Pench Tiger Reserve
		58.	Sakhyasagar
		59.	Dihalia
		60.	Govindsagar
		61.	Sirpur
12.	Maharashtra	62.	Ujni
		63.	Jayakawadi
		64.	Nalganga Wetland
13.	Manipur	65.	Loktak
14.	Meghalaya	66.	Umiam Lake
15.	Mizoram	67.	Tamdil
		68.	Palak
16.	Orissa	69.	Chilka
		70.	Kuanria wetland

1	2	3	4
		71.	Kanjia Wetland
		72.	Dana wetland
		73.	Anusupa
17.	Punjab	74.	Harike
		75.	Ropar
		76.	Kanjli
		77.	Nangal
18.	Rajasthan	78.	Sambhar
19.	Sikkim	79.	Khechuperi Holy Lake
		80.	Tamze Wetland
		81.	Tembao Wetland Complex
		82.	Phendang Wetland Complex
		83.	Gurudokmar Wetland
		84.	Tsomgo Wetland
20.	Tamil Nadu	85.	Point Calimere
		86.	Kaliveli
		87.	Pallaikarni
21.	Tripura	88.	Rudrasagar
		89.	Gumti Reservoir
22.	Uttar Pradesh	90.	Nawabganj
		91.	Sandi
		92.	Lakh Bahoshi
		93.	Samaspur
		94.	Alwara Wetland
		95.	Semarai Lake
		96.	Nagaria Lake

1	2	3	4
		97.	Keetham Lake
		98.	Shekha Wetland
		99.	Saman Bird Sanctuary
		100.	Sarsai Nawar
		101.	Patna Bird Sanctuary
		102.	Chandotal
		103.	Taal Bhaghel
		104.	Taal Gambhirvan & Taal Salona
		105.	Aadi Jal Jeev Jheel
23.	Uttaranchal	106.	Ban Ganga Jhilmil Tal
		107.	Asan
24.	West Bengal	108.	East Kolkata Wetland
		109.	Sunderbans
		110.	Ahiron Beel
		111.	Rasik Beel
		112.	Santragachi
		113.	Patlakhawa Rasomati
25.	Chandigarh (UT)	114.	Sukhna
26.	Puducherry (UT)	115.	Ousteri Lake

[Translation]

**River Pollution**

\*146. SHRI KIRTI AZAD:  
SHRI M. VENUGOPALA REDDY:

Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) the details of funds allocated to various States under the National River Conservation Plan (NRCP) for cleaning of

river water during the last three years, State-wise and year-wise;

(b) whether the Government has assessed the improvement in the quality of river water, in the aftermath of NRCP;

(c) if so, the details thereof;

(d) whether the Government proposes to include more rivers under NRCP;

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

(f) whether the Government is contemplating to seek any kind of foreign assistance for conservation of the rivers and making them pollution free in the country; and

(g) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH) :

(a) to (g) The Centrally sponsored scheme of National River Conservation Plan (NRCP) covers polluted stretches of 39 rivers in 182 towns spread over 20 States. Statement indicating the State-wise details of funds released during the last three years under the Plan year-wise is enclosed as statement.

Under NRCP, the Central Government supplements the efforts of the State Government in river conservation. Sewage treatment capacity of 4064 mld (million litres per day) has been created so far under the Plan. However, the pollution load on rivers has increased over the years due to rapid urbanization and industrialization. Abstraction of water for irrigation, drinking, industrial use, power etc. compounds the challenge. Based on Bio-chemical Oxygen Demand (BOD) analysis, 150 polluting river stretches have been identified by Central Pollution Control Board.

The water quality in terms of BOD values for major rivers is reported to have improved as compared to the water quality before taking up pollution abatement works under NRCP, based on independent monitoring undertaken by reputed

institutions. However, the levels of bacterial contamination in terms of fecal coliform are reported to be exceeding the maximum permissible limit at a number of locations.

Proposals for inclusion of new rivers/towns under NRCP, received from the State Governments from time to time, are considered based upon availability of funds under the Plan, degree of pollution, scope of coverage of works under other Central Plan Schemes like Jawaharlal Nehru National Urban Renewal Mission and the Urban Infrastructure Development Scheme for Small & Medium Towns, State Governments' commitment for contribution of matching share of costs etc.

External assistance from bilateral/ multilateral agencies is availed of from time to time by the Government. For the Yamuna Action Plan (YAP) Phase-I, loan assistance of Yen 17.77 billion was provided by the Japan International Cooperation Agency (JICA), Government of Japan and an assistance of Yen 13.33 billion is being availed for YAP Phase-II from the agency. JICA has agreed to provide a loan assistance of Yen 32.571 billion for the next phase of the Programme.

For pollution abatement of the river Ganga at Varanasi, an assistance of 11.184 billion Yen is being availed from JICA. Loan assistance is also being availed of from the World Bank for conservation of river Ganga and a Project Preparation advance amounting to US \$ 2.96 million has been provided for preparation of a detailed project.

### Statement

*State-wise and Year-wise funds released during 2007 to 2010 under National River Conservation Plan*

(Rs. in lakh)

Sl. No.	State	Funds Released during the year		
		2007-08	2008-09	2009-10
1	2	3	4	5
1	Andhra Pradesh	6796.00	2538.00	3689.00
2	Bihar	0.00	0.00	1537.00

1	2	3	4	5
3	Jharkhand	0.00	0.00	0.00
4	Gujarat	25.00	148.75	0.00
5	Goa	70.00	0.00	0.00
6	Karnataka	275.00	225.00	0.00
7	Maharashtra	521.47	35.00	738.00
8	Madhya Pradesh	675.00	335.00	90.00
9	Orissa	706.00	1644.25	0.00
10	Punjab	4430.00	0.00	0.00
11	Rajasthan	0.00	0.00	2000.00
12	Tamil Nadu	1840.00	952.00	310.00
13	Delhi	1487.08	4585.45	6650.00
14	Haryana	315.23	2080.00	1490.00
15	Uttar Pradesh	3766.43	10560.37	11280.00
16	Uttaranchal	337.42	250.00	1793.62
17	West Bengal	2369.84	2960.16	5708.00
18	Kerala	100.00	100.00	0.00
19	Sikkim	479.00	500.00	1500.00
20	Nagaland	0.00	0.00	0.00
Total		24193.47	26913.98	36785.62

[English]

### Import of Hybrid Vehicles

\*147 SHRI SHIVKUMAR UDASI: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether hybrid vehicles not only achieve greater fuel economy but also ensure lower emissions;

(b) if so, the details thereof;

(c) whether the Government has allowed import of hybrid cars;

(d) if so, the details thereof including the duty levied for import of such cars; and

(e) the steps taken by the Indian Automobile Industry / Government for popularization of hybrid vehicles including cars in the country?

THE MINISTER OF COMMERCE AND INDUSTRY (SHRI ANAND SHARMA) : (a) and (b) Yes Madam. Hybrid cars have both an internal combustion engine and one or more electric motors, with sufficient battery capacity to store the electricity

generated from the engine or by brake energy recuperation and drive the motor to run the vehicle at low speeds or provide auxiliary motive power for the engine. This allows hybrid vehicles to achieve greater fuel efficiency and ensure lower emissions.

(c) and (d) The motor vehicles are freely importable into the country subject to provisions of Motor Vehicle Act, 1988 and Central Motor Vehicles Rules, 1989. The import duty applicable on hybrid cars is 60 % Basic Customs Duty; 10 % Additional customs Duty(CVD) and 4% Special Additional Duty(SAD).

(e) The Ministry of New and Renewable Energy has been implementing a broad-based research, design, development and demonstration programme of battery operated vehicles / hybrid electric vehicles and plug hybrid electric vehicles. These vehicles are environmentally benign and provide an alternative to oil for transportation sector.

In the recent budget 2010-2011, Government has announced several steps for promotion of hybrid vehicles/ cars in the country. These include : (i) A National Mission for Hybrid and Electric Vehicles has been launched; (ii) Excise Duty has been reduced on kits which are used for conversion of fossil fuel vehicles into Hybrid vehicles; (iii) Exemption from basic customs duty and special Countervailing Duty(CVD) has been given to import of critical parts/assemblies needed for hybrid vehicles.

#### FDI In Multibrand Retail

\*148 SHRI ANANTH KUMAR:  
SHRI PRABODH PANDA:

Will the Minister of COMMERCE AND INDUSTRY be pleased to state :

(a) whether the Government proposes to permit Foreign Direct Investment (FDI) by multinational companies in the multibrand retail sector in the country;

(b) if so, the details thereof alongwith the discussions held with the stakeholders in this regard;

(c) whether the Government has set up a Committee to

prepare draft report in view of the apprehensions and representations from the stakeholders; and

(d) if so, the details thereof?

THE MINISTER OF COMMERCE AND INDUSTRY (SHRI ANAND SHARMA) : (a) The existing policy allows for 51 % Foreign Direct Investment (FDI), in only single brand retail trade, subject to specified conditions. Government has receive representations and suggestions from trade bodies and investors for allowing FDI in multi brand retail. The matter is under consideration of the Government.

(b) The Department of Industrial Policy and Promotion had released a Discussion Paper titled "Foreign Direct Investment in Multi-Brand Retail Trading", with the aim of generating informed discussion on the subject and obtaining the views and comments of various stakeholders. Comments were received from a number of stakeholders, including Ministries/ Departments of the Government of India.

(c) Yes, Madam. An inter-Ministerial Committee was constituted to examine the comments received on the Discussion Paper.

(d) The Committee was headed by the Department of Consumer Affairs. The other Ministries/Departments represented in the committee were:

- (i) Ministry of Micro, Small & Medium Enterprises (M/o MSME)
- (ii) Department of Agriculture and Cooperation
- (iii) Department of Economic Affairs
- (iv) Department of Commerce
- (v) Department of Industrial Policy and Promotion.

#### Unemployment in Rural Areas

\*149. SHRI CHANDRAKANT KHAIRE:  
SHRI RAVINDRA KUMAR PANDEY:

Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

(a) the number of unemployed youths in the country, State wise;

(b) whether unemployment rate is higher in rural areas than in urban areas in the country;

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

(d) whether the Government proposes to ensure ample employment opportunities for the youths in rural areas; and

(e) if so, the details thereof and the funds earmarked for this purpose?

THE MINISTER OF LABOUR AND EMPLOYMENT (SHRI MALLIKARJUN KHARGE) : (a) Reliable estimates of employment and unemployment are obtained through quinquennial labour force surveys conducted by National Sample Survey Organization. Last such survey was conducted during 2004-05. As per latest survey report, number of unemployed youth in the age group of 15-29 was estimated at 8.87 million on usual status basis during 2004-05. State-wise details of unemployment rates amongst youth in both rural and urban areas on usual status basis are given in the enclosed Statement.

(b) and (c) Unemployment rates according to usual status during 2004-05 were 1.7 per cent and 4.5 per cent in rural and urban areas of the country respectively, showing lower rate of unemployment in rural areas.

(d) Government has taken several steps to provide employment to unemployed persons including youth in the country. 11th Five Year Plan aims at creating 58 million work opportunities through normal growth process and by implementing various employment generation programmes, such as, Prime Minister's Employment Generation Programme (PMEGP); Swarnajayanti Gram Swarozgar Yojana (SGSY) and Mahatma Gandhi National Rural Employment Guarantee Act (MGNREGA) in the rural areas besides entrepreneurial development programmes run by the Ministry of Micro, Small & Medium Enterprises.

(e) (i) Prime Minister's Employment Generation Programme (PMEGP), a credit linked subsidy programme being implemented since 2008-09 by Ministry of Micro, Small and Medium Enterprises, aims at generating self-employment opportunities through establishment of micro

enterprises by organizing traditional artisans and unemployed youth. During the year 2010-11, 30,729 units were assisted and 2.85 lakh persons provided employment upto 10th Feb, 2011 and Rs. 593.66 crore have been provided as margin money till January, 2011.

(ii) Swarnajayanti Gram Swarozgar Yojana (SGSY) is a holistic self employment scheme which aims at providing sustainable income to rural BPL families through income generating assets/ economic activities so as to bring them out of poverty line. During 2010-11 upto January, 2011, Rs. 1880 crore has been released by the Central Government and 14.85 lakh swarozgaries have been assisted.

(iii) Mahatma Gandhi National Rural Employment Guarantee Act (MGNREGA) provides for enhancement of livelihood security of the households in rural areas of the country by providing at least one hundred days of guaranteed wage employment in every financial year to every household whose adult members volunteer to do unskilled manual work. Rs. 32177.04 crore has been released as Central fund in the current financial year till 22.02.2011 and 158.58 crore of person days employment was generated upto January, 2011.

#### Statement

*State-wise details of unemployment rates (in percent) amongst youth on usual status basis during 2004-05.*

Sl. No.	State/Union Territory	Rural	Urban
1	2	3	4
1.	Andhra Pradesh	1.8	8.5
2.	Arunachal Pradesh	2.5	4.8
3.	Assam	6.8	19.9
4.	Bihar	4.3	17.4
5.	Chhattisgarh	1.3	7.6
6.	Delhi	5.1	10.8
7.	Goa	26.0	18.5
8.	Gujarat	1.4	4.9



1	2	3	4
9,	Haryana	5.5	9.3
10.	Himachal Pradesh	4.2	9.7
11.	Jammu and Kashmir	4.1	13.6
12.	Jharkhand	3.7	18.6
13.	Karnataka	1.5	6.4
14.	Kerala	26.8	32.5
15.	Madhya Pradesh	1.0	7.3
16.	Maharashtra	2.7	8.4
17.	Manipur	2.6	17.4
18.	Meghalaya	0.7	10.7
19.	Mizoram	0.8	4.8
20.	Nagaland	5.5	18.9
21.	Orissa	10.2	31.7
22.	Punjab	9.7	10.5
23.	Rajasthan	1.8	6.2
24.	Sikkim	6.4	7.9
25.	Tamil Nadu	3.5	8.2
26.	Tripura	32.1	60.1
27.	Uttarakhand	3.3	12.2
28.	Uttar Pradesh	1.5	7.4
29.	West Bengal	6.0	13.2
30.	Andman and Nicobar Islands	13.2	21.5
31.	Chandigarh	6.2	13.9
32.	Dadra adn Nagar Haveli	6.9	7.9
33.	Daman and Diu	0.6	4.9
34.	Lakshadweep	16.7	45.5

1	2	3	4
35.	Puducherry	18.3	25.5
	All India	4.0	10.1

**Purchase of Howitzer Guns**

\*150. SHRI AVTAR SINGH BHADANA:  
SHRI J.M.AARON RASHID:

Will the Minister of DEFENCE be pleased to state:

(a) whether the Government has decided to procure Light Howitzer Guns (LHG) from the United States of America under Foreign Military Sales route;

(b) if so, the details thereof including the estimated expenditure likely to be incurred thereon and the schedule of induction in the army;

(c) whether the concerned vendor/manufacturing company is facing alleged charges of corruption as reported recently;

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

(e) whether the Government proposes to indigenously produce LHGs and its ancillaries; and

(f) if so, the details thereof?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY) :  
(a) to (f) The trials for Procurement of Light Weight 155 mm Howitzers through Foreign Military Sales (FMS) route from the Government of the United States of America, are under way. Under the FMS route, the agreement, if any, takes place between the Governments of India and the United States of America. At present, there is no proposal to indigenously produce Light Howitzer Guns (LHG) and its ancillaries.

**Encroachment on Defence Land**

\*151. SHRIMATI JAYA PRADA:  
SHRI GOPINATH MUNDE:

Will the Minister of DEFENCE be pleased to state:

(a) the details of defence land encroached upon, diverted, sold to private builders and others with illegal constructions thereon in various States location-wise during each of the last three years;

(b) the details of defence land evacuated from encroachment during the above period, State-wise;

(c) the details of action being taken/inquiry conducted by the Government to clear encroachments/constructions on defence land, State-wise and the action taken against the erring officials;

(d) the details of cases of encroachment pending in various courts; and

(e) whether the Government proposes to review the management of defence land so as to ensure scientific auditing/listing of defence land and if so, the details thereof?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY) :  
(a) to (e) Information in the manner asked for is not being compiled. However, as per information available:

One case has come to the notice of Government in which possession of land under occupation of Army for long was ceded to State Government which allotted it to Adarsh Housing Society. No case of defence land being sold to private builder has come to the notice of the Government during the last three years. However there are cases of encroachments. State-wise details are annexed as Statement.

Approximately 70 acres of land under the jurisdiction of Directorate General of Defence Estates has been freed from the encroachments during the last three years.

Action for removal of encroachments or illegal occupation of defence land is taken under the provisions of the Cantonments Act 2006 and Public Premises (Eviction of Unauthorised Occupants) Act, 1971. Action against officials is warranted if there is any connivance. However, no such case has been noticed during the last three years.

227 cases are pending in various courts as reported by Directorate General of Defence Estates.

Steps have been initiated to streamline proper

management of defence land and its protection. Two projects, one on Computerization of land records and the other on Survey of Defence land using modern technology have been sanctioned recently. Both projects are to be carried out in time-bound manner.

### Statement

#### State-wise details of encroachment of defence land:

Sl. No.	State	Area Under Encroachment (in acres)
1	2	3
1.	Andaman and Nicobar	0.5594
2.	Andhra Pradesh	212.645
3.	Arunachal Pradesh	36.300
4.	Assam	616.569
5.	Bihar	456.46
6.	Chandigarh	—
7.	Chhattisgarh	165.769
8.	Delhi	107.4587
9.	Daman and Diu	—
10.	Goa	4.05
11.	Gujarat	304.1528
12.	Haryana	960.581
13.	Himachal Pradesh	164.3471
14.	Jammu and Kashmir	721.556
15.	Jharkhand	70.12
16.	Karnataka	59.465
17.	Kerala	1.366
18.	Lakshadweep	—

1	2	3
19.	Madhya Pradesh	448.374
20.	Maharashtra	2285.441
21.	Manipur	—
22.	Meghalaya	15.6167
23.	Mizoram	—
24.	Nagaland	—
25.	Orissa	45.302
26.	Pondicherry	—
27.	Punjab	494.2468
28.	Rajasthan	418.173
29.	Sikkim	—
30.	Tamil Nadu	86.7846
31.	Tripura	—
32.	Uttar Pradesh	2948.826
33.	Uttarakhand	21.579
34.	West Bengal	406.213
Total		11051.955

[Translation]

### National Highways

152. KUMARI SAROJ PANDEY:  
YOGI ADITYA NATH:

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

(a) the number of National Highways (NHs) being constructed / developed / improved and pending for construction in the country, State-wise / Union Territory-wise including Chhattisgarh;

(b) whether construction / development of some NHs have been stopped or are getting delayed;

(c) if so, the details thereof alongwith the reasons therefor and the steps taken / proposed to be taken by the Government in this regard;

(d) whether there exists any policy for maintenance / development of NHs; and

(e) if so, the details of funds released by the Government for development / construction / maintenance of NHs and various stretches during the last three years, State-wise and Union Territory-wise?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (DR. C.P. JOSHI) : (a) to (e) The development and maintenance of National Highways (NHs) is a continuous process and the works on NHs are accordingly taken up from time to time based on the traffic density, inter-se priority and availability of funds. Further, all NHs are kept in traffic-worthy condition within the available resources. The State / Union Territory-wise number of on-going NH projects in the country for development of NHs, including those in the State of Chhattisgarh are enclosed as Statement-I.

As on 31-1-2011, one hundred & twenty two projects being implemented by National Highways Authority of India (NHAI) and one hundred & forty six projects of National Highways being implemented by various State Public Works Departments (PWDs) & Border Roads Organization (BRO) have been delayed. The delays have occurred due to various reasons such as delay in land acquisition, shifting of utilities, obtaining environment, forest clearances and railway approvals, poor performance of contractors and law & order problems in some States. The steps taken / proposed to be taken by the Government to minimize the delays in completion of all its projects include setting up of Regional Offices by NHAI headed by Chief General Managers with adequate delegation of powers, setting up of special land acquisition units, setting up of High Powered Committees under the Chairmanship of Chief Secretaries of State Governments to resolve the bottlenecks relating to shifting of utilities, land acquisition issues, etc. Further, the delayed projects are closely monitored and periodically reviewed at the Headquarter as well as the field units for expeditious completion.

The State / Union Territory-wise details of funds allocated

and spent for development & maintenance of NHs during the last three years are enclosed as Statement II & III respectively. Funds for the development / maintenance of NHs are not released stretch-wise.

**Statement-I**

*State-wise / Union Territory-wise number of on-going National Highway (NH) projects in the country for development of NHs (as on 31-1-2011)*

Sl.No.	State/ Union Territory	Number of NH projects
1	2	3
1	Andhra Pradesh	87
2	Arunachal Pradesh	27
3	Assam	72
4	Bihar	75
5	Chhattisgarh	54
6	Goa	6
7	Gujarat	22
8	Haryana	46
9	Himachal Pradesh	50
10	Jammu and Kashmir	156
13	Jharkhand	67
12	Karnataka	41
13	Kerala	36

1	2	3
14	Madhya Pradesh	61
15	Vlaharashtra	101
1.6	Manipur	40
17	Meghalaya	26
18	Mizoram	26
19	Nagaland	19
20	Odisha	91
21	Punjab	16
22	Rajasthan	50
23	Sikkim	7
24	Tamil Nadu	47
25	Tripura	1
26	Uttar Pradesh	75
27	Uttarakhand	100
28	West Bengal	50
<b>Union Territories</b>		
29	Andaman and Nicobar Islands	8
30	Chandigarh	1
31	Delhi	2
32	Puducherry	3

**Statement-II**

*State/Union Territory-wise details of funds allocated and spent for development of National Highways during the last three years*

(Rs in crore)

Sl. No.	Name of State	Allocation			Expenditure		
		2007-08	2008-09	2009-10	2007-08	2008-09	2009-10
1	2	3	4	5	6	7	8
1	Andhra Pradesh	82.4	193.0	348.4	81.6	196.4	348.4

1	2	3	4	5	6	7	8
2	Arunachal Pradesh	6.0	1.1	0.0	5.7	1.1	0.0
3	Assam	88.0	88.3	206.3	86.0	87.7	206.3
4	Bihar	96.8	104.0	245.5	90.3	95.0	245.5
5	Chandigarh	2.0	3.4	3.0	2.0	3.4	3.0
6	Chhattisgarh	42.2	67.4	79.7	40.2	65.7	79.7
7	Delhi	9.0	15.8	17.2	8.3	15.8	17.2
8	Goa	15.0	34.4	33.2	15.0	34.4	33.2
9	Gujarat	67.7	102.3	150.3	65.2	101.1	150.3
10	Haryana	81.3	103.2	152.2	81.2	103.2	152.2
11	Himachal Pradesh	57.0	76.2	80.5	57.0	76.2	80.5
12	Jharkhand	57.3	96.4	117.9	57.2	96.4	317.9
13	Karnataka	104.2	215.3	305.4	106.5	214.9	305.4
14	Kerala	58.5	72.5	141.2	50.1	73.2	141.2
15	Madhya Pradesh	80.9	110.1	150.2	76.4	98.4	150.2
16	Maharashtra	142.6	195.2	326.2	144.8	196.9	326.2
17	Manipur	12.1	23.8	19.7	10.3	23.7	19.7
18	Meghalaya	22.9	51.6	61.5	22.3	50.8	61.5
19	Mizoram	15.0	13.6	5.5	15.0	13.6	5.5
20	Nagaland	12.0	30.6	30.5	10.2	30.6	30.5
21	Orissa	139.3	209.6	333.7	138.9	208.8	333.7
22	Puduchery	7.6	3.0	9.2	7.5	3.0	9.2
23	Punjab	86.0	156.8	188.5	85.5	156.8	188.5
24	Rajasthan	103.2	214.4	140.2	102.8	216.5	140.2
25	Tamil Nadu	94.0	133.8	168.4	94.5	132.0	168.4
26	Uttar Pradesh	135.9	223.5	433.2	132.5	222.2	433.2
27	Uttarakhand	41.3	112.4	160.9	39.0	112.3	160.9

1	2	3	4	5	6	7	8
28	West Bengal	58.0	95.3	147.0	58.0	95.3	147.0
29	Andaman and Nicobar Islands			0.0		0.0	0.0
	National Highways Authority of India (NHAI)*	10851.1	12566.5	11744.7	9066.2	10497.2	9018.0
	Border Roads Organisation (BRO)*	649.8	650.0	756.0	623.9	645.8	710.0

\* The State-wise allocations are not made

**Statement-III**

*State / Union Territory-wise details of funds allocated and spent for maintenance & repairs of National Highways during the last three years*

(Rs in crore)

Sl. No.	State /UT,	2007-08		2008-09		2009-10	
		Allocation	Expenditure	Allocation	Expenditure	Allocation	Expenditure
1	2	3	4	5	6	7	8
1	Andhra Pradesh	78.13	77.36	83.25	97.70	56.25	63.89
2	Arunachal Pradesh	0.37	0.33	1.82	0.02	0.91	2.73
3	Assam	41.62	32.86	40.20	40.47	78.85	67.19
4	Bihar	29.90	25.32	44.50	38.02	69.51	50.92
5	Chandigarh	0.98	0.84	0.68	0.80	0.75	0.67
6	Chhattisgarh	27.19	26.58	27.26	27.76	33.40	31.94
7	Delhi	0.00	0.00	0.00	0.00	0.50	0.00
8	Goa	4.92	4.74	5.01	4.61	5.35	4.93
9	Gujarat	40.27	39.56	42.04	41.92	43.03	41.68
10	Haryana	18.13	17.95	19.64	19.79	18.97	18.61
11	Himachal Pradesh	17.70	17.07	18.84	20.94	31.37	26.43
12	Jharkhand	27.82	23.38	20.38	18.56	28.97	18.23
13	Karnataka	59.45	60.30	71.24	67.04	64.76	66.98
14	Kerala	27.36	55.80	21.75	30.12	28.50	60.45
15	Madhya Pradesh	59.03	58.22	48.66	50.37	57.15	59.53

1	2	3	4	5	6	7	8
16	Maharashtra	63.16	57.54	62.92	53.04	66.98	65.38
17	Manipur	14.30	11.52	10.24	9.72	7.24	7.61
18	Meghalaya	13.39	8.19	17.53	17.41	14.78	17.79
19	Mizoram	7.25	4.27	9.20	7.40	3.58	2.22
20	Nagaland	7.43	4.88	10.78	12.55	12.30	10.72
21	Odisha	50.51	50.28	52.56	61.88	59.50	61.83
22	Puducherry	0.91	0.91	1.10	1.47	1.63	0.89
23	Punjab	23.82	20.40	25.58	27.47	23.00	26.86
24	Rajasthan	70.57	70.56	72.35	75.06	76.53	48.39
25	Tamil Nadu	30.16	30.35	49.40	46.55	32.62	41.21
26	Uttar Pradesh	62.48	62.21	55.22	61.04	73.93	84.83
28	Jharkhand	19.10	17.12	21.87	20.86	25.31	23.40
28	West Bengal	24.08	23.26	31.49	21.69	27.15	36.70
29	Andaman and Nicobar Islands			0.00	0.00	4.00	0.00
30	NHAI*#	147.91	147.91	70.00	70.00	87.94	87.94
31	BRO*#	30.06	28.71	26.35	21.68	24.00	24.00

\* State-wise allocations are not made.

#Includes allocation to State of J&K.

[English]

**Collision of Naval Ship with Merchant Ship**

\*153. SHRI JAGDAMBIKA PAL:

SHRI G.S.BASAVARAJ:

Will the Minister of DEFENCE be pleased to state:

(a) whether the Indian Navy warship INS Vindhyagiri has recently sunk near Mumbai Harbour after collision with a foreign merchant ship;

(b) if so, the details thereof including the loss of lives and property therein;

(c) the details of oil spill and the steps taken to contain threat to the flora and fauna in the area as a result thereof;

(d) whether the Government has conducted any inquiry into the incident and if so, the outcome thereof and the action taken against the officials found guilty; and

(e) the likely impact of this incident on the naval surveillance system?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY) :  
(a) to (e) On account of collision between the merchant vessel MV Nordlake which was leaving Mumbai harbour from Jawaharlal Nehru Port Trust (JNPT) and Indian Naval warship

INS Vindhyagiri which was entering the harbour on 30th January 2011, fire and flooding was reported in the naval warship. No loss of life occurred in the incident as additional personnel from INS Vindhyagiri were immediately disembarked using naval ferries and other boats. After the collision the ship was assisted by Naval Tugs and brought inside Naval Dockyard. The firefighting and damage control efforts continued on Vindhyagiri till 31st January 2011 and in the process, the ship developed a list to port and came to rest on the seabed at her alongside berth in Naval Dockyard where the depth of water was about 9 meters. An anti pollution boom was positioned around the ship and all actions were taken to contain the minor oil spillage. The little oil that had spilled was collected and thereafter pumped into a sullage barge. As a result there has been no adverse effect on the environment. Navy has initiated the process of recovery and salvage of the ship. A Board of Inquiry (BOI) has been ordered on 31st January 2011 by the Indian Navy to carry out a detailed investigation into the circumstances leading to the collision. The reasons for the collision and details of damages sustained and losses suffered by Indian Navy will be established only on completion of the inquiry.

#### BPL Families Under RSBY

\*154. SHRI NRIPENDRA NATH ROY:  
SHRI PRASANTA KUMAR MAJUMDAR:

Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

(a) the status of implementation of Rashtriya Swasthya Bima Yojana (RSBY) in the country including West Bengal;

(b) whether a large percentage of the population in the country is not covered under health insurance Scheme;

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

(d) whether the Government proposes to cover all the Below Poverty Line (BPL) families of workers in the unorganised sector under the RSBY;

(e) if so, the steps being taken by the Government to provide health insurance cover to all those who are not covered under this scheme; and

(f) the allocation made and the ratio of the expenses to be shared between the Union Government and the State Governments and the benefits likely to be accrued to the families in the unorganized sector from this Scheme?

THE MINISTER OF LABOUR AND EMPLOYMENT (SHRI MALLIKARJUN KHARGE) : (a) The Rashtriya Swasthya Bima Yojana (RSBY) is presently being implemented in 35 States/ Union Territories. More than 2.31 crore smart cards have been issued as on 28.02.2011. Out of this, 35.04.475 smart cards have been issued in West Bengal.

(b) and (c) The Insurance Regulatory and Development Authority (IRDA) has reported that the state-wise data of population covered under health insurance in the country is not maintained by them. However, the number of unorganized workers covered under RSBY (state-wise) is annexed as Statement.

(d) to (f) The scheme is being implemented in phased manner and efforts are being made to cover all BPL workers by 2012-2013. The premium is shared between Central and State Government in the ratio of 75:25. In case of States of North-East region and Jammu and Kashmir, the premium is shared in the ratio of 90:10. Additionally, the cost of smart card is borne by the Central Government. The Centre share of premium is released on the basis of smart cards issued. Expenditure incurred under the scheme so far is as under:-

Year	Amount of centre share released (Rs. in Crore)
2008-09	99.95
2009-10	262.51
2010-11 (upto 28.02.2011)	415.23

The benefits under the scheme include smart card based cashless health insurance cover of Rs. 30000 to a BPL family of five on family floater basis to cover hospitalisation expenses including maternity benefit and transport expenses of Rs. 100 per visit subject to maximum of Rs. 1000. The pre-existing diseases are also covered.



Statement		
S.No.	Name of the State / Union Territories	Number of Active smart cards as on 28.02.2011
1	2	3
1.	Arunachal Pradesh	13,365
2.	Assam	2,04,465
3.	Bihar	46,00,079
4.	Chandigarh	4,913
5.	Chhattisgarh	10,92,647
6.	Delhi	2,18,055
7.	Goa	0
8.	Gujarat	19,19,086
9.	Haryana	6,03,609
10.	Himachal Pradesh	2,37,946
11.	Jharkhand	12,44,366
12.	Karnataka	1,57,405
13.	Kerala	17,96,315
14.	Maharashtra	15,90,048
15.	Manipur	18,259
16.	Meghalaya	50,271
17.	Mizoram	15,240
18.	Nagaland	39,290
19.	Orissa	4,33,079
20.	Punjab	1,92,544
21.	Tamil Nadu	0
22.	Tripura	2,58,402
23.	Uttar Pradesh	46,76,797

1	2	3
24.	Uttarakhand	3,13,840
25.	West Bengal	35,04,475
Total		2,31,84,496

\*This includes 6,17,315 State BPL/APL families

[Translation]

#### Strengthening of Coastal Security

\*155. SHRI SYED SHAHNAWAZ HUSSAIN:  
SHRI D.V. SADANANDA GOWDA:

Will the Minister of DEFENCE be pleased to state:

(a) whether a vast coastline of the country is still vulnerable to attacks from the sea routes;

(b) if so, whether the Government has undertaken review of the overall coastal security systems of the country including the Lakshadweep Islands;

(c) if so, the details thereof alongwith the measures taken for strengthening the coastal security structure;

(d) whether the Government proposes to modernize the Coast Guard stations and also set up such new stations to address the security gap along the coastline; and

(e) if so, the details thereof?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY) :  
(a) to (e) Government has initiated several measures to strengthen Coastal Security, which includes improving surveillance mechanism and enhanced patrolling. For this purpose, an integrated approach has been put in place. Joint and operational exercises are conducted on regular basis among Navy, Coast Guard, Coastal Police, Customs and others to check the effectiveness of this approach adopted for security of coastal areas including island territories. Further, continuous review and monitoring of various mechanisms have been established by the Government at different levels, involving various agencies, including the State/Union Territory authorities. The intelligence mechanism has also been

streamlined through the creation of Joint Operation Centres and multi-agency coordination mechanism. Installation of radars covering the country's entire coastline and islands is also an essential part of this process. Coast Guard has been strengthened by way of assets, equipment and manpower including commissioning of Coast Guard station along the coast of mainland and island territories of India. Modernisation of Coast Guard is an ongoing process and priority of the Government.

#### Toll Collection on NHs

\*156. SHRI A.T. NANA PATIL:  
SHRI SURESH ANGADI:

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

(a) whether the complaints regarding toll tax collection on National Highways are constantly increasing;

(b) if so, the details thereof;

(c) whether the Government is evolving any scheme/mechanism to bring uniformity in toll tax collection including review or agreements with the bidders;

(d) if so, the details thereof;

(e) whether some agencies are charging toll tax even before the completion of construction work;

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

(g) the details of the action taken/proposed to be taken by the Government thereon?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (DR. C. P. JOSHI) : (a) and (b) Complaints from road users regarding collection of toll fee on National Highways are received from time to time and on receiving the complaint and considering the merit of the complaints, appropriate actions are taken for redressal of the grievance.

(c) and (d) Yes, Sir. To bring uniformity in the mechanism of collecting toll on National Highways a Committee was constituted under the Chairmanship of Shri Nandan Nilekani, Chairman, Unique Identification Authority of India (UIDAI) to

examine all technologies available for Electronic Toll Collection (ETC) and to recommend the most suitable one for implementation throughout India. The Committee submitted its report recommending adoption of Radio Frequency Identification (RFID) technology for Electronic Toll Collection (ETC) on National Highways. The recommendation of the Committee has been accepted by the Ministry and new system of toll collection is proposed to be introduced throughout India.

(e) and (f) Normally, toll fee is charged only after completion of the project and issue of the Commercial Operation Date (COD) as per the provisions of the Concession Agreement and toll fee rules. In the case of some stretches of National Highways where 4-laning had been completed & tolled and 6-laning is being done with private investment, the Concessionaires have been allowed to collect the toll on the 4-lane stretches even during the construction period of 6-laning. The provision of collecting the toll on the existing 4-laning stretch by the Concessionaire during the 6-laning construction in such cases is included in the bidding document itself and it is beneficial to National Highways Authority of India since the development, operation & maintenance of the National Highway will be carried out by a single agency i.e. Concessionaire of the 6-laning project.

(g) Does not arise.

[English]

#### Motor Vehicles Act

\*157. SHRI ABDUL RAHMAN:  
SHRI DHARMENDRA YADAV:

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

(a) whether the S. Sunder Committee constituted to review the Motor Vehicles Act, 1988 has submitted its report;

(b) if so, the details of the major recommendations made by the Committee;

(c) the follow-up action taken thereon;

(d) whether the Government proposes to bring a comprehensive legislation in the light of recommendations

made by the Committee; and

(e) if so, the time by which such legislation is likely to be introduced?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (DR. C. P. JOSHI) : (a) and (b) Yes Sir. The major recommendations of Sundar Committee are given in the enclosed Statement.

(c) to (e) The Report of the Sundar Committee has been examined in the Ministry. Since road transport is in the concurrent list under the Constitution of India and the States are to implement the provisions of the Motor Vehicles Act, it is imperative to share the recommendations of Sundar Committee with the States and other stakeholders to elicit their views before approaching Parliament with a comprehensive Bill. Since amendment in the Act has to go through various approval processes, therefore, no definite timeframe can be indicated regarding introduction of the Bill in Parliament.

#### **Statement**

##### *Major Recommendations of Sundar Committee*

- No person under the age of 18 years will be eligible to drive a motor vehicle. Introduction of unique number for driving license to check the scope for fake/multiple licenses. The present license holders will have to obtain a unique number within a specified time period. This scheme will enable the linking of the driving license with the DID number (ADHAAR).
- A driving license should be made mandatory for driving a vehicle at 'any' place in order to reduce vehicle related morbidity and mortality.
- Validity of driving license for driving a transport vehicle to be increased from 3 to 5 years and for driving a vehicle meant for carrying dangerous and hazardous goods from 1 to 3 years.
- To enhance the validity of a licence to drive a non-transport vehicle up to the age of 50 and provision for renewal thereafter till he attains the age of 70 years on the basis of a medical certificate. Subsequent renewals will be valid for 5 years each.
- The conduct of driving tests to the driving schools of excellence should be out sourced, while retaining the power to issue the driving license.
- The Committee also recommends automated tests for issue and renewal of driving licenses, grant of fitness certificate, grant of competency certificate and authorization to the maximum extent possible and human intervention reduced.
- Introduction of an enabling provision to allow state governments to prescribe rules in respect of conductors for Stage/Contract Carriages, as required.
- Introduction of a scheme for 'number portability' and allow the original registration number to remain valid throughout the country.
- To do away with the provision for obtaining NOC in case of inter-State transfer of vehicles.
- The provisions in the Act relating to hire purchase agreements to be restricted to banks and finance companies registered with the RBI.
- Non transport vehicles should also be required to obtain fitness certificates and revalidate their registration certificates at periodicities to be determined by the Government of India. From 2015 onwards all vehicles should renew their registration annually.
- Proof of parking space added as a requirement before registration of motor vehicles.
- Owners of motor vehicles to be allowed to change engine or chassis of vehicle, if procured from same manufacturer and is of same make subject to prescribed conditions.
- Owners of motor vehicles may be allowed to change the colour of the vehicle subject to appropriate entry in the RC.
- Power to be delegated to the States to allow alteration in motor vehicles for differently abled persons.
- No requirement of permit for goods vehicles with gross vehicle weight up to 7500 kgs.

- Protection being given to state transport undertakings to be withdrawn and the state governments be enabled to use both the public sector and/or the private sectors to provide public transport.
- The State Governments be empowered to draw up and implement schemes for providing public transport, including Para transit, within a city or between cities.
- The State Government may authorize any officer, besides the officers of the Motor Vehicles Department to check overloading.
- The Central Government be empowered to set standards and procedures to protect the environment, ensure fuel efficiency and energy conservation and improve the performance of in-use vehicles.
- Apart from vehicle manufacturers, owners and service stations also must follow the standards of any article, laid down by the Govt.
- Power to be given to the officers authorized by the States to inspect a passenger vehicle and authority to levy penalty and suspension of licence under repeated offence for overloading.
- The power given to the States to exempt a class of person from the mandatory requirement of wearing helmet while driving or riding a two wheeler should be withdrawn.
- The Committee has recommended that the provisions relating to vehicle insurance in the Motor Vehicle Act be restricted to the following:-
  - (i) Third Party Insurance for a motor vehicle shall be mandatory. Third Party should be adequately defined.
  - (ii) The Certificate of insurance should be co-terminus with the validity of Certificate of Registration of the motor vehicle.
  - (iii) The motor vehicle owner/driver shall produce the Certificate of Insurance for inspection to the police officer/enforcement authorities on demand.
  - (iv) Cash less medical treatment to the road accident victims during first 72 hours will be provided by the Insurance Companies.
- Other matters relating to insurance of Motor Vehicles, payment of compensation to the accident victims and the procedure in this regard etc. should be incorporated into a separate Act more appropriately drawn up by the Ministry of Finance.
- The Act may suitably provide for the adoption of the procedure for settlement of accident cases by MACT, as laid down by the Hon'ble Supreme Court and High Court of Delhi in the respective MACT rules of the States.
- The Committee has recommended enhanced Penalty for various traffic offences.
- Specific penalty for some grave offence such as use of mobile phone while driving, non wearing of helmet, red light jumping etc to be prescribed.
- Introduction of penalty point system- one to four penalty points, depending on the nature of offence.
- The Committee has recommended that Section 215 dealing with Road Safety Councils could be deleted in the context of the Bill to establish a National Road Safety and Traffic Management Board and Advisory Committees.
- Provision should be introduced to describe the Transport Development Council and its remit.
- With effect from 2015, the minimum educational qualification for obtaining a driving license should be 10th standard pass.
- The applicant seeking DL for transport vehicle should be required to hold a learner's license for a period of four months and obtain a competency certificate from a school or establishment recognized / accredited by the State Governments in accordance with rules prescribed by the Government of India.
- While foreign nationals may be permitted for the first year to drive on the basis of their existing driving licenses,

they should be required to undergo a driving test and obtain an Indian driving license from the second year onwards.

- The Government should establish a mechanism to update the qualifications of the staff of driver training schools and their infrastructure and make rules for the periodic and surprise audit of the schools both by national level auditors and state level auditors.
- Rules to be framed to recycle / dispose-off vehicles which is no longer road worthy.
- Setting up of independent Regulatory Authority at the national level to promote the orderly growth of public transport.
- Rationalization of the tax structure and to evolve consensus among states for fixing a floor rate of tax.

#### MGNREGS Workers Under RSBY

\*158. SHRI M. KRISHNASSWAMY:  
SHRI NAMA NAGESWARA RAO:

Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

(a) whether the Government is planning to bring Mahatma Gandhi National Rural Employment Guarantee Scheme (MGNREGS) workers under Rashtriya Swasthya Bima Yojana (RSBY);

(b) if so, the details thereof;

(c) the premium, required to be paid by the workers under

the revised scheme;

(d) the number of workers from unorganised sectors benefited from various health insurance schemes so far during the last three years, State-wise including Tamil Nadu; and

(e) the steps taken by the Government to cover more such workers under the RSBY?

THE MINISTER OF LABOUR AND EMPLOYMENT (SHRI MALLIKARJUN (KHARGE) : (a) to (c): Yes, Madam. The Government is planning to extend Rashtriya Swasthya Bima Yojana (RSBY) to such Mahatma Gandhi National Rural Employment Scheme (MGNREGS) workers as have completed 15 days or more during the previous financial year. The premium will be shared between Central and State Government in the ratio of 75:25. In case of States of North-East region and Jammu and Kashmir, the premium will be shared in the ratio of 90:10. Additionally, the cost of smart card of Rs. 60 will be borne by the Central Government. The worker will not be required to pay any premium and will have to pay Rs. 30 only as registration fee.

(d): A statement showing the number of BPL families covered under RSBY is Statement.

(e): The scheme has been extended to building and other construction workers registered under the Building and other Construction Workers (Regulation of Employment and Condition of Service) Act, 1996 and street vendors.

The Government proposes to extend RSBY to MGNREGA beneficiaries, beedi workers and also to unorganized sector workers in hazardous mining and associated industries like slate and slate pencil, dolomite, mica and asbestos etc.

#### Statement

Sl.No.	Name of the State/UTs	Smart card issued		
		2008-2009	2009-2010	2010-11 (upto 28.02.2011)
1	2	3	4	5
1.	Arunachal Pradesh		-	13,365
2.	Assam		81,565	2,04,465

1	2	3	4	5
3.	Bihar	5,57,002	20,38,909	46,00,079
4.	Chandigarh	3,627	5,407	4,913
5.	Chhattisgarh	-	9,27,672	10,92,647
6.	Delhi	41,990	2,18,055	2,18,055
7.	Goa	1,679	3,505	0
8.	Gujarat	6,70,517	6,82,354	19,19,086
9.	Haryana	4,01,587	6,82,354	6,03,609
10.	Himachal Pradesh	78,370	1,15,828	2,37,946
11.	Jharkhand	1,01,219	4,34,762	12,44,366
12.	Karnataka	-	36,973	1,57,405
13.	Kerala	7,03,570	11,73,388	*17,96,315
14.	Maharashtra	1,35,804	14,40,407	15,90,048
15.	Manipur	-	-	18,259
16.	Meghalaya	-	22,579	50,271
17.	Mizoram	-	-	15,240
18.	Nagaland	7,645	39,301	39,290
19.	Orissa	-	3,41,653	4,33,079
20.	Punjab	76,528	1,69,306	1,92,544
21.	Rajasthan	1,20,123		Discontinued the scheme
22.	Tamil Nadu	57,925	1,49,520	0
23.	Tripura	-	1,45,780	2,58,402
24.	Uttar Pradesh	8,34,871	42,96,865	46,76,797
25.	Uttarakhand	50,071	53,940	3,13,840
26.	West Bengal	1,19,327	8,02,974	35,04,475
	Total	39,61,855	1,38,65,338	2,31,84,496

\* This includes 6,17,315 State BPL/APL families.

### Wild Life Sanctuaries in North-East

\*159 SHRIMATI MANEKA GANDHI: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) the number of national parks/wild life sanctuaries in existence in the North-East;

(b) whether the Supreme Court has banned cutting of trees in the North-East;

(c) if so, the details thereof;

(d) whether the Government is aware that inspite of the ban on cutting of trees in the North-East villages have been set up inside the sanctuaries in the region, particularly the Sonai Rupai Wild Life Sanctuary;

(e) if so, the details thereof including the extent of reduction of the Sonai Rupai Wild Life Sanctuary because of encroachments; and

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

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH) : (a) The details of number of national parks/wild life sanctuaries in existence in the North East are enclosed as Statement.

(b) and (c) The Supreme Court *vide* order dated 12.12.1996 in the Writ Petition (Civil) No. 202/1995 has ordered that felling of trees inside forest areas should be carried out only in accordance with the working plans approved by the Central Government under the Forest (Conservation) Act, 1980. In respect of plantations, the Supreme Court has ordered that felling of trees should be carried out in accordance with the approved working schemes. There is, however, no ban on felling of trees in the North-East.

(d) and (e) The Ministry has not received any reports about setting up of villages in the Wildlife Sanctuaries in the North-East, after notification of such wildlife sanctuaries, in respect of Sonai Rupai Wildlife Sanctuary of Assam, no new village is reported to have been set up but an area of approximately 85 sq. km. is reported to be under

encroachment.

(f) Management of the National Parks/Wildlife Sanctuaries is primarily the responsibility of the concerned State/Union Territory Governments. Regular protection work and patrolling duty is being performed by the staff of the Sonai Rupai Wildlife Sanctuary to prevent any new encroachment and illegal felling of trees inside the Sanctuary. Instances of encroachment in a wildlife sanctuary and other Protected Areas are dealt with under the relevant provisions of the Indian Forest Act, 1927, the Wild Life (Protection) Act, 1972 and the Scheduled Tribes and Other Traditional Forest Dwellers (Recognition of Forest Rights) Act, 2006.

#### Statement

S.No.	State	No. of National Parks	No. of Wildlife Sanctuaries
1	Aranachal Pradesh	2	11
2	Assam	5	18
3	Manipur	2	5
4	Meghalaya	2	3
5	Mizoram	2	8
6	Nagaland	1	3
7	Sikkim	1	7
8	Tripura	2	4
Total		17	59

#### Task Force For Export Improvement

160 SHRI S.R. JEYADURAI:  
SHRI ARJUN RAM MEGHWAL:

Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

a) whether a task force has been constituted to suggest ways and means for improving exports;

b) if so, the terms of reference and composition of the task force;

c) whether the task force has submitted its report to the Government and if so, the details of suggestions/recommendations made by the task force;

d) the follow-up action taken thereon; and

e) the other steps being taken by the Government to reduce export costs and make Indian goods competitive in the global market including speedy clearance at major ports and reduction in port charges and freight rates?

**THE MINISTER OF COMMERCE AND INDUSTRY (SHRI ANAND SHARMA) :** (a) and (b) Yes, Madam. A Task Force on Transaction Cost was set up by Ministry of Commerce and Industry in October, 2009 to assess the procedural complexities affecting India's exports and to suggest remedial measures to reduce transaction cost. The terms of reference and composition of the task force are given in the enclosed Statement-I.

(c) and (d) The report of the task force has been released on 08.02.2011. Task Force has made 44 recommendations concerning various Ministries / Departments. 21 recommendations have been implemented and two recommendations are likely to be implemented shortly. Remaining 21 recommendations are under consultation with the concerned Ministries /Departments for agreement / implementation. The details of 44 recommendations are provided in the enclosed Statement-II.

(e) The Government has announced a number of steps from time to time to reduce export costs and make Indian exports competitive in global market. This includes announcements made in Foreign Trade Policy (FTP) 2009-2014, on 27.8.2009, Annual Supplement to the Foreign Trade Policy 2010-11 on 23.8.2010 and certain specific measures on 11.2.2011. Speedy clearance at major ports and reduction in port charges and freight rates have been included in the recommendations of the task force.

#### **Statement-I**

##### **Task Force Members.**

**(A) Chairman** - Director General of Foreign Trade/  
Additional DGFT

##### **(B) Officials members.**

1. Shri N.K. Gupta, Joint Secretary, Department of Commerce.
2. Shri T.A. Khan, Deputy Director General -NIC

##### **(C) Members from Trade and Industry.**

1. Shri Sanjay Budhia, Chairman - CII National Committee on Trade.
2. Shri Chandrajeet Banerjee, Director General - CII.
3. Shri Virendra Gupta, Senior Director-CII.
4. Shri Pritam Banerjee, Director- International Trade Policy, CII.
5. Shri O.K. Kaul, Executive Director - Tata International.
6. Shri Naveen Munjal, Chief Executive - Hero Motors.
7. Shri Samir Jain, Chief General Manager- Balarpur Industries.
8. Shri V.K. Mathur, CMD - Inapex Ltd.
9. Dr. Ajit Ranade, Chief Economist - Aditya Birla Group.
10. Shri Devinder Sharma - Head -Direct Taxation Jubilant Organosys Ltd.
11. Shri Ajay Sahai, Director General, FIEO.

##### **Terms of Reference of the Task Force.**

1. To identify reasons for high transaction cost in exports.
2. To identify areas, where Indian exporters face administrative impediments that lead to increase in transaction cost.
3. Compare procedural complexities in exports between India and its major competitors.
4. Suggest guidelines / steps for removal of procedural complexities.



**Statement-II**

Sl No	Ministry	Issue
1	2	3
<b>(A) List of recommendations implemented</b>		
1	Agriculture	Need to upgrade plant quarantine laboratory testing facilities at Delhi, Mumbai, Chennai and Bangalore Air Cargo complex to enable faster export clearance of perishable goods.
2	Agriculture	Second shift to be made operational at Mumbai, Chennai and Trivandrum airports to expedite issuance of phyto-sanitary certificates.. In addition, online facility for issuance of phyto-sanitary certificate to be made operational.
3	Agriculture	Import of raw materials for leather industry should be allowed at Kanpur and Jalandhar in addition to existing locations at Mumbai, Kolkata, Chennai, Delhi, Bangalore and Hyderabad. For this purpose necessary facilities may be set up by Animal Quarantine Certification Services (Department of Animal Husbandry) at Kanpur and Jalandhar.
4	Civil Aviation	Charges being levied by the airport operator for x-ray screening of courier export cargo are very high and need to be rationalized in line with the general cargo rates.
5	Commerce and Industry	Advance authorization under ad-hoc norms to be issued without the present requirement of submission of Chartered Engineer Certificate.
6	Commerce and Industry	Ad-hoc norms ratified by Norms Committee should be made applicable to all earlier cases for the same export product for other advance authorizations issued within one year of date of ratification.
7	Commerce and Industry	For issue of Import License for Restricted items, the requirement of submission of Proforma Invoice should be removed.
8	Commerce and Industry	For issue of Export License for Restricted items (except for SCOMET items), the requirement of submission of Proforma Invoice should be removed.
9	Commerce and Industry	In the present EDI environment where DEPB EDI shipping bills are transmitted by Customs to DGFT through online message exchange, submission of hard copies of DEPB EDI shipping bills for issuance of DEPB scrip should not be insisted, except in exceptional cases.
10	Commerce and Industry	Grant of MDA assistance for participation in international fairs / exhibitions should be made company-specific and not individual-specific.
11	Commerce and industry	Clubbing of Annual Advance of Authorisation with Authorisation should be allowed.

1	2	3
12	Commerce and Industry	<p>Better EDI facilitation to be provided by DGFT i.e.</p> <p>Online status holder application facility; offline software for filing advance authorization and EPCG applications on DGFT server.</p>
13	Finance -Revenue	<p>Since factory and transportation operations are usually round-the-clock, a shift-wise working system should be developed for customs and excise officials especially to cater to import/export workload on weekends. This can be done initially, on a trial basis, for some identified locations.</p>
14	Finance -Revenue	<p>For faster import/export clearances and decongestion at Ports, more firms should be enlisted under Accredited Client Programme (ACP) of Customs. For this, eligibility criteria for ACP should be relaxed e.g. issue of Show Cause Notice for procedural irregularities should not be a criteria for ineligibility under ACP.</p> <p>In addition, Risk Management System (RMS) of Customs should include, export status of the firm i.e. Export House/ Trading House etc. as one of the risk parameters in the RMS module.</p>
15	Finance -Revenue	<p>Scheduling of factory stuffing inspection should be provided online by Excise and a single factory stuffing permission should be provided by Customs which will be valid for all Custom Houses.</p>
16	Finance -Revenue	<p>A large number of cases exist where unutilized CENVAT credit has not been refunded to the exporter by the Excise. Clear procedures and guidelines need to be prescribed by CBEC for grant of refund of credit balance, lying in CENVAT Credit (beyond a period of 3 months); and a system of monitoring where refunds are not granted on time may be institutionalized.</p>
17	Finance -Revenue	<p>Requirement of Mate receipt by Central Excise for establishing actual date of export should be dispensed with.</p>
18	Finance -Banking	<p>Banks charge a high penal interest for export payments received beyond due date. Moreover, the penal rate is charged for the entire period from the date of shipment whereas it should be charged for only the delayed period as per the terms of payment.</p>
19	Finance -Banking	<p>Processing charges levied by banks for annual renewal of limits are very high and need to be reduced.</p>
20	Finance -Banking	<p>Banks need to lower charges being levied as booking and cancellation charges against every booking of FOREX with them.</p>
21	Finance -Banking	<p>Contrary to instructions being issued by RBI, additional charges are being levied by banks while releasing pre-shipment credit in foreign currency. In addition, pre-shipment credit in foreign currency to MSME export sector may be made available on a priority basis.</p>

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1	2	3
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**(B) Two recommendations to be Implemented shortly**

- |    |                  |  |
|----|------------------|--|
| 22 | Finance -Revenue | Till the time, EDI connectivity between Customs and Excise is put in place, a system as prevalent in Excise may be introduced for EP schemes to enable filing of a single running bond for all Custom locations.   |
| 23 | Finance-Revenue  | A suitable mechanism to provide refund of service tax in the form of All Industry Service Tax Rate like All Industry rate of Duty Drawback needs to be developed. Exporters who are not satisfied with the All Industry Services Tax rate may opt for brand rate fixation. |

**(C) List of 21 recommendations under consultation with the concerned Ministries for agreement / Implementation**

- |    |                       |  |
|----|-----------------------|--|
| 24 | Agriculturel          | In cases where import consignment of semi-finished /finished leather is accompanied by sanitary certificate from the foreign supplier, present requirement of obtaining NOC from Animal Quarantine Certification Services (Department of Animal Husbandry) to be removed.  |
| 25 | Commerce and Industry | Up-gradation of AZO dye testing facilities at CLRI-Kolkata under ASIDE scheme  |
| 26 | Commerce and Industry | Adherence to present time period stipulated in FTP for redemption of Advance authorization and EPCG needs to be closely monitored by all RAs. For this purpose, a tracking software may be devised for monitoring the time period taken by RAs in redeeming Advance authorization and EPCG authorizations.   |
| 27 | Commerce and Industry | Application fee levied by DGFT for issuance of authorizations under various export promotion schemes should be abolished   |
| 28 | Finance -Revenue      | Drawbacks should be processed without the requirement of EGM filing by shipping /air lines and should be processed based on 'Let Export Order' given by Customs  |
| 29 | Finance -Revenue      | Till EDI is implemented between SEZs and Customs, clearances by gateway ports should be permitted based on electronic transmission (email/fax) of export documents received from SEZ .   |
| 30 | Finance -Revenue      | Till EDI is implemented between SEZs and Customs, short shipment of consignment received from SEZ should be permitted at gateway port and, exporter may be asked to file rectified shipping documents to the SEZ port for short-shipped quantity within a stipulated period of time.   |
| 31 | Finance-Revenue       | In line with the provisions of Foreign Trade Policy, payments received through ECGC/General Insurance Companies and specific write-off from RBI on account of default by buyer (for not remitting export proceeds) should be counted for providing Duty Drawback benefits also and exporter not to be penalized by asking for refund of export incentives. |
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1	2	3
32	Finance -Revenue	Timelines to establish EDI connectivity between Central Excise and other agencies like Customs and DGFT should be decided on a priority basis so as to enable electronic flow of trade documents like ARE, Shipping Bill, Bond information etc. to various user departments.
33	Finance-Revenue&	Courier Imports and Exports (Electronic Declaration and Processing) Regulations, 2010 need to be amended so as to allow duty free commercial shipments brought through courier (as listed in Ch IB of Foreign Trade Policy) to be processed/cleared in EDI mode.
34	Finance -Revenue	Customs Circular 5/2010-Cus should be amended which provides for detailed verification of export obligation fulfillment of EPCG Licences in the 1st block and, instead of a detailed verification, a statement of exports made against EPCG license should suffice.
35	Finance -Banking	Banks should charge lesser mark up on the margins between the spot and forward rate, in case of cross currency transactions, on a transparent basis.
36	Finance -Banking	Banks need to reduce negotiation charges presently being levied for negotiating export documents.
37	Finance -Banking	As per Basel II norms, firms need to obtain a credit rating through accredited credit rating agencies like CRISIL and others. Since these agencies charge a high fee, SMERA (rating agency under Ministry of MSME and SIDBI) may also be designated as an agency for credit rating of the MSME export sector.
38	Finance -Banking	Banks compulsorily charge exporters ECGC premium on pre-shipment credit, which is a risk that banks should cover (or claim from ECGC) and not recover from exporters, unlike the post-shipment credit.
39	Finance -Banking	Banks should declare the Inter-Bank rates (IBR) and the applicable margins levied on the exporter while purchasing foreign bills.
40	Finance -Banking	There should be no restriction on the bank customers in shifting their account from one bank to another. At present, many banks are imposing a penalty clause when their customer closes his limit and goes to another banks where he is getting more favorable terms.
41	Finance -Banking	RBI stipulates that Form 15 CA and Form 15 CB should be filed for all transactions requiring payment to foreign suppliers. Submission of this CA certified form leads to increase in transaction time and costs and its submission should be required only if transactions cross a designated amount in a year.
42	Railways	CONCOR freight rates (for inland rail transport of import/export goods) are quite high as compared to other countries and need to be rationalized.

1	2	3
43	Shipping	Port charges need to be reduced in line with international norms and made uniform across all ports .
44	Environment and Forests	Wild Life officials may be made available on all working days at important customs houses for clearances.

### Children Missing from Juvenile Homes

1611. SHRI A.SAMPATH: Will the Minister of WOMEN AND CHILD DEVELOPMENT be pleased to state:

(a) the number of children reported missing from the juvenile home in the country during the last three years, State-wise; and

(b) the corrective steps taken by the Government to check such incidents and ensure the working efficiency of such juvenile homes?

THE MINISTER OF STATE OF THE MINISTRY OF WOMEN AND CHILD DEVELOPMENT (SHRIMATI KRISHNA TIRATH) : (a) and (b) The information is being collected from the State Governments/UT Administrations and will be laid on the table of the House.

### Forest Land for Mining Activities

1612. SHRI NARAHARI MAHATO:

SHRI NRIPENDRA NATH ROY:

Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Government has leased the forest land for mining activities in the country;

(b) if so, the details of the areas of forest land so leased out for mining alongwith the terms and conditions, State-wise;

(c) whether mining agencies are following the terms and conditions satisfactorily;

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

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

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH):

(a) and (b) Under the provisions of the Forest (Conservation) Act, 1980 the Central Government accords prior approval for diversion of forest land non-forest purpose including mining activities. So far, about 1,34,307 ha. forest land has been diverted for mining activities. Keeping in view the specific nature of each mining project, the Central Government stipulates certain project specific conditions in addition to the standard terms and conditions, wherever required, in the interest of conservation, protection or development of forests, wildlife and environment to mitigate the specific adverse impact(s) likely to arise from such mining project on flora, fauna and environment etc. State-wise details of the forest land diverted for mining purpose along with the standard terms and conditions stipulated by the Central Government while according permission for its diversion is enclosed as Statement.

(c) to (e) Primary responsibility to ensure compliance to the stipulated conditions lies with the State/UT Governments concerned. However, the Regional Offices of the Ministry of Environment & Forests located at Chandigarh, Lucknow, Bhopal, Bangalore, Bhubaneswar and Shillong undertake periodic inspections of the mining projects located in the forest areas within their jurisdiction. So far, compliance to the stipulated conditions, by and large, has been found to be satisfactory.

### Statement

*A. State/UT-wise Details of the Prior Approval Accorded by the Central Government Under the Forest (Conservation) Act, 1980 for Diversion of Forest Land For Mining Activities (As on 01.03.2011)*

Sl. No.	State/ UT	Approvals Accorded	
		No. of Cases	Area (ha.)
1	2	3	4
1	Andaman and Nicobar Island	08	19.59

1	2	3	4
2	Andhra Pradesh	205	19838.54
3	Arunachal Pradesh	16	103.47
4	Assam	82	166.88
5	Bihar	10	418.17
6	Chandigarh	0	00.00
7	Chhattisgarh	126	27220.44
8	Dadra and Nagar Haveli	0	0.00
9	Daman and Diu	0	0.00
10	Delhi	0	0.00
11	Goa	52	1863.25
12	Gujarat	55	9927.11
13	Haryana	0	0.00
14	Himachal Pradesh	60	1664.07
15	Jammu and Kashmir	0	0.00
16	Jharkhand	126	13804.58
17	Karnataka	169	12075.45
18	Kerala	1	29.20
19	Lakshadweep	0	0.00
20	Madhya Pradesh	174	15094.70
21	Maharashtra	119	3730.66
22	Manipur	0	0.00
23	Meghalaya	1	116.589
24	Mizoram	0	0.00
25	Nagaland	0	0.00
26	Orissa	172	18385.57
27	Pondichery	0	0.00

1	2	3	4
28	Punjab	1	0.002
29	Rajasthan	232	6880.39
30	Sikkim	1	0.05
31	Tamil Nadu	31	380.34
32	Tripura	17	27.31
33	Uttar Pradesh	5	2006.44
34	Uttarakhand	23	272.66
35	West Bengal	6	281.80
Total		1692	134307.23

**B. Standard Terms and Conditions stipulated by the Central Government while according prior permission for diversion of forest land for mining activities**

**B.1. General Conditions Applicable to all projects including the mining projects**

- (i) Legal status of forest land to remain unchanged.
- (ii) *Compensatory afforestation as per guidelines.*
- (iii) Transfer and mutation of non-forest land in favour of Forest Department if applicable.
- (iv) Notification of such land as Reserved Forest/Protected Forest under the Indian Forest Act 1927.
- (v) User Agency to provide fuelwood preferably alternate fuel to the labourers and the staff working at the site so as to avoid any damage & pressure on adjacent forest areas.
- (vi) The forest land shall not be used for any purpose Other than that specified in the proposals.
- (vii) Demarcation of lease area to be done on the ground at project cost using four feet high reinforced cement concrete pillars with serial numbers; forward & back bearings and distance from pillar to pillar.

- (viii) Rehabilitation of Project affected families, if any.
- (ix) Environmental clearance, if required.

**B.2: Conditions applicable only to the mining projects**

- (i) Phased reclamation of mined area.
- (ii) Safety zone area, its afforestation and fencing.
- (iii) Afforestation on one and half times degraded forest land in lieu of the area used for safety zone.
- (iv) In case of underground mines, areas on surface to be fencing and afforested.

**B.3. Additional conditions applicable to large projects involving diversion of more than 500 ha. forest land or displacement of more than 1,000 persons irrespective of the area of forest land involved in each case (applicable only to the projects accorded approval on or after 04.01.2011)**

- (i) The user agency shall establish and operate a Vocational Training Institute having capacity to impart training in at least five disciplines, to be decided by the State Government concerned in consultation with the user agency, for the benefits of the eligible unemployed youth in the project affected villages. The user agency should also endeavour to employ such trained manpower in their own industry or any other appropriate industry, preferably located in vicinity of the forest land being diverted; and
- (ii) The user agency shall setup an independent Social Welfare Department/ Division and follow the subsequent condition of the project-affected and the project-displaced persons in such a way as to understand their socio-economic conditions before and after the project and take such corrective measures as are necessary to restore them to their original or better-than-original condition.

[Translation]

**Import of Pulses by STC**

1613. SHRI HANSRAJ G. AHIR : Will the Minister of

COMMERCE AND INDUSTRY be pleased to state:

(a) whether the public sector undertaking, STC Limited has invited tender for import of one lac and twenty thousand tonne of yellow pulse;

(b) if so, the details thereof;

(c) the details of pulses included under yellow pulses imported by STC Limited;

(d) whether the Government has formulated any scheme for the distribution of yellow pulses of STC Limited; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA M. SCINDIA) : (a) Yes, Madam.

(b) In pursuance of a decision taken by the Empowered Group of Ministers (EGoM), the State Trading Corporation Limited had issued a tender dated 23.9.2010 for import of 1,20,000 MT of yellow peas. The tender was scrapped and no orders were placed due to high price.

(c) Yellow peas are imported by STC Limited under the category of yellow pulses.

(d) and (e) To bridge the gap between demand and supply of pulses in the Domestic market and to exercise a moderating influence on prices, the Government approved a subsidy scheme for open market sale during 2006-07 with the stipulation that losses upto 15% would be reimbursed. Under this scheme PSU companies (PEC, STC, MMTC and NAFED) are authorised to import 1.50 million tons of pulses, half of which would be Yellow Peas and Dun Peas. In 2008, the Government approved distribution of imported pulses at subsidized rates to State Governments through the Public Distribution System (PDS). Yellow peas imported by STC have been released to U.P (22,000 MT) and Arunachal Pradesh (100 MT) for distribution through the PDS with a subsidy provision of Rs. 10 per kg. PSUs supply the pulses in bulk to State Governments which make arrangements for milling, processing and packaging.

### Setting up of Gaushalas

1614, SHRI HARISH CHAUDHARY: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Government has any plan to set up Gaushalas and Gausadan in the country;

(b) if so, the details thereof and the financial assistance provided to the State Governments for the purpose during the last three years, State-wise;

(c) the works executed in Barmer and Jaisalmer districts in Rajasthan under the said scheme; and

(d) the amount of funds allocated to them during the last three years and the current year?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH):

(a) to (d) No, Madam. However the Government provides financial assistance to Animal Welfare Organizations/Non-Government Organisations (NGOs), local bodies etc for establishment and maintenance of shelter houses for care and protection of animals under the scheme, for provision of shelter house for looking after animals. During the last three years, financial assistance has been provided to four NGOs in Barmer and Jaisalmer districts in Rajasthan, under this scheme.

### Wastage of Resources

1615, DR. KIRODI LAL MEENA: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Government has made any efforts to find out the effects of wastage of resources and precious water due to bottled water and environmental impact of waste in the form of bottles;

(b) if so, the details thereof;

(c) whether the Government proposes to arrange for environment friendly packaging of water, minimising the use and wastage of packed water and bottled water;

(d) if so, whether the Government also proposes to formulate scheme to save water in the country;

(e) if so, whether bottled water has been banned in several countries; and

(f) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH):

(a) to (f): Based on a field survey conducted by the Central Pollution Control Board (CPCB), it has been estimated that approximately 15,722 tonnes plastic waste is generated in the country per day. Plastic waste, including wastage of plastic drinking water bottles, poses environmental challenge due to deficiency in municipal solid waste management and indiscriminate littering of plastic waste on open land, drains, rivers, coasts, landfill-sites etc. The Ministry of Environment and Forests has notified the Plastic Waste (Management and Handling) Rules, 2011. These Rules require municipal authorities to set up, operationalise and coordinate the waste management system and ensure proper collection, storage, segregation, transportation, processing and disposal of plastic waste. The Ministry of Environment and Forests has no information on banning of bottled water in other countries.

[English]

### Doha Round Talks

1616. SHRI R. THAMARASELVAN:  
SHRI K.R.G. REDDY:  
SHRI SURESH KUMAR SHETKAR:  
SHRI ASADUDDIN OWAISI:

Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

a) whether a Trade Ministers meeting from World Trade Organisation member countries including India was held in Doha to step up efforts to conclude Doha round of liberalisation talks;

b) if so, the details of discussion held in the meeting;

c) whether any breakthrough was arrived at between the developed and developing countries; and

d) if so, the details thereof and future strategy/agenda



chalked out for early conclusion of Doha Round talks?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA M. SCINDIA) : (a) to (d) Yes, Madam. An informal Ministerial meeting of some Members of the World Trade Organisation (WTO) was held in Davos on 29 January 2011, on the sidelines of the World Economic Forum. Ministers agreed, *inter alia*, on the need to work with higher intensity and to accelerate the negotiations in order to complete the Doha Round of trade negotiations in 2011. They agreed that gaps in positions needed to be bridged and divergences drastically reduced in order to have an overall agreement on a package by July 2011. They also agreed that those who were asking for more in the negotiations should be ready to pay more.

In a separate meeting, the Ministers of India, Brazil, South Africa and China noted that any effort to finalise the Round should not lead to re-opening of stabilized texts which were based on conscious trade-offs, nor should it be premised on new and disproportionate concessions from 'advanced emerging nations', ignoring the Doha mandate.

Negotiations have intensified in the WTO in accordance with a Work Programme agreed amongst WTO members to complete the Round in 2011.

#### Conservation and Management of Wetlands

1617. SHRI D.B. CHANDRGOWDA:  
SHRI SURESH ANGADI:

Will the Minister of ENVIRONMENT AND FORESTS be pleased to State:

(a) the details of wetlands in the country and particularly in the State of Karnataka for which the Government has released Central assistance for their conservation and management, State-wise;

(b) whether a large area of wetlands has to be conserved and managed and the amount given as Central assistance is too meagre;

(c) if so, the reasons for making available only a meagre

amount as Central assistance; and

(d) the steps taken by the Government to conserve and managed wetlands in the country on warfooting?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH) :

(a) The details of the wetlands as statement given is annexed as Statement in the country state-wise for which Central which include five wetlands from Karnataka State.

(b) and (c) Taking in to consideration large area and number of wetlands to be conserved, money allocation is only Rs 11.90 crores per year for the entire country which results in release of meagre amount of central assistance to various states. Other reason for meagre assistance is lack of timely utilisation of assistance and adhoc action plans sent, which are poor in quality.

(d) Considering the importance of wetlands, the Ministry of Environment and Forests has identified 115 Wetlands in the country covering 24 States and two Union Territories for conservation under the National Wetland Conservation Programme for which 100% assistance is given to the concerned state governments for undertaking various conservation activities like survey & demarcation, Afforestation, catchment area treatment, water management, protection measures, fisheries development, weed control, wildlife conservation, pollution abatement, eco-development etc. This is also supplemented by research and development activities. So far, an amount of Rs. 98.75 crores has been released to the concerned state governments for undertaking conservation activities of identified wetlands under various management action plans.

Adequate safeguards for wetland conservation are also covered under wetlands (Conservation and Management) Rules notified on 4th Dec, 2011 As per these rules state govts to prepare brief document identifying and classifying the wetlands within their respective territories for notification which are not covered at present under these rules.

**Statement**

Sl. No.	States/UTs	S.No.	Name of Wetlands
1	2	3	4
1.	Andhra Pradesh	1.	Kolleru
2.	Assam	2.	Deepar Beel
3.	Bihar	3.	Kabar
4.	Gujarat	4.	Nalsarovar
		5.	Thol Bird Sanctuary
		6.	Khijadiya Bird Sanctuary
		7.	Pariej
		8.	Wadhvana
		9.	Nanikakrad
5.	Haryana	10.	Sultanpur
		11.	Bhindawas
6.	Himachal Pradesh	12.	Renuka
		13.	Pong Dam
		14.	Chandratal
		15.	Rewalsar
		16.	Khajjiar
7.	Jammu and Kashmir	17.	Wullar
		18.	Tso Morari
		19.	Tisgui Tso & Chisul Marshes
		20.	Hokersar
		21.	Mansar-Surinsar
		22.	Pangong Tsar
8.	Karnataka	23.	Magadhi
		24.	Gudavi Bird Sanctuary

1	2	3	4
		25.	Bonal
		26.	Hidkal & Ghataprabha
		27.	Ranganthittu
9.	Kerala	28.	Ashtamudi
		29.	Sasthamkotta
		30.	Kottuli
10.	Madhya Pradesh	31.	Ghatigaon
		32.	Ratapani
		33.	Sakhyasagar
11.	Manipur	34.	Loktak
12.	Mizoram	35.	Tamdil
		36.	Palak
13.	Orissa	37.	Chilka
		38.	Kanjia vv'etland
		39.	Daha wetland
		40.	Anusupa
14.	Punjab	41.	Harike
		42.	Ropar
		43.	Kanjli
		44.	Nangal
15.	Rajasthan	45.	Sambhar
16.	Sikkim	46.	Khechuperi Holy Lake
		47.	Phendang Wetland Complex
		48.	Gurudokmar Wetland
		49.	Tsomgo wetland
17.	Tamil Nadu	50.	Point Calimere

1	2	3	4
		51.	Kaliveli
		52.	Pallaikarni
18.	Tripura	53.	Rudrasagar
19.	Uttar Prdaesh.	54.	Nawabganj
		55.	Sandi
		56.	Lakh Bahoshi
		57.	Samaspur
		58.	Alwara Wetland
		59.	Semarai Lake
		60.	Nagaria Lake
		61.	Keetham Lake
		62.	Shekha Wetland
		63.	Saman Bird Sanctuary
		64.	Sarsai Nawar
		65.	Patna Bird Sanctuary
		66.	Chandotal
		67.	Tal Bhaghel
20.	Uttaranchal	68.	Ban Ganga Jhilmil Tal
		69.	Asan
21.	West Bengal	70.	East Calcutta Wetland
		71.	Sunder Bans
		72.	Ahiron Beel
		73.	Rasik Beel
		74.	Santragachi
		75.	Patlakhawa- Rasomati

**Construction of Chambal Bridge**

[Translation]

1618. SHRI IYARAJ SINGH: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) whether the Chambal Bridge (RJ-5) near the Kota is under construction;
- (b) if so, the details thereof; and
- (c) the present status of this bridge?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA) : (a) to (c) Yes, Madam. The work of design, construction and maintenance of a Cable Stayed Bridge of 700m length across river Chambal (RJ-5) on Kota by-pass awarded by National Highways Authority of India on Turnkey basis to Joint Venture of M/S Hyundai Engineering & Construction Company Ltd., (South Korea) and M/S Gammon India Ltd., (Mumbai) on 07.11.2006. The scheduled date of completion of the bridge was 06.03.2010 as per the contract. A portion of the under construction bridge collapsed on 24.12.2009 when the physical progress was around 60%. Modalities are being worked out for completion of the bridge keeping in view the findings of the Committee of Experts constituted by Government to investigate the cause of collapse, and, taking into account various issue on safety, durability and design aspects of the existing structure. Meanwhile, civil contractor has started dismantling work along with testing of integrity of RCC well foundations for pier P-4 along with adjoining rocky strata, and the present status and progress is as under:-

- Dismantling of upper 2.5m portion of well shafts of Pier P4.
- Fabrication / procurement of form work for piers.
- Preparation work for casting of 15m span pre-stressed concrete pre-cast girders for Access Bridge.
- Shuttering and reinforcement work for slabs in span P19-P20 and P20-P21 of Access Bridge.
- Review of detailed designs for Cable Stayed Bridge.

**Bonded Labourers**

1619. SHRIMATI SEEMA UPADHYAY:  
SHRIMATI USHA VERMA:

Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

- (a) the State-wise number of bonded labourers during the last three years identified;
- (b) the detailed action taken by the Government at various levels for abolition of the same;
- (c) the hurdles in abolition of bonded labour practice in the country;
- (d) whether the Government has set a time limit for abolition of bonded labour practice; and
- (e) if so, the details thereof?

THE MINISTER OF LABOUR AND EMPLOYMENT (SHRI MALLIKARJUN KHARGE) : (a) to (e) The number of bonded labourers identified released and rehabilitated during the last three years, State-wise is as under;

Year	Name of the State/UTs	No. of bonded labourers identified, released and rehabilitated
2008-09	Bihar	409
	Uttar Pradesh	80
	West Bengal	54
2009-10	Bihar	264
	Uttar Pradesh	100
2010-11 (up to 31.12.2010)	Chhattisgarh	536
	Uttar Pradesh	100
	West Bengal	77

2. The Bonded Labour System has been abolished by law throughout the country with effect from 25th October, 1975 under the Bonded Labour System (Abolition) Ordinance which was replaced by the Bonded Labour System (Abolition) Act, 1976. As and when existence of bonded labour is detected, such persons are identified for rehabilitation.

3. The responsibility for rehabilitating the freed bonded labourers lies with the respective State Governments. In order to assist the State Government in the task of rehabilitation of identified and released bonded labourers, a Centrally Sponsored Plan Scheme for Rehabilitation of Bonded Labour is in operation since May, 1978. Under the scheme, rehabilitation assistance @ Rs. 20,000/- per bonded labour is provided which is equally shared by the Central and State Government.

4. A Special Group has been constituted under the Chairpersonship of Secretary (Labour & Employment) to review and monitor the implementation of the Bonded Labour System (Abolition) Act, 1976. The Group is holding region-wise meetings from time to time to impress upon the State Governments to effectively implement the Act.

5. In collaboration with the ILO, the Central Government and State Government of Tamil Nadu have launched a pilot project in the State for the purpose of reducing vulnerability to bondage through promotion of decent work. The project is being considered for replication in the States of Andhra Pradesh, Orissa and Haryana.

#### Conservation of Lakes

1620. SHRI P.L. PUNIA: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) the steps taken by the Government in regard to conservation of lakes in the country at present;

(b) whether there is a separate criteria for conservation/rennovation of lakes at tourist places;

(c) if so, the details thereof;

(d) if not, the reasons therefor; and

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

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH) :  
(a) to (e) The Ministry is implementing the scheme of National Lake Conservation Plan (NLCP) since June, 2001 for conservation and management of polluted and degraded lakes in urban and semi-urban areas of the country, through an integrated ecosystem approach. The mandate of the NLCP Scheme is pollution prevention and conservation of perennial lakes.

The guidelines for conservation of lakes were published by the Ministry in May, 2008. The Plan includes core components of interception, diversion and treatment of wastewaters before entry into the lake, catchment area treatment, shoreline protection, in-lake treatment etc. Non core activities include lake front eco-development and public participation etc.

Under the Scheme, the Ministry has so far, sanctioned projects for conservation of 61 lakes at a cost of Rs.1028.19 crore. The proposals for new lakes are considered for sanction subject to their admissibility as per NLCP guidelines, pollution status, prioritization and availability of funds under the Plan.

#### Widening of Sardar Bridge

1621. SHRI MANSUKHBHAI D. VASAVA: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the work for widening of Sardar bridge at Jhadesar on river Narmada between Vadodara-Surat has been approved by the Government;

(b) if so, the details thereof;

(c) the percentage of work on the said bridge completed so far; and

(d) the reasons for delay in completion of the said work?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA): (a) It is proposed to construct an additional new high level bridge across river Narmada at Jhadesar between Vadodara-Surat section.

(b) to (d) The Detailed Project Report (DPR) is in progress. Scheduled date of completion of DPR is May, 2011.

[English]

**National Commission for Women**

1622 . SHRI RAMESH RATHOD:  
SHRIMATI SUSHILA SAROJ:  
SHRI BADRI RAM JAKHAR:

Will the Minister of WOMEN AND CHILD DEVELOPMENT be pleased to state:

(a) the steps taken by the Government to strengthen National Commission for Women;

(b) whether the National Commission for Women proposes to raise the age of marriage of boys and girls;

(c) if so, the details thereof; and

(d) the number of recommendations made by the Commission during the last three years and action taken thereon by the Government?

THE MINISTER OF STATE FOR WOMEN AND CHILD DEVELOPMENT (SHRIMATI KRISHNA TIRATH) : (a) The National Commission for Women (NCW) draws its strength from National Commission for Women Act, 1990. NCW has proposed amendments to the Act for giving more powers to it, specifically by adding a new chapter to deal with inquiries and investigations. These will be scrutinized and the decision to amend the Act will be contingent on the outcome of the scrutiny.

(b) and (c) No such recommendation has been made by the NCW.

(d) NCW made 19 recommendations in Annual Report of 2007-08 and 11 in that of 2008-09 while the Annual Report of 2009-10 is yet to be received from the Commission. The recommendations made in 2007-08 along with the action taken report thereon were, as required under Section 14 of the NCW Act, 1990, laid before each House of the Parliament in August, 2010. The recommendations of 2008-09 will be laid after completing the consultation with Ministries/Departments concerned.

**Transshipment Hub In Cochi**

1623. DR. KRUPARANI KILLI: Will the Minister of SHIPPING be pleased to state:

(a) whether India's first Transshipment Hub is coming up at Cochi;

(b) if so, the details thereof; and

(c) the volume of business expected to be taken up at that Hub?

THE MINISTER OF SHIPPING (SHRI G.K. VASAN) : (a) and (b) India's first International Container Transshipment Terminal (ICTT) at Kochi envisages development of facilities for handling mother container ships of 8000+TEU capacities. The facilities include 1800 metres berth and supporting handling equipments for annual throughput of 3 million Twenty Feet Equivalent Units (TEUs) along with supporting infrastructure. In terms of the Licence Agreement between Cochin Port Trust and M/s India Gateway Terminal Private Ltd (GITPL), the terminal is to be developed in phases. Phase-I of ICTT comprises of construction of 600 metres berth and development of stacking area and other allied facilities including supporting infrastructure of 17.2 KM four lane National Highway (NH) connectivity from Kalamassery to Vallarpadam, rail connectivity of 8.86 KM from Edapally to Vallarpadam and Capital Dredging for Deepening and Widening of the Approach Channel and Berth Basin of ICCTT to provide draught of 14.5 metres. The first phase of ICTT project along with the two lane NH connectivity, rail connectivity and Capital Dredging have been commissioned on 11th February, 2011.

(c) In the initial operating year, the volume of business expected is around 3.5 lakh TEUs per annum which is expected to increase to 7.5 lakh TEUs by 2012-13 and 1 million TEUs by 2013-14.

**Violations of Coastal Norms**

1624. SHRI M. SREENIVASULU REDDY : Will the Minister of SHIPPING be pleased to state:

(a) whether any private port has fallen foul of the Union Environment Ministry for a gross violation of coastal norms;

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

(c) the steps being taken by the Government to avoid such situation in the future?

THE MINISTER OF SHIPPING (SHRI G.K.VASAN) : (a) and (b) The Ministry of Environment & Forests (MoEF) has informed that Ports and harbour requires clearance under the Environment Impact Assessment Notification (EIA), 2006 as amended in 2009 and Coastal Regulation Zone Notification (CRZ), 2011 (earlier under CRZ 1991). It was brought to the notice that M/s Mundra Port & SEZ Ltd. has violated CRZ norms. MoEF had observed that there was destruction of mangroves, large scale reclamation using dredged material, construction of hospital in coastal Regulation Zone are without prior clearance. A Show Cause Notice was issued to the Port under section 5 of Environment (Protection) Act, 1986.

(c) MoEF has brought out CRZ Notification, 2011 and Island Protection Zone (IPZ) Notification, 2011 on 6th January, 2011. Under these Notifications, the State/UT Coastal Zone Management Authority shall be the primarily responsible for enforcing and monitoring strict compliance of these regulations.

#### Simplification of FDI Regime

1625. SHRI PONNAM PRABHAKAR: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether the Government is preparing any new document to simplify FDI regime;

(b) if so, the details thereof; and

(c) the aims and objectives of such proposal and its prospective impact on the common man and the industries?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA M. SCINDIA) : (a) to (c) All earlier Press Notes, instructions and policy guidelines on FDI, issued by the Department of Industrial

Policy & Promotion, were consolidated into one document and issued as 'Circular 1 of 2010 - Consolidated FDI Policy', effective from 1.4.2010. The second edition of the Circular, titled 'Circular 2 of 2010 - Consolidated FDI Policy', was also released, effective from 1st October, 2010. The next edition of this document, to be released on 31 March, 2011, is under preparation. The document aims to consolidate prior regulations on FDI, into one consolidated document, so as to reflect the current regulatory framework. It also aims to simplify the policy, by providing greater clarity of understanding of foreign investment rules among foreign investors and sectoral regulators.

[Translation]

#### Setting up of New Authority

1626. SHRI GHANSHYAM ANURAGI: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Government has decided to constitute a new authority for regulation of all environmental norms on lines of the US Environmental Protection Authority;

(b) if so, the major features of the new authority; and

(c) the steps taken by the Government under the said scheme to avoid delay in issuing environmental clearance?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH) : (a) to (c) A proposal to established a National Environment Assessment and Monitoring Authority (NEAMA) to strengthen the regulatory framework and to improve the environmental governance in the country particularly in the fields of environment impact assessment and coastal zone management is in a conceptual stage. The earlier National Environment Protection Authority (NEPA) has been rechristened as NEAMA in line with its proposed mandate. The major features of the proposed authority are covered in a discussion paper on "Reforms in Environmental Governance with special reference to establishment of NEAMA" which has been uploaded on the Ministry's website on 26.11.2010 for comments.



[English]

### NCC Cadets

1627. SHRI VIKRAMBHAI ARJANBHAI MADAM: Will the Minister of DEFENCE be pleased to state:

(a) whether the Government has enlisted the strength of National Cadet Core (NCC) in the country;

(b) if so, the details thereof including the enlistment during the last three years; and

(c) the percentage of the cadets inducted into the armed forces during the last three years?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY) :

(a) and (b) Yes, Madam. The enrolled NCC cadet strength during the last three years was as under:-

2008	-	12,24,110
2009	-	12,05,241
2010	-	12,59,456

(c) Collective data of NCC cadets inducted into the armed forces during the last three years is not readily available.

### National Commission for Economically Backward Classes

1628. SHRI JAYANT CHAUDHARY: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) whether the National Commission for Economically Backward Classes has recently submitted its report to the Government;

(b) if so, the details of main recommendations of the Commission;

(c) whether the Commission has recommended for special treatment and reservation benefits for the poor among socially upper castes and has equated them to Other Backward Classes;

(d) if so, the details thereof;

(e) whether the Government proposes to amend the Constitution to provide reservation socially upper castes poor in Government jobs, education, housing, health and social sector; and

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

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRI D. NAPOLEAN) : (a) Yes, Madam.

(b) to (f) Recommendations of the Commission for Economically Backward Classes are under consideration.

[Translation]

### Funds to CSWB

1629. SHRI RAM SINGH KASWAN: Will the Minister of WOMEN AND CHILD DEVELOPMENT be pleased to state:

(a) the details of funds allotted to Central Social Welfare Board (CSWB) for implementation of women and child development in the country during the last three years and the current year, State-wise including Rajasthan;

(b) whether the Government has noticed any irregularities in implementation of the scheme; and

(c) if so, the details thereof and follow up action taken by the Government?

THE MINISTER OF STATE OF THE MINISTRY OF WOMEN AND CHILD DEVELOPMENT (SHRIMATI KRISHNA TIRATH): (a) Statement of budgetary allocations made for Central Social Welfare Board during each of last three years & the current year for schemes are enclosed. State-wise budgetary allocations are not made for CSWB.

(b) and (c) As and when irregularities are noticed in implementation of a Scheme, corrective measures are taken including issue of show-cause notice and closure of the project. As a result, 18 Short Stay Homes, 45 Family Counselling Centres and 3750 Creches have been closed during this period.

**Statement****Budgetary Allocation under various Schemes of Central Social Welfare Board**

(In Rs. lakhs)

S.No.	Name of the Scheme	Budget Allocation to CSWB (including NER)			
		2007-08	2008-09	2009-10	2010-11
1.	Grant-in-Aid to NGOs	1640.00	1748.00	1748.00	2910.00
2.	Rajiv Gandhi National Creche Scheme (RGNCS)*	58.84	67.85	87.75	52.50
3.	Short Stay Home	1750.00	1750.00	1750.00	2625.00
4.	Awareness Generation Programme	600.00	600.00	600.00	350.00
5.	Condensed Course of Education	700.00	700.00	700.00	1000.00
6.	Mahila Mandal	160.00	165.00	165.00	70.00

\*Funds released to CSWB under the Scheme as one of the implementing agencies.

[English]

**Allocation of Funds for Post Matric Scholarship**

1630. SHRIMATI SHRUTI CHOUDHRY: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) whether the Post-Matric Scholarship for Other Backward Classes (OBCs) has been implemented by the Union Government on the same pattern as far the Scheduled Caste (SC) students;

(b) if so, the details thereof and whether the budget released under this scheme by the Government to the State of Haryana is negligible;

(c) if so, the reasons therefor and the amount of budget released, State-wise;

(d) the details of the gap between maintenance

allowance being paid to the OBC and SC students, State-wise; and

(e) the steps taken by the Union Government to step up the budget for Post Matric Scholarship for OBCs with a view to bridge this gap?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRI D. NAPOLEAN): (a) to (d) A statement showing prescribed rate for maintenance allowance for students of Scheduled Castes and Other Backward Classes is given in the enclosed Statement-I. Statement-II

state- wise fund released including Haryana under the scheme 2010-11 is enclosed.

(e) The budget allocation under the scheme has been enhanced from Rs.135.00 crore during 2009-10 to Rs.350.00 crore during 2010-11.

**Statemetn-I**

*Item/Component wise rate of maintenance allowance prescribed for Scheduled Castes and Other Backward Classes students under the Post Matric Scholarship Scheme.*

Item/ component	Rate of maintenance allowance for OBC students(p.m.)		Rate of maintenance allowance for SC students(p.m.)			
	Day Scholars	Hosteller	Day Scholars	Hosteller		
Monthly Maintenance Allowance	Group A	190/-	425/-	Group A	550/-	1200/-
	Group B	190/-	290/-	Group B	530/-	820/-
	Group C	190/-	290/-	Group C	300/-	570/-
	Group D	120/-	230/-	Group D	230/-	380/-
	Group E	90/-	150/-			

**Statemetn-II**

1	2	3
11	Jharkhand	1015
12	Assam	253.43
13	Punjab	391
14	Haryana	71.56
15	Jammu and Kashmir	162
16	Uttarakhand	319
17	Manipur	118
18	Sikkim	12.26
19	Daman and Diu	1.89
Total		25766.56

*State-wise funds released during 2010-11 ( i.e. upto 1/3/2011) under the Post-matric Scholarship Scheme of OBC students*

(Rs. in lakhs)

S.No.	Name of the State	Amount
1	2	3
1	Uttar Pradesh	6246
2	Maharashtra	3642
3	Bihar	3119
4	West Bengal	380.55
5	Andhra Pradesh	1693
6	Tamil Nadu	2344.68
7	Madhya Pradesh	2270
8	Rajasthan	1982
9	Karnataka	1000
10	Gujarat	745.19

**New Land Post between India and Bangladesh**

1631. SHRI K.R.G. REDDY: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether India and Bangladesh opened new land post to boost bilateral trade; and

(b) if so, the details thereof and the amount generated by the Government so far and future scope of the same?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA M. SCINDIA): (a) and (b) The Phulbari Land Custom Station which was notified on 22.6.2004 was made operational on 22.01.2011. No new Land Custom Station has been notified during the last two years i.e. 2009 & 2010.

[Translation]

#### Defence Medical Colleges

1632. SHRI DILIP SINGH JUDEV: Will the Minister of DEFENCE be pleased to state:

- (a) the number of medical and nursing colleges being run by the armed forces;
- (b) the number of persons getting medical degrees from the said colleges every year;
- (c) the number of doctors and nurses required by the armed forces every year; and
- (d) the action being taken to bridge the gap between demand and supply of doctors and nurses?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY): (a) to (d) One medical college, three nursing colleges and five schools of nursing are run by the Armed Forces. The number of persons receiving degrees/diplomas from these colleges and schools every year is as under:-

S. No.	Courses	Numbers
1.	MBBS	130-140
2.	Basic BSc (Nursing)	30
3.	BSc (Nursing) (Post Certificate)	08
4.	MSc (Nursing)	08
5.	Diploma in Nursing (Nursing cadets)	68
6.	Diploma in Nursing (Nursing Assistant)	65

The number of doctors and nurses required every year varies depending upon factors like, depletion in the existing strength of doctors/nurses due to superannuation, premature

retirement release, resignation, deaths, etc. and are recruited from service institutions and in case of deficiency from civil sources as required.

[English]

#### Efficiency of Operations In Ports

1633. SHRI P. BALRAM : Will the Minister of SHIPPING be pleased to state:

- (a) whether the port capacity of a country at any given time should be 30 percent higher than the expected traffic to ensure efficiency of operations;
- (b) if so, the details thereof during Eleventh Five Year Plan;
- (c) whether India is lagging behind in this area;
- (d) if so, the details thereof and reason therefor; and
- (e) the steps being taken by the Government to correct the situation in the future?

THE MINISTER OF SHIPPING (SHRI G.K. VASAN) : (a) and (b) It is ideal to have Port capacity to be higher than expected traffic. The Capacity of Major Ports vis-a-vis traffic handled during the first 3 years of 11th Five Year Plan is as under:

Year	Traffic Handled at Major Port in Million Tonnes	Cargo Handling Capacity in Million Tonnes
2007-08	519.31	532.07
2008-09	530.53	574.77
2009-10	561.09	616.73
2010-11 (upto Jan' 2011)	463.24	—
2011-12	—	—

(c) As is evident from above statistics, Port Capacity of Major Ports is already more than the Traffic being handled by them.

(d) and (e) Does not arise.

**Vizhinjam Port Project***[English]*

1634. SHRI KODIKKUNNIL SURESH: Will the Minister of SHIPPING be pleased to state:

(a) whether the Government has received any proposal from Kerala Government for the speedy implementation of Vizhinjam Port Project;

(b) if so, the details thereof;

(c) the present status of Vizhinjam Project including seaport, road and rail works; and

(d) the time frame by which the project is likely to be completed?

THE MINISTER OF SHIPPING (SHRI G.K.VASAN): (a) to (d) No, Madam. Vizhinjam Port is a Non-Major Port. As per Indian Ports Act, 1908, Non-Major Ports are under the overall jurisdiction of the respective State Governments. The responsibility for development of Vizhinjam Port vests with the Government of Kerala.

*[Translation]***Construction of Overbridge on NH-93**

1635. SHRIMATI RAJKUMARI CHAUHAN: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether any proposal regarding construction of overbridge at Madargate chauraha located in the centre of Aligarh city on NH-93 is under consideration;

(b) if so, the details thereof alongwith the action proposed to be taken in this regard; and

(c) the time by which the said overbridge is likely to be constructed?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA): (a) to (c) There is no proposal to construct road overbridge at Madargate chauraha located in the centre of Aligarh city on NH-93 as a bypass is proposed for Aligarh city.

**Organic Product Exports**

1636. SHRI PRALHAD JOSHI: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

a) the details regarding export of organic products during the last three years;

(b) the number of shipments of organic produce exported by India but rejected by the importers during the last three years, year-wise;

(c) the name of certification agency/agencies certifying the produce as organic alongwith list of such producers and/or exporters; and

(d) the reasons cited for rejection of organic exports and corrective action being taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA M. SCINDIA): (a) and (b) The details regarding export of organic products, during the last three years and number of shipment rejected by the importers during those years are given below:

Year	Export Volume (In Tonnes)	Export Value (In Rs. Crores)	No. of shipments rejected by Importer
2007-08	37533	498.22	Nil
2008-09	44476.23	536.90	3
2009-10	58408.33	525.50	5

Source: APEDA

(c) and (d) The list of rejection of organic products, their exporter and certifying agencies along with reasons for rejection as well as corrective action taken are given in the enclosed Statement.

**Statement**

Year	Products	Name of the Exporter	Certification Agencies	Reasons of Rejection	Corrective action taken
1	2	3	4	5	6
2007-08	----- NIL -----				
2008-09	OrganicSunstar Basmati Rice Fin and (2) France (1)	Ecocert India Overseas Pvt.	Presence of Pvt Ltd.	Letters were sent to all pesticide-Methyl Bromide	the Indian Port Authorities directing them not to use Methyl bromide/ Aluminium phosphide for fumigation of containers containing organic products. A similar advisory was issued by Directorate of Plant Protection, Quarantine & Storage to all Officer In-Charges of NPQS/RPQS/PQS/ Concerned CIPMCs.
2009-10	Organic Soyabean The (3)	Sonic Biochem Extractions Ltd.	OneCert Asia Pvt. Ltd.	Presence of pesticide - Endosulphan	The investigation report has been sent to the European Commission. Neither the Netherlands exporter nor the certification body was at fault. It was an unethical practice adopted by the importer to gain financial advantage for which he sold the organic product as conventional (non-organic).

1	2	3	4	5	6
2009-10	Organic Cumin seeds The Netherlands	Suminter India Organic Pvt. Ltd.	Natural Organic Certification Association (NOCA) & Control Union Certifications (CUC)	Presence of 3 pesticides:- Acetamipricf Hexaconozole 4-Isopropyraniline	Pecuniary penalty on both the Certification Bodies & the exporter. A warning letter issued to the exporter along with the precautionary measures to be taken in future to prevent such lapses.
2009-10	Organic Fennel Seeds Germany	Geo Fresh Organic	Control Union Certifications (CUC) & Ecocert India Pvt Ltd	Presence of 6 organo-phosphorus pesticides:- Chlorpyriphos Ethion Malthion Parathion methyl Profenofos Triazophos	Pecuniary penalty on CUC & the exporter. A warning letter issued to the exporter along with the precautionary measures to be taken in future to prevent such lapses.

[Translation]

**Agency for Cleaning of River**

1637. SHRI NARAYANSINH AMLABE: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether agencies for cleaning of various rivers of the country have been recruited;

(b) if so, the details of agencies recruited in the country including Madhya Pradesh, river-wise and agency-wise;

(c) the time by which the said work is likely to be commissioned and completed;

(d) whether the Government has any other proposed project for the cleaning of polluted rivers;

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

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

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH):

(a) to (f) Conservation of rivers is an ongoing and collective effort of the Central and Governments. The Central Government is supplementing the efforts of the State Governments in river conservation through the Centrally sponsored scheme of National River Conservation Plan (NRCP). This Plan covers polluted stretches of 39 rivers in 182 towns spread over 20 States. The pollution abatement works taken up under the Plan include interception and diversion of raw sewage, setting up of sewage treatment plants, creation of low cost sanitation facilities, setting up of electric/improved wood crematoria and river front development. Sewage treatment capacity of 4064 mid (million litres per day) has been created so far in the country under the Plan. Pollution abatement works under NRCP are implemented on a cost sharing basis between Centre and States through Implementing Agencies nominated by the States and functioning under their control. The details of the state implementing agencies are given in the enclosed Statement.

The Central Government has set up the National Ganga River Basin Authority (NGRBA) in February, 2009 as an empowered authority for holistic conservation of the river

Ganga with a river basin approach. Schemes worth about Rs.2476 crores have been sanctioned under NGRBA so far. River conservation projects such as creation of civic infrastructure for sewage management and disposal are also

being implemented under other central schemes, such as Jawaharlal Nehru National Urban Renewal Mission, Urban Infrastructure Development scheme for Small and Medium Towns, as well as under State Sector schemes.

### Statement

#### Details of State Implementing Agencies under National River Conservation Plan

Sl.	State	State Implementing Agency	River
1	2	3	4
1	Andhra Pradesh	-Public Health Engg. Department. -Hyderabad Metropolitan Water Supply & Sewerage Board. -AP Tourism Corporation Ltd.	Godavari & Musi
2	Bihar	-Bihar Rajya Jal Parshad	Ganga
3	Delhi	-Delhi Jal Board. -Municipal Corporation of Delhi.	Yamuna
4	Goa	-Deptt. of Science, Technology & Environment	Mandovi
5	Gujarat	-Ahmedabad Municipal Corporation	Sabarmati
6	Haryana	-Public Health Engineering Deptt.	Yamuna
7	Jharkhand	-Mineral Area Development Authority	Damodar, Ganga & Subarnarekha
8	Karnataka	-Karnataka Urban Water Supply & Drainage Board -Karnataka State Pollution Control Board	Bhadra, Tungabhadra, Cauvery, Tunga & Pennar
9	Kerala	-Kerala Water Authority	Pamba
10	Madhya Pradesh	-Madhya Pradesh Pollution Control Board -Public Health Engineering Deptt. -Environment Planning & Coordination Organization	Betwa, Tapti, Wainganga, Khan, Narmada, Kshipra, Beehar, Chambal & Mandakini.
11	Maharashtra	-Maharashtra Jeevan Pradhikaran -Nasik Municipal Corporation	Krishna, Godavari, Tapi & Panchganga
12	Nagaland	-Govt. of Nagaland	Diphu & Dhansiri
13	Orissa	-Orissa Water Supply and Sewerage Board	Brahmini & Mahanadi



1	2	3	4
14	Punjab	-Punjab Water Supply & Sewerage Board	Satluj
15	Rajasthan	-Public Health Engg. Department	Chambal
16	Sikkim	-Water Security & Public Health Engg. Department	Rani Chû
17	Tamil Nadu	-Chennai Metropolitan Water Supply and Sewerage Board	Cauvery, Adyar, Cooum,
		-Tamilnadu Water Supply and Drainage Board	Vennar, Vaigai &
		-Commissioner of Municipal Administration	Tambarani
18	Uttar Pradesh	-Uttar Pradesh Jal Nigam	Yamuna, Ganga & Gomti
19	Uttarakhand	-Uttaranchal Peyjal Nigam	Ganga
20	West Bengal	-Kolkata Metropolitan Development Authority	Ganga, Damodar &
		-Commerce & Industries Dept for CETP	Mahananda

[English]

**Schemes for Physically Challenged**

1638. SHRI RAVNEET SINGH:  
SHRI G.M. SIDDESHWARA:

Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) whether the Government has drawn out any comprehensive and specific schemes for protecting the interests of physically challenged persons;

(b) if so, the details thereof;

(c) whether the Government of Karnataka has sent any specific proposals for Central funds to implement some of its schemes aimed at welfare of physically challenged persons;

(d) if so, the details thereof and the number of schemes sanctioned by Government alongwith the funds allocated for implementation of the schemes in the State; and

(e) the steps taken by the Government to ensure wider media coverage to the schemes?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRI D. NAPOLEAN) :(a) and (b) The following schemes are being implemented by the Government for the welfare of persons with disabilities :-

(i) **Deendayal Disabled Rehabilitation Scheme (DDRS):-** Under the scheme, funds for the welfare of persons with disabilities are provided to the non-governmental organizations for projects like special schools for disabled, Vocational Training Centres, Half Way Homes, Community Based Rehabilitation Centres, Early Intervention Centres for Disabled and Rehabilitation of Leprosy Cured Persons etc.

(ii) **Assistance to Disabled Persons for Purchase/ Fitting of Aids and Appliances (ADIP):-** Under the scheme, aids/appliances are distributed to the needy persons with disabilities.

(iii) **National Institutions (NIs):-** The Ministry supports seven autonomous National Institutes which provide rehabilitation services and with the overall objective of providing rehabilitation services for different types of disabilities.

(iv) **The National Handicapped Finance and Development Corporation (NHFDC)** provides concessional credit to persons with disabilities for setting up income generating activities for self employment.

(v) **Scheme for Implementation of Persons with Disabilities (Equal Opportunities, Protection of Rights and Full Participation) Act, 1995 (SIPDA):-** Under this scheme, assistance is provided to the State Governments, Institutions, Organizations under Central or State Governments for various activities relating to implementation of Persons with Disabilities Act, 1995 particularly for creating barrier free environment, supporting District Disability Rehabilitation Centres, Composite Regional Centres etc.

(vi) **Scheme of Incentives to Employers in the Private Sector for providing employment to persons with disabilities:-** Under this Scheme, launched in April, 2008, the Government of India reimburse the employers' contribution for Employees Provident Fund (EPF) and Employees State Insurance (ESI) for initial three years in respect of persons with disabilities employed in the private sectors on or after 1.4.2008, with a monthly salary upto Rs.25,000/-.

(c) and (d) A proposal under the SIPDA has been received from Govt. of Karnataka for Central Assistance for creation of barrier free environment and an amount of Rs.3.03 crores has been released to Govt. of Karnataka in the financial year 2010-11.

(e) Publicity is being given time to time by this Ministry like broadcasting of radio programmes in Hindi and regional languages, out door publicity during Shilpotsav, India International Trade Fair, Dilli Haat etc.

#### Condition of ESI Hospitals

1639. SHRI P.C. MOHAN: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

(a) whether the condition of the Employees State Insurance (ESI) hospitals in the country are far from satisfactory;

(b) if so, the details thereof;

(c) the schemes formulated by the Government to improve the condition of the said hospitals; and

(d) the amount likely to be allocated for implementation of the improvement schemes during the current financial year?

THE MINISTER OF LABOUR AND EMPLOYMENT (SHRI MALLIKARJUN (KHARGE): (a) and (b) The condition of the ESI hospitals and their working in the country is generally satisfactory.

(c) The ESI Corporation has taken following actions for improving the conditions of the ESI hospitals:

1. The ESI Corporation has taken a decision to reimburse the administrative expenditure incurred by the State Government on actual basis without ceiling subject to fulfilment of certain conditions. This will ensure State Governments to post the medical and Para-medical staff in ESI hospitals and dispensaries as per norms and standards of ESI Corporation and will help in providing proper medical care facilities to ESI beneficiaries. Further the ceiling on medical care reimbursement to the States is being increased from Rs. 1,000/- to Rs. 1,200/- with effect from 01.04.2009.
2. Hospital Development Committees have been constituted in all ESI Hospitals and have been given adequate administrative and financial powers for taking decisions for improvement in medical care facilities.
3. Modernization and up gradation of hospital by providing modern equipments for diagnostic and clinical services. To facilitate early sanction of equipments for hospitals, Senior State Medical Commissioners/State Medical Commissioners, ESI Corporation at State-level have been delegated powers to sanction equipments up to Rs. 25 lakhs per unit.
4. The ESI Corporation has formulated norms and standards for staff and equipments for smooth functioning of hospitals and dispensaries.
5. Powers have been delegated to the State Medical Commissioners for sanction of equipments, release of advance on account of payments and repair & maintenance of equipments.
6. The ESI Corporation is getting its hospitals and

dispensaries graded by reputed organisations. Further action has been initiated for getting ISO Certification in respect of hospitals and dispensaries.

The ESI Corporation has taken a decision to set up one hospital in each State as Model Hospital. At present, the ESI Corporation has set up Model Hospitals in 18 States. These hospitals are being upgraded as per norms and standards laid down by the ESI Corporation. The expenditure on Model Hospitals is fully borne by the ESI Corporation.

8. The ESI Corporation in its meeting held in August 2009, has decided that henceforth all the new hospitals under construction and proposed will be run directly by the ESI Corporation and total expenditure on these will be borne by the ESI Corporation.
9. The ESI Corporation, in its 186th meeting held on 07.06.2010 has taken a decision to recruit part-time Specialists/Super Specialists in State ESI Hospitals where the infrastructure is lying unutilized because of non-availability of specialists/super specialists due to non-filling up of vacancies by the State Government. The total expenditure on the same will be borne by the ESI Corporation. These specialists will be provided till the vacancies are filled by the State Government.

(d) The amount allocated for delivery of medical benefit including improvement schemes during the current financial year is Rs. 1,627 crores.

#### Check on Bio-medical Waste

1640. DR. RATTAN SINGH AJNALA: Will the MINISTER OF ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Government has formulated any criteria for disposal of bio-medical wastes in the country; .

(b) if so, the details thereof;

(c) whether several health units are not disposing of medical wastes properly in the country;

(d) if so, the details thereof; and

(e) the action taken/being taken by the Government in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH):

(a) and (b) The Government of India has notified the Bio-Medical Waste (Management and Handling) Rules, 1998 (BMW Rules) under the Environment (Protection) Act, 1986 (EP Act) to ensure that the bio-medical waste generated from the health care facilities is handled without any adverse effect to human health and environment.

As per provisions of the Bio-Medical Waste (Management and Handling) Rules, every occupier generating bio-medical waste, shall set up requisite bio-medical waste treatment facilities such as incinerators, autoclaves and microwave systems, for treatment of the waste, or ensure requisite treatment of waste at a common waste treatment facility to meet the prescribed standards.

(c) and (d) As per the annual reports for the year 2009 received from the SPCBs/PCCs, and Directorate General of Armed Forces Medical Services, about 415 tonnes of bio-medical waste is generated per day from 1,29,511 health care facilities covered under the BMW Rules, as amended. Out of 415 tonnes of bio-medical waste, about 301 tonnes per day of bio-medical waste generated is treated and disposed of safely. There are 168 Common Bio-Medical Waste Treatment facilities (CBWTFs) in operation to treat the waste generated from health care facilities. Apart from this, 20,670 health care facilities are having their own on-site treatment facilities.

(e) The following actions are taken by the Government:

- (i) All the State Pollution Control Boards (SPCBs) and the Pollution Control Committees (PCCs) of Union Territories are the Prescribed Authorities for implementation of the BMW Rules. They have been asked to ensure effective implementation of the BMW Rules and to take stringent action against the health care facilities for violation of provisions, under the EP Act, 1986.
- (ii) As per the information provided, 14,898 defaulting health care facilities have been issued show cause notices or directions under the EP Act, 1986 by the SPCBs and

PCCs, for violations of the provisions of BMW Rules.

- (iii) Central Pollution Control Board (CPCB) has also issued directions under Section 5 of the EP Act, 1986 against 5 health care facilities and 14 CBWTFs for violation of the provisions during the last two years.
- (iv) To create awareness among the stakeholders. CPCB has been conducting training-cum-awareness workshops on bio-medical waste management in the past as well as during the current financial year in different regions of the country. The Union Ministry of Environment and Forests is also providing financial assistance to various agencies, including CPCB/SPCBs/PCCs for conducting such awareness and training programmes to the stakeholders for proper implementation of the BMW Rules.
- (v) In addition to the notification of the BMW Rules, CPCB has prepared the following guidelines and circulated to the SPCBs and PCCs for ensuring their compliance:
- (1) Guidelines for 'Common Bio-Medical Waste Treatment Facilities (CBWTFs),
  - (2) Guidelines for 'Design and Construction of Bio-Medical Waste Incinerators.

[Translation]

### Marine Development

1641. SHRI DHANANJAY SINGH: Will the Minister of SHIPPING be pleased to state:

- (a) whether the Government has any action plan for maritime development in the country;
- (b) if so, the details thereof and the time by which it is likely to be implemented; and
- (c) the differences between the proposed plan and the earlier scheme of the Government?

THE MINISTER OF SHIPPING (SHRI G. K. VASAN): (a) Yes, Madam. Government has formulated action plans for maritime development under National Maritime Development

Programme (NMDP) for the period 2006-07 up to 2011-12 and Maritime Agenda for the period 2010-11 to 2019-20.

(b) Implementation schedule for National Maritime Development Programme is up to the period of 2011-12. Government of India has prepared a Maritime Agenda for the decade, 2010-2020 that envisages development of maritime infrastructure of the country for the decade 2010-2020. The Agenda lays down the road map for the future for development of maritime sector and for dealing with policy related issues. The implementation schedule for Agenda is for a period of ten years *i.e.* from 2010-11 to 2019-2020.

(c) A number of Development Projects have been identified for each of the Major Ports to be taken up from 2005-06 to 2011-12 under the earlier Programme-NMDP whereas apart from identification of projects for development of Port and Shipping Sector, various policy agenda and proposed initiatives have also been identified under the Maritime Agenda, 2010-2020 which are to be carried out over the next ten years.

### Export Oriented Units

1642. SHRI JAI PRAKASH AGARWAL: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

- (a) the percentage share of export oriented industrial units *vis-a-vis* export during the last three years, year-wise;
- (b) the foreign exchange earned through the same during the said period;
- (c) whether several economic concessions are being provided to said units; and
- (d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA M. SCINDIA): (a) and (b) The share of EOUs in the total export of the country during the years 2007-08, 2008-09 and 2009-10 is about 25.7%, 21.04% and 10% respectively. The total foreign exchange earned by the EOUs during these three years was US \$ 41900 million, US \$ 38400 million and US \$ million 2427.02 respectively.

(c) and (d) Export Oriented Units (EOUs) are eligible for

fiscal concessions which include duty free import/domestic procurement and reimbursement of Central Sales Tax (CST) on capital goods, raw materials, consumables for their production activities and corporate tax exemption on export income for a specific period.

[English]

### Licences for Iron Ore Reserves

1643. SHRI HEMANAND BISWAL: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Government has issued licenses for iron ore reserves in the country particularly in Orissa in the recent past;

(b) if so, the details thereof alongwith the names of the companies;

(c) the details of procedure followed/ adopted while granting such licences; and

(d) the steps taken/being taken by the Government to further simplify the procedure for granting such licenses?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH): (a) and (b) During the last one year the Ministry of Environment & Forests, accorded prior permission under the Forest (Conservation) Act 1980 for diversion of 2349.643 ha. forest land for iron ore mining. The details of such approvals including the names of companies is given in the Statement.

(c) and (d) The Central Government while according its prior permission for diversion of forest land for non-forest purposes, including for iron ore mining, follows the procedure stipulated in the Forest (Conservation) Rules, 2003 and the guidelines issued by it under the Forest (Conservation) Act, 1980. The procedure ensures optimal utilization of forest land. The Central Government, as of now, is not contemplating any change in the said procedure.

### Statement

*Details of the prior permission under the Forest (Conservation) Act, 1980 accorded by the Central Government for diversion of forest land for iron ore mining during last one year from 01.03.2010 to 01.03.2011*

#### A. In-Principle/ Stage-I approval accorded under the Forest (Conservation) Act, 1980

Sl. No.	State/ UT	District	Details of approval	Area diverted
1	2	3	4	5
1	Chhattisgarh	Bastar	Diversion of 322.368 ha. forest land in favour of National Mineral Development Corporation (NMDC) Limited in renewal of mining lease of their Bailadila Iron Ore Project in bastar district of Chhattisgarh .	322.368
2	Jharkhand	West Singhbhum	Diversion of 247.50 ha. forest land in favour of Steel Authority of India Limited (SAIL) from already leased 1936.06 ha. of Kiriburu- Meghahatuburu group of iron ore mines	247.5
3	Jharkhand	West Singhbhum	Diversion of 644.26 ha. forest land in favour of Steel Authority of India Limited (SAIL) for renewal of mining lease for Kiriburu- Meghahatuburu group of iron ore mines having total leased area of 1936.06 ha..	644.26

1	2	3	-	4	5
4	Karnataka	Bellary		Diversion of 21.86 ha. forest land in 86 ha. in Jambunathanahally (V), Hospet (T) in renewal of mining lease No. 1893 of Sri Allum Basavaraj for iron ore mine	21.86
5	Orissa	Keonjhar		Diversion of 194.196 forest land in favour of M/s. Essel Mining & Industries Limited for their Kasia Iron Ore and Dolomite mine	194.196
6	Orissa	Sundergarh		Diversion of 15.393 ha. of forest land in favour of M/s Rungta Sons Private Limited for Iron ore and Bauxite ore mining in village Sanindupur and Oragaht villages in Sundargarh district of Orissa.	15.393
7	Orissa	Sundergarh		Diversion of 59.458 hectare forest land in favour of M/s. Essel Mining & Industries Ltd. for its Koira Iron Ore Mines in Sundargarh district of Orissa	59.458
8	Orissa	Sundergarh		Diversion of 32.017 ha. additional forest land including 6.645 ha. forest land for safety zone in addition to 53.55 ha. of forest land already diverted in Kalmong Manganese Mines of M/s. Rungta Mines Ltd. under Bonai Forest Division during 3rd renewal of mining lease in Sundargarh district, Orissa	32.017
9	Orissa	Sundergarh		Diversion of 64.133 ha. for additional forest land (including 4.929 ha. for safety zone) for Iron Ore Mining and allied activities in Oraghat Iron Mines of M/s Rungta Sons Pvt. Ltd. under Bonai Forest Division, Sundergarh district of Orissa	64.133
Sub total for in-principle approval					1601.19

**B. Final/ Stage-II approval accorded under the Forest (Conservation) Act, 1980**

1	Chhattisgarh	Raipur		Diversion of 14.40 ha. forest land in favour of Jayswal NECO Limited for iron ore mining in Layandongri (Barbaspur) village	14.4
2	Maharashtra	Gondia		Diversion of 2.61 ha. forest land in favour of Jayswal NECO Limited for iron ore mining	2.61

1	2	3	4	5
3	Orissa	Sundergarh	Diversion of 82.609 ha. forest land in favour of M/s Bonai Industrial Company Limited for iron and manganese ore mining in Teherai and Koira villages of Bonai Tahasil	82.609
4	Orissa	Sundergarh	Diversion of 69.041 ha. forest land in favour of M/s Korp Resources Private Limited for their Tantra Iron ore mine located in Tantra and Tensa villages of Bonai Forest Division.	69.041
5	Orissa	Keonjhar	Diversion of 451.132 ha. forest land in favour of Mangila Rungta for Siljora, Guruda, Balda, Kalimati (S.G.B.K.) iron and manganese ore mine	451.132
6	Orissa	Keonjhar	Diversion of 63.429 ha. forest land in favour of M/s. Khatau Narbheram and Company for iron and manganese ore mining in Tonto and Sidhamath Reserved Forests during second renewal of mining lease.	63.429
7	Orissa	Sundargarh	Diversion of 65.237 ha of forest land in village - Nadikasira and Rengalbeda of Bonai Tahasil in Sundergarh district, Orissa for Iron & Manganese ore mining by M/s Bonai Industrial Co. Ltd. during 3rd renewal of lease	65.237
Sub.- total for final/stage-II approval				748.458

Grand Total for Stage-I+Stage-II approval=1601.185 ha. +748.458 ha. =2349.643 ha.

[Translation]

**Revenue from Tobacco Products**

1644. SHRI RAMESH BAIS: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) the total revenue earned by the Government on tobacco products during each of the last three years;

(b) whether tobacco production has declined in the country during past years;

(c) if so, the details thereof;

(d) whether printing of photo of oral cancer on packets of tobacco products is impacting the sale resulting in revenue

loss to the Government; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA M. SCINDIA): (a) to (e) The information is being collected and will be laid on the Table of the House.

[English]

**Constitution of CAMPA**

1645. SHRI RUDRAMADHAB RAY:

SHRI KUNVARJIBHAI MOHAN BHAI BAVALYA:

Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) the existing set up for administration of compensatory afforestation;

(b) whether the Government has constituted the Compensatory Afforestation Fund Management and Planning Authority (CAMPA);

(c) if so, the details thereof and the amount remitted to CAMPA, State-wise;

(d) whether the CAMPA has released funds to the State Governments;

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

(f) if not, the reasons therefor; and

(g) the time by which the funds are likely to be released?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH) :

(a) to (e) Pursuant to the Supreme Court of India Order dated 29th October, 2002 in IA No. 566 in Writ Petition (Civil) No. 202 of 1995 titled Godavarman Thirumalpad Vs UOI & Ors., the Compensatory Afforestation Fund Management and Planning Authority (CAMPA) was constituted by Order dated 23rd April, 2004 published in the Gazette of India. Taking note that the CAMPA had still not become operational, the Supreme Court of India, *vide* their Order dated 5th May, 2006 in IA No. 1337 with IA Nos. 827, 1122, 1216, 1473 in Writ Petition (Civil) No. 202 of 1995 ordered, *inter-alia*, the constitution of the Ad-hoc body, viz., the Ad-hoc CAMPA, till CAMPA becomes operational. State CAMPAs have been constituted in terms of the Guidelines circulated to the States on 15th July, 2009 (Statement -I) in terms of the Supreme Court Order dated 10th July, 2009 in IA No. 2143 in Writ Petition (Civil) No. 202 of 1995. A statement showing the details of funds remitted by the various States to the Ad-hoc CAMPA, and the funds released to the State CAMPAs is given at Statement II.

(f) and (g) does not arise.

**Statement-I**

JAIRAM RAMESH

Minister of State  
(Independent Charge)  
Environment & Forests  
Government Of India  
New Delhi-110 003

15th July 2009

1. I write to inform you of recent developments on the issue of the Compensatory Afforestation Fund Management and Planning Authority referred to as CAMPA which has been deadlocked for 7 years.
2. Upon assumption of office, I immediately recognized the potential of the CAMPA funds for afforestation. It was clear that the impasse on the operationalisation of CAMPA could not be allowed to continue. Accordingly, I spoke to all those who could contribute to the decision-making process to involve them in charting out the best and most agreeable course of action.
3. Last week, we, approached the Hon'ble-Supreme Court and on 10th July 2009 the-Supreme Court issued following orders:
  - That the State CAMPA guidelines prepared by the MoE&F for utilizing CAMPA funds should be notified and implemented. These guidelines envisage
    - (i) A state-level CAMPA Governing Body under the chairmanship of the CM;
    - (ii) A state-level CAMPA Steering Committee under the chairmanship of the Chief Secretary; and
    - (iii) A state-level CAMPA Executive Committee under the chairmanship of the Principal Chief Conservator of Forests.
  - That there will be a National CAMPA Advisory Council under the chairmanship of the Union Minister of Environment & Forests for monitoring, technical assistance and evaluation.



- That as an *interim* arrangement to get CAMPA going, 10% of the accumulated principal amount will be released per year (for the next five years) by the Ad-Hoc CAMPA Authority set up by the Supreme Court Order of May 2006 under the chairmanship of DG-Forests to State CAMPAs. This money will be used for projects identified by the State CAMPA that form part of the state forest department's Annual Plan of Operations (APOs).
4. The State CAMPA guidelines approved by the Supreme Court seek to promote:
    - (i) conservation, protection, regeneration and management of existing forests;
    - (ii) conservation, protection and management of wildlife and its habitat within and outside protected areas including the consolidation of the protected areas;
    - (iii) compensatory afforestation;
    - (iv) environmental services including provision of goods such as non-timber forest products, fuel, fodder and water; and
    - (v) research, training and capacity building.
  5. The Ad-Hoc CAMPA, as the name suggests, is a purely *temporary* arrangement. It will liquidate itself once all systems in states are in place and CAMPA has become fully functional in the contained in the Supreme Court Orders of July 10th, 2009. The CEC has already approached the Supreme Court for liquidating the Ad-Hoc CAMPA. The Supreme Court has ordered that the CEC submit progress reports once every six months. It is reasonable to assume that with the Centre and states working together cohesively to implement the Supreme Court orders of July 10th, 2009, the Ad-Hoc CAMPA will wind up within the next six to twelve months and State CAMPAs will take over completely.
  6. I am enclosing a copy of the State CAMPA guidelines, on which action may kindly be taken, along with the opening of an account. I look forward to working with you in our common endeavour for regenerating; protecting and expanding our forest cover.

with regards,

Yours sincerely  
(Jairam Ramesh)  
All States  
Chief Minister

Encl. : as above

**Ministry of Environment and Forests, Government of  
India**

The Guidelines on State Compensatory Afforestation Fund  
Management and Planning Authority  
(State CAMPA)

Dated 2nd July, 2009

**Guidelines on State Compensatory Afforestation fund  
Management and Planning Authority (State CAMPA)**

**Introduction**

Guidelines for establishing CAMPAs in the States/UTs and putting in place a funding mechanism for enhancing forest and tree cover and conservation and management of wildlife by utilising funds received towards Compensatory Afforestation, Net Present Value (NPV), etc., currently available with the Adhoc CAMPA.

The guidelines, prepared are, by and large, in line with the discussions held in the meeting of the Chief Secretaries, have the objective to assist the States/UTs for setting up the requisite mechanism and are in consonance with the directions issued from time to time by the Hon'ble Supreme Court.

These guidelines have desired flexibility; therefore the States/UTs would be able to notify the State level CAMPAs keeping in view specific conditions prevailing there.

**Overarching Objectives and Core Principles**

1. An Authority to be known as the "State Compensatory Afforestation Fund Management and Planning Authority" (State CAMPA) is intended as an instrument to accelerate activities for preservation of natural forests, management of wildlife, infrastructure development in the sector and other allied works.

2. The State CAMPA would presently receive monies collected from user agencies towards compensatory afforestation, additional compensatory afforestation, penal compensatory afforestation, Net Present Value (NPV) and all other amounts recovered from such agencies under the Forest (Conservation) Act, 1980 and presently lying with the Adhoc CAMPA.
3. The State CAMPA would administer the amount received from the Adhoc CAMPA and utilize the monies collected for undertaking compensatory afforestation, assisted natural regeneration, conservation and protection of forests, infrastructure development, wildlife conservation and protection and other related activities and for matters connected therewith or incidental thereto.
4. State CAMPA would serve as, a common repository of funds accruing on account of compensatory afforestation and NPV. It would deploy funds as per guidelines governing the use of funds for conservation, protection and management of forests. The amounts would also be deployed for wildlife preservation and enhancement of wildlife habitats.
5. State CAMPA would provide an integrated framework for utilizing multiple sources of funding and activities relating to protection and management of forests and wildlife. Its prime task would be regenerating natural forests and building up the institution engaged in this work in the State Forest Department including training of the forest officials of various levels with an emphasis on training of the staff at cutting edge level (forest range level). The amount received by it will also be utilized for providing residential accommodation to the field staff and necessary machines and equipments to them. These include appropriate arrangement for their conveyance during inspections and protection duty. In short, the department would be modernized to protect and regenerate the forests and wildlife habitat.
6. The State CAMPA may decide to utilize a minor part of its funds for contractual engagement of personnel wherever there is shortage of personnel. This should be done cautiously to avoid recurring revenue

expenditure on the State Government. It may also take up State-specific activity relevant to the State, in keeping with the core objectives.

7. The State CAMPA would also promote a voluntary movement of youth and students for supporting conservation activities initiated/ongoing in the State Forest Department.

#### 8. Aims and Objectives

State CAMPA shall seek to promote:

- (a) conservation, protection, regeneration and management of existing natural forests;
  - (b) conservation, protection and management of wildlife and its habitat, within and outside protected areas including the consolidation of the protected areas;
  - (c) compensatory afforestation; :
  - (d) environmental services, which include:-
    - (i) **provision of goods** such as wood, non-timber forest products, fuel, fodder and water, and provision of services such as grazing, tourism, wildlife protection and life support;
    - (ii) **regulating services** such as climate regulation, disease control, flood moderation, detoxification, carbon sequestration and health of soils, air and water regimes;
    - (iii) **non-material benefits** obtained from ecosystems, spiritual, recreational, aesthetic, inspirational, educational and symbolic; and
    - (iv) **supporting such other services** necessary for the production of ecosystem services, biodiversity, nutrient cycling and primary production.
  - (e) Research, training and capacity building.
- #### 9. The Functions of State CAMPA shall include, *inter alia*-
- (i) funding, overseeing and promoting compensatory afforestation done in lieu of diversion of forest land for non-forestry use under the Forest (Conservation) Act, 1980

- (ii) overseeing forest and wildlife conservation and protection works within forest areas undertaken and financed under the programme.
- (iii) maintaining a separate account in respect of the funds received for conservation and protection of Protected Areas.
- (iv) creating transparency for the programme and mobilizing citizen support; and
- (v) earmarking up to two percent of the funds for monitoring and evaluation.

10. **Establishment of a State CAMPA**

- (1) The State Government may establish the Compensatory Afforestation Fund Management and Planning Authority (State CAMPA) in the State. There shall be credited into the account of State CAMPA-
  - (i) Amount transferred to it by the ad-hoc CAMPA.
  - (ii) receipt of all monies from user agencies towards compensatory afforestation, additional compensatory afforestation, penal compensatory afforestation, Net Present Value (NPV), Catchment Area Treatment Plan or any money for compliance of conditions stipulated by the Central Government while according approval under the provisions of the Forest (Conservation) Act, 1980;
  - (iii) the unspent funds already realized by States from user agencies and not transferred yet to the Adhoc Compensatory Afforestation Fund Management and Planning Authority for crediting into the Fund by respective States;
  - (iv) the funds recoverable from user agencies in cases where forest land diverted falls within the protected areas, that is, areas notified under sections 18, 26A or 35 of the Wildlife (Protection) Act, 1972 for undertaking activities relating to the protection of biodiversity and wildlife, which would be maintained under a separate head; and
  - (v) Net Present Value of the forest land diverted for non-forestry purposes, collected under the Forest

(Conservation) Act, 1980 and the rules and the guidelines made thereunder and in pursuance of the judgment of the Supreme Court dated the 29th October 2002 from user agencies. And

- (2) The State Government may also credit to the State CAMPA-

- (a) grants or aid received if any;

- (b) any loan taken by the Authority or any borrowings made by it; and

- (c) any other sums received by the Authority by way of benefaction, gift or donations.

- (3) The monies received in the State CAMPA shall be kept in interest-bearing account(s) in nationalized bank(s) and periodically withdrawn for the works as per the Annual Plan of Operations (APOs) approved by the Steering Committee.

11. **Utilization of the money:** The money available with the state CAMPA shall be utilized for meeting-

- (i) expenditure towards the development, maintenance and protection of forests and wildlife management as per the approved APO;

- (ii) the non-recurring as well as recurring expenditure for the management of the State CAMPA, including the salary and allowances payable to its officers and other employees, by utilizing a part of the income from interest received by on funds invested by State CAMPA, but excluding income from funds recoverable from the user agencies in cases where forest land diverted falls within the protected areas, that is, areas notified under sections 18, 26A or 35 of the Wildlife (Protection) Act, 1972 for undertaking activities related to protection of biodiversity and wildlife;

- (iii) the expenditure incurred on monitoring and evaluation subject to overall ceiling of 2% of the amount to be spent every year; and

- (iv) disbursement on such other projects related to forest conservation.

**12. Disbursement of funds:**

- (1) The money received for compensatory Afforestation, additional compensatory afforestation, penal compensatory afforestation, Catchment Area Treatment Plan and for any other site specific scheme may be used as per site-specific schemes submitted by the State along with the approved proposals for diversion of forest land under the Forest (Conservation) Act, 1980.
- (2) After receipt of the money, State CAMPA shall accomplish the afforestation for which money is deposited in the Compensatory Afforestation Fund within a period of one year or two growing seasons after project completion, as may be appropriate.
- (3) The money received on account of Net Present Value (NPV) shall be used for natural assisted regeneration, forest management, protection, infrastructure development, wildlife protection and management, supply of wood and other forest produce saving devices and other allied activities.
- (4) Monies realized from the user agencies in pursuance of the Hon'ble Supreme Court's orders or decision taken by the National Board for Wildlife involving cases of diversion of forest land in protected areas shall form a distinct corpus and shall be used exclusively for undertaking protection and conservation activities in protected areas of the State.
- (5) State CAMPA shall release monies to the field officers in predetermined installments as per the Annual Plan of Operation (APO) finalized.

13. State CAMPA shall consist of a Governing Body, a Steering Committee and an Executive Committee.

14(1) The Governing body of the state CAMPA shall consist of the following:

- (i) Chief Minister - Chairperson
- (ii) Minister of Forests - Member
- (iii) Minister of Finance - Member

- (iv) Minister of Planning - Member
- (v) Chief Secretary - Member
- (vi) Principal Secretary (Finance) - Member
- (vii) Principal Secretary (Planning) - Member
- (viii) Principal Chief Conservator of Forests - Member
- (ix) Chief Wildlife Warden - Member
- (x) Secretary (Forests) - Member Secretary

The Governing Body shall lay down the broad policy framework for the functioning of State level CAMPA and review its working from time to time.

**14(2). The Steering Committee of State CAMPA shall consist of the following:**

- (i) Chief Secretary - Chairperson
- (ii) Principal Chief Conservator of Forests - Member
- (iii) Principal Secretary (Forests) - Member
- (iv) Principal Secretary (Finance) - Member
- (v) Principal Secretary; (Planning) - Member
- (vi) Chief Wildlife Warden - Member
- (vii) Nodal Officer - Member
- (viii) A representative of the Ministry Environment & Forests - Member
- (ix) Two eminent NGO's to be nominated by the State Government for a period of 2 years at a time who shall be eligible for re-nomination - Member

(x) Chief Conservator of Forests - Member Secretary  
(Plan/Schemes)

14(3) The Steering Committee shall-

- (i) lay down and / or approve rules and procedures for the functioning of the body and its Executive Committee, subject to the overarching objectives and core principles of State CAMPA;
- (ii) monitor the progress of the utilization of funds released by the State CAMPA;
- (in) approve the Annual Plan of Operation (APO) prepared by the Executive Committee;
- (iv) approve the annual reports and audited accounts of the State CAMPA;
- (vi) ensure inter-departmental coordination;
- (vii) meet at least once in six months.

15(1) The Executive Committee shall consist of the following:

- (i) Prindpal Chief Conservator of Forests - Chairperson
- (ii) Chief Wildlife Warden - Member
- (iii) Chief Conservator of Forests (Plan/Schemes) - Member
- (iv) Financial Controller/Financial Adviser in the 0/0 the Principal Chief Conservator of Forests - Member
- (v) Two eminent NGO's to be nominated by the State Government for a period of 2 years at a time who shall be eligible for re-nomination - Member
- (vi) Nodal Officer - Member Secretary

(2) The State level Executive Committee shall -

- (i) take all steps for giving effect to the State CAMPA and overarching objectives and core principles, in

accordance with rules and procedures approved by the Steering Committee and the approved APO;

- (ii) prepare the APO of the State for various activities, submit it to the Steering Committee before end of December for each financial year, and obtain the Steering 'Coiilimittee's concurrence for release of funds, while giving break-up of the proposed activities and estimated costs;
- (iii) supervise the works being implemented in the State out of the funds released from the State CAMPA;
- (iv) be responsible for proper auditing of both receipt and expenditure of funds;
- (v) develop the code for maintenance of the account at the implementing agency level;
- (vi) submit reports to the Steering Committee for review / consideration; and
- (vii) prepare Annual Report by end-June for each financial year.

#### 16. Accounting Procedure

- (1) State CAMPA shall prepare, in such form and at such time in each financial year as may be prescribed, its budget for the next financial year, showing the estimated receipts and expenditure of the State CAMPA.
- (2) State CAMPA shall adopt financial regulations and procedures, in particular the procedure for approval and implementing the APO.
- (3) State CAMPA shall maintain proper accounts and other relevant records and prepare an annual statement of accounts in such form as may be prescribed in consultation with the Accountant General concerned.
- (4) The accounts of the State CAMPA shall be audited by the Accountant General at such intervals as may be specified by him and any expenditure incurred in connection with such audit shall be payable by the Authority to the Accountant General.

(5) The Accountant General and any other person appointed by him in connection with the audit of the accounts of the State CAMPA shall have the same rights and privileges and authority in connection with such audit as the Accountant General generally has in connection with the audit of the Government accounts and, in particular, shall have the right to demand the production of books, accounts, connected vouchers and other documents and papers and to inspect the office of the State CAMPA.

(6) The accounts of the State CAMPA as certified by the Accountant General or any other person appointed by him in this behalf together with the audit report thereon and annual report, shall be forwarded annually to the State Government, the MoE&F and the Adhoc CAMPA by the State CAMPA.

(7) The State Government and the MoE&F shall have the power to conduct special audit or performance audit of the State CAMPA.

(8) The Annual Report shall provide, *inter alia*, for—

- (i) the details of various works done and the amount spent;
- (ii) the details of the amount received by the State CAMPA from various sources; and
- (iii) the observations made in the audit report.

#### 17. Monitoring and evaluation of the works

(1) An independent system for concurrent monitoring and evaluation of the works implemented in the States utilizing the funds available shall be evolved and implemented to ensure effective and proper utilization of funds.

(2) The National CAMPA advisory council shall have the powers to order special inspection and financial audit of works executed by the State CAMPA with utilizing CAMPA money.

(3) If satisfied that the funds released are not being utilized properly, the National CAMPA advisory council as well as the State level Steering Committee shall have the

power to withhold or suspend the release of remaining funds or part thereof.

#### 18. National CAMPA Advisory Council

A National CAMPA Advisory Council shall be established. It will

- (i) Lay down broad guidelines for State CAMPA;
- (ii) Regularly monitor and evaluate, in consultation with states, projects being undertaken by state CAMPAs.
- (iii) Facilitate scientific, technological and other assistance that may be required by state CAMPAs
- (iv) Make recommendations to state CAMPAs based on a review of their plans and programmes.
- (v) Provide a mechanism to state CAMPAs to resolve issues of an inter-state or Centre-State Character.

The composition of the Council shall be as follows:

- (i) Minister of Environment and Forests : Chairperson
- (ii) Three PCCF's by rotation with a term of one year each. : Member
- (iii) two environmentalist/conservationists / scientists / economists / social scientists with a non-renewable term of two years. : Member
- (iv) Director General Forests & Special Secretary, MoE&F : Member
- (v) IG (Forest Conservation), MoE&F : Secretary

The existing establishment of adhoc CAMPA would be utilized as secretariat to the National CAMPA Advisory Council. The expenditure will be met out of the provision kept for Monitoring and Evaluation of the programme.

19. In addition to the above out of the interest received /

accrued so far with the Ad hoc CAMPA, a suitable amount, with the permission of the Supreme Court, will be retained by the Adhoc CAMPA and will be utilized as per the specific schemes as approved by the National CAMPA Advisory Council. These will include monitoring and evaluation of schemes implemented in the States or the UTs utilizing CAMPA money, setting up of institutes, societies, center of excellence in the field of forest and wildlife, pilot schemes, standardization of codes/guidelines, etc., for the sector.

ITEM NO. 301 & 302 COURT NO . 1 SECTION PIL

**Supreme Court of India Record of Proceedings**

I.A.No.941 IN I.A.No.754-755 WITH A.No.777, 1131-1133, 1138-1146, 1148, 1184, 1272, 1361, 1579-1580 in WP (C)No.202/1995

T. N. GODAVARMAN THIRUMALPAD Petitioner (s)

VERSUS

UNION OF INDIA & ORS Respondent(s)

(For directions) WITH

W.P. (C) No. 356/2007 .

(With appln. for stay) AND

I.A.Nos.1362-1363 IN 966 & 1012 in W.P. (C)NO.202/1995

(for-modification & direction & interim stay)

AND

I.A.Nos;1868, 2091, 2225-2227, 2380 & 2568.in W. P . (C)NO.202/1995

(For direction & intervention on B/O Lafonge Union Mining P.Ltd. and vacation of interim order Dt. 23.11.07 and seeking permission to bring addl. facts and documents on record).

AND

I.A.NOS.2616-2617 IN 1620 in W.P. (C)NO.202/1995

(For directions & stay)

And I.A.N. 2618 in

I.A.Nos.2245-2246 in W.P.(C)NO.202/1995

(For restoration of I.A. 2245-2246) AND

I.A.No.2550 in W.P.(C)NO.202/1995

(For permission)

AND

I.A.No.2569 W.P. (C)NO.202/1995

(For permission)

AND

I.A.No,2579 in W.P.(C)NO.202/1995

(for recommendation of CEC in appln. no.858)

AND

I.A.No. 2580 in W.P. (C)NO.202/1995

(for recommendation of CEC in appln. no.1041)

AND

I.A.NO,36 in W.P.(C) NO.171/1996

(For directions)

AND

I.A.No. 2644 in I.A.NO. 2386 in W.P.(C)NO.202/1995

(For early hearing) I.A.No. 2143 in W.P. (C)NO.202/1995  
(Report of CEC regarding the non utilization of funds)

Date; 10/07/2009 These Applns./Petitions were called on for hearing today.

CORAM

HON'BLE THE CHIEF JUSTICE HON'BLE MR. JUSTICE S.H. KAPADIA HON'BLE MR. JUSTICE AFTAB ALAM

Mr. Harish N. Salve, Sr.Adv. (A.C.)

Mr. Uday U. Lalit, Sr.Adv. (A.C.) (N.P.).

Mr. Siddhartha Chowdhury, Adv. (A.C.)

Mr. Manish Goswami, Adv.

Mr. A. R. N. Rao, Adv. (A.C.)

Mr. Anil Srivastav, Adv.

For Petitioner(s) / Applicant(s)/

For M/s. Map & Co., Adv.

Respondent (s) :

IA 1362 in IA 966

Mr. P.K. Manohar, Adv.

Mr. Altaf Ahmad, Sr. Adv.

Mr. G.E. Vahanwati/ AG

Mr. Anil Shrivastav, Adv.

Mr. Haris Beeran, Adv.

Mr. V.K. Verma, Adv.

Mr. Raj Kuraar Mehta, Adv.

IA 1362

Mr. J.R. Das, Adv.

Mr. G.E. Vahanavati, AG

Mr. Vijay Panjwani, Adv.

Mr. Ajit Pudussery, Adv.

WP 356/07,

IA No. 1579080

Mr. K. Vijayan, Adv.

Mr. Mukul Rohatgi, Sr. Adv.

Mr. Somiran Sharma, Adv.

Mr. Jitendra Mahapatra, Adv.

I.A, 1868

Ms. Sweta Verma, Adv.

Dr. A.M. Singhvi, Sr. Adv.

For Mr. Ajay Sharma, Adv.

Mr. Mukul Rohatgi, Sr. Adv.

Mr. Naresh Kr. Sharma, Adv.

Mr. Sanjeev K. Kapoor, Adv.

IA 941

Mr. Vishal Gupta, Adv.

V.S. Raju, Adv.

Mr. Avinash Menon, Adv.

Mr. T.N. Rao, Adv.

For M/s. Khaitan & Co., Adv.

IA 754-55

I.A. 1868

Mr. Janaranjan Das, Adv.

Mr. Ranjan Mukherjee, Adv.

Mr. Shwetaketu Mishra, Adv.

Mr. S.C. Ghosh, Adv.

Mr. P. P. Nayak, Adv.

Mr. Santanu Bhowmick, Adv.

Respondent-in-person

Mr. Jitendra Kumar, Adv.

Mr. Jana Kalyan Das, Adv.

IA 2550

IA 1362-63

Mr. Ramji Srinivasan, Sr. Adv.

Mr. Altaf Ahmed, Sr. Adv.

Mr. Mukesh Kumar, Adv.



	For M/s. M.V. Kiwi & Associates, Advs	State of Nagaland	
IA 36			Mr. Edward Belho, aciv .
	Mr. Anis Suhrawardy, Adv.		Mr. Rituraj Biswas, Adv.
	Mr. Syed Mehdi Imam, Adv.		Mr. P. Athuimei R. Naga, Adv.
	Ms. Sushma Suri, Adv.		UPON hearing counsel the Court made the following
	Ms. Purnima Bhat Kak, Adv.		ORDER
IA 2579		<b>I.A.No. 2143 in W.P. (C)NO.202/1995</b>	
	Mr. S. Wasim A. Qadri, Adv. For		Pursuant to a series of Orders passed by this Court for
	Mr. S.N. Terdal, Adv.		Afforestation purpose, various agencies had deposited
	Mr. B.K. Prasad, Adv.		amounts by way of Net Present Value (NPV) when the forest
	Mrs. Hemantika Wahi, Adv.		area were utilized for non-forest purposes. This amount is
	Ms. Jesal Wahi, Adv.		lying with the ad-hoc CAMPA. The MoEF, the amicus curiae
	Mr. Anil Kr. Jha, Adv.		and the CEC have discussed the matter and they have come
			up with a scheme as to how ;to utilize the deposited amount
			for the purpose of Afforestation. The CEC has filed a Report
			framing a scheme and the same has been placed before this
			Court for consideration. We have examined the scheme and
			accepted the following recommendations:
IA 2617 in 1620 Ranchi Assn. & IA 2580 GSPCB & Dir. of Environment	Mr. Bhavanishankar V, Gadnis, Adv.		(A) The guidelines and the structure of the State CAMPA
	For Mrs. B. Sunia Rao, Adv.		as prepared by the MoEF may be notified/implemented. All
			previous orders passed by this Court regarding this would
			stand modified to the extent necessary for implementation of
			the present proposal,
State of Bihar			(B) Substantial amount of funds have been received by
	Mr. Manish Kumar, Adv,		the Ad-hoc CAMPA and sudden release and utilization of this
	For Mr. Gopal Singh, Adv.		large sum all at one time may not be appropriate and may
			lead to its improper use without any effective control on
			expenditure. This Court considers it appropriate to permit the
State of Tripura	Mr. Rituraj Biswas, Adv.		Ad-hoc CAMPA to release, for the time being, the sum of. about
	For Mr. Gopal Singh, Adv		Rs.1000 crore per year, for the next 5 years, in proportion of
			10% of the principal amount pertaining to the respective State/
			UT as per the conditions given below:
State of Goa	Mr. Kuldip Singh, Adv.		(i) the details of the bank account opened by the State
	Mr. D.S. Mahra, Adv.		Executive Committee (in Nationalized Bank) are intimated to
	Ms. A. Subhashini, Adv.		the Ad-hoc CAMPA;

(ii) the amount towards the NPV and the protected area may be released after the schemes have been reviewed by the State Level Executive committee and the Annual Plan of Operation is approved by the Steering Committee;

(iii) the amount towards the CA, Additional CA, PCA and the Catchment Area Treatment Plan may be released in the respective bank accounts of the States/UTs immediately for taking up site specific works already approved by the MoEF while granting prior approval under the Forest (Conservation) Act, 1980.

(C) An amount upto 5% of the amount released to the State CAMPA may also be released and utilized by the National CAMPA Advisory Council, for monitoring and evaluation and for the implementation of the various schemes as given in para 19 of the

Guidelines on the State CAMPA. It is left to the discretion of the National CAMPA Advisory Council whether it wants to spend money directly or through the Ad hoc CAMPA.

(D) The recommendations for the release of the additional funds, if any, will be made in due course from time to time after seeing the progress made by the State Level CAMPA and the effectiveness of the accounting, monitoring and evaluation systems.

(E) The State Accountant General shall carry out the audit of the expenditure done out of State CAMPA funds every year on annual basis.

(F) The State Level Executive Committee shall evolve an appropriate and effective accounting process for maintenance of accounts, returns and for audit.

(G) The interest received by the State CAMPA on the amounts placed at their disposal by the Ad hoc CAMPA may be used by it for administrative expenditure.

(H) Till an alternative system is put in place (after obtaining permission from this Court) the money towards CA, NPV and Protected Areas (National Parks, Wildlife Sanctuaries) shall continue to be deposited in the Ad hoc CAMPA and its release will continue to be made as per the existing orders of this Court.

While carrying out the work of utilizing these funds the broad guidelines adopted by the NREGA may be followed and as far as possible work may be allotted mostly to rural unemployed people, maintaining the minimum wages level.

The CEC may file status reports as regards implementation of the scheme every six months.

**I.A.No.941 IN I.A.No.754-755 WITH I.A.No.777, 1131-1133, 1138-1146, 1148, 1184, 1272, 1361, 1579-1580 in WP(C)No.202/1995 WITH W.P. (C) No. 356/2007**

These matters relate to saw mills in the State of Orissa. This Court had earlier directed that there should be no saw mills within 10 kilometers from the boundary of the forest area. Many of the saw mills in the State of Orissa were closed down. The applicants in I.A.Nos.1519 and 1580 also closed down their saw mills. We are told that some of the saw mills had obtained interim orders from the High Court but as those are contrary to the direction given by the Court, all those saw mills must also be closed down immediately.

We are told that the Orissa Forest Corporation has its own saw mills and these mills are given on lease to private parties. Such practices shall be stopped forthwith.

The State of Orissa to file a fresh affidavit to this effect within a period of four weeks. The State shall arrange to have an industrial estate and take urgent steps to this effect and shall also take steps to see that there shall be appropriate amendment to the Saw Mills Rules of 1991. It shall file an affidavit to this effect. List on 21.8.2009.

**I.A.No.1362-65 in 966 & 1012 in W.P.(C) No.202/1995**

By these, interim applications, the applicant modification of this Court's Order dated 19.4.2004 passed in I.A.No.966 and 1012. The matter relates to the construction of the Lower Subansiri Hydro Electric Project by NHPC. The CEC has made some recommendations and subject to these recommendations the work has to be completed in the entire area of Lower Subansiri Project which will be declared as National Park/Sanctuary. This is accepted and an affidavit to this effect is filed by the Deputy Inspector General (Wildlife), Government of India wherein it is stated that any proposal in the upper stream of Subhansiri river would be considered

independently on its own merit by the Standing Committee as and when submitted by the proponents and the State Government would declare 168 sq. kms of Reserve Forest as Sanctuary and make serious efforts to bring an additional area of 332 sq km reserved forests under the category of Conservation Reserve in consultation with MoEF. This suggestion is acceptable to the State Government and NHPC and Subject to the following conditions the I.As. are disposed of:

(i) approval under the F.C. Act for the project has been granted *inter alia* on the condition that the entire area upstream of the Lower Subansiri Project will be declared as National Park/Sanctuary;

(ii) the Standing Committee of the IBWL has cleared the project on the condition that the reserve forest area in the catchment of the project will be declared as National Park/ Sanctuary;

(iii) the conditions imposed by this Court are identical to the conditions on which the project has been cleared under the FC Act and by the IBWL. These conditions were known to the State of Arunachal Pradesh and a compliance report was also sent by them;

(iv) This Court's order is a consent order which reiterates the conditions already imposed by the MoEF and to which applicant State had already agreed to comply with.

This is in continuation of the earlier order passed by this Court.

**I.A.NOs.18-68, 2091/2225-2227, 2380 & 2568 in W. P. (C) NO. 202/1995**

List on 4.9.2009.

**I.A.NOS.2616-2617 IN 1620 & I.A.2618.in 2245-2246 in W.P. (C).NO.202/1995.**

Adjourned.

**I.A. No.36 in W.P. (CN0.171/1996**

No orders. I.A.No.36 is disposed of.

**I.A.Nos.2550 & 2569 in W.P.(C)NO.202/1995**

List on 21.8.2009.

The CEC to file its report in the meantime.

**I.A.No.2579 in W.P. (C) NO. 2.02/1995**

Permission is sought for construction of fencing and a patrol road along the Indo-Bangladesh Border in Dampa Tiger Reserve, Mizoram. The CEC has examined the feasibility and has suggested certain recommendations and also directed that the NPV be collected from the concerned agency. As the project is for governmenta purpose, the NPV will be charged at the concessional rates. Subject to payment of NPV and subject to the following conditions impose by CEC, the project is cleared:

(i) for the use of 69.26 ha. of forest land approval under the FC Act will be obtained;

(ii) NPV will be deposited as per the rates applicable for the use of forest/non-forest land falling within the National Park/ Wildlife Sanctuary;

(iii) the mitigative measures and the other conditions including the construction of animal corridors on which the project has been cleared by the Mizoram Forest Department will be strictly followed;

(iv) the conditions imposed by the Chief Wildlife Warden will be strictly complied with;

(v) the clearance from the Standing Committee of the National Board for Wildlife will be obtained; and

(vi) no stone quarrying and dumping of malba will be carried out inside the Dampa Tiger Reserve or any forest area falling outside it subject to fulfilling of the above conditions, the I. A. is disposed of accordingly.

**I.A.No.2580 in W.P.(C)NO.202/1995**

GEC has filed its Report. The State of Goa seeks time to file a response to the Report. Three weeks time is granted for the same. List on 21. 8-. 2009 .

**I.A.No.2644 in I.A.No.2386 in W.P. (C)NO.202/1995**

List I.A.No.2386 on 28.8.2009. I.A.no,2644 is disposed of accordingly.

(R. K. Dhawan)  
Court Master

(Madhu Saxena)  
Court Master

## Statement-II

Sl.No.	Name of State/UT	Total Amount States/UTs as on 30.11.2010	Interest Earned as on 30.11.2010	Principal Amount as on 30.06.2009	Releases during the year 2009-10 (@ 10% of Col. 5)	Date of releases	Principal Amount as on 30.06.2010 (in Rs.)	Releases 2010-11 (@ 8% during the year of Col. 7)	Date of releases	Transferred to NCAC (@ 5% of Col. 6)	Total Balance with Ad-hoc CAMPAs on 30.11.2010 (Col. Nos. (3+4)-(6+9+11))	Status of receipt of APO for 2010-11
1	2	3	4	5	6	7	8	9	10	11	12	13
1	Andaman & Nicobar Islands	90,497,602.00	34,049,383.68	109,906,133.00	10,990,000.00	28.08.2009	98,366,602.00	7,869,000.00	01.10.2010	549,531.00	105,138,454.68	Received
2	Andhra Pradesh	17,676,144,523.48	2,519,725,110.02	8,978,325,571.48	897,832,000.00	28.08.2009	15,093,052,447.48	1,207,444,000.00	01.10.2010	44,891,628.00	18,045,702,005.50	Received
3	Arunachal Pradesh	2,235,092,968.74	480,915,359.09	1,636,763,088.74	163,676,000.00	03.04.2010	2,23,529,277.74	177,882,000.00	22.11.2010	8,183,815.00	2,366,266,512.83	Received
4	Assam	1,323,278,240.00	135,279,702.14	671,749,049.00	67,174,000.00	17.08.2009	1,306,096,630.00	104,487,000.00	01.10.2010	3,358,745.00	3,283,538,197.14	Received
5	Bihar	1,055,378,807.00	196,349,364.09	773,448,981.00	77,300,000.00	20.11.2009	1,083,433,829.00	86,674,000.00	18.01.2011	3,867,215.00	1,084,386,926.09	Received
6	Chandigarh	17,149,199.00	588,616.70	17,652,067.00	1,765,000.00	17.08.2009	16,209,925.00	1,296,000.00	01.10.2010	88,260.00	19,588,555.70	Received
7	Chhattisgarh	15,723,480,118.39	3,648,539,455.18	12,321,350,743.39	1,232,135,000.00	17.08.2009	16,763,328,071.39	1,341,066,000.00	01.10.2010	61,606,754.00	16,737,211,819.57	Received
8	Dadra and Nagar Haveli	31,863,359.00	4,042,148.00	16,829,000.00	1,682,000.00	04.09.2009	33,262,359.00			84,145.00	34,139,362.00	Not received
9	Daman and Div	7,110,100.00					7,728,100.00				7,110,100.00	Not received
10	Delhi	160,907,546.00	23,916,165.00	1,224,523,363.00	18,471,000.00	21.01.2010	174,898,546.00	13,991,000.00	18.01.2011	6,122,617.00	146,239,094.00	Received
11	Goa	1,220,699,611.58	290,050,602.56	1,211,970,919.58	121,197,000.00	17.08.2009	1,280,851,153.58	102,468,000.00	01.10.2010	6,059,855.00	1,281,025,359.14	Received
12	Gujarat	3,867,171,155.00	528,444,318.39	2,496,471,445.00	249,647,000.00	19.08.2009	3,644,601,648.00	291,568,000.00	01.10.2010	12,482,357.00	3,841,918,116.39	Received
13	Haryana	2,518,451,195.59	299,056,295.50	1,911,413,386.79	191,341,000.00	17.08.2009	2,361,364,182.59	188,909,000.00	01.10.2010	9,557,067.00	2,427,900,424.09	Received
14	Himachal Pradesh	7,905,763,337.60	739,680,586.40	3,667,719,848.60	366,771,000.00	21.08.2009	7,670,707,086.60	421,656,000.00	01.10.2010	18,338,599.00	7,838,678,325.00	Received
15	Jammu and Kashmir											
16	Jharkhand	12,888,376,599.59	2,239,445,283.15	9,500,280,928.03	950,028,000.00	12.03.2010	12,895,283,072.59	1,031,622,000.00	01.10.2010	47,501,405.00	13,098,670,477.74	Received
17	Karnataka	6,170,012,805.00	1,519,215,194.11	5,855,732,170.00	585,573,000.00	19.08.2009	6,364,308,386.00	509,160,000.00	01.10.2010	29,278,661.00	6,565,216,338.11	Received
18	Kerala	209,760,585.58	68,507,407.94	175,090,762.58	17,509,000.00	12.03.2010	170,648,637.58			875,454.00	259,883,539.52	Not received
19	Lakshadweep											
20	Madhya Pradesh	8,176,438,464.00	1,271,627,746.62	5,304,823,886.00	530,482,000.00	17.08.2009	6,370,701,210.00	509,656,000.00	01.10.2010	26,524,119.00	8,381,404,091.62	Received
21	Maharashtra	10,388,297,253.50	3,996,771,280.37	8,935,493,798.50	893,549,000.00	22.02.2010	10,686,165,561.30	854,893,000.00	18.01.2011	44,677,469.00	10,591,949,064.87	Received
22	Manipur	171,340,372.00	29,294,288.45	74,568,219.00	7,456,000.00	08.12.2009	166,884,378.00	13,350,000.00	01.10.2010	372,841.00	179,455,819.45	Received
23	Meghalaya	833,101,828.00	1,969,566.92	9,675,979.00	967,000.00	20.04.2010	89,719,168.00			48,380.00	834,056,014.92	Not received
24	Mizoram	98,303,215.00	6,708.00				106,246,831.00				98,309,923.00	Received

1	2	3	4	5	6	7	8	9	10	11	12	13
25	Nagalend	14,622.00					15,622.00				14,622.00	
26	Orissa	31,902,047,254.00	2,680,795,627.96	13,106,182,423.00	1,310,618,000.00	21.08.2009	17,521,914,763.00	1,401,753,000.00	18.01.2011	65,530,912.00	31,804,940,969.96	Received
27	Pondicherry											
28	Punjab	3,308,684,295.30	577,159,911.05	3,305,472,163.50	330,547,000.00	08.12.2009	3,315,197,436.30	265,215,000.00	01.10.2010	16,527,361.00	3,273,554,845.35	Received
29	Rajasthan	4,971,351,089.85	966,129,954.66	3,259,088,410.85	325,908,000.00	07.01.2010	5,258,732,275.85	420,698,000.00	18.01.2011	16,295,442.00	5,174,579,602.51	Received
30	Sikkim	1,264,608,422.00	156,838,795.62	800,924,612.00	80,092,000.00	17.08.2009	1,279,181,498.00	102,334,000.00	01.10.2010 &22.11.210	4,004,623.00	1,235,017,594.62	Received
31	Tamil Nadu	214,465,813.00	36,921,908.32	197,130,414.00	19,713,000.00	08.12.2009	212,906,417.00	17,032,000.00	01.10.2010	985,652.00	213,657,067.82	Received
32	Tripura	649,494,109.00	88,148,963.53	354,181,754.00	35,418,000.00	12.03.2010	698,103,554.00	25,848,000.00	18.01.2011	1,770,909.00	674,606,163.53	Received
33	Uttar Pradesh	4,652,296,276.80	1,320,519,859.72	4,709,629,585.46	470,962,000.00	10.05.2010	4,418,809,142.46			23,548,148.00	5,478,305,988.58	Not received
34	Uttarakhand	9,898,375,075.65	2,021,416,916.48	8,165,322,154.65	816,532,000.00	17.08.2009	10,343,603,150.65	827,488,000.00	01.10.2010	40,826,611.00	10,234,945,381.13	Received
35	West Bengal	748,192,320.00	98,856,171.10	529,577,838.00	52,957,000.00	08.12.2009	784,509,866.00	62,760,000.00	01.10.2010 22.11.2010	2,647,889.00	728,683,602.10	Received
Total		150,378,649,161.71	23,979,262,691.25	99,321,298,695.15	9,828,092,000.00		132,440,560,829.31	9,987,119,000.00		496,606,494.00	154,046,094,358.96	

Note (1) : The release for Tripura is part of its entitlement; the remaining amount will be released shortly.

(2) APO Mizoran has been received recently and is under process.

### National War Memorial

646. SHRI NAVEEN JINDAL: Will the Minister of DEFENCE be pleased to state:

(a) the present status of the construction of National War Memorial commemorating the sacrifices of soldiers;

(b) the reasons for inordinate delay in the project;

(c) whether there is any proposal to set up a war museum to showcase military heritage, successful campaigns and collective/individual incidents of valour and heroism; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI M.M. PALLAM RAJU): (a) and (b) The Government has constituted a Group of Ministers (GoM) to decide on the appropriate location of the National War Memorial. The GoM will be serviced by the Ministry of Urban Development.

(c) and (d) There is no separate proposal for setting up of a War Museum.

### Protection of Mangrove Forests

1647 SHRI N. CHELUVARAYA SWAMY: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Government has a specific plan to protect the mangrove forests on the east-coast of the country;

(b) if so, whether there are larger cluster of mangrove forests on the Karnataka coast;

(c) if so, the details thereof;

(d) whether the Government has received any representation that these mangrove forests are being destroyed;

(e) if so, the details thereof;

(f) whether the Government has neglected protection of the mangrove forests and their ecology;

(g) if so, the details thereof; and

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

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH):

(a) The Ministry has a Centrally Sponsored Scheme for Conservation & Management of mangroves in the country. The mangroves of the East Coast of India are in the deltaic regions of river systems such as Cauvery in Tamil Nadu; Krishna and Godavari in Andhra Pradesh; Brahmani, Baitarani and Mahanadi in Orissa; and Ganges in West Bengal. Under the Scheme, during the last three financial years (2007-08, 2008-09, and 2009-10), a sum of Rs 483.70 Lakhs to West Bengal; Rs. 234.77 Lakhs to Orissa; Rs. 34.46 Lakhs to Andhra Pradesh and Rs. 378.12 Lakhs to Tamil Nadu have been released for the conservation and management of mangroves.

(b) and (c) As per the report of Forest Survey of India (2009), the State of Karnataka has a mangrove cover of 3 sq. km. The district-wise mangrove cover of Karnataka is as follows:

S.No.	District	Very Dense Mangrove	Moderately Dense Mangrove	Open Mangrove	Total
1	Uttar Kannada	-	1	-	1
2	Udupi	-	2	-	2
Total		-	3	-	3

(d) and (e) As per the report of Forest Survey of India (2009), the mangrove cover in the country is 4,639 sq. km. Compared with 2005 assessment, there has been an increase of 58 sq km in mangrove cover. This is mainly because of the plantations and protection measures in the States of Gujarat, Orissa, Tamil Nadu and West Bengal. Decrease in mangrove cover in Andamans & Nicobar Islands is attributed to after effects of tsunami.

(f) No, Sir.

(g) Does not arise.

(h) Under the Centrally Sponsored Scheme for Conservation and Management of Mangroves, 100% central assistance is extended to Coastal States/Union Territories,

who so request, for implementation of their approved Management Action Plans which comprise components such as Survey and Demarcation, Afforestation and Restoration of Mangroves, Alternate and Supplementary Livelihoods, Protection Measures, Education and Awareness etc. During the last three years, the Ministry has provided financial assistance to various Coastal States/Union Territories to the tune of Rs. 18/- crores for the conservation & management of mangroves.

The Ministry has issued the Coastal Regulation Zone Notification, 2011 and Island Protection Zone Notification, 2011 on 6th January, 2011. Under the Notifications, the mangroves are categorized as Coastal Regulation Zone-I(a) which have to be demarcated on the Coastal Zone Management Plan and protected. Only those activities which are permitted under the Notification can be undertaken in the mangrove area. Destruction of mangroves for activities other than those specified in the Notification is prohibited and attracts punitive action under Environment (Protection) Act, 1986.

#### **Affiliation by Maritime University**

1648. SHRI P.K.BIJU: Will the Minister of SHIPPING be pleased to state:

(a) whether the Central Maritime University has given affiliation to any colleges;

(b) if so, the number of colleges under its affiliation including the State of Kerala;

(c) whether the Government had made any specific guidelines for giving affiliation; and

(d) if so, the details of mechanism to ensure the quality of teaching, infrastructure facilities in these colleges?

THE MINISTER OF SHIPPING (SHRI G.K. VASAN): (a) and (b) Yes, Madam. Indian Maritime University has affiliated 33 maritime institutions/colleges including those situated in State of Kerala.

(c) and (d) Yes, Madam. The Board of Affiliation and Recognition of the University is responsible for admitting colleges and institutions to the privileges of the University.

Every such college or institution shall satisfy the Executive Council on the following matters, namely:-

- (i) the suitability and adequacy of its accommodation and equipment for teaching;
- (ii) the qualifications and adequacy of its teaching staff and the conditions of their service;
- (iii) the arrangements for the residence, welfare, discipline and supervision of students;
- (iv) the adequacy of financial provision made for the continued maintenance of the college or institution; and
- (v) such other matters as are essential for the maintenance of the standards of University education.

No college or institution shall be admitted to any privileges of the University except on the recommendation of the Academic Council made after considering the report of a Committee of Inspection appointed for the purpose by the Academic Council.

#### **Naval Exercise**

1649. SHRIMATI J. SHANTHA: Will the Minister of DEFENCE be pleased to state:

(a) the number of Malabar-class Naval exercises undertaken so far, year-wise and location-wise;

(b) the countries which participated in these exercises including the purposes thereof;

(c) whether Indian soldiers get to handle the naval and strategic assets of participating navies; and

(d) if so, the details of the agreed protocol for such exercises?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY): (a) to (d) Thirteen exercises of MALABAR series have so far been conducted. Out of 13 exercises, 11 have been held off Indian Coast and 2 in the Pacific. The exercises were held in the years 1992, 1995, 1996, 2002, 2003, 2004, 2005, 2006, 2007 (twice), 2008, 2009 and 2010. MALABAR is an annual bilateral exercise between Indian Navy and US Navy. On two

occasions, Japanese Navy and one occasion Australian and Singaporean Navies have participated in the same.

The objective of conducting Malabar exercises with US Navy is to promote mutual cooperation, and gain from the experience of the other side, especially in the field of advance technology available with them. It also facilitates inter-operability in times of need in situations like disaster management, etc.

[Translation]

### Agri-Export Centres

1650. SHRI ANJAN KUMAR M. YADAV: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether the Government has set up/ proposes to set up Agri-Export Centres in various States including Andhra

Pradesh;

b) if so, the details thereof, locationwise; and

c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA M. SCINDIA) : (a) Yes Madam, the Government has set up 60 Agri Export Zones (AEZ) in 20 states in the country including Andhra Pradesh. Andhra Pradesh has AEZ for Mango Pulp & Fresh Vegetables, Mango & Grapes, Mangoes, Gherkins and Chili.

(b) The details of AEZ, locationwise are given at in Statement.

(c) Does not arise.

### Statement

#### List of Sanctioned 60 Agri Export Zones

S. No.	State	AEZ Project	Districts /Area
1	2	3	4
			5
1	West Bengal	1 Pineapple	Darjeeling, Jalpaiguri, Uttar Dinajpur, Cooch Behar,
		2 Lychee	Murshidabad, Malda, 24 Pargana(N) and 24 Pargana(S)
		3 Potatoes	Hooghly, Burdhan, Midniapore (W), Uday Narayanpur, Howrah
		4 Mango	Maldah and Murshidabad
		5 Vegetables	Nadia, Murshidabad and North 24 Parganas
		6 Darjeeling Tea	Darjeeling
2	Karnataka	7 Gherkins	Tumkur, Bangalore Urban, Bangalore Rural, Hassan, Kolar, Chitradurga, Dharwad and Bagalkot
		8 Rose Onion	Bangalore (Urban), Bangalore (Rural), Kolar
		9 Flowers	Bangalore (Urban), Bangalore (Rural), Kolar, Tumkur, Kodagu and Belgaum



1	2	3	4	5
		10	Vanilla	Districts of Dakshin Kannada, Uttara Kannada, Udupi, Shimoga, Kodagu, Chickamagalur
3	Uttaranchal	11	Lychees	Udhamsingh Nagar, Dehradun and Nainital
		12	Flowers	Dehradun, Pantnagar, Udhamsingh Nagar, Nainital and Uttarkashi
		13	Basmati Rice	Udham Singh Nagar, Nainital, Dehradun and Haridwar
		14	Medicinal & Aromatic Plants	Uttarkashi, Chamoli, Pithoragarh, Dehradun, Nainital, Haridwar and Udhamsingh Nagar
4	Punjab	15	Vegetables (Cabbage Broccoli, Okra, Peas, Carrot, Baby Corn, Green Chillies, Green Beans, Tomato)	Fatehgarh Sahib, Patiala, Sangrur, Ludhiana and Ropar
		16	Potatoes	Singhpura, Zirakpur Distt. Patiala and satellite centres at Rampura Phul, Muktsar, Ludhiana, Jullundur
		17	Basmati Rice	Gurdaspur, Amritsar, Kapurthala, Jalandhar, Hoshiarpur & Nawanshahar
5	Uttar Pradesh	18	Potatoes	Agra, Hathras, Farrukhabad, Kannoji, Meerut, Baghpat and Aligarh'Janpad Badaiyun, Rampur, Ghaziabad, and Firozabad
		19	Mangoes and Vegetables	Lucknow, Unnao, Hardoi, Sitapur and Barabanki
		20	Mangoes	Saharanpur, Muzaffarnagar, Bijnaur, Meerut, Baghpat and Bulandshahr, Jyotifulenagar
		21	Basmati Rice	Bareilly, Shahjahanpur, Pilibhit, Rampur, Badaun, Bijnor, Moradabad, JB Phulenagar, Sharanpur, Mujjafarnagar, Meerut, Bulandshahr, Ghaziabad and Baghpat
6	Maharashtra	22	Grape & Grapevine	Nasik, Sangli, Sholapur, Satara, Ahmednagar
		23	Mangoes	Rantagiri, Sindhudurg, Raigarh and Thane
		24	Kesar mango	Aurangabad, Beed, Jaina, Ahmednagar and Latur
		25	Flowers	Pune, Nasik, Kolhapur and Sangli
		26	Onion	Nasik, Ahmednagar, Pune, Satara, Jalgaon, Solapur

1	2	3	4	5
		27	Pomegranate	Districts of Solapur, Sangli, Ahmednagar, Pune, Nasik, Osmanabad & Latur
		28	Banana	Jalgaon, Dhule, Nandurbar, Buldhana, Parbhani, Hindoli, Nanded and Wardha
		29	Oranges	Nagpur and Amraoti
7	Andhra Pradesh	30	Mango Pulp & Fresh Vegetables	Chittoor Chittoor
		31	Mango & Grapes	Rangareddy, Medak, Mehboobnagar
		32	Mangoes	Krishna
		33	Gherkins	Districts of Mahboobnagar, Rangareddy, Medak, Karimnagar, Warangal, Ananthapur and Nalgonda
		34	Chilli	Guntur
8	Jammu and Kashmir	35	Apples	Srinagar, Baramula, Anantnag, Kupwara, Kathua and Pulwama
		36	Walnut	Baramulla, Anantnag, Pulwama, Budgam, Kupwara, Srinagar, Doda, Poonch, Udhampur, Rajouri and Kathua
9	Tripura	37	Pineapple	Kumarghat, Manu, Melaghar, Matabari and Kakraban Blocks
10	Madhya Pradesh	38	Potatoes, Onion and Garlic	Malwa, Ujjain, Indore, Dewas, Dhar, Shajapur, Ratlam, Neemuch Mandsaur and Khandwa
		39	Seed Spices	Guna, Mandsaur, Ujjain, Rajgarh, Ratlam, Shajapur and Neemuch
		40	Wheat (including sharbati wheat for Bhopal Zone)	Ujjain Zone (Neemuch, Ratlam, Mandsaur and Ujjain), Indore Zone (Indore, Dhar, Shajapur and Dewas) and Bhopal Zone (Sehore, Vidisha, Raisen, Hoshangabad, Harda, Narsinghpur and Bhopal)
		41	Lentil and Grams	Shivpuri, Guna, Vidisha, Raisen, Narsinghpur, Chhindwara

1	2	3	4	5
		42	Oranges	Chhindwara, Jpsjambabad, Betul
11	Tamil Nadu	43	Cut Flowers	Dharmapuri
		44	Flowers	Nilgiri
		45	Mangoes	Districts of Madurai, Theni, Dindigul, Virudhunagar and / Tirunelveli
		46	Cashewnut	Cuddalore, Thanjavur, Pudukottai and Sivaganga
12	Bihar	47	Lychee, Vegetables & Honey	Muzaffarpur, Samastipur, Hajipur, Vaishali, East and West Champaran, Bhagalpur, Begu Sarai, Khagaria, Sitamarhi, Saran and Gopalganj
13	Gujarat	48	Mangoes & Vegetables	Ahmedabad, Khaida, Anand, Vadodara, Surat, Navsari, Valsad, Bharuch, Narmada
		49	Value Added Onion	Districts of Bhavnagar, Surendranagar, Amreli, Rajkot, Junagadh and Jamnagar Districts
		50	Sesame Seeds	Amerali, Bhavnagar, Surendranagar, Rajkot, Jamnagar
14	Sikkim	51	Flowers (Orchids)& Cherry Pepper	East Sikkim
		52	Ginger	North, East, South & West Sikkim
15	Himachal Pradesh	53	Apples	Shimla, Sirmaur, Kullu, Mandi, Chamba and Kinnaur
16	Orissa	54	Ginger and Turmeric	Kandhamal
17	Jharkhand	55	Vegetables	Ranchi, Hazaribagh and Lohardaga
18	Kerala	56	Horticulture Products	Thrissur, Ernakulam, Kottayam, Alapuzha, Pathanamthitta, Kollam, Thiruvanthapuram, Idukki and Pallakad
		57	Medicinal Plant	Wayanad, Mallapuram; Palakkad, Thrissur, Ernakulam, Idukki, Kollam, Pathanamittha, Thiruvananthapuram
19	Assam	58	Fresh and Processed Ginger	Kamrup, Nalbari, Barpeta, Darrang, Nagaon, Morigaon, Karbi Anglong and North Cachar
20	Rajasthan	59	Coriander	Kota, Bundi, Baran, Jhalawar & Chittoor
		60	Cumin	Nagaur, Banner, Jalore, Pali and Jodhpur

**Passenger Ships and Fare**

1651. SHRI BADRI RAM JAKHAR : Will the Minister of SHIPPING be pleased to state:

(a) the details of the private and public passenger ships plying from Indian ports to various destinations alongwith the distance covered, categories and classes, fares as well as the frequency during each of the last three years, major port-wise and country-wise;

(b) the port-wise and country-wise details of category, fare and the distance covered by private and public passenger ships which go to different places from Indian ports;

(c) whether the Government proposes to start shipping services from the main / major ports to the neighbouring countries;

(d) if so, the details thereof;

(e) the time by which the services are likely to be started; and

(f) if not, the reasons therefor?

THE MINISTER OF SHIPPING (SHRI G. K. VASAN) :  
(a) and (b) Information relating to vessels plying to Andaman & Nicobar Islands and Lakshadweep Islands from Indian Ports is given at Statement I and II.

(c) to (f) An Mou has been signed between the Government of India and Sri Lanka to operate Passenger Ferry Service between ports of India and Sri Lanka. The Ferry Service between Tuticorin - Colombo is expected to start operating shortly.

**Statement-I****Andaman and Nicobar Islands :**

*Passenger ships are plying to and fro Port Blair and Kolkata, Port Blair and Chennai and Port Blair and Vizag, Details of passenger ships, distance, frequency and fare structure for the last three years are as under:-*

**Details of Passenger Ships :**

Sl. No.	Name	Year of built	Capacity (Pax / MT )
1.	m.v. Akbar	1971	1500-cum-1500 cargo vessel
2.	m.v. Harshavardhana	1975	750-cum-1500 cargo vessel
3.	m.v. Nicobar	1991	1200-cum-1500 cargo vessel
4.	m.v. Nancowry	1992	1200-cum-1500 cargo vessel
5.	m.v. Swarajdweep	1999	1200-cum-1500 cargo vessel

**Distance between destinations and frequency of the passenger ships :**

Sl. No.	Sector	Distance	Frequency
1.	Port Blair- Chennai - Port Blair	1190 Km.	05 trips a month
2.	Port Blair - Kolkata - Port Blair	1255 Km.	04 trips a month (subject to availability of river draft)
3.	Port Blair - Vizag - Port Blair	1200 Km.	02 trips a month

**Fare structure for the year 2007 :**

Vessels	Class of accommodation	Fare for Islanders (Rs.)	Fare for Non-Islanders (Rs.)
1	2	3	4
m.v.Harshavardhana	Deluxe	3,290.00	5,890.00
	First Class	2,980.00	4,870.00
	4 & 6 Berth Cabin	2,240.00	3,880.00
	Second Class Cabin	1,970.00	3,000.00
	Bunk Class	600.00	1,520.00
m.v.Nicobar	Deluxe	3,290.00	5,890.00
	A Class Cabin	2,980.00	4,870.00
	B Class Cabin	2,240.00	3,880.00
	Bunk Class	600.00	1,520.00
m.v.Nancowry	Deluxe	3,290.00	5,890.00
	A Class Cabin	2,980.00	4,870.00
	B Class Cabin	2,240.00	3,880.00
	Bunk Class	600.00	1,520.00
m.v. Akbar	Deluxe	3,290.00	5,890.00
	First Class Cabin	2,870.00	4,160.00
	A.C. Dormitory	1,500.00	2,540.00
	Ordinary Bunk	560.00	1,320.00
m.v.Swarajdweep	Deluxe	3,290.00	5,890.00
	A Class Cabin	2,980.00	4,870.00
	B Class Cabin	2,240.00	3,880.00
	Bunk Class	600.00	1,520.00

**Fare structure w.e.f. 01.05.2008 :**

m.v.Harshavardhana	Deluxe	3,940.00	7,640.00
	First Class Cabin	3,560.00	6,320.00

1	2	3	4
	Second Class 'A' Cabin	2,680.00	5,030.00
	Second Class 'B' Cabin	2,350.00	3,890.00
	Bunk Class	710.00	1,960.00
m.v.Nicobar	Deluxe	3,940.00	7,640.00
	A Class Cabin	3,560.00	6,320.00
	B Class Cabin	2,680.00	5,030.00
	Bunk Class	710.00	1,960.00
m.v.Nancowry	Deluxe	3,940.00	7,640.00
	A Class Cabin	3,560.00	6,320.00
	B Class Cabin	2,680.00	5,030.00
	Bunk Class	710.00	1,960.00
m.v. Akbar	Deluxe	3,940.00	7,640.00
	First Class Cabin	3,430.00	5,400.00
	A.C. Dormitory	1,790.00	3,290.00
	Ordinary Bunk	660.00	1,700.00
m.v. Swarajdweep	Deluxe	3,940.00	7,640.00
	A Class Cabin	3,560.00	6,320.00
	B Class Cabin	2,680.00	5,030.00
	Bunk Class	710.00	1,960.00

**Statement-II**

**Union Territory of Lakshadweep (UTL) Islands :**

*The UTL Administration provides passenger ship services between Lakshadweep islands and Kochi / Bepore / Mangalore. Distance between the mainland ports and the islands are as detailed below:-*

Islands	Kochi	Bepore	Mangalore
1	2	3	4
Agathi	459	383	363

1	2	3	4
Amini	407	320	257
Androth	293	228	257
Bitra	483	383	333
Chetlath	432	330	269
Kadmath	408	320	287
Kalpeni	287	463	361
Kavaratti	404	346	352
Kiltan	394	296	253
Minicoy	398	444	537

The details of voyages and capacity of the vessels for the last 3 years are given at Statement-II (a) and the details of fare chart vessel-wise for the last 3 years are given at Statement-II (B).

**Statement-IIA**

*The details of the voyages and capacity of the vessels for the last three years*

Sl. No.	Name of ships	Voyages	Island -Mainland	Mainland - Island	Island -Island	Total
1	2	3	4	5	6	7
<b>2006-2007</b>						
1	M.V. Tipu Sultan	49	22074	18845	20817	61736
2	M.V. Bharat Seema	56	18227	16967	11035	46229
3	M.V. Dweep Setu	35	4005	3462	2250	9717
4	M.V. Khadeeja Beevi	73	—	—	6742	6742
5	M.V. Hameedath Bee	69	—	6720	6720	6720
6	M.V. Amindivi	66	8481	8389	3731	20601
7	M.V. Minicoy	49	5521	4860	2264	12645
Total			58308	52523	53559	164390
<b>2007-2008</b>						
1	M.V. Tipu Sultan	25	11189	11900	10361	33450

1	2	3	4	5	6	7
2	M.V. Bharat Seema	64	19887	22539	13182	55558
3	M.V. Dweep Setu	43	4473	5342	1900	11715
4	M.V. Khadeeja Beevi	25	—	—	3179	3179
5	M.V. Hameedath Bee	21	—	—	2770	2770
6	M.V. Amindivi	69	8578	9452	3568	21598
7	M.V. Minicoy	58	6755	7475	3078	17308
8	Viringili	24	—	—	362	362
9	Bangaram	94	—	—	1527	1527
10	Parali	26	—	49	1060	1109
11	Valiyapani	61	—	320	4602	4922
12	Cheriyapani	30	—	385	1212	1597
13	Black Marlin	19	—	—	963	963
14	Blue Marlin	32	—	—	1604	1604
15	Ship Jack	15	—	—	403	403
Total			51586	56708	49771	158065

**2008-2009**

1	M.V. Tipu Sultan	38	11366	13123	7594	32083
2	M.V. Bharat Seema	40	11650	11792	11422	34864
3	M.V. Dweep Setu	32	2979	3963	1011	7953
4	M.V. Khadeeja Beevi	64	—	—	4244	4244
5	M.V. Hameedath Bee	75	—	—	6388	6388
6	M.V. Amindivi	66	7922	8232	3285	19439
7	M.V. Minicoy	66	8030	7942	3773	19745
8	Viringili	25	—	—	454	454
9	Bangaram	25	—	—	652	652
10	Parali	94	2634	—	6409	9043



1	2	3	4	5	6	7
11	Valiyapani	118	6364		5374	11738
12	Cheriyapani	91	4766		4958	9724
13	Black Marlin	96	—	—	5858	5858
14	Blue Marlin	68	—	—	4169	4169
15	Ship Jack	71	—	—	3245	3245
16	M.V. Kavaratti	34	16099	16081	12356	44536
Total			71810	61133	81192	214135

**Statement-IIB**

**Sub :- Revised Passenger Ship Fare with effect from 1st April 2007**

CATEGORY - A: Islanders/Govt. Servants on leave/vacation & immediate family members of Govt. Servants

From	To	Distance in N. Miles	M. V. Tipu Sultan				M. V. Bharat Seema			T. Sultan	M. V.		
			Owners Cabin Rs.	First Class Rs.	Second Class Rs.	Tourist Chair Rs.	Owners Cabin Rs.	Modified Owners Cabin Rs.	2 Berth Cabin Rs.	4 Berth Cabin Rs.	Deck Rs.	Amindivi M. V. Minicoy Rs.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14
Kochi	Kavaratti	220	4,270	2,026	530	640	4,110	2,220	530	460	160	4,110	270
	Andrott	160	3,110	1,480	380	460	2,990	1,620	380	350	120	2,990	190
	Amini	220	4,270	2,026	530	640	4,110	2,220	530	460	160	4,110	270
	Kadmat	220	4,270	2,026	530	640	4,110	2,220	530	460	160	4,110	270
	Bitra	260	5,060	2,390	610	750	4,860	2,630	610	560	190	4,860	330
	Chetlat	230	4,470	2,120	540	670	4,280	2,310	540	490	180	4,280	290
	Kiltan	210	4,080	1,930	490	610	3,930	2,120	490	460	160	3,930	260
	Agatti	250	4,870	2,300	590	720	4,670	2,520	590	530	190	4,670	310
	Kalpeni	160	3,110	1,480	380	460	2,990	1,620	380	350	120	2,990	190

1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Minicoy	220	4,270	2,026	530	640	4,110	2,220	530	460	160	4,110	270
Andrott	Amini	60	1,170	560	150	180	1,130	610	150	140	60	1,130	80
	Kadmat	60	1,170	560	150	180	1,130	610	150	140	60	1,130	80
	Chetlat	80	1,550	730	190	250	1,500	800	190	180	70	1,500	100
	Kiltan	60	1,170	560	150	180	1,130	610	150	140	60	1,130	80
	Agatti	90	1,750	830	220	270	1,690	910	220	190	70	1,690	120
	Kavaratti	60	1,170	560	150	180	1,130	610	150	140	60	1,130	80
	Kalpani	50	980	460	120	150	940	500	120	110	60	940	60
	Minicoy	160	3,110	1,480	380	460	2,990	1,620	380	350	120	2,990	200
	Bitra	100	1,950	930	250	290	1,860	1,010	250	220	80	1,860	120
Amini	Kadmat	20	390	190	80	100	380	200	80	80	60	380	50
	Bitra	40	780	370	100	120	750	410	100	100	60	750	50
	Chetlat	40	780	370	100	120	750	410	100	100	60	750	50
	Kiltan	30	600	290	82	100	570	300	80	80	60	570	50
	Agatti	30	600	290	82	100	570	300	80	80	60	570	50
	Kavaratti	40	780	370	100	120	750	410	100	100	60	750	50
	Kalpeni	80	1,550	730	190	250	1,500	800	190	180	70	1,500	100
	Minicoy	170	3,300	1,560	410	490	3,170	1,710	410	370	120	3,170	210
Kadmat	Bitra	40	780	370	100	120	750	410	100	100	60	750	50
	Chetlat	30	600	290	82	100	570	300	80	80	60	570	50
	Kiltan	30	600	290	82	100	570	300	80	80	60	570	50
	Agatti	40	780	370	100	120	750	410	100	100	60	750	50
	Kavaratti	40	780	370	100	120	750	410	100	100	60	750	50
	Kalpeni	90	1,750	830	220	270	1,690	910	220	190	70	1,690	120
	Minicoy	170	3,300	15,601	410	490	3,170	1,710	410	370	120	3,170	210

199	<i>Written Answers</i>		March 7, 2011										<i>to Question</i>		200
1	2	3	4	5	6	7	8	9	10	11	12	13	14		
Bitra	Chetlat	30	600	290	82	100	570	300	80	80	60	570	50		
	Kiltan	50	980	460	120	150	940	500	120	110	60	940	60		
	Agatti	40	780	370	100	120	750	410	100	100	60	750	50		
	Kavaratti	70	1,360	650	180	200	1,310	710	180	160	60	1,310	90		
	Kalpeni	120	2,340	1,100	290	350	2,240	1,210	290	270	100	2,240	150		
	Minicoy	200	3,890	1,840	460	570	3,730	2,010	460	440	150	3,730	250		
Chetlat	Kiltan	20	390	190	80	100	380	200	80	80	60	380	50		
	Agatti	60	1,170	560	150	180	1,130	610	150	140	60	1,130	80		
	Kavaratti	70	1,360	650	180	200	1,310	710	180	160	60	1,310	90		
	Kalpeni	110	2,140	1,020	270	330	2,070	1,120	270	250	80	2,070	140		
	Minicoy	200	3,890	1,840	460	570	3,730	2,010	460	440	150	3,730	250		
Kiltan	Agatti	60	1,170	560	150	180	1,130	610	150	140	60	1,130	80		
	Kavaratti	60	1,170	560	150	180	1,130	610	150	140	60	1,130	80		
	Kalpeni	100	1,950	930	250	290	1,860	1,010	250	220	80	1,860	120		
	Minicoy	190	3,700	1,750	460	560	3,540	1,920	460	410	150	3,540	240		
Agatti	Kavaratti	30	600	290	82	100	570	300	80	80	60	570	50		
	Kalpeni	100	1,950	930	250	290	1,860	1,010	250	220	80	1,860	120		
	Minicoy	160	3,110	1,480	380	460	2,990	1,620	380	350	120	2,990	190		
Kavaratti	Kalpeni	70	1,360	650	180	200	1,310	710	180	160	60	1,310	90		
	Minicoy	140	2,720	1,290	340	410	2,610	1,410	340	300	110	2,610	180		
Kalpeni	Minicoy	110	2,140	1,020	270	330	2,070	1,120	270	250	80	2,070	140		
Mangalore	Andrott	140	2,720	1,290	340	410	2,610	1,410	340	300	110	2,610	180		
	Amini	160	3,110	1,480	380	460	2,990	1,620	380	350	120	2,990	190		
	Kadmat	160	3,110	1,480	380	460	2,990	1,620	380	350	120	2,990	190		
	Bitra	180	3,500	1,660	440	530	3,360	1,810	440	380	140	3,360	220		
	Chetlat	150	2,920	1,090	370	420	2,610	1,510	370	330	120	2,610	190		

1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Kiltan	140	2,720	1,290	340	410	2,610	1,410	340	300	110	2,610	180
	Agatti	200	3,890	1,840	460	570	3,73a	2,010	460	440	150	3,730	250
	Kavaratti	190	3,700	1,750	460	560	3,540,	1,920	460	410	150	3,540	240
	Kalpeni	200	3,890	1,840	460	570	3,730	2,010	460	440	150	3,730	250
	Minicoy	290	5,640	2,670	680	840	5,400	2,920	680	630	200	5,400	360
Calicut/	Andrott	120	2,340	1,100	290	350	2,240	1,210	290	270	100	2,240	150
Bey pore													
	Amini	180	3,500	1,660	440	530	3,360	1,810	440	380	140	3,360	220
	Kadmat	180	3,500	1,660	440	530	3,360	1,810	440	380	140	3,360	220
	Bitra	210	4,080	1,930	490	6to	3,930	2,120	490	460	160	3,930	260
	Chetlat	180	3,500	1,660	440	530	3,360	1,810	440	380	140	3,360	220
	Kiltan	160	3,110	1,480	380	460	2,990	1,620	380	350	120	2,990	190
	Agatti	210	4,080	1,930	490	610	3,930	2,120	490	460	160	3,930	260
	Kavaratt	190	3,700	1,750	460	560	3,540	1,920	460	410	150	3,540	240
	Kalpeni	140	2,720	1,290	340	410	2.60	1,410	340	300	110	2,610	180
	Minicoy	240	4,670	2,240	560	690	4,470	2,420	560	520	180	4,470	300

- Note: -
1. Fare for children under 3 years - Token of Re. M- irrespective of distance.
  2. Children between 3 to 10 years half fare.
  3. Children above 10 years full fare
  4. Fare given above is per berth/seat

*Sub:- Revised Passenger Ship Fare with effect from 1st October 2006.*

Category - B: Mainlanders, Govt. Servants on Duty and Others

1	2	3	4	5	6	7	8	9	10	11	12	13	14
Kochi	Kavaratti	220	6,290	2,990	880	1,070	6,050	3,260	880	780	300	6,050	640
	Andrott	160	4,590	2,190	640	780	4400	2,380	640	590	240	4,400	460
	Amini	220	6,290	2,990	880	1,070	6,050	3,260	880	780	300	6,050	640
	Kadmat	220	6,290	2,990	880	1,070	6,050	3,260	880	780	300	6,050	640

1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Bitra	260	7,440	3,520	1,020	1,260	7,150	3,870	1020	930	370	7,150	760
	Chetlat	230	6,590	3120	1070	1,120	6,300	3,410	910	830	350	6,300	670
	Kiltan	210	6,000	2,850	830	1,020	5,790	3,120	830	770	300	5,790	620
	Agatti	250	7,170	3,390	990	1,020	6860	3,710	990	880	370	6,860	730
	Kalpeni	160	4,590	2,190	640	780	4,400	2,380	640	590	240	4,400	460
	Minicoy	220	6,290	2,990	880	1,070	6,050	3,260	880	780	300	6,050	640
Andrott	Amini	60	1,730	830	240	300	1,660	910	240	220	110	1,660	180
	Kadmat	60	1,730	830	240	300	1,660	910	240	220	110	1660	180
	Chetlat	80	2,290	1,090	320	400	2,210	1,180	320	290	130	2,210	230
	Kiltan	60	1,730	830	240	300	1,660	910	240	220	110	1,660	180
	Agatti	90	2,590	1,230	370	440	2,480	1,340	370	320	130	2,480	260
	Kavaratti	60	1,730	830	240	300	1660	910	240	220	110	1,660	180
	Kalpani	50	1,440	690	210	240	1390	750	210	190	110	1,390	140
	Minicoy	160	4,590	2,190	640	780	4,400	2,380	640	590	240	4,400	460
	Bitra	100	2,860	1,360	400	480	2750	1,490	400	370	140	2,750	300
Amini	Kadmat	20	590	300	130	160	560	300	130	130	110	560	60
	Bitra	40	1,150	540	160	210	1,100	610	160	160	110	1,100	120
	Chetlat	40	1,150	540	160	210	1,100	610	160	160	110	1,100	120
	Kiltan	30	880	430	130	160	850	450	130	130	110	850	90
	Agatti	30	880	430	130	160	850	450	130	130	110	850	90
	Kavaratti	40	1,150	540	160	210	1100	610	160	160	110	1,100	120
	Kalpeni	80	2,290	1,090	320	400	2210	1,180	320	290	130	2,210	230
	Minicoy	170	4,860	2300	690	830	4,670	2,530	690	610	240	4670	500
Kadmat	8itra	40	1,150	540	160	210	1,100	610	160	160	110	1,100	120
	Chetlat	30	880	430	130	160	850	450	130	130	110	850	90
	Kiltan	30	880	430	130	160	850	450	130	130	110	850	90

1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Agatti	40	1,150	540	160	210	1,100	610	160	160	110	1,100	120
	Kavaratti	40	1,150	540	160	210	1,100	610	160	160	110	1,100	120
	Kalpeni	90	2,590	1,230	370	440	2,480	1,340	370	320	130	2,480	260
	Minicoy	170	4,860	2,300	690	830	4,670	2,530	690	610	240	4,670	500
Bitra	Chetlat	30	880	430	130	160	850	450	130	130	110	850	90
	Kiltan	50	1,440	690	210	240	1,390	750	210	190	110	1,390	140
	Agatti	40	1,150	540	160	210	1,100	610	160	160	110	1,100	140
	Kavaratti	70	2,000	960	290	350	1,920	1,040	290	270	110	1,920	210
	Kalpeni	120	3,440	1,630	480	590	3,310	1,790	480	450	190	3,310	350
	Minicoy	200	5,730	2,700	780	960	5,490	2,960	780	720	290	5,490	580
Chetlat	Kiltan	20	590	290	130	160	560	300	1300	1,300	110	560	60
	Agatti	60	1,730	830	240	300	1,660	910	240	220	110	1,660	180
	Kavaratti	70	2,000	960	290	350	1,920	1,040	290	270	110	1,920	210
	Kalpeni	110	3,150	1,500	450	540	3,040	1,650	450	400	160	3,040	320
	Minicoy	200	5,730	2,700	780	960	5,490	2,960	780	720	290	5,490	580
Kiltan	Agatti	60	1,730	830	240	300	1,660	910	240	220	110	1,660	180
	Kavaratti	60	1,730	830	240	300	1,680	910	240	220	110	1,660	180
	Kalpeni	100	2,860	1,360	400	480	2,750	1,490	400	370	140	2,750	300
	Minicoy	190	5,440	2,590	770	930	5,200	2,830	770	690	290	5,200	550
Agattt	Kavaratti	30	880	430	130	160	850	450	130	130	110	850	90
	Kalpeni	100	2,860	1,360	400	480	2,750	1,490	400	370	140	2,750	300
	Minicoy	160	4,590	2,190	640	780	4,400	2,380	640	590	240	4,400	460
Kavaratti	Kalpeni	70	2,000	960	290	350	1,920	1,040	290	270	110	1,920	210
	Minicoy	140	4,000	1,900	560	690	3,840	2,080	560	510	210	3,840	410
Kalpeni	Minicoy	110	3,150	1,500	450	540	3,040	1,650	450	400	160	3,040	320
Mangalore	Androtti	140	4,000	1,900	560	690	3,840	2,080	560	510	210	3,840	410

1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Amini	160	4,590	2,190	640	780	4,400	2,380	640	590	240	4,400	460
	Kaomat	160	4,590	2,190	640	780	4,400	2,380	640	590	240	4,400	460
	Bitra	180	5,150	2,450	720	880	4,940	2,670	720	640	270	4,940	530
	Chetlat	150	4,300	1,600	610	700	3,840	2,220	610	540	220	3,840	440
	Kiltan	140	4,000	1,900	560	690	3,840	2,080	560	510	210	3,840	410
	Agatti	200	5,730	2,700	780	960	5,490	2,960	780	720	290	5,490	580
	Kavaratti	190	5,440	2,590	770	930	5,200	2,830	770	690	290	5,200	550
	Kalpeni	200	5,730	2,700	780	960	5,490	2,960	780	720	290	5,490	580
	Minicoy	290	8,300	3,920	1,150	1,410	7,950	4,300	1,150	1,040	400	7,950	850
Calicut/	Andrott	120	3,440	1,630	480	590	3,310	1,790	480	450	190	3,310	350
Bey pore													
	Amini	180	5,150	2,450	720	880	4,940	2,670	720	640	270	4,940	530
	Kadmat	180	5,150	2,450	720	880	4,940	2,670	720	640	270	4,940	530
	Bitra	210	6,000	2,850	830	1,020	5,790	3,120	830	770	300	5,790	620
	Chetlat	180	5,150	2,450	720	880	4,940	2,670	720	640	270	4,940	530
	Kiltan	160	4,590	2,190	640	780	4,400	2,380	640	590	240	4,400	460
	Agatti	210	6,000	2,850	830	1,020	5,790	3,120	830	770	300	5,790	620
	Kavaratti	190	5,440	2,590	770	930	5,200	2,830	770	690	290	5,200	550
	Kalpeni	140	4,000	1,900	560	690	3,840	2,080	560	510	210	3,840	410
	Minicoy	240	6,860	3,250	940	1,170	6,590	3,570	940	860	350	6,590	700

- Note: -
1. Fare for children under 3 years - Token of Re. 1/- irrespective of distance.
  2. Children between 3 to 10 years half fare.
  3. Children above 10 years full fare
  4. Fare given above is per berth/seat

*Sub:-Revised Passenger Ship Fare with effect from 1s October 2006.*

CATEGORY - C: TOURIST

Kochi	Kavaratti	220	6,280	2,980	880	1,06	6,040	3,260	880	780	300	6,040	1,000
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1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Andrott	160	4,580	2,180	640	780	4,400	2,380	640	580	240	4,400	730
	Amini	220	6,280	2,980	880	1,060	6,040	3,260	860	780	300	6,040	1,000
	Kadmat	220	6,280	2,980	880	1,060	6,040	3,260	880	780	300	6,040	1,000
	Bitra	260	7,440	3,520	1,020	1,260	7,140	3,860	1,020	920	360	7,140	1,180
	Chetlat	230	6,580	3,120	900	1,120	6,300	3,400	900	820	340	6,300	1,050
	Kiltan	210	6,000	2,840	820	1,020	5,780	3,120	820	760	300	5,780	960
	Agatti	250	7,160	3,380	980	1,200	6,860	3,700	980	880	360	6,860	1,140
	Kalpeni	160	4,580	2,180	640	780	4,400	2,380	640	580	240	4,400	730
	Minicoy	220	6,280	2,980	880	1,060	6,040	3,260	880	780	300	6,040	1,000
Anorott	Amini	60	1,720	820	240	300	1,660	900	240	220	100	1,660	280
	Kadmat	60	1,720	820	240	300	1,660	900	240	220	100	1,660	280
	Chetlat	80	2,280	1,080	320	400	2,200	1,180	320	260	120	2,200	370
	Kiltan	60	1,720	820	240	300	1,660	900	240	220	100	1,660	280
	Agatti	90	2,580	1,220	360	440	2,480	1,340	360	320	120	2,480	410
	Kavaratti	60	1,720	820	240	300	1,660	900	240	220	100	1,660	280
	Kalpani	50	1,440	680	200	240	1,380	740	200	180	100	1,380	230
	Minicoy	160	4,580	2,180	640	780	4,400	2,360	640	580	240	4,400	730
	Bitra	100	2,860	1,360	400	480	2,740	1,480	400	360	140	2,740	460
Amini	Kadmat	20	580	280	120	160	560	300	120	120	100	560	90
	Bitra	40	1,140	540	160	200	1,100	600	160	160	100	1,100	180
	Chetlat	40	1,140	540	160	200	1,100	600	160	160	100	1,100	180
	Kiltan	30	880	420	120	160	840	440	120	120	100	840	140
	Agatti	30	880	420	120	160	840	440	120	120	100	840	140
	Kavaratti	40	1,140	540	160	200	1,100	600	160	160	100	1,100	180
	Kalpeni	80	2,280	1,080	320	400	2,200	1,180	320	280	120	2,200	370
	Minicoy	170	4,860	2,300	680	820	4,660	2,520	680	600	240	4,660	780



1	2	3	4	5	6	7	8	9	10	11	12	13	14
Kadmat	Bitra	40	1,140	540	160	200	1,100	600	160	160	100	1,100	180
	Chetlat	30	880	420	120	160	840	440	120	120	100	840	140
	Kiltan	30	880	420	120	160	840	440	120	120	100	840	140
	Agatti	40	1,140	540	160	200	1100	600	160	160	100	1,100	180
	Kavaratti	40	1,140	540	160	200	1,100	600	160	160	100	1,100	160
	Kalpeni	90	2,580	1,220	360	440	2,480	1,340	360	320	120	2,480	410
	Minicoy	170	4,860	2,300	680	820	4,660	2,520	680	600	240	4,660	780
Bitra	Chetlat	30	880	420	120	160	840	440	120	120	100	840	140
	Kiltan	50	1,440	680	200	240	1,380	740	200	180	100	1,380	230
	Agatti	40	1,140	540	160	200	1,100	600	160	160	100	1,100	160
	Kavaratti	70	2,000	360	280	340	1,920	1,040	280	260	100	1,920	320
	Kalpeni	120	3,440	1,620	480	580	3,300	1,780	480	440	180	3,300	550
	M1nicoy	200	5,720	2,700	780	960	5,480	2,960	780	720	280	5,480	910
Chetlat	Kiltan	20	580	280	120	160	560	300	120	120	100	560	90
	Agatti	60	1,720	820	240	300	1,660	900	240	220	100	1,660	280
	Kavaratti	70	2,000	960	280	340	1,920	1,040	280	260	100	1,920	320
	Kalpeni	110	3,140	1,500	440	540	3,040	1,640	440	400	160	3,040	500
	Minicoy	200	5,720	2,700	780	960	5,480	2960	780	720	280	5,480	910
Kiltan	Agatti	60	1,720	820	240	300	1,660	900	240	220	100	1,660	280
	Kavaratti	60	1,720	820	240	300	1,660	900	240	220	100	1,660	280
	Kalpeni	100	2,860	1,360	400	480	2,740	1,480	400	360	140	2,740	460
	Minicoy	190	5,440	2,580	760	920	5,200	2,820	760	680	280	5,200	870
Agatti	Kavaratti	30	880	420	120	160	840	440	120	120	100	840	140
	Kalpeni	100	2,860	1,360	400	480	2740	1,480	400	360	140	2,740	460
	Minicoy	160	4,580	2,180	640	780	4,400	2,380	640	580	240	4,400	730
Kavaratti	Kalpeni	70	2,000	960	280	340	1,920	1,040	280	260	100	1,920	320

1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Minicoy	140	4,000	1,900	560	680	3,840	2,080	560	500	200	3,840	640
Kalpeni	Minicoy	110	3,140	1,500	440	540	3,040	1,640	440	400	160	3,040	500
Mangalore	Anorott	140	4,000	1,900	560	680	3840	2,080	560	500	200	3,840	640
	Amini	160	4,580	2,180	640	780	4,400	2,380	640	580	240	4,400	730
	Kaomat	160	4,580	2,180	640	780	4,400	2,380	640	580	240	4,400	730
	Bitra	180	5,140	2,440	720	880	4,940	2,660	720	640	260	2,940	820
	Chetlat	150	4,300	1,600	600	700	3,840	2,220	600	540	220	3,840	680
	Kiltan	140	4,000	1,900	560	680	3,840	2,080	560	500	200	3,840	640
	Agatti	200	5,720	2,700	780	960	5,480	2,960	780	720	280	5,480	910
	Kavaratti	190	5,440	2,580	760	920	5,200	2,820	760	680	280	5,200	870
	Kalpeni	200	5,720	2,700	780	960	5,480	2960	780	720	280	5,480	910
	Minicoy	290	8,300	3,920	1.14	1400	7,940	4300	1140	1040	400	7,940	1320
Calicut/	Anorott	120	3,440	1,620	480	580	3,300	1,780	480	440	180	3,300	550
Beyepore	Amini	180	5,140	2440	720	880	4,940	2,660	720	640	260	2,940	820
	Kadmat	180	5,140	2440	720	880	4,940	2,660	720	640	260	2,940	820
	Bitra	210	6,000	2,840	820	1,020	5,780	3,120	820	760	300	5,780	960
	Chetlat	180	5,140	2,440	720	880	4,940	2,660	720	640	260	2,940	820
	Kiltan	160	4,580	2,180	640	780	4400	2,380	640	580	240	4400	730
	Agatti	210	6,000	2,840	820	1,020	5,780	3,120	820	760	300	5,780	960
	Kavaratti	190	5,440	2,580	760	920	5,200	2,820	760	680	280	5,200	870
	Kalpeni	140	4,000	1,900	560	680	3,840	2080	560	500	200	3,840	640
	Minicoy	240	6,860	3,240	940	1,160	6,580	3,560	940	860	340	6,580	1,090

- Note: -
1. Fare for children under 3 years - Token of Re. 1- irrespective of distance.
  2. Children between 3 to 10 years half fare.
  3. Children above 10 years full fare
  4. Fare given above is per berth/seat

Sub:- Revised Passenger Fare in Inter-Island Ferry Vessels (m.v.Kadeeja Beevi & m.v.Hameedath Bee) with effect from 1st April 2007

Kochi										
460	Androth									
650	180	Amini								
650	200	50	Kaomath							
780	300	140	120	Bitra						
690	250	110	100	100	Chetlath					
630	160	100	80	150	70	Kiltan				
730	260	110	120	140	160	190	Agatti			
640	190	110	140	200	200	190	100	Kavaratti		
460	150	250	260	370	340	290	290	200	Kalpeni	
650	460	500	530	610	610	560	410	410	340	Minicoy

- Note:-
1. Fare for children under 3 years - Token of Re. 1/- irrespective of distance.
  2. Children between 3 to 10 years half fare
  3. Children above 10 years full fare
  4. Fare given above is per seat

Sub - High Speed Vessels - Revised Passenger Fare In All High Speed Vessels With Effect From 29th March, 2008

Mangalore	Beypore	Kochi											
200	165	210	Androth										
210	240	300	180	Amini									
210	240	300	200	50	Kadmath								
240	230	360	300	140	120	Bitra							
210	240	320	250	110	100	100	Chetlath						
200	175	285	160	100	80	150	70	Kiltan					
275	285	340	260	110	120	140	160	190	Agatti				
265	265	300	190	110	140	200	200	190	100	Kavaratti			
275	200	210	150	250	260	370	340	290	290	200	Kalpeni		
395	330	300	210	240	240	285	285	265	210	210	200	Minicoy	

- Note:-
1. Fare For Children Under 3 Years - Token Of Re. 1/- Irrespective Of Distance.
  2. Children Between 3 To 10 Years Half Fare
  3. Children Above 10 Years full Fare
  4. Fare Given Above Ts Per seat

## Sub Passenger Fare in M. V. Kavaratti - Reg.

		M. V. Kavaratti												
		Category-A Islanders/Govt. Servants on leave/vacation & immediate family members of Govt. Servants.				Category-B Mainlanders. Govt. Servants on duty & others				Category-C Tourist				
From	To	Distance in N. M.	VIP	First	Socond	Bunk	VIP	First	Socond	Bunk	VIP	First	Socond	Bunk
			Owners	Class	Class	Class	Owners	Class	Class	Class	Owners	Class	Class	Class
			Cabin	Rs.	Rs.	Rs.	Cabin	Rs.	Rs.	Rs.	Cabin	Rs.	Rs.	Rs.
			Rs.	Rs.				Rs.	Rs.					
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Kochi	Kavaratti	220	5,550	2,230	580	220	8,180	3,290	970	380	8,160	3,280	970	380
	Andrott	160	4,040	1,630	420	150	5,970	2,410	700	300	5,950	2,400	700	300
	Amini	220	5,550	2,230	580	200	8,180	3,290	970	380	8,160	3,280	970	380
	Kadmat	220	5,550	2,230	580	200	8,180	3,290	970	380	8,160	3,280	970	370
	Bitra	260	6,580	2,630	670	240	9,670	3,870	1120	460	9,670	3,870	1,120	450
	Chetlat	230	5,810	2,330	590	230	8,570	3,430	1180	440	8,550	3,430	990	430
	Kiltan	210	5,300	2,120	540	200	7,800	3,140	910	380	7,800	3,120	900	380
	Agatti	250	6,330	2,530	650	240	9,320	3,730	1090	460	9,310	3,720	1,080	450
	Kalpeni	160	4,040	1,630	420	150	5,970	2,410	700	300	5,950	2,400	700	300
	Minicoy	220	5,550	2,230	580	200	8,180	3,290	970	380	8,160	3,280	970	380
Andrott	Amini	60	1,520	620	170	80	2,250	910	260	140	2,240	900	260	130
	Kadmat	60	1,520	620	170	80	2,250	910	260	140	2,240	900	260	130
	Chetlat	80	2,020	800	210	90	2,980	1,200	350	160	2,960	1,190	350	150
	Kiltan	60	1,520	620	170	80	2,250	910	260	140	2,240	900	260	130
	Agatti	90	2,280	910	240	90	3,370	1,350	410	160	3,350	1,340	400	150
	Kavaratti	60	1,520	620	170	80	2,250	910	260	140	2,240	900	260	130
	Kalpani	50	1,270	510	130	80	1,870	760	230	140	1,870	750	220	130

221	<i>Written Answers</i>													Phalguna 16, 1932 (Saka)		<i>to Question</i>		222
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15				
	Minicoy	160	4,040	1630	420	150	5,970	2410	700	300	5,950	2,400	700	300				
	Bitra	100	2,540	1,020	280	100	3,720	1500	440	180	3,720	1,500	400	180				
Amini	Kadmat	20	510	210	90	80	770	330	150	140	750	310	140	130				
	Bitra	40	1,010	410	110	80	1500	600	180	140	1,480	590	180	130				
	Chetlat	40	1,010	410	110	80	1500	600	180	140	1,480	590	180	130				
	Kiltan	30	780	320	90	80	1140	470	150	140	1,140	460	140	130				
	Agatti	30	7,480	320	90	80	1,140	470	150	140	1,140	460	140	130				
	Kavaratti	40	1,010	410	110	80	1500	600	180	140	1480	590	180	130				
	Kalpeni	80	2,020	800	210	90	2,980	1,200	350	160	2,960	1,190	350	150				
	Minicoy	170	4,290	1,720	450	150	6,320	2,530	760	300	6,320	2,530	750	300				
Kadmat	Bitra	40	1,010	410	110	80	1,500	600	180	140	1,480	590	180	130				
	Chetlat	30	780	320	90	80	1,140	470	150	140	1,140	460	140	130				
	Kiltan	30	780	320	90	80	1,140	470	150	140	1,140	460	140	130				
	Agatti	40	1,010	410	110	80	1,500	600	180	140	1,480	590	180	130				
	Kavaratti	40	1,010	410	110	80	1,500	600	180	140	1,480	590	180	130				
	Kalpeni	90	2,280	910	240	90	3370	1350	410	160	3,350	1,340	400	150				
	Minicoy	170	4,290	1,720	450	150	6,320	2,530	760	300	6,320	2,530	750	300				
Bitra	Chetlat	30	780	320	90	80	1,140	470	150	140	1,140	460	140	130				
	Kiltan	50	1,270	510	130	80	1,870	760	230	140	1,870	750	220	130				
	Agatti	40	1,010	410	110	80	1,500	600	180	140	1,480	590	180	130				
	Kavaratti	70	1,770	720	200	80	2,600	1,060	320	140	2,600	1,060	310	130				
	Kalpeni	120	3,040	1,210	320	130	4,470	1,790	530	240	4,470	1,780	530	230				
	Minicoy	200	5,060	2,020	510	190	7,450	2970	860	360	7,440	2970	860	350				
Chetlat	Kiltan	20	510	210	90	80	770	320	150	140	750	310	140	130				
	Agatti	60	1,520	620	170	80	2,250	910	260	140	2,240	900	260	130				
	Kavaratti	70	1,770	720	200	80	2,600	1,060	320	140	2,600	1,060	310	130				

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
	Kalpeni	110	2,780	1,120	300	100	4,100	1,650	500	200	4,080	1,650	480	200
	Minicoy	200	5,060	2,020	510	190	7,450	2,970	860	360	7,440	2,970	860	350
Kiltan	Agatti	60	1,520	620	170	80	2,250	910	260	140	2,240	900	260	130
	Kavaratti	60	1,520	620	170	80	2,250	910	260	140	2,240	900	260	130
	Kalpeni	100	2,540	1,020	280	100	3,720	1,500	440	180	3,720	1,500	440	180
	Minicoy	190	4,810	1,930	510	190	7,070	2,850	850	360	7,070	2,840	840	350
Agatti	Kavaratti	30	780	320	90	80	1,140	470	150	140	1,140	460	140	130
	Kalpeni	100	2,540	1,020	280	100	3,720	1,500	440	180	3,720	1,500	440	180
	Minicoy	160	4,040	1,630	420	150	5,970	2,410	700	300	5,950	2,400	700	300
Kavaratti	Kalpeni	70	1,770	720	200	80	2,600	1,060	320	140	2,600	1,060	310	130
	Minicoy	140	3,540	1,420	370	140	5,200	2,090	620	260	5,200	2,090	620	250
Kalpeni	Minicoy	110	2,780	1,120	300	100	4,100	1,650	500	200	4,080	1,650	480	200
Mangalore	Anorott	140	3,540	1,420	370	140	5,200	2,090	620	260	5,200	2,090	620	250
	Amini	160	4,040	1,630	420	150	5,970	2,410	700	300	5,950	2,400	700	300
	Kadmat	160	4,040	1,630	420	150	5,970	2,410	700	300	5,950	2,400	700	300
	Bitra	180	4,550	1,830	480	180	6,700	2,700	790	340	6,680	2,680	790	330
	Chetlat	150	3,800	1,200	410	150	5,590	1,760	670	280	5,590	1,760	660	280
	Kiltan	140	3,540	1,420	370	140	5,200	2,090	620	260	5,200	2,090	620	250
	Agatti	200	5,060	2,020	510	190	7,450	2,970	860	360	7,440	2,970	860	350
	Kavaratti	190	4,810	1,930	510	190	7,070	2,850	850	360	7,070	2,840	840	350
	Kalpeni	200	5,060	2,020	510	190	7,450	2,970	860	360	7,440	2,970	860	350
	Minicoy	190	7,330	2,940	750	250	10,790	4,310	1270	500	10,790	4,310	1250	500
Calicut/	Andrott	120	3,040	1,210	320	130	4,470	1,790	530	240	4,470	1,780	530	230
Beyepore	Amini	180	4,550	1,830	480	180	6,700	2,700	790	340	6,680	2,680	790	330
	Kadmat	180	4,550	1,830	480	180	6,700	2,700	790	340	6,680	2,680	790	330
	Bitra	210	5,300	2,120	540	200	7,800	3,140	910	380	7,800	3,120	900	380

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
	Cheteat	180	4,550	1,830	480	180	6,700	2,700	290	340	6,680	2,680	790	330
	Kiltan	160	4,040	1,630	420	150	5,970	2,410	700	300	5,950	2,400	700	300
	Agatti	210	5,300	2,120	540	200	7,800	3,140	910	380	7,800	3,120	900	380
	Kavaratti	190	4,810	1,930	510	190	7,070	2,850	850	360	7,070	2,840	840	350
	Kalpeni	140	3,540	1,420	370	140	5,200	2,090	620	260	5,200	2,090	620	250
	Minicoy	240	6,070	2,460	620	230	8,920	3,580	1030	440	8,920	3,560	1,030	430

- Note :
- 1 Fare for Children under 3 years. Token of Rs. 5/- irrespective of distance
  - 2 Childeren between 3 to 10 years half fare
  - 3 Children above 10 years full fare
  - 4 Fare given above is per berth/seat

*Sub M. V. Kavarath First Class Cabin Revised fare with effect from 01.11.2008 Reg.*

From	To	Distance in N. M.	M. K. Kavaratti		
			Category-A	Category-B	Category-C
			Islanders/Govt. Servants on leave/vacation & immediate family members of Govt. Servants.	Mainlanders. Govt. Servants on duty & others	Tourist
			First Class Rs.	First Class Rs.	First Class Rs.
1	2	3	4	5	6
Kochi	Kavaratti	220	2030	2990	2980
	Andrott	160	1480	2190	2180
	Amini	220	2030	2990	2980
	Kadmat	220	2030	2990	2980
	Bitra	260	2390	3520	3520
	Chetlat	230	2120	3120	3120
	Kiltan	210	1930	2850	2840
	Agatti	250	2300	3390	3380



1	2	3	4	5	6
	Kalpeni	160	1480	2190	2180
	Minicoy	220	2030	2990	2980
Andrott	Amini	60	560	830	820
	Kadmat	60	560	830	820
	Chetlat	80	730	1090	1080
	Kiltan	60	560	830	820
	Agatti	90	830	1230	1220
	Kavaratti	60	560	830	820
	Kalpani	50	460	690	680
	Minicoy	160	1480	2190	2180
	Bitra	100	930	1360	1360
Amini	Kadmat	20	190	300	280
	Bitra	40	370	540	540
	Chetlat	40	370	540	540
	Kiltan	30	290	430	420
	Agatti	30	290	430	420
	Kavaratti	40	370	540	540
	Kalpeni	80	730	1090	1080
	Minicoy	170	1560	2300	2300
Kadmat	Bitra	40	370	540	540
	Chetlat	30	290	430	420
	Kiltan	30	290	430	420
	Agatti	40	370	540	540
	Kavaratti	40	370	540	540
	Kalpeni	90	830	1230	1220
	Minicoy	170	1560	2300	2300
Bitra	Chetlat	30	290	430	420
	Kiltan	50	460	690	680

1	2	3	4	5	6
	Agatti	40	370	540	540
	Kavaratti	70	650	960	960
	Kalpeni	120	1100	1630	1620
	Minicoy	200	1840	2700	2700
Chetlat	Kiltan	20	190	290	280
	Agatti	60	560	830	820
	Kavaratti	70	650	960	960
	Kalpeni	110	1020	1500	1500
	Minicoy	200	1840	2700	2700
Kiltan	Agatti	60	560	830	820
	Kavaratti	60	560	830	820
	Kalpeni	100	930	1360	1360
	Minicoy	190	1750	2590	2580
Agatti	Kavaratti	30	290	430	420
	Kalpeni	100	930	1360	1360
	Minicoy	160	1480	2190	2180
Kavaratti	Kalpeni	70	650	960	960
	Minicoy	140	1290	1900	1900
Kalpeni	Minicoy	110	1020	1500	1500
Mangalore	Andrott	140	1290	1900	1900
	Amini	160	1480	2190	2180
	Kadmat	160	1480	2190	2180
	Bitra	180	1660	2450	2440
	Chetlat	150	1090	1600	1600
	Kiltan	140	1290	1900	1900
	Agatti	200	1840	2700	2700
	Kavaratti	190	1750	2590	2580
	Kalpeni	200	1840	2700	2700

1	2	3	4	5	6
	Minicoy	290	2670	3920	3920
Calicut/	Andrott	120	1100	1630	1620
Beyppore	Amini	180	1660	2450	2440
	Kadmat	180	1660	2450	2440
	Bitra	210	1930	2850	2840
	Chetlat	180	1660	2450	2440
	Kiltan	160	1480	2190	2180
	Agatti	210	1930	2850	2840
	Kavaratti	190	1750	2590	2580
	kaopeni	140	1290	1900	1900
	Minicoy	240	2240	3250	3240

- Note :
- 1 Fare for Children under 3 years. Token of Rs. 5/- irrespective of distance
  - 2 Children between 3 to 10 years half fare
  - 3 Children above 10 years full fare
  - 4 Fare given above is per berth/seat

#### Sub Passenger Fare in M. V. Arabian Sea- Reg.

		M. v. Kavaratti												
		Category-A Islanders/Govt. Servants on leave/vacation & immediate family members of Govt. Servants.				Category-B Mainlanders. Govt. Servants on duty & others				Category-C Tourist				
From	To	Distance in N. M.	VIP	First	Socond	Bunk	VIP	First	Socond	Bunk	VIP	First	Socond	Bunk
			Owners	Class	Class	Class	Owners	Class	Class	Class	Owners	Class	Class	Class
			Cabin	Rs.	Rs.	Rs.	Cabin	Rs.	Rs.	Rs.	Cabin	Rs.	Rs.	Rs.
			Rs.				Rs.				Rs.			
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Kochi	Kavaratti	220	5550	2230	580	220	8180	3290	970	380	8160	3280	970	380
Kochi	Kavaratti	220	5550	2030	580	220	8180	2990	970	380	8160	2980	970	380
	Andrott	160	4,040	1,480	420	150	5970	2190	700	300	5,950	2,180	700	300

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
	Amini	220	5550	2,030	580	200	8,180	2,990	970	380	8,160	2,980	970	380
	Kadmat	220	5550	2030	580	200	8180	2990	970	380	8160	2980	970	370
	Bitra	260	6,580	2,390	670	240	9,670	3,520	1120	460	9670	3520	1120	450
	Chetlat	230	5,810	2,120	590	230	8,570	3120	1180	440	8550	3,120	990	430
	Kiltan	210	5300	1,930	540	200	7,800	2,850	910	380	7800	2,840	900	380
	Agatti	250	6,330	2300	650	240	9320	3390	1090	460	9310	3,380	1080	450
	Kalpeni	160	4,040	1480	420	150	5,970	2190	700	300	5950	2,180	700	300
	Minicoy	220	5550	2,030	580	200	8,180	2,990	970	380	8160	2980	970	380
Andrott	Amini	60	1,520	560	170	80	2,250	830	260	140	2240	820	260	130
	Kadmat	60	1,520	560	170	80	2,250	830	260	140	2240	820	260	130
	Chetlat	80	2,020	730	210	90	2,980	1090	350	160	2,960	1080	350	150
	Kiltan	60	1520	560	170	80	2,250	830	260	140	2240	820	260	130
	Agatti	90	2,280	830	240	90	3370	1230	410	160	3350	1220	400	150
	Kavaratti	60	1,520	560	170	80	2,250	830	260	140	2240	820	260	130
	Kalpani	50	1,270	460	130	80	1870	690	230	140	1870	680	220	130
	Minicoy	160	4040	1480	420	150	5,970	2190	700	300	5,950	2180	700	300
	Bitra	100	2540	930	280	100	3,720	1360	440	180	3,720	1360	400	180
Amini	Kadmat	20	510	190	90	80	770	300	150	140	750	280	140	130
	Bitra	40	1010	370	110	80	1500	540	180	140	1480	540	180	130
	Chetlat	40	1010	370	110	80	1500	540	180	140	1480	540	180	130
	Kiltan	30	780	290	90	80	1140	430	150	140	1140	420	140	130
	Agatti	30	780	290	90	80	1,140	430	150	140	1140	420	140	130
	Kavaratti	40	1010	370	110	80	1500	540	180	140	1480	540	180	130
	Kalpeni	80	2020	730	210	90	2,980	1090	350	160	2960	1080	350	150
	Minicoy	170	4290	1560	450	150	6,320	2300	760	300	6320	2,300	750	300
Kadmat	Bitra	40	1010	370	110	80	1500	540	180	140	1,480	540	180	130

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
	Chetlat	30	780	290	90	80	1140	430	150	140	1,140	420	140	130
	Kiltan	30	780	290	90	80	1,140	430	150	140	1140	420	140	130
	Agatti	40	1010	370	110	80	1,500	540	180	140	1480	540	180	130
	Kavaratti	40	1,010	370	110	80	1,500	540	180	140	1480	540	180	130
	Kalpeni	90	2,280	830	240	90	3370	1230	410	160	3350	1220	400	150
	Minicoy	170	4,290	15060	450	150	6,320	2300	760	300	6320	2300	750	300
Bitra	Chetlat	30	780	290	90	80	1,140	430	150	140	1140	470	140	130
	Kiltan	50	1,270	460	130	80	1,870	690	230	140	1870	680	220	130
	Agatti	40	1,010	370	110	80	1,500	540	180	140	1480	540	180	130
	Kavaratti	70	1,770	650	200	80	2,600	960	320	140	2600	960	310	130
	Kalpeni	120	3,040	1100	320	130	4,470	1630	530	240	4470	1620	530	230
	Minicoy	200	5,060	1840	510	190	7,450	2700	860	360	7440	2700	860	350
Cnetlat	Kiltan	20	510	190	90	80	770	290	150	140	750	280	140	130
	Agatti	60	1,520	560	170	80	2,250	830	260	140	2240	820	260	130
	Kavaratti	70	1,770	650	200	80	2,600	960	320	140	2600	960	310	130
	Kalpeni	110	2,780	1020	300	100	4,100	1500	500	200	4080	1500	480	200
	Minicoy	200	5,060	1840	510	190	7,450	2700	860	360	7440	2700	860	350
Kiltan	Agatti	60	1,520	560	170	80	2,250	830	260	140	2240	820	260	130
	Kavaratti	60	1,520	560	170	80	2,250	830	260	140	2240	820	260	130
	Kalpeni	100	2,540	930	280	100	3,720	1360	440	180	3720	1360	440	180
	Minicoy	190	4,810	1750	510	190	7,070	2590	850	360	7070	2580	840	350
Agatti	Kavaratti	30	780	290	90	80	1,140	430	150	140	1140	420	140	130
	kalpeni	100	2,540	930	280	100	3,720	1360	440	180	3720	1360	440	180
	Minicoy	160	4,040	1480	420	150	5,970	2190	700	300	5950	2180	700	300
Kayaratti	Kalpeni	70	1,770	650	200	80	2,600	960	320	140	2600	960	310	130
	Minicoy	140	3,540	1290	370	140	5,200	1900	620	260	5200	1900	620	250

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Kalpeni	Minicoy	110	2,780	1020	300	100	4,100	1500	500	200	4080	1500	480	200
Mangalore	Anorott	140	3,540	1290	370	140	5,200	1900	620	260	5200	1900	620	250
	Amini	160	4,040	1480	420	150	5,970	2190	700	300	5950	2180	700	300
	Kadmat	160	4,040	1480	420	150	5,970	2190	700	300	5950	2180	700	300
	Bitra	180	4,550	1660	480	180	6,700	2450	790	340	6680	2440	790	330
	Chetlat	150	3,800	1090	410	150	5,590	1600	670	280	5590	1600	660	280
	Kiltan	140	3,540	1290	370	140	5,200	1900	620	260	5200	1900	620	250
	Agatti	200	5,060	1840	510	190	7,450	2700	860	360	7440	2700	860	350
	Kavaratti	190	4,810	1750	510	190	7,070	2590	850	360	7070	2580	840	350
	Kalpeni	200	5,060	1840	510	190	7,450	2700	860	360	7440	2700	860	350
	Minicoy	190	7,330	2670	750	250	10,790	3920	1270	500	10790	3920	1250	500
Calicut	Andrott	120	3,040	1100	320	130	4,470	1630	530	240	4470	1620	530	230
Beypore	Amini	180	4,550	1660	480	180	6,700	2450	790	340	6680	2440	790	330
	Kadmat	180	4,550	1660	480	180	6,700	2450	790	340	6680	2440	790	330
	Bitra	210	5,300	1930	540	200	7,800	2850	910	380	7800	2840	900	380
	Cheteat	180	4,550	1660	480	180	6,700	2450	290	340	6680	2440	790	330
	Kiltan	160	4,040	1480	420	150	5,970	2190	700	300	5950	2180	700	300
	Agatti	210	5,300	1930	540	200	7,800	2850	910	380	7800	2840	900	380
	Kavaratti	190	4,810	1750	510	190	7,070	2590	850	360	7070	2580	840	350
	Kalpeni	140	3,540	1290	370	140	5,200	1900	620	260	5200	1900	620	250
	Minicoy	240	6,070	2240	620	230	8,920	3250	1030	440	8920	3240	1030	430

Note :      1 Fare for Children under 3 years. Token of Rs. 5/- irrespective of distance  
                  2 Childeren between 3 to 10 years half fare  
                  3 Children above 10 years full fare  
                  4 Fare given above is per berth/seat

**Sub Passenger Fare in M. V. Lakshadweep Sea- Reg.**

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Kochi	Kavaratti	220	5550	2030	580	200	8180	2990	970	380	8160	2980	970	380
	Andrott	160	4,040	1,480	420	150	5970	2190	700	300	5,950	2,180	700	300
	Amini	220	5550	2,030	580	200	8,180	2,990	970	380	8,160	2,980	970	380
	Kadmat	220	5550	2030	580	200	8180	2990	970	380	8160	2980	970	370
	Bitra	260	6,580	2,390	670	240	9,670	3,520	1120	460	9670	3520	1120	450
	Chetlat	230	5,810	2,120	590	230	8,570	3120	1180	440	8550	3,120	990	430
	Kiltan	210	5300	1,930	540	200	7,800	2,850	910	380	7800	2,840	900	380
	Agatti	250	6,330	2300	650	240	9320	3390	1090	460	9310	3,380	1080	450
	Kalpeni	160	4,040	1480	420	150	5,970	2190	700	300	5950	2,180	700	300
	Minicoy	220	5550	2,030	580	200	8,180	2,990	970	380	8160	2980	970	380
Andrott	Amini	60	1,520	560	170	80	2,250	830	260	140	2240	820	260	130
	Kadmat	60	1,520	560	170	80	2,250	830	260	140	2240	820	260	130
	Chetlat	80	2,020	730	210	90	2,980	1090	350	160	2,960	1080	350	150
	Kiltan	60	1520	560	170	80	2,250	830	260	140	2240	820	260	130
	Agatti	90	2,280	830	240	90	3370	1230	410	160	3350	1220	400	150
	Kavaratti	60	1,520	560	170	80	2,250	830	260	140	2240	820	260	130
	Kalpani	50	1,270	460	130	80	1870	690	230	140	1870	680	220	130
	Minicoy	160	4040	1480	420	150	5,970	2190	700	300	5,950	2180	700	300
Bitra	100	2540	930	280	100	3,720	1360	440	180	3,720	1360	400	180	
Amini	Kadmat	20	510	190	90	80	770	300	150	140	750	280	140	130
	Bitra	40	1010	370	110	80	1500	540	180	140	1480	540	180	130
	Chetlat	40	1010	370	110	80	1500	540	180	140	1480	540	180	130
	Kiltan	30	780	290	90	80	1140	430	150	140	1140	420	140	130
	Agatti	30	780	290	90	80	1,140	430	150	140	1140	420	140	130
	Kavaratti	40	1010	370	110	80	1500	540	180	140	1480	540	180	130

241	Written Answers			Phalguna 16, 1932 (Saka)										to Question		242
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15		
	Kalpeni	80	2020	730	210	90	2,980	1090	350	160	2960	1080	350	150		
	Minicoy	170	4290	1560	450	150	6,320	2300	760	300	6320	2,300	750	300		
Kadmat	Bitra	40	1010	370	110	80	1500	540	180	140	1,480	540	180	130		
	Chetlat	30	780	290	90	80	1140	430	150	140	1,140	420	140	130		
	Kiltan	30	780	290	90	80	1,140	430	150	140	1140	420	140	130		
	Agatti	40	1010	370	110	80	1,500	540	180	140	1480	540	180	130		
	Kavaratti	40	1,010	370	110	80	1,500	540	180	140	1480	540	180	130		
	Kalpeni	90	2,280	830	240	90	3370	1230	410	160	3350	1220	400	150		
	Minicoy	170	4,290	15060	450	150	6,320	2300	760	300	6320	2300	750	300		
Bitra	Chetlat	30	780	290	90	80	1,140	430	150	140	1140	470	140	130		
	Kiltan	50	1,270	460	130	80	1,870	690	230	140	1870	680	220	130		
	Agatti	40	1,010	370	110	80	1,500	540	180	140	1480	540	180	130		
	Kavaratti	70	1,770	650	200	80	2,600	960	320	140	2600	960	310	130		
	Kalpeni	120	3,040	1100	320	130	4,470	1630	530	240	4470	1620	530	230		
	Minicoy	200	5,060	1840	510	190	7,450	2700	860	360	7440	2700	860	350		
Chetlat	Kiltan	20	510	190	90	80	770	290	150	140	750	280	140	130		
	Agatti	60	1,520	560	170	80	2,250	830	260	140	2240	820	260	130		
	Kavaratti	70	1,770	650	200	80	2,600	960	320	140	2600	960	310	130		
	Kalpeni	110	2,780	1020	300	100	4,100	1500	500	200	4080	1500	480	200		
	Minicoy	200	5,060	1840	510	190	7,450	2700	860	360	7440	2700	860	350		
Kiltan	Agatti	60	1,520	560	170	80	2,250	830	260	140	2240	820	260	130		
	Kavaratti	60	1,520	560	170	80	2,250	830	260	140	2240	820	260	130		
	Kalpeni	100	2,540	930	280	100	3,720	1360	440	180	3720	1360	440	180		
	Minicoy	190	4,810	1750	510	190	7,070	2590	850	360	7070	2580	840	350		
Agatti	Kavaratti	30	780	290	90	80	1,140	430	150	140	1140	420	140	130		
	kalpeni	100	2,540	930	280	100	3,720	1360	440	180	3720	1360	440	180		



1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
	Minicoy	160	4,040	1480	420	150	5,970	2190	700	300	5950	2180	700	300
Kayaratti	Kalpeni	70	1,770	650	200	80	2,600	960	320	140	2600	960	310	130
	Minicoy	140	3,540	1290	370	140	5,200	1900	620	260	5200	1900	620	250
Kalpeni	Minicoy	110	2,780	1020	300	100	4,100	1500	500	200	4080	1500	480	200
Mangalore	Anorott	140	3,540	1290	370	140	5,200	1900	620	260	5200	1900	620	250
	Amini	160	4,040	1480	420	150	5,970	2190	700	300	5950	2180	700	300
	Kadmat	160	4,040	1480	420	150	5,970	2190	700	300	5950	2180	700	300
	Bitra	180	4,550	1660	480	180	6,700	2450	790	340	6680	2440	790	330
	Chetlat	150	3,800	1090	410	150	5,590	1600	670	280	5590	1600	660	280
	Kiltan	140	3,540	1290	370	140	5,200	1900	620	260	5200	1900	620	250
	Agatti	200	5,060	1840	510	190	7,450	2700	860	360	7440	2700	860	350
	Kavaratti	190	4,810	1750	510	190	7,070	2590	850	360	7070	2580	840	350
	Kalpeni	200	5,060	1840	510	190	7,450	2700	860	360	7440	2700	860	350
	Minicoy	190	7,330	2670	750	250	10,790	3920	1270	500	10790	3920	1250	500
Calicut	Andrott	120	3,040	1100	320	130	4,470	1630	530	240	4470	1620	530	230
Beyapore	Amini	180	4,550	1660	480	180	6,700	2450	790	340	6680	2440	790	330
	Kadmat	180	4,550	1660	480	180	6,700	2450	790	340	6680	2440	790	330
	Bitra	210	5,300	1930	540	200	7,800	2850	910	380	7800	2840	900	380
	Cheteat	180	4,550	1660	480	180	6,700	2450	290	340	6680	2440	790	330
	Kiltan	160	4,040	1480	420	150	5,970	2190	700	300	5950	2180	700	300
	Agatti	210	5,300	1930	540	200	7,800	2850	910	380	7800	2840	900	380
	Kavaratti	190	4,810	1750	510	190	7,070	2590	850	360	7070	2580	840	350
	Kalpeni	140	3,540	1290	370	140	5,200	1900	620	260	5200	1900	620	250
	Minicoy	240	6,070	2240	620	230	8,920	3250	1030	440	8920	3240	1030	430

Note :  
 1 Fare for Children under 3 years. Token of Rs. 5/- irrespective of distance  
 2 Childeren between 3 to 10 years half fare  
 3 Children above 10 years full fare  
 4 Fare given above is per berth/seat

[English]

### Delinking Of Vadinar Area

1652. SHRI KUNVARJIBHAI MOHANBHAI BAVALIA : Will the Minister of SHIPPING be pleased to state:

(a) whether the Government has taken any final decision on the long standing request of the Government of Gujarat to delink Vadinar area (except SBM of IOC) from the Kandla Port Limit and to revert it back to the State Governments;

(b) if so, the contents of the decision of the Government in this regard; and

(c) if not, whether the Government has been requested to take steps to compensate the State Governments for the commercial loss?

THE MINISTER OF SHIPPING (SHRI G. K. VASAN) : (a) The request of reverting Vadinar back to the State Government by delinking from the limits of Kandla Port has not been agreed to and is no longer under consideration by the Government of India.

(b) Does not arise

(c) No, Madam.

### Encroachment in National Animal Parks

1653. SHRI G.M. SIDDESHWARA: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the National Animal Parks are being encroached by the neighbouring villages in the country;

(b) if so, whether the Government has received any such reports of encroachment from various States in the country;

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

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

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH): (a) to (c) Yes Madam. There have been reports regarding encroachments of National Parks in the country from time to time. However, such details are generally not compiled at the level of Central Government.

(d) Management of Protected Areas is primarily the responsibility of the concerned State/UT Governments. Encroachments in Protected Areas are prohibited under the provisions of the Wildlife (Protection) Act, 1972, the Indian Forest Act, 1927 and the Forest (Conservation) Act, 1980 and under the orders of Hon'ble Supreme Court issued from time to time. The Central Government has also issued advisories to the State/UT Governments for eviction of the encroachments from the forest lands. Moreover, under the Centrally Sponsored Schemes 'Integrated Development of Wildlife Habitats', 'Project Tiger' and 'Project Elephant', the Government of India provides technical & financial assistance to the Protected Areas for various activities including those aimed at the prevention of encroachments.

### Cleaning of Mangroves

1654. SHRI S.S. RAMASUBBU : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the mangroves of several hectares caught oil soaked due to collision of two ships at Mumbai coast caused environmental degradation recently;

(b) if so, the details thereof;

(c) whether the Government has taken any steps to clean the oil soaked mangroves and sought adequate compensation from the ship owners;

(d) if so, the details thereof;

(e) if not, the reasons therefor; and

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

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH) : (a) to (f) As per information provided by the Maharashtra Pollution Control Board, the Ministry of Shipping and National Environmental Engineering Research Institute (NEERI) approximately 1200 cubic meter of fuel oil had spilled into the sea following collision of two ships MSC Chitra and MV Khalijia III in the Mumbai Harbour. The oil spill had led to formation of tar balls along the coast line, affecting mangroves. The Govt. of Maharashtra and the Mumbai Port Trust have taken steps for cleaning up of the coast. However, it has been reported by NEERI that mangroves plants cannot be easily cleaned by physical/chemical methods as they can lead to further damage to mangroves. The Govt. of Maharashtra has sought a relief of Rupees three crores from the Ship Owners of MSC Chitra out of which Rupees one crore has been received. The D.G. Shipping is co-ordinating the cleaning operations.

#### Export of Sugar to EU

1655. SHRI SURESH KUMAR SHETKAR: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether the Government has allowed export of refined sugar to the European Union (EU) despite restrictions during the current year;

(b) if so, the details thereof alongwith the figures for such export during the last three years; and

(c) the impact of such exports on the domestic industry and the consumers?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA M. SCINDIA): (a) to (c) The Government has allowed exports

of sugar to EU under preferential quota despite restriction for availing the benefit of CXL quota for export of sugar to EU.

Presently, the quantity of exports of sugar to EU under this quota is MTs 10,000 per annum (Sugar Year). The Government permitted M/s Indian Sugar Exim Corporation Limited (ISEC), New Delhi to export a total quantity of 10,000 MTs of White sugar to the European Union for the fiscal year 2009-10 (September, 2009 to September, 2010) under the preferential quota. The permission was subject to the condition that ISEC will import equivalent quantity of sugar in the same sugar season.

As the quantity of sugar being exported under this quota is a relatively small quantity and as this is generally permitted on the condition of import of an equivalent quantity, there is likely to be very little impact of this on domestic industry and consumers.

#### Grievances Redressal Commission

1656. SHRI ASADUDDIN OWAISI: Will the Minister of DEFENCE be pleased to refer to reply to Unstarred Question No. 5488 dated 13.12.2010 and state:

(a) whether the Armed Forces Grievances Redressal Commission has been set up by the Government;

(b) if so, the details thereof including the main functions of this Commission; and

(c) if not, the time by which a final decision is likely to be taken in this regard?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY):

(a) No, Madam.

(b) Does not arise.

(c) The matter is presently under examination.

### Directorate of Safety and Traffic Management

1657. SHRI MILIND DEORA: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Government has proposed a Directorate of Safety and Traffic Management;

(b) if so, the objectives and the mandate of the proposed authority;

(c) the time-frame for the setting up of the same;

(d) whether the Government has introduced any scheme(s) towards strengthening of public transport system in the country; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (DR. TUSHAR CHAUDHARY): (a) to (c) A Bill to create the National Road Safety and Traffic Management Board was introduced in Lok Sabha on 04.05.2010 which was referred to the Department related Parliamentary Standing Committee for examination. The Committee had submitted its report to the Chairman, Rajya Sabha on 21.07.2010. The recommendations of the Committee are being examined by the Ministry. As per the Bill introduced in Lok Sabha, the Board is proposed to recommend standards for design, construction and maintenance of National Highways, recommend safety standards for mechanically propelled vehicles, to liaise with other agencies in matters relating to road safety and traffic management, to establish procedures and centres for multi-disciplinary crash investigations, establish the procedure and methodology for data collection and analysis with respect to road accidents, issue guidelines for building capacity and to improve road safety etc. No definite time frame could be envisaged at this stage for setting up of the Board.

(d) and (e) Yes, Sir. With a view to strengthening public transport system in the country, the Central Government has introduced a scheme with effect from 15.03.2010 to provide financial assistance to the States/Union Territories/ State Road Transport Undertakings for implementation of information technology such as Global Positioning System (GPS)/Global System for Mobile Communication (GSM) based vehicle tracking system, Automatic Ticket Vending Machines etc. and for working out mobility plan.

[Translation]

### Extinction of Herbal Plants

1658. SHRIMATI KAMLA DEVI PATLE : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether most of the herbal medicinal plants in the forests are on the verge of extinct as per the Botanical Survey of India (BSI) in the country;

(b) if so, the details thereof; and

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

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH) : (a) and (b) According to Botanical Survey of India (BSI), about 53 species of herbal medicinal plants, out of 18794 vascular plants so far recorded from the country, are prone to extinction due to various anthropogenic activities.

(c) To conserve plant diversity, including medicinal plants, in general and to protect the threatened species in particular, habitat improvement is the primary measure. For this purpose, about 76.9 million ha. of country's geographical area has been notified as forests. Plants listed as threatened receive special attention under the Wildlife

(Protection) Act, 1972 and Biological Diversity Act, 2002. Cultivation of medicinal plants in degraded forest lands is supported through the schemes of the National Afforestation & Eco-development Board (NAEB).

The National Medicinal Plant Board, Department of Ayurveda, Yoga & Naturopathy, Unani, Siddha and Homeopathy (AYUSH) also provides financial assistance to State Governments for cultivation of prioritized Medicinal Plants. Financial assistance is also being provided to eligible organizations for activities relating to *in-situ/ex-situ* conservation, research & development, capacity building and setting up of herbal gardens.

[English]

#### Shipping Corporation of India

1659. SHRI S. SEMMALAI: Will the Minister of

SHIPPING be pleased to state:

(a) the total number of vessels owned by the Shipping Corporation of India (SCI) and the total volume of cargo handled by it during the last three years;

(b) whether the SCI has any proposal to increase the fleet strength in the near future;

(c) if so, the details thereof; and

(d) the number of shipping vessels ordered by the SCI with details of countries from where it proposes to purchase the vessels?

THE MINISTER OF SHIPPING (SHRI G. K. VASAN)

: (a) The details of vessels owned by SCI and volume of cargo handled by it for last three years are as under:

Year	Total No. of vessels	GT	DWT	Volume of cargo carried
2007-08	79	2,730,311	4,758,316	39.87 Million Tonnes + 20879 TEUs
2008-09	80	2,938,229	5,125,338	30.27 Million Tonnes + 101145 TEUs
2009-10	76	2,926,806	5,141,217	30.01 Million Tonnes + 149811 TEUs
2010-11	78	3,191,117	5,615,531	23.08 Million Tonnes + 127201 TEUs (upto Dec., 2010)

(as on 01.03.2011)

(b) to (d) As per the 11th Plan vessel acquisition programme, SCI has planned to acquire 62 vessels. Till date SCI has been able to order 35 vessels (out of which 5 delivered) and acquire 1 resale vessel (total 36 vessels) and balance 26 vessels are to be considered during the current and next financial year. During the period 2010-2020, SCI

has identified acquisition of 110 vessels of about 5.21 million GT at an estimated cost of Rs. 27,668 crores which will take SCI's total tonnage to about 7 million GT by 2020. The number of vessels ordered by SCI and the countries where the vessels are being/were built are as under:

Sl. No.	Type of vessel	Shipyard Country Name	No. of vessels on order
1.	Resale MR Product Carrier	S. Korea	1
2.	LR-11 Product Tankers	S. Korea	2
3.	Aframax Crude Oil Carrier	S. Korea	4
4.	Anchor Handling, Towing & Supply vessel of 80 TBP capacity each	India	4
5.	Handymax Bulk Carriers	China	6
6.	Panamax Bulk Carriers	China	4
7.	Anchor Handling, Towing & Supply vessel of 120 TBP capacity each	India	2
8.	Platform Supply Vessels (UT 755 Design)	India	2
9.	Kamsarmax	China	4
10.	VLCCs	China	2
11.	Cellular container vessels of 6500 TEUs each	China	3
12.	Anchor Handling, Towing & Supply vessel of 120 TBP capacity each	India	2
		Total :	36

### Encroachment in Forest Land

1660. SHRI HAMDULLAH SAYEED: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the forest land has been encroached in the country;

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

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

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH):

(a) and (b) As per information collected from the 16 States/ Union territories, about 8.34 /- lakhs hectare of forestland has been encroached upon by the people living in and around such forest lands. However, about 3.58 lakhs hectare of Forest land has been regularized by granting title deeds in favour of

tribals and other traditional forest dwellers under the provision of the Scheduled tribes and Other Traditional Forest Dwellers (Recognition of Forest Rights) Act 2006. The State -wise details are given in the enclosed Statement.

(c) The protection of forest areas is primarily the responsibility of the concerned State/UT Governments under the relevant provisions of various Central/State Acts, rules. Regulation, etc. However, this Ministry provides financial assistance to the State Forest Departments under a Centrally Sponsored Scheme 'Intensification of Forest Management' to strengthen their forest protection machinery by way of infrastructure development, use of modern technology, improved mobility by way of deployment of new field vehicles improved communication and providing arms ammunition to the front-line forestry force.

**Statement**

(In Hectare)

S.No.	State	Forest land under Encroachment	Forest land regularized under FRA 2006
1	Andhra Pradesh	2,56,000.00	1,90,184.00
2	Andaman and Nicobar Island	3,326.63	Nil
3	Assam	2,59,700.00	Nil
	Chhattisgarh	1,18,494.60	1,18,494.60
5	Dadra and Nagar Haveli	613.30	Nil
6	Daman and Diu	87.83	Nil
1	Gujarat	34,791.00	34,219.00
8	Himachal Pradesh	1,855.68	Nil
9	Karnataka	74,210.22	14,848.00
10	Meghalaya	9,378.00	Nil
11	Mizoram	12,057.90	Nil
12	Nagaland	2,671.86	Nil
13	Tripura	47,758.14	Nil
14	UT Chandigarh	14.00	Nil
15	UT Lakshadweep	Nil	Nil
16	West Bengal	12,603,881	Nil
	Grand Total	8,33,563.04	3,57,745.60

**NGOs Listed Under DDRS**

1661. SHRI KALIKESH NARAYAN SINGH DEO: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) the number of beneficiaries enlisted under the 'The National Handicapped Finance and Development Corporation (HNFDC)'; and the amount utilized under this scheme from 2005-10; and

(b) the details of the NGOs listed under the Deendayal Disable Rehabilitation Scheme (DDRS), the funds sanctioned to them in 2005-10 and the amounts utilized, as reflected in the utilization certificates?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRI D. NAPOLEAN) : (a) National Handicapped Finance & Development Corporation (NHFDC) has released Rs. 138.91 Crore to the State Channelizing Agencies (SCAs) of NHFDC for further disbursement to 27076 Persons with Disabilities (PwDs) in different States from financial year 2005-06 to 2009-10.

(b) Details of number of NGOs listed under DDRS and the funds sanctioned to them during 2005-10 are given in the enclosed Statement. The grants in-aid is released to the NGOs listed under DDRS only on obtaining the utilization certificates that have become due in respect of previous grants.

**Statement***State-wise details of grant-in-aid released and the number of organisation supported during 2005-2010 under DDRS*

S.No.	State	Amount released (Rupees in Lakhs)					No. of organisations supported				
		2005-06	2006-07	2007-08	2008-09	2009-10	2005-06	2006-07	2007-08	2008-09	2009-10
1	2	3	4	5	6	7	8	9	10	11	12
1	Andman and Nicobar	0	2.91	0	0	0	0	0	0	0	0
2	Andhra Pradesh	1515.15	1400.58	1807.74	1317.78	1586.81	117	112	123	107	80
3	Arunachal Pradesh	3.12	5.47	10.67	7.37	6.72	1	1	1	1	1
4	Assam	73.22	91.79	84.72	121.92	87.40	12	17	14	14	12
5	Bihar	222.61	194.43	112.62	87.75	45.48	24	25	18	13	7
6	Chandigarh	9.6	3.53	5.11	0	10.50	2	1	1	0	1
7	Chattisgarh	49.79	52.01	39.23	76.69	31.52	10	7	8	9	6
8	Dadra and Nagar Haveli	3.02	2.42	0	0	0	1	1	0	0	0
9	Daman and Diu	2.59	0	0	0	0	1	0	0	0	0
10	Delhi	332.18	241.07	314.12	193.55	170.24	28	24	22	22	17
11	Goa	20.71	3.38	14.87	13.09	18.3	3	1	2	2	2
12	Gujarat	115.69	93.49	81.17	82.2	57.40	23	17	17	14	8
13	Haryana	103.81	79.49	186.31	127.92	78.36	22	17	21	15	9
14	Himachal Pradesh	29.54	38.3	11.49	40.83	17.99	6	5	2	4	2
15	Jammu and Kashmir	10.81	13.62	7.91	27.93	7.19	3	3	2	4	2
16	Jharkhand	9.65	4.98	16.68	10.06	12.01	4	2	4	1	1
17	Karnataka	903.68	480.49	1135.92	814.66	857.24	80	71	83	60	44
18	Kerala	475.89	363.69	237.19	378.4	386.96	63	56	37	44	38
19	Lakshdweep	0	0	0	0	0	0	0	0	0	
20	Madhya Pradesh	137.12	120.17	134.63	170.35	99.56	29	27	26	19	16
21	Maharashtra	174.48	143.85	188.41	254.23	150.51	24	19	23	18	14



1	2	3	4	5	6	7	8	9	10	11	12
22	Manipur	87.83	144.87	125.7	196.76	130.14	10	15	15	15	13
23	Meghalaya	76.88	31.77	85.16	75.65	25.64	5	4	7	4	4
24	Mizoram	20.50	21.78	12.5	19.6	6.58	2	3	2	2	1
25	Nagaland	0	0	1.43	0	0	0	0	1	0	
26	Orissa	240.22	253.79	418.51	367.34	448.66	35	31	43	34	32
27	Pondicherry	8.5	5.22	12.56	15.63	13.36	1	1	1	1	1
28	Punjab	144.78	71.55	105.67	94.00	35.38	21	13	12	11	4
29	Rajasthan	152.19	126.11	182.7	93.14	168.81	27	25	24	17	17
30	Sikkim	0	0	0	0	0	0	0	0	0	
31	Tamil Nadu	470.44	417.68	481.75	474.37	366.18	51	57	56	55	32
32	Tripura	10.85	12.24	11.86	10.81	21.36	2	2	2	2	2
33	Uttar Pradesh	652.9	600.52	704.54	700.21	718.82	79	81	66	58	45
34	Uttarakhand	80.84	55.44	43.98	63.02	53.60	11	8	6	7	5
35	West Bengal	541.62	383.68	449.94	641.12	543.22	44	40	48	39	29
Total		6680.21	5460.32	7025.09	6476.38	6155.94	741	686	687	592	445

### Reforms In Road Transport

1662. SHRIMATI PRIYA DUTT: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the World Bank has sanctioned funds to improve the transportation system of various States in the country;

(b) if so, the details thereof; and

(c) the names of the States for which funds have been sanctioned by the World Bank for the said purpose and the amount of funds allocated to each of the State from that funds?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (DR. TUSHAR CHAUDHARY): (a) and (b) Yes, Madam. As per available

information, a World Bank-Global Environment Facility (GEF) - UNDP assisted Sustainable Urban Transport Project (SUTP) has been launched on 9.6.2010 by Urban Development Ministry with the objective of capacity building in urban transport area and also for taking up a few demonstration projects in some select cities, namely, Pune (Maharashtra), Pimpri-Chinchwad (Maharashtra), Indore (Madhya Pradesh), Mysore (Karnataka) and Naya Raipur (Chhattisgarh). The projects proposed to be undertaken by the cities cover Public Transport, Non-Motorised Transport, Bus Rapid Transit System (BRTS), Intelligent Transport System (ITS) and Integrated Planning and Transit Oriented Development (IPTOD).

(c) The names of the States for which funds have been sanctioned by the World Bank for the project and amount of funds allocated to each State are given in the enclosed Statement.

**Statement***State/City wise allocation of funds under GEF-WB -SUTP*

Rupees in Crore  
US\$ in Million ( ) / USD = Rs. 48

State	City	Project	GEF(Grant)	World Bank (Loan)
<b>Loan availing Cities / States</b>				
Maharashtra	Pune	Promotion of NMT	9.08 (1.89)	227.17 (47.30)
	Pimpri-Chinchwad	Implementation BRTS	9.12 (1.90)	209.77 (43.70)
Chhattisgarh	Naya Raipur	Implementation of BRTS	9.12 (1.90)	66.90(13.94)
<b>Non Loan availing Cities/States</b>				
Karnataka	Mysore	ITS improvements on existing		
		buses & Ethanol-diesel infrastructure	9.08 (1.89)	0.00
Madhya Pradesh	Indore	Enhancements to BRT operations	9.14 (1.90)	0.00
	Unallocated		9.17 (1.91)	0.00
Total			54.71 (11.39)	503.85 (104.94)

**Categories of Persons Treated as Disabled**

1663. SHRI RAMSINH RATHWA: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) the categories of persons treated as disabled for the purpose of education and employment;

(b) whether the quota for the disabled is being filled up regularly;

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

(d) whether there is any proposal to increase the percentage of quota for the disabled in view of the increasing number of people with various kinds of disabilities; and

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRI D. NAPOLEAN) : (a) As per Section 2 of Persons with Disabilities (Equal Opportunities, Protection of Rights and Full

Participation) (PWD) Act, 1995 "Disability" means-

- (i) Blindness;
- (ii) Low vision;
- (iii) Leprosy-cured;
- (iv) Hearing impairment;
- (v) Loco motor disability;
- (vi) Mental retardation;
- (vii) Mental illness

(b) and (c) As per Section 33 of the PWD Act, 1995, every appropriate Government shall appoint in every establishment such percentage of vacancies not less than three percent for persons or class of persons with disability of which one per cent, each shall be reserved for persons suffering from-

- (i) Blindness or low vision;
- (ii) Hearing impairment;
- (iii) Loco motor disability or cerebral palsy, in the posts identified for each disability:

Provided that the appropriate Government may, having regard to the type of work carried on in any department or establishment, by notification subject to such conditions, if any, as may be specified in such notification, exempt any establishment from the provisions of this section.

As per Section 39 of the PWD Act, 1995, all Government educational institutions and other educational institutions receiving aid from the Government, shall reserve not less than three per cent seat for persons with disabilities.

Government has issued instructions that such persons should be provided reservation in all Groups of identified posts in the matter of direct recruitment and in Group 'C' and 'D' posts identified in the matter of promotion. There was a backlog of 8335 vacancies reserved for Persons with Disabilities as on 15.11.2009 as per information received from 69 Ministries/ Departments.

(d) and (e) No Sir. There is no such proposal.

[Translation]

#### **Civil Area under Cantonment**

1664. SHRI K.C. SINGH 'BABA' : Will the Minister of DEFENCE be pleased to state:

(a) whether the Government has received any proposal for bringing civil areas under Ranikhet cantonment in Uttarakhand under municipal area;

(b) if so, the date of receipt of the said proposal and the time by which the same is likely to be approved;

(c) if not, whether the Government proposes to take some initiatives in this regard; and

(d) if so, the details thereof?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY): (a) to (d) Government of Uttarakhand's proposal was received on 31.7.2009 for bringing certain areas of Ranikhet cantonment under Municipal area. The areas proposed by the State Government are surrounded by Military area having defence installations. Agreeing to this proposal would have involved serious security implications besides affecting health and hygiene of the troops. It would have also resulted in loss of revenue to the Ranikhet Cantonment Board. Under these circumstances the proposal of the Government could not be acceded to Government of Uttarakhand was informed accordingly on 22.12.2010.

[English]

#### **Modernisation Plan of Army**

1665. DR. RATNA DE : Will the Minister of DEFENCE be pleased to state:

(a) whether the Army is focusing on a modernisation plan;

(b) if so, the details thereof;

(c) the areas outlined by the Army for modernisation; and

(d) the time by which the modernisation work is likely to be implemented?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY) : (a) to (c) A well structured and institutionalized planning process is in place for capability development and modernization of the Indian Army. As part of this process, the Army is implementing a focused plan to build up the capability of the Army by force accretions and force modernization. This is based on a Long Term Perspective Plan (LTPP) covering a period of 15 years. While formulating the Long Term Perspective Plan, a holistic view has been taken towards identifying threats/challenges of the future and the capabilities required to meet the same.

(d) Modernization of the Indian Army is a continuous process based on threat perception, operational challenges, technological changes and budget allocations.

### Norms for Scholarship

1666. SHRI HARIBHAU JAWALE: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) the norms prescribed by the Government for distribution of various scholarships to the SC/OBC students in the country;

(b) the amount of scholarship being given to pre-matric, post-matric, residential and day-boarding children of scavengers, cobblers and dyers and such other students belonging to Scheduled Castes (SCs) and Other Backward Classes (OBCs) categories alongwith the date(s) on which the same was fixed;

(c) whether despite continuous demand no State Government including Maharashtra is being given the amount as per their demand; and

(d) if so, the details thereof?

THE MINISTRY OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRI D. NAPOLEAN) : (a) Central assistance is given to the State schemes for disbursement of scholarships to the Scheduled Caste(SC)/Other Backward Class(OBC) students. The names of these schemes and the main eligibility criteria is as follows:-

- (i) Scheme of Post Matric Scholarships to the Students belonging to SCs - Parents/Guardians' income from all sources not to exceed Rs. 2.00 lakh per annum;
- (ii) Schemes of Pre-matric and Post Matric Scholarships to the OBC Students - Parents/Guardians' income from all sources not to exceed Rs.44,500 per annum.

No income-ceiling is prescribed under Scheme of Pre Matric Scholarships to the "children of those engaged in unclean occupations".

(b) The amount of scholarship being given under these schemes is given in the enclosed Statement-I

(c) and (d) While the Ministry is able to meet the requirement of States /UTs under scholarship schemes for SC students, full requirement cannot be met in case of schemes for OBC students due to financial constraints. Central assistance under all these schemes is released on the basis of the proposals received from the State Governments/UTs, subject to furnishing of the utilization certificates, in respect of the grant released in the past.

The scheme-wise/state-wise details of central assistance released during last three years under these schemes are given in the enclosed Statement II to IV.

### Statement-I

#### Pre-Matric Scholarship Scheme

for children of those engaged in unclean occupations			for OBC students			
Monthly Scholarship rates (in Rs.) w.e.f. 1.4.2008			Monthly Scholarship rates (in Rs.) w.e.f. 1.4.1998			
Class	Day Scholars	Hostellers	Class	Day Scholars	Class	Hostellers
I-II	110		I-V	25	III-VIII	200
III-X	110	700	VI - VIII	40	IX -X	250
			IX -X	50		

*Post-Matric Scholarship Scheme*

for SC students			for OBC students		
Monthly Maintenance Allowance (in Rs.) w.e.f. 1.7.2010			Monthly Maintenance Allowance (in Rs.) w.e.f. 1.4.1998		
Group	DayScholars	Hostellers	Group	DayScholars	Hostellers
I	550	1200	A	190	425
II	530	820	B	190	290
III	300	570	C	190	290
IV	230	380	D	120	230
			E	90	150

In addition to the monthly scholarship/ maintenance allowance, beneficiaries are also paid other allowances admissible as per provisions of respective schemes.

**Statement-II**

*Central Assistance released during the last three years under the scheme of Post \ Matric Scholarship for SC students*

S.No.	State/UT	2007-08	2008-09	2009-10
		Funds released	Funds released	Funds released
1	2	3	4	5
1	Andhra Pradesh	24048.40	23978.11	21182.31
2	Assam	469.82	0.00	1014.99
3	Bihar	0.00	2692.70	1000.00
4	Chhattisgarh	482.85	100.00	0.00
5	Goa	0.00	0.00	0.00
6	Gujarat	240.36	1556.29	2741.34
7	Haryana	494.93	369.52	6962.57
8	Himachal Pradesh	78.84	0.00	0.00
9	Jammu and Kashmir	0.00	378.47	150.00
10	Jharkhand	35.32	0.00	514.74

(Rupees in Lakhs)

1	2	3	4	5
11	Karnataka	7020.59	3267.91	11819.35
12	Kerala	4072.44	8132.43	3200.00
13	Madhya Pradesh	695.98	1699.21	3653.86
14	Maharashtra	15953.63	1000.00	13400.00
15	Manipur	139.95	163.76	185.70
16	Meghalaya	0.00	0.00	0.00
17	Orissa	0.00	500.00	0.00
18	Punjab	539.80	200.00	0.00
19	Rajasthan	3204.42	10340.11	5397.72
20	Sikkim	0.00	3.44	1.00
21	Tamil Nadu	6978.05	500.00	5369.97
22	Tripura	180.56	410.98	410.16
23	Uttar Pradesh	22313.71	4916.98	19967.13
24	Uttaranchal	0.00	1089.36	789.70
25	West Bengal	358.25	3250.23	3835.67
26	Daman and Diu	0.33	0.00	0.00
27	Daman and Nagar Haveli	0.00	0.00	0.00
28	Delhi	0.00	0.00	0.00
29	Pondicherry	200.00	0.00	0.00
Total		87508.23	64549.49	101596.20

**Statement-III**

*Central assistance released during the last three years under the Centrally Sponsored Scheme of Pre-Metric Scholarship to the Children of those engaged in unclean occupations.*

S.No.	Name of State/UT	2007-08	2008-09	2009-10
		Released (Rs.in lakh)	Released (Rs.in lakh)	Released (Rs.in lakh)
1	2	3	4	5
1	Andhra Pradesh	0.00	0.00	2171.50

1	2	3	4	5
2	Assam	2.90	92.38	52.17
3	Bihar	0.00	0.00	0.00
4	Chhattisgarh	0.00	110.79	192.08
5	Delhi	0.00	0.00	0.00
6	Goa	0.00	0.00	0.89
7	Gujarat	262.70	2820.60	3639.90
8	Haryana	0.00	0.00	0.00
9	Himachal Pradesh	0.00	0.00	0.00
10	Jammu and Kashmir	0.00	15.05	24.59
11	Jharkhand	0.00	0.00	0.00
12	Karnataka	0.00	0.00	0.00
13	Kerala	0.00	0.00	6.11
14	Madhya Pradesh	0.00	296.41	232.59
15	Maharashtra	0.00	691.12	0.00
16	Orissa	0.00	35.72	0.00
17	Puducherry	0.00	2.24	7.71
18	Punjab	0.00	0.00	0.00
19	Rajasthan	0.00	1042.42	598.95
20	Sikkim	0.00	0.00	0.00
21	Tamil Nadu	41.40	678.08	971.88
22	Tripura	0.00	86.02	47.83
23	Uttar Pradesh	0.00	0.00	0.00
24	Uttarakhand	2.90	14.72	1.55
25	West Bengal	0.00	41.73	26.27
<b>Total</b>		<b>309.90</b>	<b>5927.28</b>	<b>7974.02</b>

**Statement-IV**

*Central assistance released during the last three years under the Pre-matric and Post-matric Scholarship Schemes of OBC students*

(Rs. in lakhe)

Sl. No.	Name of State	Pre-matric			Post-matric		
		2007-08	2008-09	2009-10	2007-08	2008-09	2009-10
		Amount released	Amount released	Amount released	Amount released	Amount released	Amount released
1	2	3	4	5	6	7	8
1	Andhra Pradesh	377.50	407.90	533.00	925.02	1676.89	2035.00
2	Bihar	400.18	446.43	-	1436.49	1977.72	1752.00
3	Chhattisgarh	-	-	-	-	-	-
4	Goa	-	7.68	-	48.97	38.44	16.00
5	Gujarat	175.64	267.24	290.00	223.92	288.69	568.31
6	Haryana	-	-	79.00	396.59	491.00	563.00
7	Himachal Pradesh	-	27.58	28.00	-	22.00	-
8	Jammu and Kashmir	46.12	-	-	210.22	188.77	-
9	Jharkhand	-	30.55	-	143.50	444.78	282.00
10	Kerala	-	-	-	560.45	161.67	-
11	Karnataka	50.00	50.00	50.00	611.80	454.43	445.57
12	Madhya Pradesh	-	-	158.00	393.59	1425.34	1612.00
13	Maharashtra	-	518.30	-	1950.36	2307.08	2587.00
14	Orissa	-	-	96.00	51.87	441.00	-
15	Punjab	156.00	124.35	-	468.59	552.00	-
16	Rajasthan	-	-	-	431.68	754.49	833.00
17	Tamil Nadu	150.22	100.00	320.00	1099.55	1485.45	1140.32
18	Uttar Pradesh	779.82	894.41	1159.00	2022.41	3962.88	4436.00



1	2	3	4	5	6	7	8
19	Uttarakhand	-	-	135.00	-	189.58	104.00
20	West Bengal	104.05	42.56	-	-	740.00	-
21	Andaman Nicobar	-	-	4.40	-	-	0.23
22	Dadar and Nagar Havali	-	-	-	-	-	-
23	Daman and Diu	-	-	9.69	-	5.28	-
24	Chandigarh	0	-	1.36	-	1.09	1.03
25	Delhi	-	-	3.69	-	-	-
26	Puducherry	0	-	-	84.6	41.3.90	-
27	Assam	68.24	40.81	51.33	1208.32	-	659.19
28	Manipur	100.00	125.00	108.36	120.56	120.00	25.00
29	Tripura	91.35	127.34	146	128.59	193.18	230.10
30	Sikkim	0	6.79	-	0	5.78	7.20
<b>Total:</b>		<b>2499.12</b>	<b>3216.94</b>	<b>3172.83</b>	<b>12517.08</b>	<b>17968.93</b>	<b>17296.95</b>

**Education/vocational Training to Differently-abled Persons**

1667. SHRI LALUBHAI BABUBHAI PATEL: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) the names of the institutes in various States and Union Territories especially in Diu and Daman imparting education/ vocational training to the physically handicapped persons, State/Union Territory-wise;

(b) the number of persons trained/ vocationally trained by these institutions during each of the last three years, State/ Union Territory-wise; and

(c) the details of the funds allocated/ released to these institutions by the Government along with its utilisation during the said period State/Union Territory-wise?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRI D.

NAPOLEAN) : (a) The following seven National Institutes of this Ministry are engaged in manpower development, rehabilitation services and vocational training for persons with disabilities:-

- i. National Institute for the Orthopaedically Handicapped(NIOH), Kolkata, West Bengal.
- ii. National Institute for the Mentally Handicapped(NIMH), Secunderabad, Andhra Pradesh.
- iii. National Institute for the Visually Handicapped(NIVH), Dehradun, Uttarakhand.
- iv. Ali Yavar Jung National Institute for the Hearing Handicapped(AYJNIHH), Mumbai, Maharashtra.
- v. Swami Vivekanand National Institute of Rehabilitation Training and Research (SVNIRTAR), Cuttack, Orissa.
- vi. National Institute for Empowerment of Persons with Multiple Disabilities(NIEPMD), Chennai, Tamil Nadu.

vii. Pt. Deendayal Upadhyay Institute for the Physically Handicapped(PDUIPH), New Delhi.

There is no such Institute in Diu and Daman.

(b) Persons trained/vocationally trained by these institutions during last three years are as under:-

Name of Institute	Number of Persons trained/ vocationally trained		
	2007-08	2008-09	2009-10
NIOH	40	162	184
NIMH	860	897	1034
NTVH	465	574	623
AYJNIHH	43	30	38
SVNIRTAR	108	103	76
NIEPMD	754	1873	3997
PUDIIPH*	46	47	48

\* In PDUIPH, besides the above persons trained, there are seven students with disabilities studying in different courses which are of four and a half years duration each.

(c) The funds released to these Institutions during last three years are as under:-

Rs. in crore

Name of Institute	Funds released		
	2007-08	2008-09	2009-10
1	2	3	4
NIOH	1.95	3.50	5.20
NIMH	12.80	11.00	10.00
NTVH	9.05	8.00	8.00
AYJNIHH	7.50	6.00	6.29

1	2	3	4
SVNIRTAR	9.00	7.00	4.29
NIEPMD	2.50	9.50	9.00
PDUIPH	2.48	2.50	1.00

#### Setting Up of Cashew Board

1668. SHRI HARISHCHANDRA CHAVAN: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether the Government proposes to set up Cashew Board in various States including Maharashtra;

(b) if so, the details thereof; and

(c) the time by which they are likely to be set up?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA M. SCINDIA): (a) No such policy decision has been taken for establishing Cashew Board in various States.

(b) and (c) Does not arise.

#### National Permit Scheme

1669. SHRI S. PAKKIRAPPA: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the salient features of the New National Permit Scheme;

(b) the amount collected so far on account of consolidated Fee as per the New National Permit System;

(c) the basis of distribution of the same between the Centre and the States; and

(d) the time by which the States would get their due share?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (DR. TUSHAR CHAUDHARY) : (a) The Government has introduced a new

National Permit system for goods carriages with effect from 08.05.2010. As per the new arrangement, national permit can be granted by the home State on payment of Rs. 15,000/- per annum per truck at the designated branch of the State Bank of India towards consolidated fee authorising the permit holder to operate throughout the country. The Government has also taken necessary steps to implement the new national permit system electronically through a web portal developed by National Informatics Centre with effect from 15.09.2010.

(b) An amount of Rs.670,52,12,988/- has been collected upto December, 2010 as per the New National Permit System.

(c) The consolidated fee collected in the national permit account is distributed by the Central Government (Ministry of Road Transport and Highways) among the States/UTs on pro-rata basis fixed in every Rs. 15,000/-.

(d) Efforts are made to ensure that the State Governments / UTs get their due share within a period of 1-2 months of the details of payment received.

#### Damage to Tea Crops

1670. SHRI RAYAPATI SAMBASIVA RAO: Will the Minister of COMMERCE AND INDUSTRY : be pleased to state:

(a) whether heavy rain have damaged tea crop in Assam causing decline in output;

(b) if so, the details thereof; and

(c) the impact of such damage to the domestic industry and on the consumers estimated so far?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA M. SCINDIA): (a) to (c) The production of tea in Assam declined by 20 million kilograms due to adverse weather conditions and pest attacks. The impact of damage has been compensated to a large extent by the increased production in West Bengal.

[Translation]

#### Export and Import of Onion

1671. SHRI ANANTKUMAR HEGDE:  
SHRI ANTO ANTONY:  
SHRI SONAWANE PRATAP NARAYANRAO:  
SHRI JAGDISH SHARMA:  
SHRI M. VENUGOPALA REDDY:  
SHRI KHAGEN DAS:  
SHRI GANESH SINGH:  
SHRI HARIBHAU JAWALE:  
CHAUDHARY LAL SINGH:  
SHRI ANANTHA VENKATARAMI REDDY:  
SHRI ANURAG SINGH THAKUR:

Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) the details regarding export and import of onion and garlic during the last three years, country-wise;

(b) the details regarding percentage of export of onion vis-a-vis its production during the said period;

(c) whether food inflation has increased due to high prices of onion and vegetables as per the data released by the Ministry of Commerce and Industry;

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

(e) whether the Government has decided to ban the export of onions to control the spiralling prices;

(f) if so, the details thereof and the mechanism adopted for imposing the said restriction;

(g) whether Pakistan has not allowed import of onion by road; and

(h) if so, the details thereof and the corrective measures being taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA M. SCINDIA): (a) The year-wise details of export of onions and garlic to top five destinations during the last three years are given below:

Value in Rupees Crore

**Country-wise onion exports**

Country	2007-08	Country	2008-09	Country	2009-10
Bahgladesh	410.86	Bahgladesh	735.71	Bahgladesh	1131.30
Malaysia	206.42	Malaysia	319.27	Malaysia	413.29
U A E	144.16	U A E	215.35	Sri Lanka	193.04
Sri Lanka	107.22	Sri Lanka	158.84	U A E	179.04
Negal	23.64	Pakistan	157.61	Pakistan IR	107.71
Others	143.44	Others	240.71	Others	295.02

**Country-wise garlic exports**

Nepal	0.16	USA	0.64	Bahgladesh PR	29.73
Philippines	0.12	Jordan	0.45	Pakistan IR	11.49
Canada	0.06	Nepal	0.22	Thailand	1.98
Singapore	0.02	Pakistan	0.20	Philippines	0.30
Malaysia	0.01	Malaysia	0.15	Mauritius	0.26
Others	0.04	Others	0.40	Others	0.74

(The year-wise details of Import of onions and garlic during the last three years country-wise are given below): -

**Country-wise onion imports**

Belgium	10.17	Bahgladesh	0.06	Pakistan	0.56
Pakistan	0.02	Singapore	0.001	Netherland	0.42
Unspecified	0.05			Spain	0.30
				Switzerland	0.07

**Country-wise garlic imports**

China PRPJ	1.43	Indonesia	0.01	China	0.04
Lao PD RP	0.07	Pakistan	0.10	USA	0.07
Pakistan	4.73	Philippines	0.001	Spain	0.58
		Thailand	0.04		

(b) As per Indian Horticulture database available upto 2009 published by "National Horticulture Board the production of onions in 2007-08 was 13.9 MTs and in 2008-09 was 13.57 MTs. Out of this production, the export of onions in 2007-08 and 2008-09 was 7.19% and 12.30% respectively.

(c) and (d) Rise in prices of onions and vegetables were one of the main contributors to the in flat on in food articles during the period from October 2010 to January 2011. The untimely rains and, resultant damage to the onion crop was the main reason for the rise in prices.

(e) and (f) The export of Onions was banned by the Govt. of India w.e.f. 22 Dec. 2010. Export of agriculture products depends on several factors including international demand and supply situation. Whenever, there is scarcity or short supply of the produce in the domestic market, Government takes initiatives like ban/restriction on exports and fixing of Minimum Export Price (MEP) to ensure availability of such products to consumers at reasonable price. The ban on export of onions has been lifted since 18th February 2011.

(g) There were media reports on ban imposed by Government of Pakistan on export of onion by land route, however, there was no formal notification in this regard.

(h) Does not arise.

#### UN Peace Mission

1672. SHRI NARANBHAI KACHHADIA : Will the Minister of DEFENCE be pleased to state:

(a) the number of personnel killed in the various United Nations (UN) Peace Missions during the last three years;

(b) whether the families of the personnel killed are paid any additional compensation other than the normal package for similar cases in India; and

(c) if so, the amount thereof and other facilities to provided them?

THE MINISTER OF DEFENCE (SHRI A. K. ANTONY):

(a) Eight Indian Army personnel were killed in various UN-Peacekeeping Missions during the last three years i.e. 2008, 2009 and 2010.

(b) The death compensation paid to the families of personnel killed in such peacekeeping missions is over and above the normal package for similar cases in India.

(c) A sum of USD 50,000/- was being paid for those killed. This has been revised to USD 70,000/- w.e.f. 1st July, 2010.

#### National Environmental Protection Authority

1673. SHRI RAJIV RANJAN SINGH  
ALIAS LALAN SINGH:  
SHRI HARSH VARDHAN:  
SHRI NILESH NARAYAN RANE :  
SHRI MILIND DEORA:

Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Government has proposed a National Environmental Protection Authority;

(b) if so, the objectives behind the setting up of the proposed authority and its mandate;

(c) the details of the areas of engagement between the Government and the World Bank towards handling environmental challenges;

(d) the time by which it is likely to be set up;

(e) whether the Government has any plan on the issue of Deforestation vs. development in the country;

(f) if so, the details thereof; and

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

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH) :

(a) to (d) A proposal to establish a National Environment Assessment and Monitoring Authority (NEAMA) to strengthen the regulatory framework and to improve the environmental governance in the country particularly in the fields of environment impact assessment and coastal zone management is in a conceptual stage. The earlier National Environment Protection Authority (NEPA) has been rechristened as NEAMA in line with its proposed mandate. The details and time schedule for setting up of the Authority

are yet to be formalized. No engagement is proposed between the Government and the World Bank towards establishment of the proposed NEAMA.

(e) to (g) There is a provision under the Forest (Conservation) Act to compensate the loss of forest land diverted for non-forest purposes by including non-forest land or by enriching degraded forest land by way of compensatory afforestation, additional compensatory afforestation, penal compensatory afforestation and Catchment Area Treatment Plan etc. Consistent efforts have been made by the Central Government to optimize the use -of forest land for non-forest purposes. As a result, the rate of diversion, which used to be about 1.43 lakh hectare/annual prior to the enactment of the Act, has been reduced to about 31,000 hectare/annual in the post-1980 era.

[English]

#### Kargil War Victims

1674. SHRI HASSAN KHAN: Will the Minister of DEFENCE be pleased to state:

(a) the total number of civilians killed during the Kargil war until declaration of ceasefire; and

(b) the details of relief provided to the victims/their families?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY) : (a) and (b) Due to Indo-Pak hostilities in Kargil and cross-border shelling/firing in May/June 1999, a large number of families were displaced and a relief package was approved by the Ministry of Home Affairs and announced by the State Government. The relief package included provision for free ration, free kerosene oil, cash assistance for fodder, cash assistance for essential, house rent for those families who

were required to move out due to continued shelling, ex-gratia relief to the Next of Kins of persons killed; compensation for immovable property damaged, free medical treatment including cost of drugs etc.

#### Ship Service from Kutch to Dubai

1675. SHRI MUKESH BHAIKAVDANJI GADHVI : Will the MINISTER OF SHIPPING be pleased to state :

(a) whether the Government is planning a passenger ship service from Gujarat's port to Dubai and other Gulf countries; and

(b) if so, the time by which the same is likely to be started?

THE MINISTER OF SHIPPING (SHRI G. K. VASAN): (a) No, Madam.

(b) Does not arise.

#### India-US Commercial Ties

1676. SHRI K.J.S.P. REDDY: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether India-US commercial ties are at their peak ;

(b) if so, the details thereof comparatively during the last two years; and

(c) the action plan prepared for the remaining Eleventh Plan in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA M. SCINDIA): (a) and (b) Details of bilateral trade between India and the United States of America for the last two years and the current year are tabulated below -

In USD Million

Year	Exports	% Growth	Imports	% Growth	Total Trade
2008-09	21,149.53	2.02	18,561.42	-11.89	39,710.95
2009-10	19,535.49	-7.63	16,973.68	-8.55	36,509.17
2010-11 (upto September 2010)	11,710.21	30.09	8,614.66	-4.28	20,324.87

Source : DGCIS

(c) The Government has taken a number of steps to boost bilateral trade between India and the United States. In addition, regular meetings under the India - US Commercial Dialogue and the India -US Trade Policy Forum are held in order to discuss and resolve issues of concern of both the countries.

#### Seizure of Consignment of Pharmaceuticals

1677. SHRI SANJAY DINA PATIL:  
DR. SANJEEV GANESH NAIK:

Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether some consignment of pharmaceuticals and drugs exported to Africa from China were seized and found labels of made in India' pasted on them;

(b) if so, the details thereof;

(c) whether the incidents of this kind will hamper the image of India in the world; and

(d) if so, the steps being taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA M. SCINDIA): (a) and (b) During June, 2009, Government of India's attention was drawn to the press release issued by NAFDAC, Nigerian Government Drug Regulatory Authority, about detention and seizure of a large consignment of fake

anti-malarial generic pharmaceuticals labelled "Made in India" but produced in China.

NAFDAC once again intercepted a large consignment of counterfeit medicines flown in from China in Nigeria in June 2010. The consignment was of 'Ciprotab', a product of an Indian company, which was counterfeited by a Chinese company.

(c) and (d) Yes, Madam. A strong protest was lodged with concerned Chinese authorities with a request to take stringent action against such unscrupulous elements. Indian Missions abroad have been sensitized to be vigilant against such incidences.

#### Rejection of HIV Drug Patent Application

1678. SHRI ANAND PRAKASH PARANJPE: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether India has rejected HIV drug patent application of US based company;

(b) if so, the reasons for this rejection;

(c) whether this rejection will help domestic drug makers to produce low cost version of this drug; and

(d) if so, the details thereof and its impact on consumers due to benefit of low cost production?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA M. SCINDIA) : (a) Yes, Madam. 6 HIV drug patent applications of US based companies, as listed below, have been rejected:

Sl. No.	Country	Patent Application No.	Name of the Drug (Active ingredients)	Applicant Name
1	USA	712/DEL/2002	Crystalline adefovir dipivoxil	Gilead Sciences
2	USA	396/DEL/1996	Oseltamivir	Gilead Sciences
3	USA	3383/DELNP/2005	Tenofovir disoproxil fumarate and emtricitabine	Gilead Sciences
4	USA	2076/DEL/1997	Phosphonmethoxy nucleotide analogue rodrug	Gilead Sciences
5	USA	339/MUMNP/2006	Dispersion of ritonavir and lopinavir	Abbott Laboratories
6	USA	IN/PCT/2002/1243/MUM	Crystalline forms of lopinavir	Abbott Laboratories

(b) The applications listed above have been refused as these are not patentable under sections 2(1)(j), 3(d) and 3(e) of the Patents Act, 1970 as amended in 2005.

(c) and (d) Since, the above mentioned patent applications have been rejected, there is no monopoly right over the production of these drugs in India.

### Campaign Against Indian Generic Drugs

1679. SHRI BAIJAYANT PANDA:

SHRI ANAND PRAKASH PARANJPE:

Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether there is recurring campaign against Indian generic drugs in many parts of the world;

(b) if so, the details thereof and its impact on Indian drug industry;

(c) whether it is proposed to initiate global campaign to highlight the quality of generic drugs made in India, in foreign lands to counter this campaign; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA M. SCINDIA): (a) and (b) A concerted campaign against Indian pharma industry has been launched by MNCs whose interests are getting adversely impacted due to increasing global presence of Indian pharma companies especially in the generic segment.

(c) and (d) Indian Pharma Industry is vigilant against such campaign. A mission for promotion of Indian generic drugs has been launched in Africa to sensitize the concerned health authorities that generic drugs from India are quality drugs at par with their patented alternatives and available at very reasonable cost.

[Translation]

### Pension For Workers Of Unorganised Sector

1680. SHRI VILAS MUTTEMWAR: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

(a) whether the Government has introduced any pension scheme namely Swavalamban for the workers of unorganised sector in the country;

(b) if so, the details thereof including the date of its take off;

(c) the number of workers likely to be benefited by this scheme initially and the time by which it is likely to be implemented country wide; and

(d) the number of States which have shown interest in the scheme and the extent to which they have expressed their desire to contribute in it?

THE MINISTER OF LABOUR AND EMPLOYMENT (SHRI MALLIKARJUN KHARGE): (a) to (c) To encourage the workers of unorganised sector to voluntarily save for their retirement and to lower the cost of operations of the New Pension System (NPS) for such subscribers, the Central Government announced a co-contributory pension scheme 'Swavalamban' in the Union Budget 2010-11. The Government of India (GoI) will contribute a sum of Rs. 1,000 to each eligible NPS subscriber who contributes a minimum of Rs. 1,000 and maximum Rs. 12,000 per annum under the Swavalamban Scheme. The GoI contribution has been announced for the current year and the next three years *i.e.* upto the year 2013-14. The Government has targetted to cover around 10 lakh subscribers each during the 4 years of the Scheme, totaling to around 40 lakh subscribers. The Swavalamban Scheme has been launched on 26.09.2010 and workers of unorganised sector from any part of the country can join this Scheme. The Interim Pension Fund Regulatory and Development Authority (PFRDA) has been mandated by the Government to implement the Swavalamban Scheme all over the country.

(d) In response to the appeal of the Finance Minister in his Budget Speech 2010-11, the State Governments of Haryana and Karnataka have also announced a co-contributory scheme for some specified occupational groups in the un-organised sectors, wherein a sum of Rs. 1,200 per annum will be contributed by these State Governments to the accounts of eligible subscribers of the respective state, over and above the contribution of the Central Government and the individual subscribers.



### Check on Pollution in Rural Areas

1681. SHRI OM PRAKASH YADAV : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether any assessment has been made by the Government about pollution related damage caused due to the use of wood, coal and dung-cake based hearth in rural areas;

(b) if so, the details thereof; and

(c) the efforts being made by the Government to save rural population from such pollution?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH) :

(a) and (b) The pollution in ambient air in rural areas, particularly in terms of (particulate matter having size less than 10 micron), is due to agricultural practices, burning of post-harvest residual stalks, use of wood, coal and dung-cake based hearth and baking of earthen pots.

NEERI, Nagpur has undertaken a study, namely, Control of Indoor Air Pollution in Rural Areas under RSWNET (Rural Development, SG/ST, Women, North-East and Tribal Sector) project during 2009-10. NEERI has reported an increase in concentration of Carbon Monoxide, PM<sub>10</sub> and Volatile Organic Compounds in indoor air in the rural household due to burning of wood, coal and dung-cake in kitchen

(c) The Ministry of New and Renewable Energy (MNRE) has launched a National Biomass Cook-stoves Initiative in December, 2009 with the primary aim to enhance the availability of clean and efficient energy for the energy deficient and poorer sections of the society. MNRE is also implementing National Biogas and Manure Management Programme and a total of 4.32 million family type biogas plants have been installed under the programme since inception to create a smoke free environment for woman in rural kitchen.

### Genetically Modified Crops

1682. SHRI RADHA MOHAN SINGH:  
SHRIMATI MEENA SINGH:  
SHRI MAHENDRASINH P. CHAUHAN:  
SHRI JOSE K. MANI:  
SHRIMATI ANNU TANDON:

Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Government has assessed the likely benefits to the agriculture sector including food security by the introduction of Genetically Modified (GM) crops;

(b) if so, the details thereof;

(c) whether introduction of GM crops has been opposed by certain agricultural experts and farmers ;

(d) if so, the details thereof alongwith the major concerns expressed against their introduction and the reaction of the Government thereto;

(e) whether the Government has taken into consideration such concerns; and

(f) if so, the details thereof ?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH) :

(a) and (b) In view of various concerns related to the safety, efficacy and agronomic performance of Genetically Modified (GM) seeds, the Government of India is assessing the merits and demerits of each GM crop on a case by case basis even if it is approved for cultivation in other countries. Before any GM crop is approved for commercial cultivation, extensive evaluation and regulatory approval process takes place. This includes generation of relevant biosafety information and its elaborate analysis to ensure food, feed and environmental safety. The environmental safety assessment includes studies on pollen escape, out-crossing, aggressiveness and weediness, effect of the gene on non-target organisms, presence of protein in soil and its effect on soil micro-flora, confirmation of the absence of terminator gene and baseline susceptibility studies. The food and feed safety studies include assessment on composition analysis, allergenicity and toxicological studies and feeding studies on fish, chicken, cows and buffaloes. In case, the GM crop is not found suitable for release in the environment or human consumption, the product is rejected during the trial stage itself. A final view on the commercialization of GM plants is taken only when scientific studies establish that it is safe for the human health and environment. As of date, Bt. Cotton is the only transgenic crop

approved for commercial cultivation in India. Experience with Bt. Cotton indicates that it has been beneficial to farmers in terms of enhanced economic benefits accrued from higher marketable yield and lower use of pesticide sprays.

(c) to (f) Yes Sir; The Ministry has received representations from various State Governments, Non-Governmental Organizations and some sections of scientific and farming communities regarding safety of the Genetically Modified (GM) crops. They have expressed apprehensions on its long-term impact on human health and environment including the rich genetic wealth existing in our country. Based on the outcome of the public consultations on Bt brinjal during January-February 2010, the Government has imposed a moratorium on commercial release of Bt brinjal event-EE-1 till such time independent scientific studies establish that Bt brinjal is safe for the human health and environment from the point of view of its long term impacts.

[English]

#### Road Projects for North-eastern Region

1683. SHRI KHAGEN DAS: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state :

(a) whether the Government has approved any road projects for North-Eastern Region recently ;

(b) if so, the details thereof;

(c) the funds earmarked for the purpose;

(d) whether any time-frame has been fixed for completion of these projects; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA): (a) and (b) Yes, Madam. The Government had approved Special Accelerated Road Development Programme in North East Region (SARDP-NE) for development of 10141 km national highway and State roads at an estimated cost of Rs. 33536 crore. So far Ministry has sanctioned 2596 km at a cost of Rs. 12119 crore. Out of which 1481 km at an estimated cost of Rs. 8392 crore has been sanctioned during 2010-11.

(c) to (e) A sum of Rs. 25561.75 crore has been allocated for the purpose. The programme is targeted for completion by June, 2015.

#### Export of Flowers

1684. SHRI NITYANANDA PRADHAN : Will the Minister COMMERCE AND INDUSTRY : be pleased to state the details regarding export of flowers to various countries especially from the North-Eastern Region during the last three years?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA M. SCINDIA) : The Government does not maintain state wise data for export of floriculture products. Details of export of floriculture products country wise during last three years are given in the enclosed Statement.

#### Statement

Country	Qty In Tons, Value In Lacs					
	2007-2008		2008-2009		2009-2010	
	Qty	Value	Qty	Value	Qty	Value
1	2	3	4	5	6	7
United States	9371.85	7067.80	7111.45	7213.51	5871.14	5305.56
Netherland	4745.58	4513.57	4640.16	5987.22	3146.77	4217.89
Germany	4200.85	3505.11	3589.75	3966.26	3688.21	4064.97

1	2	3	4	5	6	7
United Kingdom	4215.22	4044.82	4369.65	4284.46	3707.26	3788.25
Ethiopia	1232.5	1971.08	98.95	1657.04	706.19	1746.67
Japan	1835.02	3277.27	965.34	1790.97	970.92	1558.74
United Arab Emirates	660.23	684.57	762.70	991.75	971.66	1071.14
Italy	1228.13	958.80	1268.31	1373.33	1453.65	814.41
Canada	546.88	558.78	782.35	1135.33	534.14	769.02
Australia	513.31	636.54	312.14	827.22	345.17	756.76
Belgium	496.18	491.99	1084.26	845.45	470.18	484.12
Poland	529.78	420.24	502.76	534.8	780.90	421.14
France	581.45	542.71	400.04	464.59	385.88	414.67
Spain	803.17	809.59	671.26	612.44	356.07	392.17
New Zealand	148.47	199.28	120.6	414.23	86.05	230.62
Singapore	154.61	138.23	104.84	153.39	154.84	180.15
South Africa	307.00	274.81	216.06	201.26	194.42	171.02
Thailand	225.94	89.79	257.26	162.83	256.38	163.98
Saudi Arabia	214	167.87	134.87	151.92	101.65	156.71
Austria	461.66	469.84	393.94	411.3	99.46	141.64
Korea Republic	35.71	106.56	26.05	146.59	39.23	137.03
Malaysia	255.93	344.95	231.95	349.6	68.96	130.22
China PRP	237.21	110.78	202.04	185.68	90.41	126.34
Qatar	16.49	41.24	45	88.33	58.97	109.61
Russia	329.59	263.31	24.37	25.71	91.50	106.12
Bahrain	17.85	21.67	52.36	104.65	116.1.4	102.84
Vietnam Social Republic	367.12	104.62	33.64	81.91	10.91	102.57
Greece	227.09	223.94	337.48	212.91	134.86	99
Sweden	183.43	188.36	147.5	164.39	94.89	84.23

1	2	3	4	5	6	7
Ireland	2.08	2.2	70.46	89.38	95.49	81.67
Israel	40.12	46.46	21.23	28.91	30.89	79.28
Philippines	0.79	5.68	11.8	23.74	11.69	73.17
Colombia	3.69	15.73	11.2	130.45	25.11	67.15
Bangladesh	131.34	78.15	19.36	4.02	466.66	67.01
Hong Kong	47.52	29.29	35.57	46.06	57.90	64.09
Argentina	34.89	26.12	38.28	44.64	49.43	61.12
Portugal	42.46	46.59	25.88	43.19	44.97	57.19
Denmark	67.76	67.41	55.94	79.86	38.24	53.18
Switzerland	190.44	142.84	100.26	131.41	47.85	52.71
Sri Lanka	64.7	37.43	158.95	69.55	53.89	50.76
Kuwait	32.34	53.38	58.6	99.51	33.41	49.10
Egypt Arab Republic	38.40	32.14	108.54	69.82	70.65	48.92
Hungary	103.51	101.52	84.35	94.33	104.62	48.23
Taiwan	67.67	71.63	36.29	73.18	34.07	47.35
Oman	44.09	43.18	109.68	80.02	25.98	45.53
Brazil	12.11	26.08	42.38	49.66	62.91	45.14
Mexico	54.40	18.68	67.6	64.97	34.59	38.58
Maldives	101.97	106.72	83.26	289.06	34.66	37.89
Pakistan	1.91	12.7	11.51	19.56	12.63	36.65
Czech Republic	38.4	33.53	19.06	17.48	30.44	36.22
Slovenia	18.69	24.24	51.56	49.63	31.2	31.61
Mauritius	5.39	10.86	7.51	27.4	9.42	31.5
Nepal	81.97	71.32	34.95	33.56	76.81	27.74
Costa Rica	1.44	1.12	6.24	7.68	14.02	25.6
Peru	9.37	7.95	10.12	9.17	26.22	23.71

1	2	3	4	5	6	7
Lebanon	41.2	40.85	59.69	48.73	28.67	20.18
Croatia	21.45	15.73	52.04	61.44	20.56	19.31
Indonesia	0.96	1.78	9.31	10.06	16.68	17.05
Morocco	27.67	22.37	16.78	17.67	12.82	16.77
Slovak Republic	38.83	32.65	31.52	35.71	15.36	16.65
Central African Republic	0.00	0.00	0.00	0.00	1.50	14.71
Ukraine	1.23	4.25	18.39	11.90	30.00	14.52
Dominic Republic	3.41	2.35	0.00	0.00	16.83	14.04
Bulgaria	46.92	39.26	43.75	43.93	11.27	12.86
Bhutan	0.00	0.00	0.00	0.00	10.00	12.72
Jordan	38.08	18.91	21.54	21.75	6.38	12.60
Romania	40.39	22.32	37.74	29.11	14.96	11.38
Cyprus	32.56	26.95	13.17	15.21	8.13	10.45
Kenya	6.32	23.67	7.07	23.19	0.80	10.27
Syria	2.40	1.79	17.92	25.87	10.09	10.14
Ecuador	0.01	0.66	1.02	29.01	0.38	10.03
Panama Republic	59.85	49.23	20.57	21.19	11.92	9.95
Lithuania	7.10	11.60	28.68	16.12	11.24	8.96
Puerto Rico	69.47	42.73	2.9.83	18.19	3.81	7.45
Latvia	71.51	22.90	31.90	14.91	21.00	7.11
Unspecified	120.78	50.65	4.60	9.15	10.29	6.49
Tajikistan	0.00	0.00	0.00	0.00	5.78	6.04
Chile	12.46	8.50	1.40	4.40	4.11	5.84
Turkey	12.71	21.10	51.88	48.34	4.91	4.87
Cameroon	0.02	0.01	0.00	0.00	1.50	3.77
Korea DP Republic	2.37	1.43	0.00	0.00	8.66	3.50

1	2	3	4	5	6	7
Swaziland	0.03	0.02	0.00	0.00	1.07	2.89
Iran	45.53	11.70	5.72	3.82	3.98	2.64
Guatemala	0.00	0.00	11.31	22.63	0.05	2.11
Uganda	0.00	0.00	0.10	0.20	1.04	2.05
Zambia	0.29	1.49	1.96	12.53	0.29	2.04
Suriname	0.14	0.14	0.00	0.00	0.81	2.02
Barbados	0.83	3.50	0.34	1.11	0.30	1.99
Zimbabwe	0.00	0.00	0.00	0.00	0.03	L85
Uruguay	0.00	0.00	0.00	0.00	1.44	1.77
Reunion	0.00	0	0.00	0.00	1.73	1.77
Afghanistan	0.00	0.00	0.01	0.07	0.01	1.54
Libya	5.74	4.52	0.42	0.20	1.25	1.14
Kazakhstan	0.00	0.00	1.85	1.92	0.11	0.93
Iraq	0.00	0.00	0.00	0.00	0.30	0.91
Nigeria	0.03	0.10	0.59	3.81	0.30	0.74
Yemen Republic	5.38	10.17	11.88	11.80	0.80	0.69
Mozambique	0.00	0.00	0.26	0.08	0.01	0.61
Madagascar	0.00	0.00	0.00	0.00	0.20	0.47
Norway	0.08	0.16	0.00	0.00	0.90	0.41
Tunisia	10.10	19.45	13.70	13.41	0.32	0.37
Kyrgyzstan	0.00	0	0.00	0.00	0.36	0.32
Finland	82.46	54.38	23.04	21.91	0.11	0.22
Bahamas	7.22	6.85	0.30	0.36	0.20	0.20
French Guiana	0.00	0.00	0.00	0.00	0.05	0.16
Moldova	0.23	0.15	0.02	0.04	0.02	0.09
Netherlandanti	0.00	0.00	0.14	8.57	0.50	0.04

1	2	3	4	5	6	7
Mali	0.02	0.10	0.04	0.02	0.01	0.02
Trinidad	0.00	0.00	0.10	0.20	0.12	0.02
Djibouti	0.00	0.00	0.00	0.00	0.00	0.02
Fiji Islands	0.00	0.00	0.20	0.24	0.00	0.00
Gibraltar	0.27	2.13	0.00	0.00	0.00	0.00
Rwanda	0.00	0.00	0.01	0.03	0.00	0.00
Laos	0.21	0.22	0.00	0.00	0.00	0.00
Benin	0.43	0.41	0.05	0.01	0.00	0.00
Botswana	0.10	0.10	0.00	0.00	0.00	0.00
Cambodia	0.10	0.21	0.00	0.00	0.00	0.00
Georgia	0.12	1.32	0.00	0.00	0.00	0.00
Grenada	0.40	0.64	0.45	1.13	0.00	0.00
Senegal	0.39	0.49	0.00	0.00	0.00	0.00
Estonia	16.25	13.70	0.00	0.00	0.00	0.00
Tanzania Republic	0.70	1.10	0.00	0.00	0.00	0.00
Tonga	0.00	0.00	0.90	2.66	0.00	0.00
Sudan	2.56	52.00	0.00	0.00	0.00	0.00
Macedonia	6.80	5.07	0.00	0.00	0.00	0.00
Malawi	0.04	0.02	0.00	0.00	0.00	0.00
Malta	0.01	0.05	0.00	0.02	0.00	0.00
Haiti	0.00	0.00	0.02	2.29	0.00	0.00
Cote D'Ivoire	0.38	0.20	0.00	0.00	0.00	0.00
Yugoslavia F Republic	13.53	9.83	9.35	11.77	0.00	0.00
Armenia	0.00	0.00	0.01	0.43	0.00	0.00
Aruba	0.00	0.00	0.29	0.41	0.00	0.00
Venezuela	1.60	5.61	38.85	29.20	0.00	0.00

1	2	3	4	5	6	7
Ghana	0.08	0.33	0.73	2.56	0.00	0.00
Jamaica	1.45	4.10	0.00	0.00	0.00	0.00
Bosnia-hrzgovina	0.00	0.00	9.24	6.73	0.00	0.00
Brunei	0.09	0.06	0.00	0.00	0.00	0.00
Somalia	0.02	1.34	0.00	0.00	0.00	0.00
Total	36240.80	34014.40	30798.30	36881.40	26814.50	29446.40

Source: APEDA

**Persons Engaged in Plantation Crops**

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

1685. SHRI ANTO ANTONY: Will the Minister of COMMERCE AND INDUSTRY: be pleased to state:

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA M. SCINDIA): (a) and (b) Estimated number of people engaged in cultivation of rubber, tea and coffee is as under:

(a) whether the Government has any data regarding number of people engaged in 2 cultivation of Rubber, Tea and Coffee in the country; and

	Kerala		Tamil Nadu		NE Region		Others
Rubber	13,66,000		45,000		1,41,500		56,500
Coffee?	Kerala		Tamil Nadu		Karnataka		
	43,535		27,430		4,79,453		
Tea	Kerala	Tamil Nadu	Karnataka	Assam	West Bengal	NE Region	Others
	4,560	2,66,580	91,760	6,15,820	2,64,980	14,800*	1,440

\* Excluding Assam.

[Translation]

**Export Import of Wheat**

(d) if so, the details thereof and the names of the countries to be given priority for such exports?

1686. SHRI RAJU SHETTI : Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA M. SCINDIA): (a) and (b) No, Madam.

(a) whether the Government proposes to amend the import-export policy pertaining to wheat;

(c) and (d) In partial relaxation of prohibition on export of wheat the Government of India on 28.02.2011 has allowed export of 1,00,000 MTs of wheat as a donation to the Government of Islamic Republic of Afghanistan during current financial year i.e. upto 31.03.2011 through Food Corporation of India.

(b) if so, the details thereof;

(c) whether the export of wheat is likely to be permitted; and



### River Inter-linking Project

1687. SHRI UDAY PRATAP SINGH:  
SHRI LAL CHAND KATARIA:

Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Ken-Betwa River Link Project has not been given environmental clearance so far;

(b) if so, the details thereof;

(c) whether the Madhya Pradesh and Uttar Pradesh Governments, have not been able to mutually agree on many points of this project;

(d) if so, the details thereof; and

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

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH): (a) and (b) The Ministry of Environment & Forests has not accorded environment clearance to the Ken-Betwa Link Project.

(c) to (e) Detailed Project Report (DPR) of Ken-Betwa Link Project was discussed between the Governments of Madhya Pradesh (MP) and Uttar Pradesh (UP) and it was decided that the DPR of the Project be prepared in two phases.

[English]

### Hubs of Eco-Tourism

1688. SHRI K. SHIVAKUMAR ALIAS J.K. RITHEESH:  
SHRI P. BALRAM:

Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Government has any proposal to develop forests as hubs of eco-tourism in the country;

(b) if so, the details alongwith the implementation status thereof during the Eleventh Five Year Plan period, State-wise;

(c) whether the Government has sanctioned any funds in this regard;

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

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

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH):(a) to (e) The Government of India has constituted a Committee for finalizing the guidelines relating to forest and wildlife ecotourism.

[Translation]

### Scholarships To SC Students

1689. SHRI SURENDRA SINGH NAGAR: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) whether the grants for pre-matric scholarships to all students belonging to Scheduled Caste have been provided to each State during the last three years;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRI D. NAPOLEAN): (a) to (c) Ministry of Social Justice & Empowerment does not have an exclusive scheme for pre-matric scholarship to all students belonging to Scheduled Caste. However, under this Ministry's Centrally Sponsored Scheme of "Pre-matric Scholarship for the children of those engaged in 'unclean' occupations" like scavenging, cleaning of manhole/drains, tanning and flaying etc. irrespective of their religion. Central assistance is provided to State Govts/Union Territory Administrations which implement the scheme. Under the scheme, monthly scholarship and annual ad-hoc grant is provided. There is no income ceiling under the scheme.

[English]

### Imports from China

1690. SHRI A. GANESHAMURTHI:  
DR. RATTAN SINGH AJNALA:  
SHRI P. VISWANATHAN:

Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether Chinese goods such as toys, milk, chocolates are being imported in the country which are sub-standard cheap products and adversely impacting our economy;

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

(c) the details of items brought into the country through illegal trade; and

(d) the steps being taken to check such illegal trade and

the outcome thereof?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA M. SCINDIA) : (a) and (b) Some import of sub-standard cheap products including, toys, milk, chocolates have been witnessed in the past by the Customs' Authorities and action initiated under the provisions of the Customs Act, 1962. The details of such imports for last three years are as follows:

Year	Description of Goods	Value (in Lakhs)
2008-09	Toys and Chocolates	240.54
2009-10	Toys	472.665
2010-11	Toys	120.965

(c) As per the information from the Customs' field formation in Shillong, the details of illegal trade for the last three years are as follows:

Year	Description of Goods	Value (in Lakhs)
2008-09	Toys/Mobile Phones/ Chocolates/CD/DVD	15
2009-10	Toys/Mobile Phones/ Chocolates/CD/DVD	12
2010-11	Toys/Mobile Phones/ Chocolates/CD/DVD	45

(d) Goods imported into India are subject to domestic laws, rules, orders, regulations, technical specifications, environment and safety norms. These regulations are notified in ITC (HS) classification of export and import items. The Government acts in case goods imported from any source are found to violate these regulations and threaten human, animal or plant life or health. In the specific cases where Customs detect import of substandard and hazardous goods, they are empowered to seize the goods and initiate penal action under the provisions of Customs Act, 1962 read with other Allied Acts.

[Translation]

#### Amendment in Indian Forest Act, 1927

1691. SHRI L. RAJAGOPAL:  
SHRI DHARMENDRA YADAV:  
SHRI ASADUDDIN OWAISI:  
SHRI SURESH ANGADI :  
SHRI GANESHRAO NAGORAO  
DUDHGAONKAR:  
DR. SANJEEV GANESH NAIK:

SHRI SUBHASH BAPURAO WANKHEDE:

SHRI BIBHU PRASAD TARAI:

SHRI GURUDAS DASGUPTA:

SHRIMATI SUPRIYA SULE:

SHRI ADHALRAO PATIL SHIVAJI:

SHRI ANANDRAO ADSUL:

SHRI ARJUN RAM MEGHWAL:

Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Government has constituted any Committee to review the Indian Forest Act, 1927;

(b) if so the details of the major findings in this regard;

(c) whether the Government proposes to accommodate the concerns of all the stakeholders including tribal people living inside the forest areas in the newly proposed legislation, if any;

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

(e) the steps taken by the Government to safeguard the interests of all the stakeholders while implementing the existing forest laws?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH) (a) to (e) Yes Sir. There is a proposal presently to amend sub para (3) of Section 68 Power to Compound Offences) of Indian Forest Act, 1927 to help the forest officers in proper protection and conservation of forest including reducing degradation, etc. To accommodate the concerns of all the stockholders including tribal people living inside the forest areas, the Ministry of Environment & Forest (MoEF) with Ministry of Tribal Affairs (MoTA) jointly constituted a committee under the Chairmanship of Mr. N.C. Saxena.

[English]

#### Medical Facilities to Ex-Servicemen

1692. SHRIMATI PARAMJIT KAUR GULSHAN:  
SHRI RAVNEET SINGH:

Will the Minister of DEFENCE be pleased to state:

(a) whether the Director General Armed Forces Medical Services has denied medical care to some old war veterans on the ground of non-entitlement;

(b) if so, the details thereof;

(c) whether all the Ex-servicemen and their family members are entitled to medical treatment at military hospitals;

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

(e) whether the Government has recognized the demand for medical facilities to non-pensioners including the Emergency Commissioned Officers and Short Service Commissioned Officers; and

(f) if so, the time by which a decision is likely to be taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI M.M. PALLAM RAJU) : (a) to (d) No such instance has been reported to DGAFMS. All Ex-servicemen and their family members in receipt of some kind of pension are provided medical treatment at military hospitals. In the emergency situations medical treatment is available even to non-entitled categories subject to availability of medical facilities at the Military hospitals.

(e) and (f) A proposal to make the Short Service

Commission more attractive has been initiated in which the provision for grant of ECHS facilities to Short Service Commissioned Officers has been included.

#### Proposal for Anganwadi Workers

1693. SHRI SK. SAIDUL HAQUE:  
SHRI P. KARUNAKARAN:

Will the Minister of WOMEN AND CHILD DEVELOPMENT be pleased to state:

(a) the number of Anganwadi workers and helpers including women in the country, State-wise;

(b) whether the Government has any proposal to make Anganwadi workers permanent;

(c) if so, the details thereof;

(d) the number of vacant posts of Anganwadi inspectors, workers and helpers State-wise alongwith the reasons therefor;

(e) whether the Government has constituted a National Committee for reviewing benefits and facilities to the Anganwadi workers/helpers in the country; and

(f) if so, the details thereof ?

THE MINISTER OF STATE OF THE MINISTRY OF WOMEN AND CHILD DEVELOPMENT (SHRIMATI KRISHNA TIRATH) : (a) to (d) State-wise number of Supervisors, Anganwadi Workers (AWWs) and Helpers as well as their vacancy is given in the enclosed Statement.

AWWs are honorary workers. There is no proposal to make Anganwadi workers permanent.

(e) and (f) The Review Committee constituted to examine the levels of honorarium and related issues of Anganwadi Workers (AWWs) and Anganwadi Helpers (AWHs) had submitted its report in 2007. Major recommendations of the Review Committee included enhancement of honoraria of AWWs and AWHs, provision of uniform for them, payment of additional honoraria by States/UTs for any additional work entrusted to them. These recommendations have been implemented by the Government suitably.

**Statement**

Sl. No.	State/UT	Supervisors				Anganwadi Workers				Anganwadi Helpers		
		Sanctioned by GOI	Sanctioned by States	In-Position	Vacant	Sanctioned by GOI	Sanctioned by States	In-Position	Vacant	Sanctioned by GOI	In-Position	Vacant
1	2	3	4	5	6	7	8	9	10	11	12	13
1	Andhra Pradesh	2466	2466	2305	161	91307	80709	76775	3934	80481	70163	10318
2	Arunachal Pradesh	265	261	261	0	6225	6028	6028	0	6225	6028	197
3	Assam	2394	2280	1294	986	62153	55642	55642	0	56728	53506	3222
4	Bihar	3513	3288	254	3034	91968	91677	80211	11466	86528	80211	6317
5	Chhattisgarh	2446	1617	1329	288	64390	34646	34199	447	55709	33481	22228
6	Goa	65	59	47	12	1262	1258	1241	17	1262	1233	29
7	Gujarat	2275	2199	1834	365	50226	48617	45460	3157	48641	44429	4212
8	Haryana	1136	687	605	82	25699	17445	17445	0	25187	17060	8127
9	Himachal Pradesh	814	808	363	445	18925	18352	18150	202	18386	18149	237
10	Jammu and Kashmir	1174	1174	747	427	28577	25185	25185	0	28577	25185	3392
11	Jharkhand	1288	1205	709	496	38296	38310	36431	1879	35635	34078	1557
12	Karnataka	2666	2171	2026	145	63377	63306	60589	2717	60046	57012	3034
13	Kerala	1462	1292	1189	103	33115	32928	32262	666	32986	32234	752
14	Madhya Pradesh	3229	3164	2940	224	90999	90999	87754	3245	78929	75214	3715
15	Maharashtra	4227	3898	3487	411	110486	106231	91318	14913	97475	79685	17790

1	2	3	4	5	6	7	8	9	10	11	12	13
16	Manipur	391	391	274	117	11510	9883	7621	2262	9958	7621	2337
17	Meghalaya	190	190	170	20	5115	5110	3881	1229	3881	3877	4
18	Mizoram	102	78	69	9	1980	1980	1980	0	1980	1980	0
19	Nagaland	146	149	146	3	3455	3455	3455	0	3455	3455	0
20	Orissa	2811	2042	1839	203	72873	69572	57057	12515	62657	56346	6311
21	Punjab	1152	1019	711	308	26656	26656	25921	735	25436	24711	725
22	Rajasthan	1619	2236	1619	617	61119	57268	54468	2800	54915	50511	4404
23	Sikkim	55	55	32	23	1233	1157	1151	6	1233	1125	108
24	Tamil Nadu	1807	1701	1375	326	54439	54439	46021	8418	49499	41170	8329
25	Tripura	405	436	279	157	9906	9906	9603	303	9878	9723	155
26	Uttar Pradesh	7222	6059	4226	1833	187517	187517	170230	17287	165331	155949	9382
27	Uttarakhand	755	386	291	95	23159	11677	9598	2079	18039	8926	9113
28	West Bengal	5059	5053	2420	2633	117170	111054	102825	8229	117170	95071	22099
29	Andaman and Nicobar Islands	31	31	28	3	720	697	697	0	689	678	11
30	Chandigarh	20	20	11	9	500	420	420	0	500	420	80
31	Delhi	250	259	194	65	11150	6606	6606	0	11150	6606	4544
32	Dadra and NHaveli	11	11	8	3	267	267	246	21	219	219	0
33	Daman and Diu	5	5	3	2	107	102	102	0	107	102	5
34	Lakshadweep	4	4	4	0	107	107	107	0	96	96	0
35	Puducherry	36	32	17	15	788	788	788	0	788	785	3
All India				33106	13620	1366776	1269994	1171467	98527	1249776	1097039	152737

[Translation]

**Demand and Supply of Steel**

1694. SHRI RAMASHANKAR RAJBHAR  
SHRI GANESHRAO NAGORAO DUDHGAONKAR  
SHRI SUBHASH BAPURAO WANKHEDE  
SHRI SUDARSHAN BHAGAT:

Will the Minister of STEEL be pleased to state:

(a) the details of demand and supply of steel during the last year and the current year alongwith the action plan to bridge this gap;

(b) the ratio of imported and indigenous steel available in

the country for the last two years and the current year to meet the increasing demand of steel in the country; and

(c) the efforts being made by the Government to set up joint ventures for setting up steel plants and proper use of natural resources such as iron ore available in the country?

THE MINISTER OF STEEL (SHRI BENI PRASAD VERMA):

(a) to (c): Data on demand *i.e.* apparent consumption (inclusive of double counting) and supply *i.e.* availability for domestic use, after accounting for exports and stock variations, and the gap between demand and supply of finished steel in the country during the last year (*i.e.* 2009-10) and the current year (*i.e.* April-December 2010-11) are given in the table below :-

Year	Finished Steel		
	Availability for domestic use (million tonnes)	Apparent Consumption ** (million tonnes)	Gap (million tonnes)
2009-10	56.17(52.44)	63.55 (58.28)	7.38 (5.84)
Apr-Dec 2010*	46.44 (42.05)	51.80(47.29)	5.36 (5.24)

Source: Joint Plant Committee; \* provisional; \*\* includes double counting; A met through imports; figures in () refer to levels of last year

The gap between domestic demand and availability of steel is met through imports.

The ratio of imported and indigenously available (*i.e.* available for domestic use after accounting for exports and stock variations) finished steel in the country for the last two years and the current year (April -December 2010) is given in the table below:-

Year	Finished Steel		
	(a)	(b)	(c)
	Availability for domestic use (Million tonnes)	Import (Million tonnes)	Ratio of (b)/(a)
2008-09	52.44	5.84	0.11
2009-10	56.17	7.38	0.13
Apr.-Dec. 2010*	46.44(42.05)	5.36 (5.24)	0.12 (0.12)

Source : Joint Plant Committee, Provisional;  
Figures in refer to levels of last year

Steel is a de-regulated sector. in a de-regulated, liberalized economy, decisions related to setting up of steel projects are taken essentially by the steel producing units depending upon various factors such as commercial merits, market trends, demand and supply etc. The Government in such an open market economy has the role of a facilitator only and in that capacity, it promotes/encourages growth of steel industry through suitable policy measures. The Government has constituted an Inter-Ministerial Group (IMG), under the chairmanship of Secretary (Steel) in 2007, to monitor and coordinate the issues concerning major steel investments in the country related to infrastructure, raw material supply, environmental clearance and other resource constraints.

A public sector company namely NMDC Ltd. is in the process of setting up of 3.0 MTPA green field integrated steel plant at Nagarnar, Bastar District, Chhattisgarh. Iron Ore for this steel plant is envisaged to be sourced from Bailadila Iron Ore deposit-4 which will be developed as a joint venture company commissioning of the plant is expected by end of 2014.



1	2	3	4	5	6	7	8	9	10
10	Karnataka	148.11	45	183.32	38	207.86	45	155.47	37
11	Kerala	2.22	1	0	0	0	0	0	0
12	Madhya Pradesh	8.01	2	8.98	2	9.23	5	0	0
13	Maharashtra	22.77	10	32.47	9	27.69	8	29.26	7
14	Manipur	66.02	24	57.96	12	56.80	15	60.06	13
15	Nagaland	0	1	1.38	0	-	0	0	0
16	Orissa	112.52	46	129.54	40	173.17	44	107.28	28
17	Pudducherry	3.97	14	0	0	-	0	0	0
18	Punjab	3.42	4	0	1	9.29	4	2.27	1
19	Rajasthan	8.23	0	5.52	3	11.77	4	8.87	3
20	Tamil Nadu	167.70	46	183.95	36	220.70	54	119.03	29
21	Tripura	2.76	3	2.76	1	10.85	3	1.02	2
22	Uttar Pradesh	33.73	10	18.03	4	65.31	21	56.69	18
23	Uttarakhand	2.90	1	5.54	1	-	0	9.61	3
24	West Bengal	66.69	20	136.32	24	111.41	27	58.86	16
25	Mizoram	0	0	0	0	-	0	0	0
		1061.73	328	1146.45	258	1368	345	869.66	227

[Translation]

### Air Show in Bangalore

1696. SHRI BAIDYANATH PRASAD MAHATO:  
SHRI RAMKISHUN:  
SHRI KAUSHALENDRA KUMAR:  
SHRI SURESH KUMAR SHETKAR:  
SHRI PONNAM PRABHAKAR:

Will the Minister of DEFENCE be pleased to state:

(a) the details of the Air Show held in the Bangalore recently;

(b) whether a foreign aircraft participating in the show has crashed;

(c) if so, the details thereof;

(d) whether any assistance has been provided to the family members of the victims dead/injured in the said accident; and

(e) the steps taken by the Government to check recurrence of such incidents?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI M.M. PALLAM RAJU) : (a) The 8th edition of Aero India-2011 was conducted from 09-13 February, 2011 at Air Force Station, Yelahanka, Bangalore. Total 45 nos. of foreign aircraft including 26 civil aircraft participated in the event. Size of the show was much larger compared to the show conducted in the year 2009 on account of participation of civil aviation sector in the show. It was attended by 50 official delegations from different countries.

(b) No, Madam.

(c) to (e) Does not arise.

[English]

### Pre-Recruitment Training SCs

1697. SHRI T.R. BAALU: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) whether pre-recruitment training is given to candidates belonging to Scheduled Castes (SCs) and Other Backward Classes (OBCs), who are appearing for the examinations being



conducted by the Government and the Public Sector Undertakings (PSUs);

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRI D. NAPOLEAN): (a) and (b) Yes Madam Central Sector Scheme of "Free Coaching for SC and OBC Students" is being funded by the Ministry for providing qualitative coaching to students belonging to Scheduled Castes and Other Backward Classes. The objectives of the scheme are to provide free coaching for Group A and B examinations conducted by the Union Public Service Commission, the Staff Selection Commission and various Railway Recruitment Boards and the State Public Service Commissions; Officers' Grade examinations conducted by Banks, Insurance Companies and Public Sector Undertakings and; Finishing courses/job-oriented courses for employment in the private sector. The Scheme is being implemented through the reputed institutions/centres run by the State Governments/UT Administrations, Universities and the private sector organizations. Students belonging to SCs and OBCs having total family income of Rs.2.00 lakh per annum are eligible under the scheme.

(c) Does not arise.

[Translation]

#### Tiger Reserves

1698. SHRI SHIVRAJ BHAIYA:  
SHRI HANSRAJ G. AHIR:  
SHRIMATI MEENA SINGH:  
SHRI DEEPENDER SINGH HOODA:  
SHRI LAL CHAND KATARIA:  
SHRI UDAY PRATAP SINGH:

Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the number of tigers in the country has increased after the public awakening drive launched by media;

(b) if so, the details thereof;

(c) whether the Government proposes to launch similar public awakening drives to save other forest animals like lion, leopard and bear etc.;

(d) if so, the details thereof;

(e) the names of tiger reserves in the country, State-wise;

(f) whether the Government has any proposal to develop new tiger reserves in the country; and

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

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH): (a) to (d) While no such categorical inference can be drawn, funding support under the ongoing Centrally Sponsored Scheme of Project Tiger is provided to States, which *inter alia*, includes initiatives for fostering awareness towards tiger/wildlife conservation in and around tiger reserves.

(e) The list of tiger reserves in the country is given in the enclosed Statement.

(f) and (g) The "in-principle" approval has been accorded by the National Tiger Conservation Authority for creation of five new tiger reserves, and the sites are; Biligiri Ranganatha Swamy Temple Sanctuary (Karnataka), Pilibhit (Uttar Pradesh), Ratapani (Madhya Pradesh) and Sunabeda (Orissa) and Mukundara Hills (including Darrah, Jawahar Sagar and ' Chambal Wildlife Sanctuaries) (Rajasthan). Besides, the States have been advised to send proposals for declaring the following areas as Tiger Reserves:

- (i) Bor (Maharashtra)
- (ii) Suhelwa (Uttar Pradesh)
- (iii) Nagzira-Navegaon (Maharashtra)
- (iv) Satyamangalam (Tamil Nadu)
- (v) Kudremukh (Karnataka)

## Statement

## List of Tiger Reserves in India

Sl. No.	Name of Tiger Reserve	State
1	2	3
1	Bandipur	Karnataka
2	Corbett	Uttarakhand
3	Kanha	Madhya Pradesh
4	Manas	Assam
5	Melghat	Maharashtra
6	Palamau	Jharkhand
7	Ranthambore	Rajasthan
8	Similipal	Orissa
9	Sunderbans	West Bengal
10	Periyar	Kerala
11	Sariska	Rajasthan
12	Buxa	West Bengal
13	Indravati	Chhattisgarh
14	Nagarjunsagar	Andhra Pradesh
15	Namdapha	Arunachal Pradesh
16	Dudhwa	Uttar Pradesh
17	Kalakad-Mundanthurai	Tamil Nadu
18	Valmiki	Bihar
19	Pench	Madhya Pradesh
20	Tadoba-Andheri	Maharashtra
21	Bandhavgarh	Madhya Pradesh
22	Panna	Madhya Pradesh
23	Dampa	Mizoram

1	2	3
24	Bhadra	Karnataka
25	Pench	Maharashtra
26	Pakke	Arunachal Pradesh
27	Nameri	Assam
28	Satpura	Madhya Pradesh
29	Anamalai	Tamil Nadu
30	Udanti-Sitanadi	Chhattisgarh
31	Satkosia	Orissa
32	Kaziranga	Assam
33	Achanakmar	Chhattisgarh
34	Dandeli Anshi	Karnataka
35	Sanjay-Dubri	Madhya Pradesh
36	Mudumalai	Tamil Nadu
37	Nagarahole	Karnataka
38	Parambikulam	Kerala
39	Sahyadri	Maharashtra

## Defence Budget

1699. SHRI GANESH SINGH:

DR. RATNA DE

Will the Minister of DEFENCE be pleased to state:

(a) whether the defence budget allocation is less than three per cent of the total budget and also less than the defence budgets of the neighbouring countries;

(b) if so, the details thereof;

(c) the utilization pattern of the defence allocations during the last three years indicating the reasons for unspent funds; and

(d) the details of expenditure incurred on modernization

of defence production in the country during the said period?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY) : (a) and (b) The defence budget for the year 2011-2012 is Rs. 164415.49 crore which is 13.07% of the total expenditure budget of Rs. 1257729 crore of the Union Government for the year 2011-2012. It is difficult to compare the defence

expenditure of various countries because of non-availability of detailed data and also because what is included in the defence budget varies from country to country.

(c) The position of utilisation of funds vis-a-vis allocation during the last three years is as under:

(Rs. in crores)

Year	BE	RE	Actual	% Utilized (of RE)
2007-2008	96000.00	92500.00	91680.28	99.11
2008-2009	105600.00	114600.00	114223.28	99.67
2009-2010	141703.00	136264.00	141781.08	104.05

The marginal under utilization in 2007-2008 & 2008-2009 primarily on account of certain purchase proposals/ schemes under the revenue and capital heads not materializing as expected and outgo on committed liabilities not progressing as anticipated due to slippages in contractual obligations on the part of the suppliers/vendors.

(d) Details of expenditure on modernization of defence production during the last three year are as under:-

(Rs. in crores)

Year	Expenditure
2007-2008	944.95
2008-2009	1370.99
2009-2010	1243.47

#### Rehabilitation of Beggars

1700. SHRI JITENDER SINGH MALIK:  
SHRI BADRUDDIN AJMAL:

Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) the number of beggars alongwith the number of beggar children in the country, State-wise;

(b) whether there has been an increase or decrease in

beggar population in the country;

(c) if so, the details thereof during the last three years;

(d) whether the Union Government has urged the State Governments to enact and implement the relevant laws on prevention of begging and matters related thereto including rehabilitation of beggars; and

(e) if so, the details of the States which have enacted such laws and rehabilitated beggars?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRI D. NAPOLEAN) : (a) to (e) There is no authentic data available on the prevalence and presence of beggars across the country.

The Central Government has requested State Governments and UT Administrations to effectively implements their existing laws or enact a new law in case such law is not in existence.

As per available information, 20 States and 2 Union Territories have anti-beggary laws as shown in the enclosed Statement Shelter homes/ institutions for beggars are functioning in Gujarat, Karnatak Madhya Pradesh, Maharashtra, Uttar Pradesh, Uttarakhand, West Bengal and Delhi.

**Statement***Existing State Anti Beggary Laws*

Sl.No.	States/Union Territories	Legislation in Force
<b>States</b>		
1.	Andhra Pradesh	The Andhra Pradesh Prevention of Beggary Act, 1977
2.	Assam	The Assam Prevention of Begging Act, 1964
3.	Bihar	The Bihar Prevention of Begging Act, 1951
4.	Chhattisgarh	Adopted the Madhya Pradesh Bikshavirty Nivaran Adhiniyam, 1973
5.	Goa	The Goa, Daman & Diu Prevention of Begging Act, 1972
6.	Gujarat	Adopted the Bombay Prevention of Begging Act, 1959
7.	Haryana	The Haryana Prevention of Begging Act, 1971
8.	Himachal Pradesh	The Himachal Pradesh Prevention of Begging Act, 1979
9.	Jammu and Kashmir	The J&K Prevention of Begging Act, 1960
10.	Jharkhand	Adopted the Bihar Prevention of Begging Act, 1951
11.	Karnataka	The Karnataka Prevention of Begging Act, 1975
12.	Kerala	The Madras Prevention of Begging Act, 1945, the Travancore Prevention of Begging Act, 1120 and the Cochin Vagrancy Act, 1120 are in force in different areas of the State.
13.	Madhya Pradesh	The Madhya Pradesh Bikshavirty Nivaran Adhiniyam, 1973
14.	Maharashtra	The Bombay Prevention of Begging Act, 1959
15.	Punjab	The Punjab Prevention of Begging Act, 1971
16.	Sikkim	The Sikkim Prohibition of Beggary Act, 2004
17.	Tamil Nadu	The Madras Prevention of Begging Act, 1945
18.	Uttar Pradesh	The Uttar Pradesh Prohibition of Begging Act, 1972
19.	Uttarakhand	Adopted the Uttar Pradesh Prohibition of Begging Act, 1972
20.	West Bengal	The West Bengal Vagrancy Act, 1943
<b>Union Territories</b>		
21.	Daman and Diu	The Goa, Daman & Diu Prevention of Begging Act, 1972
22.	Delhi	Adopted the Bombay Prevention of Begging Act, 1959

### Scheme for Street Children

1701. SHRIMATI J. HELEN DAVIDSON:  
SHRI MAHESH JOSHI:  
SHRI BADRI RAM JAKHAR:

Will the Minister of WOMEN AND CHILD DEVELOPMENT be pleased to state:

(a) the details of schemes for street/ destitute/ neglected children to provide education and welfare measures during the last three years;

(b) whether the construction of child homes are also provided in such scheme; and

(c) if so, the construction and maintenance of child homes through Non-Governmental Organisations (NGOs) in the country, State-wise?

THE MINISTER OF STATE OF THE MINISTRY OF WOMEN AND CHILD DEVELOPMENT (SHRIMATI KRISHNA TIRATH):(a) to (c) Prior to 2009-10, the Government in the Ministry of Women and Child Development was implementing the plan schemes namely, (i) An Integrated Programme for Street Children; and (ii) A Programme for Juvenile Justice, under which financial assistance were provided to State

Governments/UT Administrations, or to voluntary organizations, for establishment and maintenance of Homes/centres for the welfare and rehabilitation of children in difficult circumstances, including street/destitute/neglected children. These schemes have been merged into the centrally sponsored umbrella scheme, namely, 'Integrated Child Protection Scheme (ICPS)' introduced in 2009-10 to provide safe and secure environment for rehabilitation of such children.

The scheme provides financial assistance to State Governments/UT Administrations for setting up of Open Shelters in Urban and Semi-Urban areas for such children. These shelters provide, *inter alia*, age-appropriate education, including life skill education, access to vocational training, bridge education, linkages to the National Open School Programme (NOSP), recreation, food, nutrition, health care, and counseling.

Further, the scheme also provides financial assistance to State Governments/Union Territory Administrations for construction and maintenance of Homes for children in difficult circumstances, either by the States/UTs themselves, or in association with the voluntary organizations. The State-wise details of number of Homes assisted under the scheme during 2009-10 and 2010-11 is given in the enclosed Statement.

### Statement

*State-wise details of number of Homes assisted and Beneficiaries covered during 2009-10 and 2010-11 under the scheme Integrated Child Protection Scheme [ICPS]*

Sl. No.	Name of the State	2009-10		2010-11	
		No. of Homes assisted	No. of Beneficiaries covered	No. of Homes assisted	No. of Beneficiaries covered
1	2	3	4	5	6
1	Andhra Pradesh	22	1564	102	6012
2	Assam	7	500	5	285
3	Bihar	*	*	21	785
4	Chhattisgarh	13	415	0	0
5	Gujarat	57	2504	57	2490

333	Written Answers	Phalguna 16, 1932 (Saka)	to Question	334	
1	2	3	4	5	6
6	Haryana	9	354	12	361
7	Karnataka	76	2902	62	2541
8	Kerala	30	834	31	1001
9	Maharashtra	*	*	738	52688
10	Manipur	12	470	#	#
11	Mizoram	*	*	4	225
12	Nagaland	2	100	#	#
13	Orissa	5	260	29	1598
14	Rajasthan	63	3800	#	#
15	Tamil Nadu	42	2772	41	2187
16	Tripura	*	*	9	328
17	West Bengal	39	2560	43	2807
18	Delhi	*	*	23	1904
19	Puducherry	*	*	6	217
Total		377	19035	1183	75429

\* State Government/Union Territory Administration had not signed Memorandum of Understanding (MOD) for implementation of ICPS

# Financial proposal under examination of the Ministry.

### Labour Reforms

1702. SHRI VARUN GANDHI:

SHRI N. CHELUVARAYA SWAMY:

Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

(a) whether the Government proposes labour reforms issue in employment intensive sector such as the textiles and apparel sector and the leather industry for enhancing their competitiveness;

(b) if so, the details thereof;

(c) If not, the reasons therefor;

(d) whether the Ministry of Small and Medium Enterprises are pressing for simpler labour laws meant for this sector as it is not possible for Micro Units to adhere to multiple labour laws; and

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

THE MINISTER OF LABOUR AND EMPLOYMENT (SHRI MALLIKARJUN KHARGE): (a) to (c) Labour Reforms which essentially entail review/update of labour laws is a continuous process in order to bring them in tune with the emerging needs

of the economy including textiles, apparel and leather Industry. The Ministry continues to have consultation with the social partners to obtain a consensus for enacting new laws or and bringing about changes in the existing laws,

(d) and (e) The Ministry of Micro, Small & Medium Enterprises had requested for enactment of a separate labour legislation for Micro, Small and Medium Enterprises (MSME) Sector. The request was examined and it was not found it feasible or desirable to have a separate law for MSME Sector.

[Translation]

#### Increase in road Accidents

1703. SHRI HARSH VARDHAN:  
 SHRI P. KARUNAKARAN:  
 SHRI BAIJAYANT PANDA:  
 DR. SANJEEV GANESH NAIK:  
 PROF. RANJAN PRASAD YADAV:  
 SHRI JAGDISH SHARMA:  
 SHRI LAL CHAND KATARIA:  
 SHRI UDAY PRATAP SINGH:  
 SHRI VIRENDRA KUMAR:  
 SHRIMATI SUPRIYA SULE:  
 SHRI PURNMASI RAM:  
 SHRI SONAWANE PRATAP NARAYAN RAO:  
 SHRI HAMDULLAH SAYEED:  
 SHRI SURESH KASHINATH TAWARE:  
 SHRI RAVNEET SINGH:  
 SHRI E.G. SUGAVANAM:  
 SHRIMATI PRIYA DUTT:

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

(a) whether the Government has taken note of a large number of accidents at various National /Express Highways in the country;

(b) if so, the number of total accidents reported alongwith the number of persons killed in road accidents during each of

the last three years, State-wise/Union territory wise;

(c) the action taken by the Government to prevent road accidents alongwith the steps taken to step up compensation for the victims;

(d) whether most of the victims of road accidents die due to poor condition of roads and lack of timely treatment/medical help; and

(e) if so, the steps taken/proposed to be taken by the Government in this regard?

THE MINISTER OF STATE IN MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (DR. TUSHAR CHAUDHARY): (a) and (b) Yes Madam. State /Union Territory wise break-up of number of road accidents and number of persons killed for each of the year 2006 to 2008 (the latest available data) is given in the enclosed Statement-I.

(c) The Government has already initiated action for the passage of Motor Vehicles (Amendment) Bill 2007 by the Parliament which, *inter alia*, includes the proposal for enhanced compensation, both in hit and run cases as well as those cases in which the vehicle causing accident has been identified. Besides reducing the accident on road, this Ministry has take, several steps to improve road safety for the road users in general, 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, and 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) Setting up of Driving Training Schools in the country.
- (v) Publicity campaign on road safety awareness both through the audio-visual and print media.
- (vi) Institution of National Award for voluntary organizations/ individual for outstanding work in the field of road safety.
- (vii) Tightening of safety standards of vehicles.
- (viii) Providing cranes and ambulances to various State Governments/NGOs under National Highway 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 & Maintenance contracts.
- (ix) Widening and improvements of National Highways from 2 lanes to 4 lanes and 4 lanes to 6 lanes etc.

(d) and (e) Road accident data is compiled in the Ministry in a format developed as per the Asia Pacific Road Accident Database (APRAD) project of United Nations Economic and Social Commission for Asia Pacific (UNESCAP). Road accidents and persons killed due to various causes as per the 19-item format, which includes accidents due to defect in road condition for the last three years are enclosed given in the enclosed Statement-II. In this format, information of deaths due to lack of timely treatment/medical help is not compiled.

However, it is an accepted strategy of trauma care that if basic life support, first aid and replacement of fluids leading to initial stabilization can be arranged within first hour of the injury called "Golden Hour", lives of many accident victims can be saved. Recognizing the vital importance of quick medical assistance and evacuation of road accident victims' in reducing the trauma and probability of death and disability associated with road accidents, Ministry of Health and Family Welfare has been implementing a Scheme 'establishment of an integrated network of Trauma Centers' along the Golden

Quadrilateral, North-South and East-West Corridors of the National Highways by upgrading the trauma care facilities in 140 identified State Government hospitals, at a total outlay of Rs. 732.75 crore during the 11th five year plan. Setting up of the integrated network of Trauma Centres along the Golden Quadrilateral, North-South and East-West Corridors will ensure that each accident victim on these corridors is able to get competent medical assistance within the shortest possible time thereby saving precious lives. The trauma care network provides three categories of trauma care centres, *i.e.*, Level-I, Level-II and Level-III. Level-I trauma centre in the states would provide the highest level of definitive and comprehensive care of patients with complex injuries. The level-II trauma centre would be available at every 300 km. The Level-III trauma centre would be available every 100-150 km. The present Scheme covers entire Golden Quadrilateral, North-South and East-West corridors. Subsequently, after evaluation of this project, other National Highways with substantial traffic density would be taken up.

The Network has been so designed that no trauma victim has to be transported for more than 50 kilometer. It will bring down the morbidity and mortality on the road by observing the golden hour concept. National Highways Authority of India (NHAI) would deploy basic life support ambulances with trained and specialized manpower at every 50 Km. on the completed stretches of Highway being built and operated by them. Ministry of Road Transport & Highways would provide 140 advanced life support ambulances to 140 identified hospitals to be upgraded under this Scheme.

In addition, the Ministry of Road Transport and Highways, under the scheme "National Highways Accident Relief Service Scheme (NHARSS)" has been providing cranes and ambulances to States/ UTs/NGOs for relief and rescue measures in the aftermath of accidents by way of evacuating road accident victim to nearest medical aid centre and for clearing the accident site.



**Statement-I**

Sl. No.	State States	Total Number of Road Accidents in States/UTs			Total Number of Persons Killed in Road Accident in States/UTs		
		2006	2007	2008	2006	2007	2008
1	2	3	4	5	6	7	8
1	Andhra Pradesh	43559	44325	42657	12761	13549	13812
2	Arunachal Pradesh	250	240	280	129	95	134
3	Assam	4694	4403	4683	1841	1604	1807
4	Bihar	5594	7774	8991	2396	3482	3940
5	Chhattisgarh	11934	12296	12945	2374	2607	2966
6	Goa	3707	4020	4178	303	322	318
7	Gujarat	31547	33623	33671	6161	6915	7070
8	Haryana	10314	11998	11596	4012	4415	4494
9	Himachal Pradesh	2727	2955	2756	867	979	848
10	Jammu and Kashmir	5593	5864	5326	989	958	950
11	Jharkhand	4980	5285	4985	1914	2081	1979
12	Karnataka	43411	46363	46279	7973	8777	8814
13	Kerala	41728	39917	37263	3627	3778	3901
14	Madhya Pradesh	38041	41981	43852	5318	6671	6670
15	Maharashtra	75413	73661	75527	11343	11212	12397
16	Manipur	521	538	573	159	114	151
17	Meghalaya	435	300	294	165	127	123
18	Mizoram	95	77	110	64	50	63
19	Nagaland	194	239	76	68	89	70
20	Orissa	7729	8213	8181	2755	3000	3079
21	Punjab	4927	5208	5115	3052	3363	3206

1	2	3	4	5	6	7	8
22	Rajasthan	23348	23885	23704	7154	8145	8388
23	Sikkim	188	150	196	70	52	79
24	Tamil Nadu	55145	59140	60409	11009	12036	12784
25	Tripura	793	801	767	196	223	221
26	Uttarakhand	1461	1529	1417	975	992	1073
27	Uttar Pradesh	19489	21522	25684	10851	11398	13165
28	West Bengal	11324	11660	12206	4600	4745	4789
<b>UTs</b>							
1	Andaman and Nicobar Islands	154	173	191	22	23	22
2	Chandigarh	517	534	482	142	151	148
3	Dadra and Nagar Haveli	103	116	116	45	66	65
4	Daman and Diu	57	60	50	27	29	29
5	Delhi	9299	8620	8435	2169	2141	2093
6	Lakshadweep	10	2	12	1	0	0
7	Puducherry	1639	1744	1697	217	255	212
Total		460920	479216	484704	105749	114444	119860

**Statement-II**

*Number of Road Accidents and Persons Killed by identified causes during the years, 2006,2007 & 2008*

Year	Drivers' Fault			Fault of Cyclist			Fault of Pedestrian			Defect in Condition of Motor Vehicle		
	No. of Accident	Persons Killed	Persons Injured	No. of Accident	Persons Killed	Persons Injured	No. of Accident	Persons Killed	Persons Injured	No. of Accident	Persons Killed	Persons Injured
1	2	3	4	5	6	7	8	9	10	11	12	13
2006	354896	77526	394253	4662	1281	5655	5760	1671	5651	9284	2905	9963
2007	382829	85932	413899	4918	1800	5005	6394	1844	5613	8564	2852	8562
2008	385018	89360	421537	5225	1792	5079	7782	2244	7450	8463	2752	8945

14.	15.	16.	17.	18.	19.	20.	21.	22.	23.	24.	25.	26.
2006	6425	2024	7049	4185	1351	4812	75708	18991	69098	460920	105749	49648
2007	5950	1852	6095	4396	1629	4246	66165	18535	69920	479216	114444	513340
2008	6095	2106	6623	4030	1386	4434	68091	20220	69125	484704	119860	523193

\* : Includes Fault of driver of other vehicles, fault of passengers, poor light condition, falling of boulders, Neglect of civic bodies, stray animals, other causes & causes not known. Figures for Delhi are clubbed under "All Other Causes" as break-up were not provided.

[English]

**Child Labour**

1704. SHRI P. LINGAM:  
 PROF. RAM SHANKAR:  
 SHRI BAL KUMAR PATEL:  
 DR. P. VENUGOPAL:  
 SHRI C. SIVASAMI :  
 SHRI PRABODH PANDA:  
 SHRI P. KUMAR:

Will the Minister of LABOUR ANID EMPLOYMENT be pleased to state:

(a) whether the Government has conducted any survey to determines the number of child labour engaged in the country including hazardous industries;

(b) if so, the details thereof;

(c) whether the Government has constituted any body/ Committee to prevent the prevalence of child labourers specially in hazardous industries including mine areas in the country;

(d) if so, the details thereof;

(e) the total number of child labourers rescued and rehabilitated during the last three years and the current year; and

(f) the likely time frame by which the child labour phenomenon would be completely eradicated from the country?

THE MINISTER OF LABOUR AND EMPLOYMENT (SHRI MALLIKARJUN KHARGE) : (a) and (b) Yes, Madam. As per Census 2001 figures there were 1.26 crore working children in the age group of 5-14. IFurther, as per the Survey conducted by National Sample Survey Organization (NSSO) in 2004-05, the number of working children were estimated 90.75 lakh.

(c) and (d) There is a Central Advisory Board on Child Labour which advises the Government towards eradication of child labour.

(e) As per available information, in the last three years 298611child labourers and approximately 32437 child labourers in the current year have been rescued from hazardous work and rehabilitatedthrough special schools and finally mainstreamed into formal education system.

(f) Child Labour is a complex socio-problem, which needs sustained efforts over a long period of time. Considering the nature and magnitude of the problem, Government is following a sequential approach of covering children first working in hazardous occupation/processes.

[Translation]

**Amendment in Factories Act**

1705. SHRI DINESH CHANDRA YADAV:  
 SHRI ARJUN ROY:  
 SHRI PONNAM PRABHAKAR:

Will the Minister of LABOUR AND EMPLOYMENT be pleased to State:

(a) whether the Government has taken a final decision to make amendment in the Factories Act, 1948 to bring it under labour laws;

(b) if so, the date on which this decision has been taken and the final status thereof;

(c) whether the draft of the proposal has been prepared for legal reforms as per the decisions; and

(d) the details of stakeholders whose suggestions have been considered in preparing this draft?

THE MINISTER OF LABOUR AND EMPLOYMENT (SHRI MALLIKARJUN KHARGE): (a) and (b) The Government is proposing to amend the Factories Act, 1948. The Government has constityted an Expert Committee on 30.12.2010 to examine the proposed amendments and make recommendations in consultation with Stakeholders.

(c) and (d) Does not arise.

### Export of Foodgrains

1706. SHRI JAGDANAND SINGH:  
SHRI RAJAJIAH SIRICILLA:

Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether the large quantity of foodgrains is being exported to various countries;

(b) if so, the quantity and value of foodgrain exported during the last three years and the current years;

(c) whether the export of certain foodgrain items was banned due to rise of domestic prices for the last two years;

(d) if so, the details thereof;

(e) whether the Government is contemplating to permit export of wheat, potato and onion in near future for maintaining the price balance as the domestic prices of these items are falling sharply; and if so, the details thereof?

(f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA M. SCINDIA): (a) and (b) The details of export of foodgrains during last three years are given below:

(Qty in 000 tonnes, value in Rs. Crore)

Year	Wheat		Basmati Rice		Non Basmati Rice		Other Cereals	
	Qty	Value	Qty	Value	Qty	Value	Qty	Value
2007-08	0.237	0.24	1183.36	4345	5285.92	7410	3228.05	3002
2008-09	1.121	1.46	1556.41	9477	931.88	1687	3999:65	3921
2009-10	0.047	0.06	12016.78	10889	139.54	365	2924.47	2973
2010-11	0.319	0.56	1155.57	5520	59.50	143	1155.55	1216

(Till Oct., 10)

Source: APEDA

(c) to (f) Export of agricultural products depends on several factors including domestic and international demand and supply situation. Whenever, there is scarcity or short supply of any product in the domestic market, government prohibits or restricts exports to ensure availability of such products to consumers at reasonable price. Currently, export of onion and potato is allowed, whereas export of wheat (except on diplomatic basis) is prohibited. Government has also banned the export of Non-Basmati rice since April 2008.

However, export of some premium varieties of Non-Basmati Rice like Sona Masuri, Matta and Ponni has been permitted since 10th February 2011, subject to quantitative restrictions.

[English]

### Attrition of Scientists

1707. SHRI SUKHDEV SINGH:  
DR. P. VENUGOPAL:

SHRI C. SIVASAMI:

SHRI P. KUMAR:

SHRI DANVE RAO SAHEB PATIL:

SHRI PARTAP SINGH BAJWA :

SHRI GOVIND PRASAD MISHRA:

Will the Minister of DEFENCE be pleased to state:

(a) whether a large number of top scientists and other officials have quit their jobs in Defence Research and Development Organisation (DRDO) to join private companies;

(b) if so, the details thereof for the last three years including its impact on the research projects; and

(c) the efforts being made to check the attrition rate in (DRDO) including the details of incentives being provided/ proposed in this regard?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY) :

(a) and (b) No, Madam. Only one distinguished scientist left Defence Research and Development Organisation (DRDO) on voluntary retirement in the last three years. It has not made any impact on research projects undertaken by DRDO.

(c) After the implementation of 6th Central Pay Commission's recommendations, Government has offered better pay packages and incentives to the scientists which has arrested attrition of scientists significantly. Some of these incentives are:-

- Two additional increments on promotion to each Grade;
- Up to six variable increments on promotion granted on fast tract;
- Professional update allowance;
- Fast tract promotions through assessments;
- Opportunity to acquire higher qualifications at reputed institutes viz. IIT's/IISc, etc. as DRDO sponsored candidate;
- Young Scientist, Scientist of the Year and other DRDO Awards in recognition to their contributions; etc.

In addition, excellent infrastructure facilities have been created at work places and residential complexes.

### Irregularities in NHAI

1708. SHRI MAHESH JOSHI:

SHRI HUKMADEO NARAYAN YADAV:

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

(a) whether there are reports of irregularities in the awarding of projects in National Highway Authority of India (NHAI);

(b) if so, the details thereof;

(c) whether any inquiry has been initiated in this matter;

(d) if so, the details thereof;

(e) whether there are reports of the connivance of officials of NHAI in such cases having been unearthed;

(f) if so, the details thereof and the action taken against the erring officials; and

(g) the details of the steps taken by the Government/NHAI to prevent such cases in future and bring transparency in the national highway awarding process?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA) : (a) to (d) Yes Madam. Some complaints have been received in National Highways Authority of India (NHAI) during the year 2010-11 wherein allegations have been leveled about irregularities in the award of projects by NHAI. CBI is investigating a case regarding alleged irregularities in the award of work relating to Nagpur-Betul section of the NH 69. Central Vigilance Commission is also conducting an inquiry under the CVC Act about alleged irregularities in the award of work relating to Chindwara-Seoni section of Madhya Pradesh.

(e) and (f) The issue of connivance of officials of NHAI is also being looked into in the investigation being conducted.

(g) NHAI projects are awarded on the basis of International Competitive Bidding which follows a transparent procedure ensuring participation of bidders at various stages of the bidding process. Besides guidelines issued by Central Vigilance Commission regarding adoption/implementation of

e-tendering, leveraging technology, integrity pact etc. are under consideration for adoption/implementation.

[Translation]

### EPF Out of Service Tax

1709. SHRIMATI JAYSHREEBEN PATEL: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

(a) whether the Government has any proposal to keep the Employee's State Insurance (ESI) and Employee's Provident Fund (EPF) schemes out of the purview of service tax;

(b) if so, the reasons therefor; and

(c) the reaction of the Ministry of Finance thereto and the action taken by it thereon so far?

THE MINISTER OF LABOUR AND EMPLOYMENT (SHRI MALLIKARJUN KHARGE) : (a) and (b) Service Tax has been imposed on Employees' State Insurance Corporation (ESIC) treating it as insurance provider and on Employees' Provident Fund Organisation (EPFO) treating it as a Banking/Financial Institution. The matter regarding keeping the ESIC and EPFO out of the purview of Service Tax Act was taken up with Ministry of Finance explaining the reasons as under:-

- ESIC and EPFO are an autonomous social security organizations under the administrative control of the Ministry of Labour & Employment and they are established under the Act of Parliament.
- Both organization are exempted from Income Tax under section 10(25)A of the Income Tax Act.
- Both are discharging social security obligations of the Government under Articles 41 and 42 of the Constitution of India.
- Social Security is a (comprehensive approach designed to prevent deprivation, assure the individual of a basic minimum income for himself and his dependents and to protect the individual from any uncertainties. The State bears the primary responsibility for developing appropriate system for providing protection and assistance to its

workforce. Social security is increasingly viewed as a human right and an integral part of the development process. Providing social security by the Government through ESIC and EPFO is not to be considered as a taxable service.

(c) The Ministry of Finance has stated that as per the current provisions of law, service tax is leviable on the services provided by ESIC and EPFO. Exemption to ESIC and EPFO would be in the nature of first point end-use exemptions and a policy decision has been taken to minimize them. It is an accepted principle of tax reform and administration that first point end-use exemption is a poor practice which results in leakage and is difficult to monitor.

As a preparation for introduction of the forthcoming Goods and Service Tax (GST), efforts are being made to widen the tax base with minimal exemptions. It should be prudent to keep, to the extent possible, all the economic activities involving goods and services within the GST regime, so that organizations providing taxable services can benefit from reduced incidence of tax through a seamless flow of input credit.

In view of this the request for service tax exemption in respect of ESIC and EPFO has not been acceded to by the Ministry of Finance.

### Looting of Ships

1710. SHRI K.D. DESHMUKH:  
SHRI ABDUL RAHMAN:  
SHRI P. VISWANATHAN:

Will the Minister of SHIPPING be pleased to state:

(a) whether the Government is aware of the increasing incidents of Indian sailors on board merchant ships being looted and kept hostage by Somalian pirates;

(b) if so, the details thereof and the number of such incidents reported during the last three years;

(c) the number of pirates/looters apprehended by the Indian Security forces during the last three years;

(d) the details of action taken against the guilty; and

(e) the steps taken by the Government to safeguard and to deal with the recurrence of such incidents?

and (b)\* Yes, Madam. The details of piracy incidents involving foreign flag vessels which had Indian seafarers on board is as under:

THE MINISTER OF SHIPPING (SHRI G. K. VASAN): (a)

Year wise	Number of ships hijacked with Indian crew on board	Number of Indian Seafarers taken hostage on ships	Number of Indian ships hijacked	Number of Indian MSV's hijacked	Number of Indian Seafarers taken hostage on MSV's
2008	23	50	Nil	1	13
2009	21	58	Nil	8	116
2010	24	11	Nil	1	14
2011 (02.03.11)	02	26	Nil	1	14
<b>Total</b>	<b>70</b>	<b>145</b>	<b>Nil</b>	<b>11</b>	<b>157</b>

(c) As per the reports received from Indian Navy and Coast Guard, the-number of pirates/looters apprehended by Indian security forces during the last three years is as under:

Year	Number of Pirates Apprehended
2008	23
2009	00
2010	00
2011	52
<b>Total</b>	<b>75</b>

(d) Coast Guard has lodged the FIR against the pirates and Mumbai Police is in the process of prosecuting the pirates.

(e) Following initiatives have been taken by Government to safeguard and to deal with recurrence of such incidents:

(i) Deployment of Indian naval ship to protect Indian interest.

(ii) Coordination of transit of Indian interest with Indian Navy by 24x7 Communication Centre located at the Directorate General of Shipping (DGCommcentre).

(iii) DGCommcentre immediately alerts Indian navy, Indian Coast Guard and co-ordinate with other international security forces operating in the region in cases of any report about pirate attack on Indian interest.

(iv) Issuance of various advisories to Indian interest immediately after an attack to caution them about the areas where further attacks are apprehended.

(v) Regular participation by Indian delegation in the deliberation of Working Group of International Contact Group at United Nations to develop and implement national/international counter piracy policy and programmes.

(vi) Interventions in various International Maritime Organization (IMO) Meetings and supporting all such interventions by other Member States urging the International community to address the menace of piracy.

(vii) UN Security Council Resolutions 1816, 1838, 1846 and 1851 and various IMO circulars and guidelines issued to address piracy related concerns.

(viii) Advisory on safe house and best management practices to Indian ship owners.

\*The reply given to Part (a), (b) and (c) of Unstarred

Question No. 1710 in the Debate dated 07.03.2011 was subsequently corrected through a correcting statement made in the House on 24.03.2011. Accordingly the reply has been revised as under:-

(a) and (b) Yes, Madam. The details of piracy incidents involving foreign flag vessels which had Indian seafarers on board is as under:

Year wise	Number of ships hijacked with Indian crew on board	Number of Indian Seafarers taken hostage on ships	Number of Indian ships hijacked	Number of Indian MSV's hijacked	Number of Indian Seafarers taken hostage on MSV's
2008	04	53	Nil	1	13
2009	03	32	Nil	04	57
2010	07	63	Nil	08	128
2011 (02.03.11)	02	26	Nil	1	14
<b>Total</b>	<b>16</b>	<b>174</b>	<b>Nil</b>	<b>14</b>	<b>212</b>

(c) As per the reports received from Indian Navy and Coastguard, the number of pirates/looters apprehended by Indian security forces during the last three years is as under:

Year	Number of Pirates Apprehended
2008	23
2009	00
2010	00
2011	43
<b>Toatal.</b>	<b>66</b>

[English]

**Setting up of Working women's Hostel**

1711. SHRI P. KARUNAKARAN:

SHRI BHAUSAHEB RAJARAM WAKCHAURE:

Will the Minister of WOMEN AND CHILD DEVELOPMENT be pleased to state:

(a) whether the States including Kerala have been requesting for sanction of grant-in-aid for setting up of Working Women's Hostel and Day Care Centre;

(b) if so the amount allotted for setting up hostels during the current year for working women, State-wise; and;

(c) the norms for sanctioning financial assistance for construction of working women hostel?

THE MINISTER OF STATE OF THE MINISTRY OF WOMEN AND CHILD DEVELOPMENT (SHRIMATI KRISHNA TIRATH): (a) and (b) Yes, Madam, under the Scheme, no allocations are made State wise as the requirement of working women hostel is need based. During the current year (2010-



11), 2 new projects for setting up of working women hostels have been approved in the State of Kerala. An amount of Rs.56,46,640/- has been released for one of the projects.

(c) Under the Scheme, financial assistance for construction of working women hostel is provided on 'Public land' only. This assistance is provided to the eligible implementing organizations such as State Government agencies and Civil Society Organisations upto 75% of the cost of construction of the hostel building. Besides, one time non-recurring grant at the rate of Rs.7500/- per inmate is given for purchase of furniture and furnishings. Financial assistance is sanctioned to those proposals which are complete in all respect as per the guidelines of the Scheme and recommended by the State Level Empowered Committee.

[Translation]

#### Fifth Generation Fighter Aircraft

1712. SHRI REWATI RAMAN SINGH:  
SHRI RAJAJIAH SIRICILLA:

Will the Minister of DEFENCE be pleased to state:

(a) the current status of development of Fifth Generation Fighter Aircraft (FGFA) being undertaken in joint venture with Russia;

(b) whether the Government has decided to sell FGFA to other countries; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI M.M. PALLAM RAJU) : (a) A Preliminary Design (PD) contract has been signed between HAL and Rosoboronexport, Russia on 21st December, 2010 for designing, developing and certification of the Prospective Multi-role Fighter (PMF) Aircraft programme by Hindustan Aeronautics Limited (HAL) jointly with Sukhoi Design Bureau (SDB) of Russia at a cost of 295 MUSD.

(b) and (c) No formal decision has been taken to sell FGFA to other countries.

[English]

#### Increased Cargo at Major Ports

1713. SHRI RAJAJIAH SIRICILLA: Will the Minister of SHIPPING be pleased to state:

(a) whether the volume of cargo at the major ports in the country was expected to rise to 650 million tonnes by March, 2010;

(b) if so, the details thereof;

(c) the incentives being given to the shipping industry in the remaining Eleventh Five Year Plan; and

(d) the feedback received from foreign countries in this regard?

THE MINISTER OF SHIPPING (SHRI G.K. VASAN): (a) and (b) The Traffic handled at Major Ports during 2009-10 was 561.09 million tonnes and is projected at 615,70 million tonnes during 2011-12 as per National Maritime Development Programme. The Port-wise and Commodity wise projected traffic by the end of 2011-12 is given in the enclosed Statement.

(c) Government has introduced tonnage tax regime for shipping sector in 2004 by which taxation for Indian shipping companies has been brought in line with international fiscal regime. Further, Indian shipping industry has been provided cargo support through right-of-first refusal and policy of FOB imports for Government owned/controlled cargoes. Chartering of vessels for movement of cargo on private account is regulated through the Director General of Shipping taking into consideration the availability of Indian flag vessels. These incentives will continue in the remaining part of the 11th Five Year Plan.

(d) No such mechanism is in place in the Ministry to get the feedback of foreign countries on its schemes/projects.

## Statement

## Commodity-Wise Traffic Projection by 2011-12

(In Million Tonnes)

Sl. No.	Ports	POL				Iron Ore	Coal			Fertili-Zeros	Container		Steel Products	Food-Grains	Chemicals and other Liquid	Other Misc. Cargoes	Total
		Crude	Product	LNG	Total		Non Coking (Export+ Import)	Coking	Total		Tonn -age	TEUs					
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
(A) 1	Major Ports																
	Kolkata Dock System	—	2.5	—	2.5	0.0	0.0	—	—	0.4	7.2	0.60	—	0.5	1.0	2.0	13.60
	Haldia Dock Complex	6.5	7.0	—	13.5	4.5	7.0	12.0	19.0	1.3	3.6	0.3	2.25	—	5.0	1.0	50.15
	Kolkata	65.0	9.5	—	16.0	4.5	7.0	12.0	19.0	1.7	10.8	0.9	2.25	0.5	6.0	3.0	63.75
	Total:																
2	Paradip	16.0	2.4	—	18.4	9.0	16.5	11.5	28.0	4.1	0.6	0.1	5.25	—	1.0	2.0	68.35
3	Visakhapatnam	15.0	5.0	—	20.0	22.0	4.0	8.0	12.0	4.0	9.0	0.8	1.50	1.0	1.0	11.5	82.0
4	Ennore	—	—	2.50	2.50	4.0	18.0	—	18.0	—	9.6	0.8	—	—	—	0.7	34.8
5	Chennai	7.50	4.6	—	12.1	6.00	3.0	2.0	5.0	1.0	12.0	1.0	—	—	1.5	9.0	46.6
6	Tuticorin	—	2.0	—	2.0	—	12.5	—	12.5	1.0	8.4	0.7	—	0.5	1.0	5.0	30.4

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
7	Cochin	9.0	1.0	2.5	12.5	_	0.5	-	0.5	0.7	18.0	1.5	-	-	0.3	1.0	33.0
8	New Mangalore	15.0	6.2	5.0	76.2	8.5	3.0	1.5	4.5	0.5	0.4	0.03	0.20	-	1.0	1.0	42.26
9	Mormugao	_	2.0		2.0	33.5	_	3.0	3.0	0.2	-	-	0.30	-	1.0	1.0	41.0
10	Mumbai	18.00	4.3	_	22.3	_	_	-	_	0.9	8.4	0.7	1.50	0.5	2.0	4.0	39.6
11	JNPT	_	3.5	_	3.5	_	_	-	-	-	56.4	4.67	-	-	1.5	2.0	63.4
12	Kandla	42.50	3.50	_	46.0	_	_	1.0	1.0	1.5	7.2	0.6	-	7.0	3.7	4.50	70.9
	Total (A)	129.5	44.0	10.0	183.5	87.5	46.5	39.0	103.5	15.6	140.4	111.7	11.0	9.5	20.0	44.7	615.7
(B)	Other Ports	60.5	36.0	10.0	106.5	34.0	38.5	6.0	44.5	3.9	10.0	0.83	4.0	9.5	15.0	33.6	261.0
	G. Total (A+B)	190.0	80.0	20.0	290	121.5	103.0	45.0	148.0	19.5	150.4	12.53	15.0	99.0	35.0	78.3	876.7

[Translation]

### Old age home at Panchayat Level

1714. DR. SANJAY JAISWAL: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) whether the Government proposes to open old age homes at Panchayat level in the country under Centrally Sponsored Scheme;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRI D. NAPOLEAN) : (a) to (c) At present, there is no Centrally Sponsored Scheme for opening of Old Age Homes at Panchayat level in the country. However, the Ministry is implementing a Central Sector Scheme of Integrated Programme for Older Persons (IPOP) under which financial assistance is provided to voluntary organisations, Government, Panchayati Raj institutions/local bodies for, *inter alia*, running and maintenance of old age homes.

[English]

### Investment in DRDO Programme

1715. DR. PADMASINHA BAJIRAO PAUL:  
SHRI R. THAMARASELVAN:

Will the Minister of DEFENCE be pleased to state:

(a) the estimated value of the products developed by Defence Research and Development Organisation (DRDO) during the last few years;

(b) whether the Government proposes to make major investment in DRDO for the sanctioned programmes over the next five years;

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

(d) the expected completion period of these project?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY) :

(a) The estimated value of the products/systems/technologies

developed by Defence Research and Development Organisation (DRDO) is approximately Rs.1,12,000 Crore.

(b) and (c) The Government proposes to make the following major infrastructure investment for the programmes of DRDO over the next five years:-

Programmes/Projects	Approximate Cost (Rupees in Crore)
Aeronautical Test Range	1300
Foundry for Field Programmable Array (FPA)	500
Foundry for Gallium Nitride	500
Upgradation of Gallium Arsenide Foundry	500
Upgradation of MEMS facility	500
Aerostat Test Range	500
EW Test Range	500
Upgradation of Rail Track Rocket Sled	500
Facility for testing of Gas Turbine Engine	500

(d) These programmes/projects are likely to be completed/materialized in three to ten years period depending on various Government clearances and other procedures.

### Export Performance and trade Deficit

1716. SHRI BADRUDDIN AJMAL:  
SHRI ASHOK KUMAR RAWAT:  
SHRI R. THAMARASELVAN:  
SHRI VIKRAMBHAI ARJANBHAI MADAM:

Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) the details regarding India's share in world export during the last three years;

(b) whether there has been increase in exports and trade deficit in the country during the current year and if so, the details thereof;

(c) the details regarding export targets and achievements

during the last three years; and

(d) the steps taken by the Government to boost India's export and reduce trade deficit especially to those countries where percentage of share is low?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA M. SCINDIA) : (a) India's share in world's export in US \$ during last three year is given below:

Year	Percentage share
2007	1.04%
2008	1.11%
2009	1.24%

Source : WTO

(b) Yes, Madam, Based on the provisional figures provided by DGCI&S, Kolkata, value of exports for the period April-January 2010-11 was Rs 8,42,063 crore as against Rs. 6,80,382 crore registering a growth of 23.8 per cent in Rupee terms over the same period of last year. Trade deficit during April-January 2010-11 was (-) Rs 4,06,078 crore as compared to (-) Rs 4,27,350 crore during the same period of last year.

(c) Export target and achievement during last three years is given below :

Year	Export Target (billion US \$)	Actual Export (billion US \$)
2007-08	160	163.13
2008-09	175	185.30
2009-10	No target was fixed	178.75

Source : DGCI&S, Kolkata

(d) To boost performance of the export sectors and to reduce trade deficit, various measures have been taken by the Government and RBI in the form of stimulus packages including the announcements made in the Budget 2009-10 and 2010-11; in the Foreign Trade Policy (FTP), 2009-14;

thereafter in January / March 2010; in the Annual Supplement to FTP released on 23rd August, 2010; and in announcements made in February, 2011. To increase our share in various export markets and to diversify our markets and products, incentives have been provided under schemes, viz. Focus Product Scheme, Focus Market Scheme, Market linked Focus Product Scheme and Vishesh Krishi and Gram Udyog Yojana. Emphasis is on diversification to developing countries of Africa, Latin America and some parts of Oceania, where we do not have significant share.

[Translation]

#### Forest Development Corporation

1717 SHRI PASHUPATI NATH SINGH: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Forest Development Corporation has been set up in the State of Jharkhand;

(b) if so, the income earned thereof during the last three years;

(c) whether any complaints have been received regarding collection of revenue in regard to forest goods of Forest Development Corporation in the State;

(d) if so, whether the Government proposes to conduct inquiry into this matter; and

(e) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH) : (a) Yes, Madam. The Jharkhand State Forest Development Corporation was in the State of Jharkhand on 23rd March 2002 as per the provisions of Indian Companies Act, 1956

(b) Gross income for the last three years was Rs. 7.88 crore in 2007-08; Rs. 8.00 crore in 2008-09 and Rs. 9.55 crore in 2009-10.

(c) No, Sir.

(d) and (e) Does not arise in view of reply to (c) above.

**Centrally Sponsored Scheme for SCs and OBCs**

1718. DR. BALIRAM:

SHRI BHAUSAHEB RAJARAM WAKCHAURE:

Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) the details of the centrally sponsored schemes being planned by the Government for SCs and OBCs;

(b) the details of the funds sanctioned for the said schemes during the last three years, State-wise, year-wise and districtwise;

(c) whether the funds are also being provided to the Non-Governmental Organisations for carrying out centrally sponsored schemes;

(d) if so, the details of the amount released to the NGOs alongwith the name and registration number of said NGOs;

(e) whether the progress of the work done by these NGOs has been monitored by the Government;

(f) if so, the details thereof;

(g) whether some NGOs have been found committing frauds;

(h) if so, the details thereof; and

(i) the steps taken by the Government to strengthen socially backward people of the State of Maharashtra?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRI D. NAPOLEAN): (a) and (i) The details of Centrally Sponsored Schemes of this Ministry for the development of SCs and OBCs in various States including Maharashtra are given in the enclosed Statement-A.

(b) The details of funds sanctioned during last 3 years for the said schemes State wise & year wise are given in the enclosed Annexures- I to VIII. No district-wise funds is sanctioned.

(c) to (f) Under "Babu Jagjivan Ram Chhatrawas Yojana" for construction of hostels for SC students, admissible Central assistance was released to a NGO, named, Gramin Shiksha

Samiti, Sarvodaya Bhavan, Sinsar, Tehsil- Narvana, District Jind, Haryana, (Registration No.2117 of 10th November 2000) for expansion of one SC boys hostel, during the last three years, as shown at Statement-B. Physical Progress Report, Financial Progress Report and Utilization Certificate is a precondition for release of Central Assistance. Organization has since submitted the UC and progress report for 1st installment of grants.

(g) No, Sir.

(h) Question does not arise.

**Statement-A**

Major schemes / programmes of the Ministry of Social Justice and Empowerment for the development of Scheduled Castes and Other Backward Classes are as follows:

Centrally Sponsored Schemes For:

**(a) Scheduled Castes (SCs)**

1. Post-Matric Scholarship (PMS) Scheme for SC Students
2. Pre-Matric Scholarship for Children of those engaged in "unclean" occupations (SC as well as non-SC)
3. Babu Jagjivan Ram Chhatrawas Yojana for construction of Hostels for SC boys and girls
4. Scheme of Upgradation of Merit of SC Students through extra coaching
5. Scheme for Implementation of the Protection of Civil Rights (PCR) Act, 1955, and Scheduled Castes and Scheduled Tribes (Prevention of Atrocities) Act, 1989.
6. Pradhan Mantri Adarsh Gram Yojana: A Pilot scheme for integrated development of 1000 SC majority villages.
7. Scheduled Caste Development Corporations

Year-wise and State-wise details of central assistance released to States/UTs and number of beneficiaries, during the last three years under the above schemes are at Annexure I-VII.

**(b) Other Backward Classes (OBCs)**

- (i) Pre-matric Scholarship for OBC students
- (ii) Post-matric Scholarship for OBC students
- (iii) Construction of hostel for boys & girls

Year-wise and State-wise details of central assistance released to States/UTs and number of beneficiaries, during the last three years under the above schemes are at Annexure VIII.

**Statement-B****Funds released to NGO under Babu Jagjivan Ram Chhatrawas Yojana**

2007-08		2008-09		2009-10	
No. of hostel sanctioned	Amount released	No. of hostel sanctioned	Amount released	No. of hostel sanctioned	Amount released
01	Rs.3.85 lakh (1st instt)	Nil	Nil	-	Rs.2.98 lakhs (2nd instt)

**Annexure-I****State-wise Central Assistance released during 2007-08 to 2009-10 under Post Matric Scholarship for SC Students**

(Rs. lakhs)

S. No.	State/UT	2007-08	2008-09	2009-10
1	2	3	4	5
1	Andhra Pradesh	24048.40	23978.11	21182.31
2	Assam	469.82	0.00	1014.99
3	Bihar	0.00	2692.70	1000.00
4	Chhattisgarh	482.85	100.00	0.00
5	Goa	0.00	0.00	0.00
6	Gujarat	240.36	1556.29	2741.34
7	Haryana	494.93	369.52	6962.57
8	Himachal Pradesh	78.84	0.00	0.00
9	Jammu and Kashmir	0.00	378.47	150.00
10	Jharkhand	35.32	0.00	514.74
11	Karnataka	7020.59	3267.91	11819.35
12	Kerala	4072.44	8132.43	3200.00
13	Madhya Pradesh	695.98	1699.21	3653.86
14	Maharashtra	15953.63	1000.00	13400.00
15	Manipur	139.95	163.76	185.70
16	Meghalaya	0.00	0.00	0.00

1	2	3	4	5
17	Orissa	0.00	500.00	0.00
18	Punjab	539.80	200.00	0.00
19	Rajasthan	3204.42	10340.11	5397.72
20	Sikkim	0.00	3.44	1.00
21	Tamil Nadu	6978.05	500.00	5369.97
22	Tripura	180.56	410.98	410.16
23	Uttar Pradesh	22313.71	4916.98	19967.13
24	Uttarakhand	0.00	1089.36	789.70
25	West Bengal	358.25	3250.23	3835.67
26	Daman and Diu	0.33	0.00	0.00
27	Dadra Nagar Haveli	0.00	0.00	0.00
28	Delhi	0.00	0.00	0.00
29	Pudducherry	200.00	0.00	0.00
<b>Total</b>		<b>87508.23</b>	<b>64549.50</b>	<b>101596.21</b>

**Annexure-II**

*Central Assistance released under Centrally Sponsored Scheme of Pre-Matric Scholarship to the Children of those engaged in unclean occupation*

(Rs.in lakh)

S. No.	State/UT	2007-08	2008-09	2009-10
1	2	3	4	5
1	Andhra Pradesh	0	0	2171.5
2	Assam	2.90	92.38	52.17
3	Bihar	0.00	110.79	192.08
4	Delhi	0.00	0.00	0.89
5	Gujarat	262.70	2820.60	3639.90
6	Haryana	0.00	15.05	24.59



1	2	3	4	5
7	Jharkhand	0.00	0.00	6.11
8	Madhya Pradesh	0.00	296.41	232.59
9	Maharashtra	0.00	691.12	0.00
10	Orissa	0.00	35.72	0.00
11	Pudducherry	0.00	2.24	7.71
12	Punjab	0.00	1042.42	598.95
13	Sikkim	41.40	678.08	971.88
14	Tripura	0.00	86.02	47.83
15	Uttar Pradesh	2.90	14.72	1.55
16	West Bengal	0.00	41.73	26.27
Total		309.90	5927.28	7974.02

## Annexure-III

*Babu Jagjivan Ram Chhatrawas Yojana for Construction of Hostels for SC Boys & Girls*

(Rs. in Lakhs)

Sl.No.	States/UTs	Boys Hostel			Girls Hostel		
		2007-08	2008-09	2009-10	2007-08	2008-09	2009-10
1	2	3	4	5	6	7	8
1	Andhra Pradesh	0.00	0.00	0.00	0.00	437.50	0.00
2	Assam	32.545	46.20	0.00	67.50	2.62	0.00
3	Bihar	0.00	340.00	0.00	0.00	335.00	0.00
4	Chhattisgarh	212.115	72.645	33.75	470.865	107.43	0.00
5	Gujarat	248.48	0.00	0.00	217.44		0.00
6	Haryana	3.85	0.00	2.98	0.00	187.575	187.57
7	Jammu and Kashmir	29.50	0.00	0.00	131.50	0.00	0.00
8	Jharkhand	211.08	83.16	0.00	40.33	139.148	0.00
9	Karnataka	362.50	167.50	0.00	237.50	177.50	202.40

1	2	3	4	5	6	7	8
10	Kerala	0.00	110.337	54.75	0.00	0.00	0.00
11	Madhya Pradesh	173.82	211.54	180.70	347.64	355.14	250.00
12	Meghalaya	57.44	0.00	0.00	0.00	0.00	0.00
13	Orissa	91.77	755.929	0.00	1419.63	1914.89	0.00
14	Punjab	0.00	0.00	0.00	0.00	113.25	0.00
15	Rajasthan	986.80	0.00	191.00	21.475	339.75	1706.75
16	Tamil Nadu	516.38	297.326	0.00	0.00	256.25	0.00
17	Tripura	0.00	0.00	0.00	0.00	27.52	0.00
18	Uttar Pradesh	751.965	447.25	157.05	0.00	697.20	0.00
19	Uttarakhand	0.00	41.385	0.00	0.00	101.25	89.29
20	West Bengal	0.00	0.00	0.00	94.12	670.50	0.00
21	Delhi	0.00	0.00	0.00	2.00	0.00	0.00
22	Puducherry	0.00	0.00	0.00	0.00	0.00	100.00
Total		3677.99	2573.27	620.23	3050.00	5862.523	2536.01

**Annexure-IV**

*Upgradation of Merit of SC Students*

(Rs.in lakhs)

S.No.	States/UTs	2007-08	2008-09	2009-10
		Central Assistance Released	Central Assistance Released	Central Assistance Released
1	2	3	4	5
1	Andhra Pradesh	44.40	44.40	0.00
2	Assam	3.45	0.00	0.00
3	Chhattisgarh	7.80	0.00	0.00
4	Gujarat	7.09	2.998	0.60
5	Haryana	9.93	4.80	0.00

1	2	3	4	5
6	Jammu Kashmir	3.00	3.00	0.00
7	Jharkhand	11.40	7.00	0.00
8	Karnataka	0.00	28.20	28.20
9	Kerala	4.95	0.00	0.00
10	Madhya Pradesh	0.00	0.00	153.76
11	Rajasthan	8.43	9.76	8.44
12	Sikkim	2.998	3.00	3.00
13	Tripura	3.00	0.00	6.00
14	Uttar Pradesh	10.00	37.96	0.00
15	Uttarakhand	3.00	2.55	0.00
16	West Bengal	0.00	31.41	0.00
Total		119.448	175.074	200.00

**Annexure-V**

*The State/ut-wise and year wise details of central assistance released under the centrally sponsored scheme for implementation of the protection of Civil Rights act, 1955 and the scheduled castes and the scheduled tribes (Prevention of Atrocities) ACT, 1989 during 2007-2008, 2008-2009 & 2009-2010*

(Rs. in lakhs)

S.No.	States/UTs	2007-08	2008-09	2009-10
1	2	3	4	5
1	Andhra Pradesh	310.49	787.56	878.79
2	Assam	9.50	Nil	Nil
3	Bihar	26.63	27.28	55.00
4	Chhattisgarh	53.27	40.748	40.64
5	Goa	4.45	1.00	1.50
6	Gujarat	120.65	217.46	186.08
7	Haryana	97.83	59.93	19.59
8	Himachal Pradesh	132.56	10.45	54.80

1	2	3	4	5
9	Jharkhand	Nil	Nil	39.54
10	Karnataka	664.37	670.38	967.18
11	Kerala	98.90	135.15	361.81
12	Madhya Pradesh	856.10	574.75	1107.11
13	Maharashtra	397.31	274.98	1197.43
14	Orissa	49.74	60.00	69.58
15	Punjab	60.00	50.00	76.35
16	Rajasthan	279.34	157.89	175.66
17	Sikkim	1.90	5.95	8.18
18	Tamil Nadu	35.00	235.14	612.15
19	Tripura	Nil	0.50	0.60
20	Uttar Pradesh	553.93	931.29	904.36
21	Uttarakhand	4.53	5.77	Nil
22	Andaman and Nicobar Islands	-	-	-
23	Dadra and Nagar Haveli	96.05	2.65	59.23
24	Puducherry	40.79	50.00	50.00
25	Daman and Diu	3.89	4.57	Nil
26	Chandigarh	Nil	3.00	Nil
27	Delhi	9.21	Nil	Nil
<b>Total</b>		<b>3906.30</b>	<b>4306.45</b>	<b>6865.58</b>

**Annexure-VI**

*Pradhan Mantri Adarsh Gram Yojana*

(Rs. in lakhs)

Name of the State	2007- 08 Central Assistance Released	2008-09 Central Assistance Released	2009-10 Central Assistance Released
Bihar	Nil	Nil	130.00
Rajasthan	Nil	Nil	140.00
Tamil Nadu	Nil	Nil	130.00

The Pilot Scheme of Pradhan Mantri Adarsh Gram Yojana (PMAGY) has been implemented only from the month of March 2010

**Annexure-VII**

*Central Share Capital released funds from 2007-08 to 2009-10 under the Scheme of Assistance to Scheduled Castes Development Corporations (SCDCs)*

(Rs. in lakhs)

S.No.	Name of the State	CA Released 2007-08	CA Released 2008-09	CA Released 2009-10
1	Andhra Pradesh	396.32	Nil	Nil
2	Bihar	179.14	Nil	Nil
3	Chandigarh	33.61	62.47	Nil
4	Gujarat	Nil	62.47	Nil
5	Haryana	158.53	Nil	83.00
6	Himachal Pradesh	120.10	Nil	200.00
7	Karnataka	400.00	192.16	600.00
8	Kerala	176.30	Nil	617.00
9	Madhya Pradesh	Nil	194.08	Nil
10	Puducherry	Nil	252.29	Nil
11	Punjab	336.00	559.00	Nil
12	Sikkim	200.00	Nil	Nil
13	Uttar Pradesh	Nil	240.00	Nil
Total		2000.00	1900.00	1500.00

**Annexure-VI**

*State-wise Notional Allocation and Expenditure during the last three years from 2007-08 to 2009-10 for the Central Sponsored Scheme for Welfare of OBCs*

(Rs. in lakhs)

Sl.	Name of the State	Pre-matric			Post-Matric			Hostels for OBCs		
		2007-08	2008-09	2009-10	2007-08	2008-09	2009-10	2007-08	2008-09	2009-10
1	2	3	4	5	6	7	8	9	10	11
1	Andhra Pradesh	377.50	407.90	533.00	925.02	1676.80	2035.00	275.0	542.5	240.0
2	Bihar	400.18	446.43	-	1436.40	1977.70	1752.00	-	-	-

1	2	3	4	5	6	7	8	9	10	11
3	Chhattisgarh	-	-	-	-	-	-	-	17.328	-
4	Goa	-	7.68	-	48.97	38.44	16.00	-	-	-
5	Gujarat	175.64	267.24	290.00	223.92	288.69	568.31	107.5	420.0	120.0
6	Haryana	-	-	79.00	396.59	491.00	563.00	-	192.5	65.0
7	Himachal Pradesh	-	27.58	28.00	-	22.00	-	-	-	-
8	Jammu & Kashmir	46.12	-	-	210.22	188.77	-	-	-	-
9	Jharkhand	-	30.55	-	143.50	444.78	282.00	126.7	156.3	81.33
10	Kerala	-	-	-	560.45	161.67	-	-	241.5	89.0
11	Karnataka	50.00	50.00	50.00	611.80	454.43	445.57	280.0	299.95	147.17
12	Madhya Pradesh	-	-	158.00	393.59	1425.30	1612.00	444.3	287.1	345.0
13	Maharashtra	-	518.30	-	1950.30	2307.00	2587.00	-	-	-
14	Orissa	-	-	96.00	51.87	441.00	-	-	-	-
15	Punjab	156.00	124.35	-	468.59	552.00	-	-	-	-
16	Rajasthan	-	-	-	431.68	754.49	833.00	84.53	283.75	17.5
17	Tamil Nadu	150.22	100.00	320.00	1099.50	1485.40	1140.30	378	472.5	189
18	Uttar Pradesh	779.82	894.41	1159.00	2022.40	3962.80	4436.00	358.26	-	502.2
19	Uttarakhand	-	-	135.00	-	189.58	104.00	-	-	-
20	West Bengal	104.05	42.56	-	-	740.00	-	-	86.87	-
21	Andaman Nicobar	-	-	4.40	-	-	0.23	-	-	-
22	Dadara and Nagar	-	-	-	-	-	-	-	-	-
23	Daman and Diu	-	-	9.69	-	5.28	-	-	-	-
24	Chandigarh	0.00	-	1.36	-	1.09	1.03	-	-	-
25	Delhi	-	-	3.69	-	-	-	-	-	-
26	Puducherry	0.00	-	-	84.6	41.39	-	-	24.2	-
27	Assam	68.24	40.81	51.33	1208.3	-	659.19	-	150	255
28	Manipur	100.00	125.00	108.36	120.56	120	25	-	156.2	-

1	2	3	4	5	6	7	8	9	10	11
29	Tripura	91.35	127.34	146	128.59	193.18	230.1	-	-	-
30	Sikkim	0	6.79	-	0	5.78	7.2	-	123.95	-
<b>Total:</b>		2499.12	3216.94	3172.83	12517.08	17968.93	17297	2054.3	3454.66	2051.2

**Basic Amenities to SCS**

Government to bridge the said gap?

1719. PROF. RAMSHANKAR: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRI D. NAPOLEAN): (a) and (b) Comparative statement of various socio-economic indicators in respect of Scheduled Castes (SCs) *vis-a-vis* the Overall Population is enclosed as Statement-I

(a) whether there is a huge gap between basic amenities being enjoyed by the people belonging to Scheduled Castes and people of other castes;

(c) Various schemes being implemented by this Ministry in this regard are given in the enclosed Statement-II.

(b) if so, the details thereof; and

(c) the details of measures being taken by the

**Statement-I**

*Development Status of SCs vis-a-vis the Overall Population*

(Sources of data indicated in each of the rows)

1	2	3	4	5
Indicator (with source of information and ref. year)	Segment of the target group	Scheduled Castes	All	
I. Educational Literacy Rate (Census, 2001)	Upper	54.7	64.8	
Development				
Gross Enrollment Ratio	Primary Upper	123.7	111.2	
(Selected Educational Statistics, MHRD, 2006-07)	Primary	75.6	73.6	
	Secondary	38.8	40.6	
	Education Higher	9.35	12.4	
Dropout Rate	Class I-V	36.0	25.4	
(Selected Educational Statistics, MHRD, 2006-07)	Class I- VIII	53.0	46.0	
	Class I-X	69.0	59.9	
II. Health	Infant Mortality (NFHS, 2005-06)	50.70	41.50	

1	2	3	4	5
& Nutrition	Maternal Mortality (NFHS, 2005-06)		-	301.00
	Institutional Deliveries (NFHS, 2005-06)		32.90	51.00
	Full Immunisation of children (NFHS, 2005-06)		39.70	53.80
	Percentage of women with anemia (NFHS, 2005-06)		58.30	51.30
	Percentage of anemic children (NFHS, 2005-06)		72.20	63.80
III. Economic	Incidence of Poverty	Rural	36.8	28.3
	(Planning Commission, 2004-05)	Urban	39.9	25.7
Development	Percentage of landlessness (NSSO, 2004-05)		78.00	57.0*
	Average size per operational holding (hectares)			
	(Agri. Census, 1995-96)		0.91	1.40
IV. % of	Safe Drinking water (Census, 2001)		81.10	79.2*
Households	Toilet (Census, 2001)		23.70	42.3*
with access to	Electricity (Census, 2001)		44.30	61.4*
basic amenities				

\* Non-SC/ST

**Statement-II**

*List of Schemes/Interventions of the Ministry of Social Justice & Empowerment for the Development of Scheduled Castes*

**Schemes of Educational Development**

- Pre-Matric Scholarship to Children of those engaged in Unclean Occupations
- Post-Matric Scholarship
- Scholarship for "Top Class Education"
- National Overseas Scholarship
- Rajiv Gandhi National Fellowship
- Upgradation of Merit
- Babu Jagjivan Ram Chhatravas Yojana

- Coaching Scheme for SCs

**Schemes of Economic Development**

- Special Central Assistance to SCSP
- Self Employment Scheme for Rehabilitation of Manual Scavengers
- National Scheduled Castes Finance and Development Corporation (NSCFDC)
- National Safai Karmcharis Finance and Development Corporation (NSKFDC)
- State Scheduled Castes Development Corporations (SCDCs)

**Social Empowerment and Other Schemes**

- Scheme for Implementation of PCR Act, 1955 and SC and ST (POA) Act, 1989



- Assistance to Voluntary Organisations working for the Welfare of SCs
- National Award for outstanding work in combating untouchability and atrocities against SCs
- Dr. Ambedkar Foundation
- Babu Jagjivan Ram National Foundation.

#### Scheme for overall development

- Pradhan Mantri Adarsh Gram Yojana (PMAGY)

[English]

#### Threat to Periyar Wild Life Sanctuary

1720. SHRI K. SUDHAKARAN : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

- (a) whether the Sabarimala Temple Development Project is causing ecological threat to Periyar Wildlife Sanctuary;
- (b) if so, the details thereof;
- (c) whether the Government has noticed any environmental impact assessment lost of the project;
- (d) if so, the details thereof; and
- (e) the steps taken by the Government in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH): (a) to (e) Under the ongoing Centrally Sponsored Scheme of Project Tiger, central assistance has been provided to the State for evolving a holistic Master Plan towards facilitating Sabarimala pilgrim visitation *vis-a-vis* the ecological concerns relating to the Periyar Tiger Reserve. Based on the same, the State commissioned a professional agency and has accepted the Sabarimala Master Plan for implementation.

[Translation]

#### Functioning of factories in residential areas

1721. SHRI GORAKH PRASAD JAISWAL:  
SHRIMATI RAMA DEVI:

Will the Minister of ENVIRONMENT AND FORESTS be

pleased to state:

- (a) whether factories are being run in the residential areas of metropolitans;
- (b) if so, the details of provisions in force in this regard;
- (c) the details of action taken under these provisions in metropolitan cities during the last three years;
- (d) whether the said provisions have not been implemented as per rules in many States; and
- (e) if so, the reaction of the Government thereto?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH): (a) to (e) The siting and functioning of industries in residential, non-residential and commercial areas is governed by the respective State Industrial Policies as well as the Master Plans of Metropolitan Cities. The criteria for siting of industries are governed based on the power consumption, water consumption and the fuel used for production processes. By and large, the polluting industries in residential areas are totally prohibited. As per the Master Plan, hazardous/obnoxious industries are not permitted in residential areas. For instance, in Delhi, 'H' category of industries have been prohibited for their operation in residential areas and have been shifted. The municipal authorities in metropolitan cities in accordance with the Master Plans grant the clearances and the concerned State Pollution Control Boards grant the consent under the Water (Prevention and Control of Pollution) Act, 1974, the Air (Prevention and Control of Pollution) Act, 1981.

[English]

#### Increase in Forest Cover

1722. SHRI PREM DAS RAI:  
SHRI K.J.S.P. REDDY:  
SHRI RAMEN DEKA:  
SHRI KUNVARJIBHAI MOHANBHAI BAVALIA:

Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

- (a) the area in hectares and percentage, which is under

forest cover in the country, State-wise;

(b) the national average of forest cover in hectares and percentage;

(c) whether the Government proposes to launch new initiative to expand forest cover in the country;

(d) if so, the details thereof and the funds provided by the Government for conservation, development and promotion of forests to the States including Gujarat during the last three years, State-wise and year-wise; and

(e) the achievement made as a result thereof?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH):

(a) and (b) The State-wise area in hectares and percentage under forest cover of the country as per 'India State of Forest Report 2009' published by Forest Survey of India is given in the enclosed Statement. The forest area of the National Average is 69089900 hectare which is 21.02% of geographical area.

(c) to (e) As a new initiative to expand forest cover, "National Mission for a Green India" has been recently approved by Prime Minister's Council on Climate Change. The Mission focuses on enhancing ecosystem services and carbon sink through afforestation on degraded land in line with the National Policy of expanding forest and tree cover in the country. In budget 2011-12, Rs. 200.00 crore has been earmarked for Green India Mission.

#### Statement

##### Forest cover in States/Uts in India

(area in ha)

Forest cover in 2007						
State/UT	Geog. Area	Very Dense	Mod. Dense Forest	Open Forest	Total Forest	% of GA
1	2	3	4	5	6	7
Andhra Pradesh	27506900	82000	2475700	1952500	45 10200	16.40
Arunachal Pradesh	8374300	2085800	3155600	1493900	6735300	80.43
Assam	7843800	146100	1155800	1467300	2769200	35.30
Bihar	9416300	23100	324800	332500	680400	7.23
Chhattisgarh	13519100	416200	3503800	1667000	5587000	41.33
Delhi	148300	700	5000	12000	17700	11.94
Goa	370200	51100	62400	101600	215100	58.10
Gujarat	19602200	37600	524900	899500	1462000	7.46
Haryana	4421200	2700	46300	110400	159400	3.61
Himachal Pradesh	5567300	322400	638300	506100	1466800	26.35
Jammu and Kashmir	22223600	429800	897700	941100	2268600	10.21

1	2	3	4	5	6	7
Jharkhand	7971400	259000	989900	1040500	2289400	28.72
Karnataka	19179100	177700	2018100	1423200	3619000	18.87
Kerala	3886300	144300	941000	647100	1732400	44.58
Madhya Pradesh	30824500	664700	3500700	3604600	7770000	25.21
Maharashtra	30771300	873900	2083400	2107700	5065000	16.46
Manipur	2232700	70100	547400	1110500	1728000	77.40
Meghalaya	2242900	4100	950100	741000	1732100	77.23
Mizoram	2108100	13400	625100	1285500	1924000	91.27
Nagaland	1657900	127400	489700	729300	1346400	81.21
Orissa	15570700	707300	2139400	2038800	4885500	31.38
Punjab	5036200	0	73300	93100	166400	3.30
Rajasthan	34223900	7200	445000	1151400	1603600	4.69
Sikkim	709600	50000	216100	69600	335700	47.31
Tamil Nadu	13005800	292600	1021600	1019600	2333800	17.94
Tripura	1048600	11100	477000	319200	807300	76.99
Uttar Pradesh	24092800	162600	456300	815200	1434100	5.95
Uttarakhand	5348300	476200	1416500	556800	2449500	45.80
West Bengal	8875200	298700	464400	536300	1299400	14.64
A&N Islands	824900	376200	240500	49500	666200	80.76
Chandigarh	11400	100	1000	600	1700	14.91
Dadra and Nagar Haveli	49100	0	11400	9700	21100	42.97
Daman and Diu	11200	0	100	500	600	5.04
Lakshadweep	3200	0	1600	1000	2600	82.75
Puducherry	48000	0	1300	3100	4400	9.14
<b>Grand Total</b>	<b>328726300</b>	<b>8351000</b>	<b>31901200</b>	<b>28837700</b>	<b>69089900</b>	<b>21.02</b>

### Pollution in River Ramganga

1723. SHRI YASHVIR SINGH : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether a number of industrial units and Sugar mills are polluting river Ramganga in Western UP., particularly in Bijnor district;

(b) if so, the details thereof;

(c) whether the poisonous effluents in large scale various sources are being discharged by nearby sugar mills in river Ramganga;

(d) if so, the details thereof;

(e) whether these sugar mills are equipped with waste treatment plants; and

(f) if so, the details thereof and if not, the action taken by the Government in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH) :

(a) to (f) The industrial units including Sugar mills, located in Western Uttar Pradesh and Bijnor district are required to comply with the prescribed effluent discharge standards. They have installed effluent treatment plant for the treatment of effluents to meet prescribed standards before discharge in to the river Ramganga. The Uttar Pradesh Pollution Control Board monitors the compliance status of these industrial units and Sugar Mills on regular basis.

M/s Dhampur Sugar Mills Ltd, Dhampur and M/s Upper Ganges Sugar Mills Ltd. Sheohara and M/s Dwarikesh Sugar Industries, District Bijnor have installed effluent treatment plant to treat effluents. These Mills were found complying with the prescribed discharge norms during monitoring carried out by Uttar Pradesh Pollution Control Board. M/s Bajaj Hindustan Ltd. Bilai, District Bijnor has installed effluent treatment plant to treat effluents. However, it was found violating the consent conditions during the last monitoring carried out by Uttar Pradesh Pollution Control Board. The Uttar Pradesh Pollution Control Board has rejected the consent issued to the Mill under the Water (Prevention and Control of Pollution) Act 1974 and initiated legal action for violation of discharge standards as

reported by the Central Pollution Control Board.

### Income Ceiling Under Scholarship Scheme

1724. SHRI BAL KUMAR PATEL: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) whether the income ceiling for eligibility and maintenance allowance has not been enhanced under post-matric scholarship scheme for backward classes children since 1998;

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

(c) whether the Government proposes to take steps to enhance the income ceiling for post-matric scholarship and maintenance allowance to ensure assistance to the needy; and

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

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRI D. NAPOLEAN): (a) to (c) The details of the Income ceiling and maintenance allowance under most Matric Scholarship Scheme for OBC students since its formulation in 1998 are as under:-

(i) Income Ceiling: Rs.44,500/- per annum.

(ii) Maintenance allowance:-

Group	Day Scholars(p.m.)	Hosteller (p.m.)
Group A	190/-	425/-
Group B	190/-	290/-
Group C	190/-	290/-
Group D	120/-	230/-
Group E	90/-	150/-

Government has taken steps to revise the scheme.

(d) The proposal for enhancement of the income ceiling for eligibility and maintenance allowance under the Post Matric Scholarship Scheme for OBC students is under consideration of the Government.

[Translation]

**Defence Deals with Blacklisted Companies**

1725. SHRI MAHESHWAR HAZARI :  
SHRI HUKMADEO NARAYAN YADAV:  
SHRI MANSUKHBHAI D. VASAVA:

Will the Minister of DEFENCE : be pleased to refer to reply to Starred Question No. 476 dated 13.12.10 and state:

(a) the progress made in regard to action taken against the blacklisted companies on corruption charges against which FIR was registered;

(b) the action taken against the foreign companies in this regard;

(c) the quantum of orders placed with the seven companies including the details of items;

(d) whether the Government proposes to restore the defence deals with these companies; and

(e) if so, the details thereof including the items/equipments proposed to be procured from them?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI M.M. PALLAM RAJU) : (a) and (b) Proceedings have been initiated against some firms in the matter relating to the case against Shri Sudipta Ghosh, former DGOF and some others. However the matter is still in process and final orders regarding punishment, including blacklisting or otherwise are yet to be passed. Therefore, these firms are not in the category of blacklisted firms yet. The facts are that after examining the FIR lodged by CBI, the Ministry of Defence had decided to put on hold all contracts with the following companies involved in the CBI case *vide* its order dated 28.5.2009.

- (i) M/s. Israel Military Industries Ltd., Israel.
- (ii) M/s. Singapore Technologies Kinetics Ltd.
- (iii) M/s. HYT Engineering.
- (iv) M/s. T.S. Kisan & Co. Pvt. Ltd., New Delhi.
- (v) M/s. R.K. Machine Tools Ltd., Ludhiana.

(vi) M/s. BBT, Poland.

(vii) M/s. Media Architects Pvt. Ltd.

The above order was contested by some of the companies before the Delhi High Court. The Delhi High Court set aside the order in its judgment dated 11.2.2010 directing that penal action against the companies can be taken only after following the principles of natural justice. Accordingly show cause notices were issued to all the companies based on the contents of the FIR lodged by CBI. Replies were submitted by the companies denying the allegations and seeking specific evidence based on which penal action was proposed against them. When the information was sought from CBI, they informed that the charge sheet in this case will soon be filed. CBI filed charge sheet in June 2010 wherein it has recommended blacklisting of the following six firms for being involved in illegal gratification.

- (i) M/s. Singapore Technologies Kinetics Ltd. (STK).
- (ii) M/s. Israel Military Industries Ltd. (IMI).
- (iii) M/s. T.S. Kisan & Co. Pvt. Ltd., New Delhi,
- (iv) M/s. R.K. Machine Tools Ltd., Ludhiana.
- (v) M/s. Rheinmetall Air Defence (RAD), Zurich,
- (vi) M/s. Corporation Defence, Russia (CDR).

Fresh show cause notices have been issued to all the firms which have been recommended for black listing by CBI based on the contents of the charge sheet. Some of the firms have requested to provide all documents and other substantiating material. The firms have been provided with the available documents in the Ministry and have been directed to submit their reply to the show cause notice.

(c) The details of the total amount of supply orders and items procured by OFB in respect of the six firms which have been asked to show cause as to why necessary action be not taken against them is being collected and will be laid on the Table of the House.

(d) and (e) A decision regarding the penal action against the foreign and Indian firms will be taken after examining the

reply of the firms and in consultation with the Ministry of Law and Justice and CVC.

### Indo-Russian Defence Agreement

1726. SHRIMATI MEENA SINGH: Will the Minister of DEFENCE be pleased to state:

(a) whether any agreement has been signed between the representatives of India and Russia in the meeting of Joint Military Commission held recently regarding joint manufacture and sale of fighter aircraft under the Defence Projects;

(b) if so, the details of negotiations and projects in this regard; and

(c) the details of defence equipments proposed to be acquired in future?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY) :  
(a) and (b) The Government of India entered into an agreement with the Russian Government on 18th October, 2007 for the development and production of a Fifth Generation Fighter Aircraft. The agreement envisages joint production, joint marketing to third countries, sales, after sale support and disposal of aircraft after completion of their life-cycle. On 21st December, 2010, a Preliminary Design (PD) contract was signed by Hindustan Aeronautics Ltd (HAL) with M/s Rosoboronexport of Russia *inter-alia*, to finalise the road map for the Research and Design (R&D) phase of the Project, during which detailed design specifications and their costs will be determined.

(c) Acquisition of defence equipment/platforms through indigenous and foreign sources is a continuous process undertaken in accordance with the provisions laid down in the Defence Procurement Procedure, in order to keep the Armed Forces of the country in a state of readiness to meet any eventuality.

[English]

### Extended Producer Responsibility System

1727. SHRI GANESHRAO NAGORAO  
DUDHGAONKAR:  
DR. ARVIND KUMAR SHARMA:

Will the Minister of ENVIRONMENT AND FORESTS be

pleased to state:

(a) whether the Government has started Extended Producer Responsibility (EPR) system in the country;

(b) if so, the details thereof;

(c) whether provision of appropriate economic/financial incentives to stimulate participation by economic agents involved in EPR is intrinsic to EPR;

(d) if so, the incentives provided to producers, retailers and waste recycling facilities;

(e) whether the Ministry has defined the range of policy mixes for implementing EPR and thoroughly analysed it in terms of their economic efficiency and environmental effectiveness; and

(f) the impact of the EPR on the functioning of recyclable products and materials market in the country?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH):  
(a) to (f) The Ministry of Environment and Forests has notified the Plastic Waste (Management and Handling) Rules, 2011 on 4th February, 2011. As per these Rules, in line with the principle of Extended Producer's Responsibility (EPR), the municipal authority may ask the manufacturers, either collectively or individually to provide the required finance to establish the plastic waste collection centres.

The Ministry of Environment and Forests has published the draft e-waste (Management and Handling) Rules, 2010. The concept of Extended Producer Responsibility (EPR) has been incorporated in the draft rules. Accordingly, the producers are required to finance, and organize a system for environmentally sound management of e-waste generated from their products. The concept of EPR has been adopted as being practised in various countries, requiring the producers to take responsibility for the end of life of their products and to, ensure that the waste from such products is channelised for safe handling; Further, a new financial assistance scheme has been introduced to provide financial assistance up to 25% of the total cost for setting up an Integrated E-waste recycling facility, on Public Private Partnership basis, subject to matching contribution by the State Government.

### Details of Seafood Production

1728. SHRI S. ALAGIRI:

SHRI VITTHALBHAI HANSRAJBHAI RADADIYA:

Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether data on seafood production is available with the Government during the last three years;

(b) if so, the details thereof; and

(c) if not, the reasons therefor and the reaction of the Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA M. SCINDIA): (a) and (b) Yes, Madam. Details of Seafood production for the last three years are as under:

Year	Seafood Production (Quantity in tonnes)
2007-08	2919486
2008-09	2978194
2009-10	2990263 (provisional)

(c) Does not arise.

[Translation]

### Public Utilities on Toll Collection Centres

1729. SHRI BHARAT RAM MEGHWAL: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether public utilities have been provided on all toll collection centres on National Highways and State Highways passing through all States in the country;

(b) if so, the details thereof; and

(c) the details of such toll collection centres where such facilities are not provided and the time by which this arrangement is likely to be made?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA) : (a) and (b) No, Madam. Public utilities like water, toilets are not expected to be provided at toll plaza locations to avoid congestion.

(c) Does not arise.

[English]

### Arecanut Imports

1730. SHRI NALIN KUMAR KATEEL: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether import restriction on arecanut has been lifted; and

(b) if so, the details thereof; and

(c) the details regarding import of arecanut from various countries during the last two years, country-wise and year-wise?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA M. SCINDIA) (a) and (b) No, Madam. There has been no change in the policy for import for arecanut since 4th June, 2008. The import of arecanut is free subject to a floor price of Rs. 357-per kilogram imposed since 4th June, 2008.

(c) The details regarding import of arecanut from various countries during the last two years is as under :

S.No.	Country	2008-2009		2009-2010	
		QTY(KGS)	VAL(INR)	QTY(KGS)	VAL(INR)
1	2	3	4	5	6
1.	Kenya	15680	581991	—	—

1	2	3	4	5	6
2.	Tanzania Rep	18000	277422	17836	267304
3.	Bangladesh	5606854	153706917	6332586	209164747
4.	Indonesia	28802223	599939066	23232175	416018209
5.	Malaysia	100000	1710316	88000	1246224
6.	Myanmar	208000	5211445	2207000	81357596
7.	Nepal	2745200	98402921	4861500	157452104
8.	Singapore	436000	5984135	211000	3012119
9.	Sri Lanka	1414936	71659155	966576	44907673
10..	Thailand	2450418	45544941	1610326	30647952
Total		41797311	983018309	39526999	944073928

(Source : DGCI&S, Kolkata)

[Translation]

**Inclusion of Castes in Backward Castes**

1731. SHRI VIJAY BAHUGUNA: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) the name of the State which have submitted proposals for inclusion of backward castes in the Central List;

(b) the policy regarding reservation in central services to the backward castes which are availing reservation in State services; and

(c) the reasons for delay in grant of reservation to Jaunpuri and Ranwatta communities in Tehri and Uttarakhand districts of Uttarakhand in central services?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRI D. NAPOLEAN) : (a) The name of the States/UTs which have submitted proposals for inclusion of backward castes in the Central List of OBCs is in the enclosed Statement.

(b) The backward castes which are availing reservation in State services may also get the benefit of reservation in

services of the Central Government provided such castes are also included in the Central List of OBCs.

(c) Communities/castes are included in the Central List of Other Backward Classes based on the advice received from the National Commission for Backward Classes and after inter-ministerial consultation followed by the approval of the competent authority. As such, no time frame can be given.

**Statement**

*Name of States and UTs which have submitted proposals for inclusion of backward castes in the Central List of OBCs*

Sl. No.	Name of the States/UTs
1	2
1.	Andaman and Nicobar Islands
2.	Andhra Pradesh
3.	Assam
4.	Bihar
5.	Chhattisgarh



1	2
6.	Chandigarh
7.	Dadra and Nagar Haveli
8.	Daman and Diu
9.	Delhi
10.	Goa
11.	Gujarat
12.	Haryana
13.	Himachal Pradesh
14.	Jharkhand
15.	Karnataka
16.	Kerala
17.	Madhya Pradesh
18.	Maharashtra
19.	Orissa
20.	Punjab
21.	Rajasthan
22.	Tamil Nadu
23.	Uttar Pradesh
24.	Uttarakhand
25.	West Bengal
26.	Puducherry
27.	Sikkim

#### Ration Scams in Armed Forces

1732. SHRI BALKRISHNA KHANDERAO SHUKLA: Will the Minister of DEFENCE be pleased to state:

(a) the number of ration scams unearthed in the armed forces during the last three years;

(b) the action taken in respect of each of the cases; and

(c) the steps being taken by the Government to check such incidents?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY): (a) to (c) The information is being collected and will be laid on the Table of the House.

[English]

#### Fire in Ordnance Depots

1733. SHRI SANJAY DHOTRE:

SHRI SUBHASH BAPURAO WANKHEDE:

Will the Minister of DEFENCE be pleased to state:

(a) whether there is unprecedented increase in the incidents of fire in Army ordnance depots;

(b) if so, the details thereof including the quantum of ammunition destroyed and loss of lives and property alongwith the value thereof in each case during the last three years separately;

(c) whether the Government has conducted inquiry into each incident separately;

(d) if so, the details of the findings of each inquiry;

(e) the action taken thereon and the extent to which affected civilians have been compensated by the Government; and

(f) the concrete measures taken/proposed to be taken by the Government to avoid recurrence of such incidents in future and to safeguard the interests of civilians?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY): (a) to (f) The details of fire incidents in the Army Ordnance/ Ammunition Depots during the past three years are as under:-

(a) On 26.3.2010 a fire incident took place in Ammunition Depot (AD), Panagarh, West Bengal in which approximately 332 MTs of ammunition worth Rs.18 crores was destroyed. There was no loss of life in the incident.

(b) On 20.11.2010, a fire incident took place in Ammunition

Point (AP), Binaguri, West Bengal, in which approximately 19 MTs of unserviceable ammunition/portion of two rooms Explosive store house were damaged. There has been no loss of life in the incident.

2. A Staff Court of inquiry has been ordered in each of the two cases by GOC-in-C HQ Eastern Command.

3. The measures which have been taken in order to avoid recurrence of such incidents in future are as under:-

- (i) All Depots have updated security and safety instructions.
- (ii) All depots have been inspected by the Board of officers to check adequacy of fire safety and security arrangements.
- (iii) 349 trucks for fire fighting have been provided to the units,
- (iv) Unserviceable ammunition is being disposed off on priority.
- (v) Rs.1736 crores have been sanctioned since 1999 for ammunition storage accommodation.

Modernisation of Army Ordnance Depots including improvement of safety and security instructions is an on-going process.

#### Amendment to Disabilities Act, 1995

1734. SHRIMATI ANNU TANDON:

SHRI PONNAM PRABHAKAR:

Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) whether the Government is considering amendments to the Persons with Disabilities (Equal Opportunities, Protection of Rights and Full Participation) Act, 1995;

(b) if so, the details thereof;

(c) whether the Government is revising the list of disabilities with complete definitions of these disabilities;

(d) if so, the details thereof; and

(e) the details of feedback received from Non Governmental Organisations and foreign countries in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRI D. NAPOLEAN) : (a) to (e) Ministry has constituted a Committee comprising of experts in disability Sector, representatives of the stakeholders including State Governments, Central Ministries/ Civil Society organizations etc. to study the suggestions and comments/views on the proposed amendments to the Persons with Disabilities (Equal Opportunities, Protection of Rights and Full Participation) Act, 1995 received from several Ministries, State Governments and UT Administrations, Non-Government Organizations (NGOs), etc. and to draft a new legislation for persons with disabilities. The suggestion/comments/views on various issues relating to amendment to the Act received in the Ministry from several sources including Non-Governmental Organizations have been forwarded to the Committee for deliberation/consideration. The Committee in its 4th Meeting held from 29th Sept. to 1st October, 2010 invited selected Civil Society's Organizations for consultation. Presently, the Committee is holding State level Consultations in different locations of the country and deliberating on various issues relating to new legislation.

[Translation]

#### Connectivity of Religious/Tourist Places with Road

1735. DR. VINAY KUMAR PANDEY:

SHRI JITENDRA SINGH BUNDELA:

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

(a) whether the Government/National Highway Authority of India (NHAI) has formulated any action plan to connect all the religious/tourist places including Buddha Pilgrimage with road in the country;

(b) if so, the details thereof alongwith the details of financial assistance provided to various States including Madhya Pradesh in this regard; and

(c) if not, the reasons therefor and the time by which the said plan is likely to be approved?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA): (a) to (c) This Ministry is primarily responsible for the development and maintenance of National Highways (NHs) network in the country. The State Governments are responsible for development and maintenance of State roads. The development and maintenance of NHs is a continuous process and the works for development and maintenance of NHs are taken up based on the traffic density, inter-se priority and availability of funds.

The Ministry has taken initiatives for development of NHs under various phases of National Highways Development Project (NHDP), Special Accelerated Road Development Programme in the North East (SARDP-NE) including Arunachal Pradesh Package, Special Programme for development of roads in the Left Wing Extremism (LWE) affected areas, Special Programme for development of NHs to 2-lane NH standards, etc. Out of these programmes, SARDP-NE including Arunachal Pradesh Package and Special Programme for development of roads in the LWE affected areas also include development of some State roads. Developments of NHs are also taken up under the Annual Plan of the Ministry.

Apart from this, the Ministry also allocates funds to the State Governments / Union Territories for development of State Roads (excluding rural roads) under Central Road Fund (CRF) schemes and Economic Importance (EI) & Inter-State Connectivity (ISC) schemes as per the provisions of the CRF Act, 2000.

However, this Ministry / National Highways Authority of India (NHAI) has not formulated any specific action plan to connect all the religious / tourist places including Buddhist Pilgrimage with road in the country.

[English]

#### Expansion of Kolkata Port

1736. SHRI TATHAGATA SATPATHY:  
SHRI ARJUN CHARAN SETHI:

Will the Minister of SHIPPING be pleased to state:

(a) whether the Government has accorded approval for the expansion of Kolkata Port;

(b) if so, the details thereof;

(c) whether Orissa State Government has raised any objections to the extension of the territorial limits of Kolkata Port;

(d) if so, the reasons therefor; and

(e) the steps taken by the Government to address the matter?

THE MINISTER OF SHIPPING (SHRI G. K. VASAN): (a): Yes, Madam.

(b): A copy of Gazette Notification S.O. 2609(E), dated 22nd October, 2010 indicating the details is enclosed at Statement.

(c) to (e) Government of Orissa has expressed their concern regarding the extension of limits of Port of Kolkata on the ground that the extended limits overlap the limits of the some of the Ports notified by Government of Orissa and will adversely affect the growth and development of these Ports. Discussions are being held between the officials of Ministry of Shipping and the State Government to sort out the matter within the framework of the Indian Ports Act, 1908, the Major Port Trusts Act, 1963 and other legal provisions.

#### Statement

#### THE GAZETE OF INDIA : EXTRAORDINARY (Part-II-Sec. 3)

#### MINISTRY OF SHIPPING NOTIFICATION

New Delhi, the 22nd October, 2010

S.O. 2609(E). -In exercise of the powers conferred by Section 5 of the Indian Ports Act, 1908 (15 of 1908) and clause (q) of Section 2 of the Major Port Trusts Act, 1963 (38 of 1963), the Central Government hereby alters the limits of the Port of Kolkata and for this purpose makes the following amendments in the notification of the Government of India in the Ministry of Shipping number G.S.R. 439(E), dated the 19th June, 2001, namely:-

In the said notification, in the last paragraph, under the heading "On the South" for the portion beginning with the words "the parallel of latitude" and ending with the words "at any time of the year for the non-tidal portion", the following shall be substituted, namely:-

"the parallel of latitude 20°20' N. The limits of the said river and channels include all parts of the navigable channels which lie between the longitude of 089°01' E on the East and the line joining the following coordinates on the West:-

- (a) Lat 21°33'N Long 087°23' E
- (b) Lat 21 °00'N Long 087°05' E
- (c) Lat 21°03'N Long 087°18' E
- (d) Lat 20°20'N Long 087°18' E

of river Hoogly and all parts of river Bhagirathi and Hoogly between the northern and southern limits below the highest point reached by ordinary spring tides at any season of the year for tidal portion and the bed of the river habitually covered by water any time of the year for the non-tidal portion."

[F.No.PR-23011/2/2011-PG]

RAKESH SRIVASTAVA, Jt. Secy.

Foot Note: - The principal notification was published *vide* number G.S.R. 439(E), dated the 19th June, 2001.

[Translation]

#### Institute of Driving Training and Research in Himachal Pradesh

1737. SHRI ANURAG SINGH THAKUR:  
SHRI VIRENDRA KASHYAP:

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

(a) whether the Union Government has received any proposal from the State Government of Himachal Pradesh for establishment of Institute of Driving, Training and Research in the State;

(b) if so, the details thereof; and

(c) the time by which the said proposal is likely to be sanctioned and funds released for the said purpose?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD

TRANSPORT AND HIGHWAYS (DR.TUSHAR CHAUDHARY) : (a) to (c) Yes, Madam. A proposal for establishment of Institute of Driving Training and Research at Sarkaghat, Mandi district in Himachal Pradesh at an estimated cost of Rs. 15.95 Crore has been received from Govt. of Himachal Pradesh. The proposals for setting up of Institute of Driver Training & Research received from various State Govt./UTs including one from Govt. of Himachal Pradesh are under active consideration of this Ministry.

[English]

#### Adoption of Children

1738. SHRI UDAY SINGH:  
SHRI NAVEEN JINDAL:  
SHRI P.C. MOHAN:  
SHRI ANAND PRAKASH PARANJPE:  
SHRI K. SUGUMAR:

Will the Minister of WOMEN AND CHILD DEVELOPMENT be pleased to state:

(a) the number of children adopted from various sources by the Indians and foreigners, State-wise Country-wise respectively during the last three years;

(b) the criteria/rules followed for adoption of a child;

(c) whether the adoption's being carried out by the registered agencies consistent with existing rules/guidelines for adoption; ;

(d) if so, the details thereof alongwith steps taken to protect them from exploitation after adoption;

(e) whether the Government is making any law for legal adoption systems to simplify the procedure and rules; and

(f) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF WOMEN AND CHILD DEVELOPMENT (SHRIMATI KRISHNA TIRATH): (a) : Reported in-country adoption State-wise and reported inter-country adoption country-wise for last three years are is gvien in the enclosed Statement.

(b) to (f):The procedure for adoption is governed by Inter-

country Adoption Guidelines, 2004 and Inter-country Adoption Guidelines, 2006, notified by Government of India. Recognized agencies are required to follow these Guidelines. These Guidelines provide safeguards for children placed in adoption,

including post adoption follow-up for inter-country adoption. To streamline inter country adoption procedure, it is proposed to enact an implementing legislation for Hague Convention on Inter-Country Adoption, 1993.

**Statement**

*In-country and Inter-country Adoption (State Wise) for 2008-2010*

S. No.	State	2008		2009		2010	
		In-country	Inter-country	In-country	Inter-country	In-country	Inter-country
1	2	3	4	5	6	7	8
1	Andaman	0	0	0	0	19	0
2	Andhra Pradesh	194	0	231	6	493	6
3	Arunchal Pradesh	0	0	5	0	2	0
4	Assam	3	0	11	0	20	0
5	Bihar	0	0	3	0	61	0
6	Chhattisgarh	0	0	0	0	65	0
7	Delhi	145	132	123	87	213	90
8	Goa	18	1	20	0	66	0
9	Gujarat	130	19	168	6	167	21
10	Himachal Pradesh	4	0	0	0	6	0
11	Haryana	20	4	24	9	64	0
12	Jharkhand	0	0	0	0	81	0
13	Karnataka	160	70	81	61	453	46
14	Kerala	98	53	69	32	273	36
15	Manipur	24	0	7	0	8	0
16	Madhya Pradesh	32	0	37	0	46	0
17	Maharashtra	719	278	561	265	1368	221
18	Mizoram	15	0	31	0	158	1
19	Orissa	93	41	85	52	337	53

1	2	3	4	5	6	7	8
20	Pondicherry	26	4	25	2	28	10
21	Punjab	28	1	32	8	121	6
22	Rajasthan	74	0	44	0	157	0
23	Sikkim	0	0	0	0	0	0
24	Tamil Nadu	133	58	142	35	654	36
25	Tripura	15	0	8	0	12	0
26	Uttar Pradesh	18	3	5	5	221	2
27	Uttarakhand	3	1	0	0	6	0
28	West Bengal	217	139	140	70	594	59
Total		2169	804	1852	638	5693	587
Family Adoption			17		28		6
			821		666		593

*Country-wise number of NOC (S) Issued by Cara*

S. No.	Name of the Country	2008	2009	2010	Total
1	2	3	4	5	6
1	U.S.A.	324	217	221	762
2	Italy	156	114	105	375
3	Spain	48	59	35	142
4	Sweden	53	35	33	121
5	U.A.E.	44	34	43	121
6	Canada	32	33	19	84
7	U.K.	15	28	23	66
8	France	18	29	15	62
9	Switzerland	26	14	11	51
10	Norway	13	17	20	50
11	Denmark	20	17	6	43

1	2	3	4	5	6
12	Germany	7	10	15	32
13	Australia	14	13	5	32
14	Belgium	13	8	9	30
15	Finland	4	5	9	18
16	Netherland	8	8	0	16
17	Austria	6	7	3	16
18	Ireland	2	3	7	12
19	South Africa	0	5	5	10
20	Singapore	2	4	1	7
21	Mauritius	4	2	0	6
22	Ice Land	3	1	2	6
23	Luxemburg	4	1	1	6
24	Malaysia	1	1	2	4
25	Hong Kong	0	0	2	2
26	Indonesia	2	0	0	2
27	Thailand	0	1	0	1
28	Kenya	1	0	0	1
29	New Zealand	0	0	1	1
30	Nigeria	1	0	0	1
		821	666	593	2080

**Export of Rubber**

1739. SHRI K.P. DHANAPALAN: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) the details regarding export of rubber during the last three years;

(b) the details of the projected growth in export of rubber products this year following the proposed reduction in Freight

on Board (FOB) value; and

c) the details of the share of States in the export of rubber products in the last two years?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA M. SCINDIA) : (a)The details regarding export of rubber during the last three years are as under:

Year	Quantity exported in MT	Rs. in crores	US\$ in million
2007-08	60353	494.30	122.69
2008-09	46926	450.20	97.95
2009-10	25090	250.60	54.12

(b) and (c) During year 2009-10, the total export of rubber products was Rs.6370.66 crores as compared to Rs. 7039.94 crores during 2008-09. However, as per the available provisional statistics upto August 2010, the projected growth/increase in export of rubber products this year is about 31.5 per cent. State-wise export figures are not maintained.

**Status of Kasaudhans Vaishyas Community**

1740. SHRI INDER SINGH NAMDHARI: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) whether a large number of Kasaudhans Vaishyas backward community live in the States of U.P., Bihar and Jharkhand;

(b) if so, the details thereof;

(c) whether the Governments of the said States have already declared Kasaudhan caste as a part of Other Backward Classes; and

(d) if so, the reasons for denial of reservation to this community by the Union Government?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRI D. NAPOLEAN) : (a) to (d) Enumeration details of community/caste-wise OBC population of States are not centrally maintained. The caste/community Kasaudhan appears in the State list of OBCs of States referred to in part (a) of the question. Cases of inclusion of any class of citizens as a backward class in the Central List of OBCs is considered by the Government on the advice of the National Commission for Backward Classes (NCBC). The NCBC has not sent advice for inclusion of "Kasaudhan" caste/community in the Central List of OBCs.

[Translation]

**Security to Civilians in Border Areas**

1741. SHRI DEVJI M. PATEL:  
SHRI R.K. SINGH PATEL:

Will the Minister of DEFENCE be pleased to state:

(a) whether the Government has taken steps to provide security to the civilians living in the villages along the Indo-Pak border;

(b) if so, the details thereof;

(c) whether the Government has held talks with Pakistan to make the advance post areas free from landmines;

(d) if so, whether the work of removing the landmines in the border area has been completed;

(e) if not, the time by which the same is likely to be completed;

(f) the number of soldiers and civilians killed/wounded in mine blasts during the last three years; and

(g) the amount of funds paid as compensation to the victims?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY) : (a) to (g) As part of overall defensive plans, minefields were laid along the Indo-Pak border during various operations/wars fought since independence. However, elaborate demining operations were launched after completion of operations to clear the areas from mines. All areas less a few required for operational purposes in J&K have since been demined and handed over to the respective land owners.



Details of soldiers and BSF personnel martyred/wounded in land mine blasts during the last three years in the Line of

Control of Jammu and Kashmir are as under:-

Year	Killed in Mine Blast		Wounded in Mine Blast	
	Army	BSF	Army	BSF
2008	-	-	20	03
2009	02	-	19	02
2010	01	-	10	05
2011 (till 3.3.2011)	-	-	02	-

Claims of 03 Fatal and 26 non-fatal civil land mine casualties were received and a sum of Rs.42,91,265/- have been paid to these victims during the last three years.

#### Inter-linking of Rivers and Projects

1742. SHRI NARENDRA SINGH TOMAR:  
SHRI GAJANAN D. BABAR :

Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

(a) whether the Government has insisted on a common Environmental Impact Assessment (EIA) report for inter-linked projects having multi-sectoral components to pre-empt companies and interlinking of rivers;

(b) if so, whether there is a lot of resistance among companies and Industry experts about the feasibility of such proposal;

(c) if so, the details thereof alongwith the response of the States; and

(d) the steps taken by the Government to resolve the issue?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH):

(a) An Office Memorandum (OM) was issued by the Ministry of Environment and Forests on 24th December, 2010 relating to the procedure for consideration of integrated

and inter-linked projects for grant of environmental clearance under the provisions of the Environmental Impact Assessment (EIA) Notification, 2006. Under this circular, the project proponents are required to prepare a common EIA Report covering all the sectors concerned. The inter-linking of rivers is outside the purview of this circular.

(b) Ministry has not received any response opposing the circular referred to in the reply to part (a) above.

(c) and (d) Does not arise in view of the reply to part (b) above.

[English]

#### Construction of Bridges in Maharashtra

1743. SHRI NILESH NARAYAN RANE : Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the bridges are being constructed on Peeth Dhawal River at Oros and Bhangsal river at Kudal in Maharashtra state;

(b) If so, the details thereof alongwith the name of the agency engaged in the construction work;

(c) the amount of funds sanctioned by the Government for the said work; and

(d) the time by which the construction work of the said bridges are likely to be started and the time by which the said

construction work are likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA) : (a) to (d) These bridges are included in the Annual Plan 2010-11. However, these could not be sanctioned as the sanction limit for sanctioning the works under NH(O) has already been exhausted.

[Translation]

#### **Increase in Child Labour**

1744. DR. P. VENUGOPAL:  
SHRI P. KUMAR:

Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

(a) whether the latest report of the International Labour Organisation has stated that the global financial crisis has led to an increase in the number of child labourers in developing countries;

(b) if so, the details thereof and the reaction of the Government thereto and the remedial measures taken by the Government to counter the child labour menace in the country;

(c) whether many of the State Governments have sought changes in the law dealing with child labour; and

(d) if so, the details thereof indicating the changes sought by the State Governments and the response of the Central Government in this regard?

THE MINISTER OF LABOUR AND EMPLOYMENT (SHRI MALLIKARJUN KHARGE) : (a) and (b) The ILO Global Report on Child Labour 2010 (Accelerating Action Against Child Labour) mentions that the global number of child labourers has declined from 222 million to 215 million, or 3 percent, over the period 2004 to 2008, representing a "slowing down of the global pace of reduction". The report has also expressed concern that the global economic crisis could "further brake" progress toward the global target of elimination of the worst forms of child labour by 20U, The Government is implementing

the Child Labour (Prohibition & Regulation) Act, 1986, which prohibits the employment of children below the age of 14 years in 18 Occupations and 65 Processes. Any person who employs a child in any occupation or process where employment of children is prohibited under the Act, is liable, for punishment with imprisonment for term which shall not be less than 3 months but which may extend to one year or with fine ranging from Rs. 10,000/- to Rs. 20,000/-. As a rehabilitation measures, the Government is implementing national Child Labour Project (NCLP) Scheme in 266 districts in 20 States, under which children withdrawn from work are admitted into special schools, where these children are provided with accelerated bridging education, vocational training, nutrition, stipend and health care facilities etc. before they are mainstreamed into regular education system.

(c) No, Madam.

(d) Does not arise.

[English]

#### **Export of Fruits and Vegetables**

1745. SHRI NISHIKANT DUBEY: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether fruits and vegetables are exported from the country on a large scale;

(b) if so, the quantity and value of fruits and vegetables exported from the country during the last three years; and

(c) the percentage of fruits and vegetables exported out of the total quantities produced in the country during each of the above said years?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA M. SCINDIA) : (a) and (b) The details about quantity and value of export of fruits and vegetables during the last three years are given below :

Quantity: Tons; Value: Rs Crore

Product	2007-08		2008-09		2009-10	
	Quantity	Value	Quantity	Value	Quantity	Value
Fruits	365732	911.85	470796	1151.43	475363	1466.61
Vegetables	1358842	1525.27	2175472	2507.73	2084164	3051.29

Source: APEDA

(c) As per Indian Horticulture Database, 2009 published by National Horticulture Board, the production of fruits during 2007-08 and 2008-09 was 65.587 tons and 68.466 tons respectively and that of vegetables was 128.449 tons and 129.077 tons respectively. Based on this information the export of fruits in these two years was 0.55% and 0.69% of the production respectively and export of vegetables was 1.06% and 1.68% of production respectively

#### Reforms in Labour Laws

1746. DR. SANJEEV GANESH NAIK:  
SHRIMATI SUPRIYA SULE:  
SHRI MANOHAR TIRKEY:  
SHRI PRASANTA KUMAR MAJUMDAR:  
SHRI RAMSINH RATHWA:

Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

(a) whether the Government is seriously contemplating to change the age old labour laws in consultation with the labour organisations, industry and trade unions;

(b) if so, the details thereof;

(c) if not, the reasons therefor?

(d) the time by which the draft amended labour laws would be prepared; and

(e) whether majority of the works both in public as well as private sectors is presently carried out through contract labour and a ban has been imposed on recruitment of regular staff in Government department?

MINISTER OF LABOUR AND EMPLOYMENT (SHRI MALLIKARJUN KHARGE) : (a) to (d) Review/updation of labour laws is a continuous process in order to bring them in tune with the emerging needs of the economy. The Ministry continues to have consultation with the social partners to obtain a consensus for enacting new laws or and bringing about changes in the existing laws.

(e) Engagement of contract labour is per se not prohibited. Any establishment, whether in the private sector or public sector can engage contract labour. However, the establishment employing contract labour has to abide by the provisions of the Contract Labour (Regulation and Abolition) Act, 1970.

[Translation]

#### Pollution in Environment

1747. SHRI YASHBANT LAGURI:  
RAJKUMARI RATNA SINGH:

Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether some multinational companies and major industrial houses are polluting the environment;

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

(c) whether the Government has conducted any study in this regard;

(d) if so, the outcome thereof; and

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

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH): (a) to (e) As per information provided by the Central Pollution Control Board (CPCB), major industrial establishments including Multinational Companies (MNCs) are required to comply with the stipulations made under the Water (Prevention and Control of Pollution) Act, 1974, the Air (Prevention and Control of Pollution) Act, 1981 and the Environment (Protection) Act, 1986. The CPCB under its Environment Surveillance Programme carries out surprise checks of major industrial units including MNCs for verifying their compliance to the stipulated standards. Altogether, during the last two years and the current year, 748 inspections have been made by the CPCB. 125 number of units have been served with Directions under Section 5 of Environment (Protection) Act, 1986 by CPCB and 96 other units have been issued Directions under Section 18 of the Water (Prevention and Control of Pollution) Act, 1974 through the State Pollution Control Boards for ensuring compliance to the prescribed standards.

[English]

#### Competition for Indian Generic Drugs

1748. PROF. RANJAN PRASAD YADAV: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether generics medicines which are not patented can be freely produced and are much cheaper than drugs manufactured by global pharma giants;

(b) if so, the details thereof;

(c) whether big pharma's companies are facing a competition from Indian generic makers;

(d) if so, the details thereof; and

(e) the details of number of times when a generic drug shipment from India to EU were seized and response from the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA M. SCINDIA) : (a) and (b) Pharmaceutical products which are not patented/off-patent can be produced in India and exported

to the countries where such products are not covered under patents. Such generic drugs are cheaper in price due to strong manufacturing facilities and quality manpower available at low-cost in India.

(c) and (d) Due to India's capabilities to produce quality drugs at low cost, big international companies are facing tough competition from Indian generic exporters.

(e) Nine consignments of Indian pharmaceutical companies meant for African/ Latin American countries were seized in transit by customs in EU countries on the grounds that these pharmaceutical products were patented in Europe and therefore infringed the rights of the patent holders in Europe. The matter was taken up at diplomatic level with EC Trade Commissioner through Embassy of India, Brussels, clearly bringing out that since there was no patent protection available to the products in India or in the destination countries and these were not being diverted to the European markets, there was no patent violation. India also made a request to the Dispute Settlement Body of the WTO in May, 2010 seeking consultations with the EU in this regard. Consultations were held with the EU in July and September 2010. Consultations have been very useful as EU has acknowledged that some provisions of the relevant EC Regulation may have been misinterpreted by the Customs authorities of EU and has shown willingness to resolve the dispute without the need to seek establishment of a Panel. As EU has indicated to resolve the dispute, India has not yet sought establishment of a Panel in this dispute.

[Translation]

#### Construction of By-Pass Roads

1749. SHRI SANJAY SINGH CHAUHAN:  
DR. M. THAMBIDURAI:

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

(a) the number and the locations where by-pass roads are being constructed or proposed to be constructed along the National Highways in various States;

(b) the details of the said by-passes / by-pass roads State-

wise especially in Tamil Nadu and Uttar Pradesh; and

(c) the time by which the proposed constructions are likely to be completed alongwith the details of the expenditure likely to be incurred on these projects / works?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA) :  
(a) to (c) The information is being collected and will be laid on the Table of the House.

#### Shortage of Skilled Labourers in Foundry Industry

1750. SHRI JAGDISH SHARMA: Will the Minister of STEEL be pleased to state:

(a) whether the foundry industries are facing shortage of skilled labourers; and

(b) if so, the average annual turnover of the foundry

industry during the last three years and the current year and the steps taken by the Government for protection of foundry industries?

THE MINISTER OF STEEL (SHRI BENI PRASAD VERMA) : (a) and (b) The subject does not come under the Allocation of Business for Ministry of Steel. However, Ministry of Steel has collected information from Department of Industrial Policy & Promotion (DIPP) and the Institute of Indian Foundrymen (IIF). IIF has informed that the foundry industry is facing acute shortage of skilled & trained manpower which is likely to worsen as the demand of castings is likely to go up. There is need to have more training facilities specially near the foundry clusters.

Department of Industrial Policy & Promotion (DIPP) has provided the Estimated Production Trends of castings in India as stated below:-

*Estimated Production Trends of Castings in India*

	2007-08 (in Million Tonnes)	Estimated turnover in Rs. crore	2008-09 (in Million Tonnes)	Estimated turnover in Rs. crore	2009-10 (in Million Tonnes)	Estimated turnover in Rs. crore
Grey C.I.	5.332		4.532		5.05	
SG Iron	0.802		0.785		0.8	
Malleable	0.0651		0.0605		0.0602	
Steel	0.964		0.916		0.88	
Non ferrous	0.608		0.547		0.653	
Total	7.7711	39,000*	6.8405	33,000**	7.4432	44,000

Note: \* effect of price variation taken into account

\*\* Turnover affected due to recession Source:

The Institute of Indian Foundrymen

Foundry industry is the key feeder to all engineering sectors including auto, auto components, railways, power, cement, textile machinery, sanitary castings, earthmoving machinery etc. Protection pertains primarily to import tariff & non-tariff barriers.

#### Post Matric Scholarship to OBC

1751. SHRI LALCHAND KATARIA:  
SHRI UDAY PRATAP SINGH:

Will the Minister of SOCIAL JUSTICE AND

EMPOWERMENT be pleased to state:

(a) the amount of funds allocated by the Union Government for grant of post-matric scholarships under OBC quota to various States including Rajasthan during the last three years, State-wise; and

(b) the details of amount spent as scholarship during the said period, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRI D. NAPOLEAN): (a) and (b) State-wise amount of funds released under the Post Matric Scholarship Scheme for OBC students to States/UTs including Rajasthan during the last three years (2007-08, 2008-09 & 2009-10) is given in the enclosed Statement. Funds are released to States/UTs in subsequent year after receipt of utilization certificate of funds of previous year.

**Statement**

*State-wise funds released during 2007-08 to 2009-10 under the Post-matric Scholarship Scheme of OBC students*

(Rs. in lakhs)

Sl. No. -	Name of State	Post-matric		
		2007-08	2008-09	2009-10
1	2	3	4	5
1	Andhra Pradesh	925.02	1676.89	2035.00
2	Bihar	1436.49	1977.72	1752.00
3	Goa	48.97	38.44	16.00
4	Gujarat	223.92	288.69	568.31
5	Haryana	396.59	491.00	563.00
6	Himachal Pradesh	-	22.00	-
7	Jammu and Kashmir	210.22	188.77	-
8	Jharkhand	143.50	444.78	282.00
9	Jerala	560.45	161.67	-
10	Karnataka	611.80	454.43	445.57
11	Madhya Pradesh	393.59	1425.34	1612.00
12	Maharashtra	1950.36	2307.08	2587.00
13	Orissa	51.87	441.00	-
14	Punjab	468.59	552.00	-

431	Written Answers	March 7, 2011	to Question	432
1	2	3	4	5
15	Rajasthan	431.68	754.49	833.00
16	Tamil Nadu	1099.55	1485.45	1140.32
17	Uttar Pradesh	2022.41	3962.88	4436.00
18	Uttaranchal	-	189.58	104.00
19	West Bengal	-	740.00	-
20	Andaman Nicobar	-	-	0.23
21	Daman and Diu	-	5.28	-
22	Chandigarh	-	1.09	1.03
23	Podicherry	84.60	41.39	-
24	Assam	1208.32	-	659.19
25	Manipur	120.56	120.00	25.00
26	Tripura	128.59	193.18	230.10
27	Sikkim	0.00	5.78	7.20
Total:		12517.08	17968.93	17296.95

### Rate of Unemployment

1752: RAJKUMARI RATNA SINGH:

SHRI S.PAKKIRAPPA:

SHRI PRABODH PANDA:

SHRI IJYARAJ SINGH:

Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

(a) the State-wise rate of unemployment in the country at present;

(b) whether the people are leading a miserable life on account of unemployment in various parts of the country;

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

(d) the reasons for the rise in unemployment inspite of the schemes such as MGNREGA, PMRP self help group etc.;

(e) whether this increase is a direct fallout of implementing liberal economic policy; and

(f) the reaction and the steps taken by the Government to bring down the number of unemployed in the country?

THE MINISTER OF LABOUR AND EMPLOYMENT (SHRI MALLIKARJUN KHARGE): (a) Reliable estimates of employment and unemployment are obtained through quinquennial labour force surveys conducted by National Sample Survey Organisation. Last such survey was conducted during 2004-05. State-wise details of unemployment rates on usual status basis during 2004-05 are given in the enclosed Statement.

(b) and (c) According to the most recent round of quinquennial survey (2004-05), percentage of working poor (those employed but unable to earn sufficient income from their work to rise above the official poverty line) was estimated on usual status basis (based on mixed recall period) at around

22% and estimated number of unemployed persons was 10.84 million in the country. Such miserable condition may not be only on account of unemployment but mainly due to low productivity and low earnings.

(d) and (e) Mahatma Gandhi National Rural Employment Guarantee Act (MGNREGA) came into operation with effect from the financial year 2005-06 and therefore, its impact on unemployment situation in the survey conducted in 2004-05 is not reflected.

(f) Eleventh Five Year Plan aims at creating 58 million job opportunities on current daily status basis. It is expected that there would be reduction in unemployment rate to 4.83% towards the end of the Eleventh Plan period. The focus is on productive employment at a faster pace in order to raise the incomes of masses of the rural population to bring about a general improvement in their living conditions. The job opportunities are likely to be created on account of growth in Gross Domestic Product (GDP), investment in infrastructure development, growth in exports etc. Government of India has also been implementing various employment generation programmes, such as, Swarana Jayanti Shahari Rozgar Yojana (SJSRY); Prime Minister's Employment Generation Programme (PMEGP); Swarnajayanti Gram Swarozgar Yojana (SGSY) and Mahatma Gandhi National Rural Employment Guarantee Act (MGNREGA) besides entrepreneurial development programmes run by Ministry of Micro, Small & Medium Enterprises.

#### Statement

*State-wise unemployment rates (rural & urban) on usual status basis during 2004-05*

S.No.	State/UT	Rural	Urban
1	2	3	4
1	Andhra Pradesh	0.7	3.6
2	Arunachal Pradesh	0.9	1.2
3	Assam	2.6	7.2
4	Bihar	1.5	6.4
5	Chhattisgarh	0.6	3.5

1	2	3	4
6	Delhi	1.9	4.8
7	Goa	11.1	8.7
8	Gujarat	0.5	2.4
9	Haryana	2.2	4
10	Himachal Pradesh	1.8	3.8
11	Jammu and Kashmir	1.5	4.9
12	Jharkhand	1.4	6.5
13	Karnataka	0.7	2.8
14	Kerala	10.7	15.6
15	Madhya Pradesh	0.5	2.8
16	Maharashtra	1	3.6
17	Manipur	1.1	5.5
18	Meghalaya	0.3	3.5
19	Mizoram	0.3	1.9
20	Nagaland	1.8	5.5
21	Orissa	5	13.4
22	Punjab	3.8	5
23	Rajasthan	0.7	2.9
24	Sikkim	2.4	3.7
25	Tamil Nadu	1.2	3.5
26	Tripura	13.3	28
27	Uttarakhand	1.3	5.4
28	Uttar Pradesh	0.6	3.3
29	West Bengal	2.5	6.2
30	Andaman and Nicobar Islands	6.2	8.8
31	Chandigarh	2.6	4



1	2	3	4
32	Dadra and Nagar Haveli	3.3	3
33	Daman and Diu	0.3	3
34	Lakshadweep	7.5	25
35	Puducherry	7	8.1
All- India		1.7	4.5

[English]

### Passenger Water Transport Project

1753. SHRI SANJAY NIRUPAM:

SHRI CHANDRAKANT KHAIRE:

Will the Minister of SHIPPING be pleased to state:

(a) whether the Union Government has received any proposal from the State Government of Maharashtra to allocate land for passenger water transport project at North of Radio Club in east coast of Mumbai (under MbPT) at nominal lease rent;

(b) if so, the details thereof;

(c) the present status of the said proposal;

(d) the steps taken by the Government in this regard; and

(e) the number of such proposals pending with the Government as on date?

THE MINISTER OF SHIPPING (SHRI G.K. VASAN): (a) to (e): Yes, Madam. The State Government of Maharashtra had made a request to the Mumbai Port Trust, Mumbai for allotment of land on nominal lease rent at North of Radio Club for Passenger Water Transport Terminal on East Coast of Mumbai. The request of the State Government was considered by the Board of Mumbai Port Trust and decided that the location at North of Radio Club was not suitable for Passenger Water Terminal. The Board suggested to the State Government to examine the possibility of locating the Passenger Water Terminal at Ferry Wharf which would be more convenient to the common people and where operations could be carried

even during monsoon. Mumbai Port Trust has already given in principal approval to the State Government for undertaking feasibility studies for passenger terminal at Ferry Wharf. No further proposal from the State Government of Maharashtra has been received in this matter. No other similar proposal is pending with Ministry of Shipping.

### DGS&D

1754. SHRI JAGDISH THAKOR: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether the Government proposes to purchase all the drugs and medicines on the rate contract through the Directorate General of Supplies and Disposals (DGS&D);

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

(c) whether the Government has constituted a High Powered Committee to finalise the details of the drugs and medicines to be procured on the rate contract; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA M. SCINDIA): (a) and (b) Government of India has reserved 102 items of drugs & medicines for exclusive purchase from Central Public Sector Enterprises & their subsidiaries. This would be applicable for purchases to be made by Central Government Ministries/Departments and schemes sponsored by Ministry of Health and Family Welfare(H&FW). Ministry of H&FW has requested DGS&D to conclude rate contracts for the 102 items and also 41 other items of drugs & medicine to be brought under rate contract to be operated by Central Government Ministries/Departments.

(c) and (d) No, Madam. At Government level, no High Powered Committee has been constituted to finalize the details of drugs and medicines to be procured on rate contract. However, a proposal of DGS&D was approved for a Committee at DGS&D level to look into policy related issues regarding procurement of drugs and medicines and get the same approved from the Department of Commerce.

**National Green Tribunal Act, 2010**

1755. SHRI GURUDAS DASGUPTA:

SHRI BIBHU PRASAD TARAI:

Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Government has taken any action to implement the National Green Tribunal (NGT) Act 2010;

(b) if so, the details thereof;

(c) if not, the reasons therefor; and

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

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH) :

(a) to (d) Yes, Sir. The National Green Tribunal has been established on 18th October, 2010 under the provisions of the National Green Tribunal Act, 2010 for the effective and expeditious disposal of cases relating to environmental protection and conservation of forests and other natural resources including enforcement of any legal right relating to environment and giving relief and compensation for damages to persons and property and for matters connected therewith or incidental thereto. Hon'ble Mr. Justice L.S. Pant, retired Supreme Court Judge, has been appointed as Chairperson of the Tribunal. The National Green Tribunal (Manner of Appointment of Judicial and Expert Members, Salaries, Allowances and other Terms and Conditions of Service of Chairperson and other Members and Procedure for Inquiry) Rules, 2010 have been notified on November 26, 2010.

[Translation]

**India-New Zealand FTAS**

1756. SHRI BHUDEO CHOUDHARY: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether the comprehensive Free Trade Agreements (FTAs) between India and New Zealand has been signed recently or is likely to be signed in the near future;

(b) if so, the details thereof;

(c) the details of profit estimated to be earned as a result of the said agreement with India; and

(d) the number of companies of New Zealand which are likely to be accorded approval to start trade with India for increasing investment and strengthening economic relation in the near future?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA M. SCINDIA) : (a) India and New Zealand are currently negotiating a Comprehensive Economic Cooperation Agreement/Free Trade Agreement (FTA).

(b) Negotiations are currently at a preliminary stage and no agreements have been concluded.

(c) and (d) Do not arise.

[English]

**EPF Withdrawal**

1757. SHRI GAJANAN D. BABAR:

SHRI ANANDRAO ADSUL:

SHRI K.R.G. REDDY:

SHRI SURESH KUMAR SHETKAR:

SHRI RAYAPATI SAMBASIVA RAO:

Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

(a) whether the Government has conducted any pilot study regarding withdrawal of Provident Fund (PF) by the employees;

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

(c) whether the Labour and Finance Ministries differ over PF withdrawals;

(d) if so, the reasons therefor;

(e) whether there is a proposal to link Unique Identification (UID) number with the PF account to curb the withdrawal of PF due to change in the job; and

(f) if so, the time by which the final decision is likely to be taken in this regard?

THE MINISTER OF LABOUR AND EMPLOYMENT (SHRI MALLIKARJUN KHARGE) : (a) A study regarding Employees' Provident Fund (EPF) withdrawal was done first in Karnataka Office of Employees' Provident Fund Organization (EPFO) and then in 13 other offices of EPFO across the country.

(b) From the study, it was observed that majority of the claimants withdraw their Provident Fund (PF) balance with every job change, irrespective of their age. The provision of transfer of balances in old EPF account to the new establishment on re-employment is not being availed. A mere 0.8% of members had applied for transfer of PF balances as compared to 88.39% of members who preferred to take out their accumulation.

One of the reasons for this phenomenon is manual process of transferring the PF accumulations from one account to other. The process of transferring the amount has now been speeded up through electronic transfer of PF accumulations.

(c) and (d) No, Madam. It is a consultation process. Finance Ministry has opined that liberal advances and withdrawals from Employees' Provident Fund (EPF) should be shunned to achieve old age income security for employees, because by not adhering to "one instrument one policy objective" most employees retire with as little as less than Rs. 35,000/- in their accounts.

(e) and (f) There is no proposal as of date to link UID with Provident Fund accounts.

[Translation]

#### Setting up of National Ganges River Basin Authority

1758. SHRI DATTA MEGHE: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Government proposes to constitute a full time Commission Authority for the maintenance and cleansing of the Ganges and other rivers to save them from pollution;

(b) if so, the details thereof;

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

(d) whether the polluted water of the subsidiary rivers of

the river Ganges also pollutes the river Ganges; and

(e) if so, the details of the plans for cleansing the subsidiary rivers of the river Ganges?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH) (a) to (e) The Central Government has constituted the National Ganga River Basin Authority (NGRBA) on February 20, 2009 as a planning, financing, monitoring and coordinating authority for effective abatement of pollution and conservation of river Ganga with a river basin approach. The Authority is chaired by the Prime Minister and has as its members, the Union Ministers concerned, the Chief Ministers of the States through which Ganga flows, viz., Uttarakhand, Uttar Pradesh, Bihar, Jharkhand and West Bengal, among others.

Ganga Action Plan (GAP) Phase-I was launched in the year 1985 to improve the water quality of river Ganga and was completed in March 2000. Phase-II of the programme was approved in stages from 1993 onwards which included the works on the tributaries of the river Ganga namely, Yamuna, Gomti, Damodar and Mahananda. Pollution abatement works undertaken include, interception and diversion of raw sewage, setting up of sewage treatment plants, creation of low cost sanitation facilities, setting up of electric/improved wood crematoria and river front development. An amount of Rs 1884.12 crores has been released to States and a sewage treatment capacity of 1877 mld (million litres per day) has been created for Ganga and its tributaries till December 2010.

Several initiatives have been taken up under NGRBA. The Authority has decided that under 'Mission Clean Ganga', it will be ensured that by year 2020, no untreated municipal sewage and industrial effluents flow into Ganga. Projects of Rs 2476 crores have been sanctioned so far by the NGRBA for abatement of pollution of River Ganga. A memorandum of Agreement has been signed by the Central Government with a consortium of seven Indian Institutes of Technology for preparation of a comprehensive River Basin Management Plan for Ganga. The Plan would provide a roadmap for control and prevention of pollution into Ganga and its tributaries along with financial resources required for a time bound action programme to be implemented by the NGRBA.

### Tax Benefits for Industrial Units in States

1759. SHRI VIRENDER KASHYAP:  
SHRI ANURAG SINGH THAKUR:

Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether tax holiday benefit, transport subsidy and several other kinds of facilities are being given to some States to make them industrially advanced by formulating a new Industrial policy;

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

(c) the details of names of those States where tax benefits have been withdrawn and the reasons therefor;

(d) whether the Government is likely to review the increasing industrial activities in those States and contemplate on maintaining the said tax benefits; and

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

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA M. SCINDIA) : (a) to (e): Yes, Madam. Various incentives/concessions provided by the Government to Special Category States of North East (including Sikkim), Jammu & Kashmir, Uttarakhand and Himachal Pradesh are as follows:

#### Excise Duty Exemption

Excise duty exemption have been notified for the States of North East (including Sikkim), Jammu & Kashmir, Uttarakhand and Himachal Pradesh alongwith sunset clause for setting up new units or to existing units on their substantial expansion; which is as detailed below:-

States/Regions	Time limit for new units to be set up or existing units to undertake substantial expansion.
1	2
(i) North Eastern States	31.3.2017
(ii) Jammu and Kashmir	No time limit

1	2
(iii) Sikkim	31.03.2017
(iv) Uttarakhand	31.3.2010
(v) Himachal Pradesh	31.03.2010

The exemption is available to new units or units undertaking substantial expansion within the dates mentioned in the table above, for a period of ten years from the date of commencement of commercial production. While there is an outright exemption for such units in Uttarakhand and Himachal Pradesh, exemption by way of refund is available in other States.

#### Income Tax Exemption

- (i) Income Tax Exemption under section 10C of the Income Tax Act, 1961 is granted to industrial undertakings setup between 01.04.1998 to 01.04.2004 in the States of North Eastern Region (including Sikkim) on Income for ten assessment years beginning with the assessment year in which the undertaking begins to manufacture or produce articles or things.
- (ii) Under Section 80IC and 80IE of the Income Tax Act, 1961 exemption from payment of income tax is also provided to certain undertakings set up in the States of Sikkim, Himachal Pradesh, Uttarakhand, Arunachal Pradesh, Assam, Mizoram, Manipur, Nagaland and Tripura subject to the conditions mentioned in the Section itself (read with XIII and XIV Schedule).
- (iii) Under Section 80IB(4) exemption from payment of income tax was provided to certain undertakings set up in industrially backward states which are mentioned in the Eighth Schedule to the Income Tax Act subject to the conditions and extent mentioned in the Section itself. However, this deduction is not available to any undertaking which is set up after 01.04.2004 except for the State of Jammu and Kashmir. Under Section exemption from payment of income tax was also provided to certain undertakings set up in industrially backward districts as notified in accordance with Rule 11EA of the Income Tax Rules, 1962 *vide* notification SO. 440(E) dated 15.06.1999 for a period of eight years or ten years depending on the category of the district. However this

deduction is not available to any undertaking which is set up after 01.04.2004.

- (iv) Deduction in respect of the profits and gains is available under section 80-IB(4) of the Income Tax Act, 1961 at the rate of 100% for five assessment years and 25% for the next five assessment years for eligible 'new' industrial undertakings in the State of Jammu & Kashmir which commence operations between 01.04.1993 and 31.03.2012.
- (v) Deduction in respect of the profits and gains is available under section 80-IC of the Income Tax Act at the rate of 100% for five assessment years and 25% (30% in the case of companies) for the next five assessment years for eligible industrial undertakings/enterprises which commence operations or undertake substantial expansion in the States of Himachal Pradesh and Uttarakhand between 07.01.2003 and 31.03.2012.
- (vi) Deduction of the profits and gains from manufacture/production of eligible articles or things, undertaking of substantial expansion for such activities and for carrying on any eligible business during the period 01.04.2007 to 31.03.2017 at the rate of 100% is available to undertakings located any of the North-Eastern States under section 80-IE of the Income Tax Act for 10 assessment years.

#### Capital Investment Subsidy:

- (i) 30% of the investment by eligible industrial units in private sector, joint sector, cooperative sector as well as the unit set up by the State Governments in plant and machinery or additional investments in plant and machinery in the States North East (including Sikkim). With effect from 6th January, 2011 and upto 31 March, 2017, subsidy will be available to industrial units in Micro, Small and Medium Enterprises in respect of first and every subsequent substantial expansion and on commencing commercial production or becoming operational/functional thereafter subject to a ceiling of Rs.3 crore and Rs.1.50 crore for manufacturing and services sector respectively.
- (ii) 15% of the value of plant and machinery in the notified locations in the States of Jammu & Kashmir, Himachal Pradesh and Uttarakhand subject to a ceiling of Rs. 30

lakhs.

- (iii) 30% of the investment in plant and machinery in respect of new units or additional such investment on substantial expansion subject to a ceiling of Rs. 3.00 crore and Rs. 1.50 crore for manufacturing and services sector respectively to Micro, Small and Medium Enterprises in the State of Jammu & Kashmir with effect from 06.01.2011 upto 14.06.2012.

#### Central Interest Subsidy:

3% on working capital loan in the States of North East (including Sikkim), Jammu & Kashmir. Comprehensive insurance Subsidy:

#### Comprehensive Insurance Subsidy

100% Insurance premium under Comprehensive Insurance Scheme in the States of North East (Including Sikkim), Jammu & Kashmir is reimbursable.

#### Transport Subsidy.

The Transport Subsidy Scheme provides for Transport Subsidy for a maximum period of five years from the commencement of commercial production in the States of North East (including Sikkim), Jammu & Kashmir, Himachal Pradesh, Uttarakhand, Darjeeling District of West Bengal and Union Territory of Andaman and Nicobar Island and Lakshadweep.

[English]

#### Anti-Dumping measures between India and China

1760. DR. M. THAMBIDURAI: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

- (a) the details regarding anti-dumping measures between India and China during the last three years;
- (b) whether there is an increase in the anti-dumping cases between India and China;
- (c) if so, the details thereof and the reasons therefor; and
- d) the extent to which it has affected bilateral trade and the corrective steps taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA M.

SCINDIA) : (a) The details regarding anti-dumping measures levied by India on imports of subject goods from China PR are as follow:

S.No.	Year	No. of cases in which definitive measures were levied
1	2	3
1.	2007-08	10
2.	2008-09	07

1	2	3
3.	2009-10	12
4.	2010-11 (till 28.02.2011)	07

As per the WTO Data, China has initiated 4 anti dumping cases concerning imports from India and anti dumping measures are in place in 4 cases.

(b): It may be seen from the following statement that there is no increase in anti dumping cases involving imports from China PR initiated by DGAD :

S.No.	Year	Number of cases initiated (A)	Out of (A), cases involving imports from China PR (B)	Percentage of cases involving imports from China PR
1.	2007-08	13	11	85%
2.	2008-09	21	16	76%
3.	2009-10	15	11	73%
4.	2010-11 (till 28.2.2011)	15	8	53%

(c) Does not arise.

(d) Bilateral trade between India and China has been increasing. According to the available statistic of Department of Commerce, the value of India's trade with China in the past three years is as under:

Year	India's export to China in US\$ million	India's imports from China in US\$ million	Total Trade in US\$ million
2007-08	10,871.34	27,146.41	38,017.74
2008-09	9,353.50	32,497.02	41,850.52
2009-10	11,617.88	30,824.02	42,441.90

[Translation]

#### Construction of Ring Road/By-Pass in Jodhpur City

1761. SHRI TARACHAND BHAGORA:  
SHRI KHILADI LAL BAIRWA:  
SHRI BHARAT RAM MEGHWAL:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS:

be pleased to state:

(a) whether a proposal has been received from the Government of Rajasthan for construction of a ring road/by-pass road in Jodhpur city under the National Highway Development Programme Phase-VII; and

(b) if so, the details and status thereof alongwith the time

by which the construction of the above ring road/by-pass is likely to be started and completed?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA): (a) and (b) Government have approved inclusion of a bypass to Jodhpur city connecting Nagour side of NH 65 with NH 112 and NH 114 under NHDP phase-7 and a consultant has been commissioned for preparation of feasibility report. Since the actual implementation of the project is dependant on its viability on BOT (Toll), it is too early to indicate the time of sanctioning of the project.

[English]

#### Potential of Small Tea Growers

1762. SHRI KISHANBHAI V. PATEL:  
SHRI PRABEEP MAJHI:

Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether the Government has explored the potential of small tea growers in the industrial growth in the country;

(b) if so, the details thereof;

(c) whether the Government has prepared any plan for promotion of Small Tea Growers in the country;

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

(e) the number of small tea growers benefited under the said scheme during 2010-11 so far in various parts of the country?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA M. SCINDIA): (a) and (b) Yes, Madam. Small tea growers account for about 28% of total tea area and 26% of the domestic tea production.

(c) and (d) Yes, Madam. In order to harness the potential economic value of the small tea growers sector, financial assistance is extended to small growers under the 11th Plan schemes of Tea Board for new planting, field inputs, establishment of proper leaf collection systems, transport

vehicles, setting up of mini tea processing factories and special training on modern aspect of tea growing. The measures adopted by the Government are aimed at improving their farm productivity and quality of their produce and also providing them market access to ensure remunerative return on their investments.

(e) 21,123 small tea growers have been benefited under the Tea Board's schemes during 2010-11.

#### Dandi Heritage Route (Phase II)

1763. SHRI HARIN PATHAK: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether proposal from the State Government of Gujarat for construction of "Dandi Heritage" route (Phase-II) is pending with the Union Government;

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

(c) whether the estimated amount has been allocated for this project; and

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

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA) : (a) Yes, Madam.

(b) to (d) The proposal of Heritage Route submitted by Government of Gujarat is under finalization.

[Translation]

#### Vacant Posts in Labour Courts

1764. SHRI MAROTRAO SAINUJI KOWASE: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state: -

(a) whether a number of posts of presiding officers are vacant in Labour Courts in the country especially in the tribal areas at present;

(b) if so, the State-wise details thereof as on date along with the date since when these posts are lying vacant;

(c) the number of vacant posts which belong to Scheduled

Castes and Scheduled Tribes; and

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

THE MINISTER OF LABOUR AND EMPLOYMENT (SHRI MALLIKARJUN KHARGE): (a) to (d) As per the provisions of Industrial Disputes Act, 1947, the Central Government has set up 22 Central Government Industrial Tribunals-cum-Labour Courts (CGIT-cum-LCs) in various States for resolution of industrial disputes arising in Central Sphere. At present, the posts of Presiding Officer in all CGIT-cum-LCs have been filled up except one CGIT-cum-LC situated at Asansol where the vacancy has arisen due to sudden demise of the serving Presiding Officer in July, 2010. The process to fill up this vacancy has already been started.

The details in respect of Labour Courts and Industrial Tribunals failing in the State Sphere are not maintained centrally.

(c) The Presiding Officers are appointed as per Sections 7, 7A, 7B and 7C of the Industrial Disputes Act, 1947. A serving judicial officer is appointed on deputation basis and retired Judicial officer on re-employment basis. As per Section 7(c) of the Industrial Disputes Act, 1947, they can continue upto the age of 65 years. There is no provision of reservation for Scheduled Casts/Scheduled Tribes for appointment to the post of Presiding Officer in the Act.

The State Governments have their own Labour Courts and Tribunals to adjudicate on disputes arising in the State sphere. Information regarding Labour Courts and Tribunals failing under the State sphere is not maintained centrally.

(d) As stated against (a) above.

[English]

#### Setting up of Steel Plants

1765. SHRI N.S.V. CHITTHAN:  
SHRI BHAUSAHEB RAJARAM WAKCHAURE:  
SHRI DILIP SINGH JUDEV:

Will the Minister of STEEL be pleased to state:

(a) the number of steel plants functioning in the country, State-wise and number of units closed down during the last three years; ""

(b) the reasons for closing down of these units and follow up action taken by the Government to revive the same;

(c) whether the Government has given clearance for setting up of a steel plant in Orissa particularly Pohang Iron and Steel Company; and

(d) if so, the number of licences issued/pending for setting up of steel plants during the last three years and the current year?

THE MINISTER OF STEEL (SHRI BENI PRASAD VERMA): (a) and (b) The State-wise distribution of Main and Major steel plants and small to medium scale steel plants functioning in the country is given in the enclosed Statement-I and Statement-II respectively.

As regards number of closed down steel units, Steel is a de-regulated sector; therefore, no steel unit is required to furnish details regarding closing down of a unit to the Ministry of Steel. In a de-regulated, liberalized economy, decision related to closing down or reviving of a steel unit is taken essentially by the individual steel producing unit. The Government in such a market economy has the role of a facilitator only - it provides the overall policy environment to promote growth of industry. In order to promote the domestic steel industry, the Government has framed the National Steel Policy, 2005 and constituted an Inter-Ministerial Group (IMG), under the chairmanship of Secretary (Steel) in 2007, to monitor and coordinate the issues concerning major steel investments in the country related to infrastructure, raw material supply, environmental clearance and other resource constraints.

(c) and (d) According to New Industrial Policy announced in July, 1991, steel industry has been de-licensed and removed from the list of industries reserved for the public sector subject to certain locational restrictions. No Industrial license is, therefore, required for setting up steel plants under the Industrial (Development & Regulation) Act, 1951 and the entrepreneurs are free to set up such plants anywhere in the country except in the restricted locations based on their



commercial judgement. However, as per the information available in the Ministry of Steel, Posco India Project (P) Ltd. has signed a Memorandum of Understanding (MoU) with the

State Government of Orissa on 22.6.2005 to set up a 12 million tonnes integrated steel plant at Paradeep, district Jagatsinghpur, Orissa.

**Statement-I**

*State-Wise Distribution of Functioning Steel Plants (in terms of crude steel)*

Plant	State
<b>Main Steel Producers</b>	
<b>1. Steel Authority of India Limited (SAIL) Plants</b>	
(a) Bokaro Steel Plant	Jharkhand
(b) Durgapur Steel Plant	West Bengal
(c) Alloy Steel Plant	West Bengal
(d) IISCO Steel Plant	West Bengal
(e) Rourkela Steel Plant	Orissa
(f) Bhilai Steel Plant	Chhattisgarh
(g) Visvesvaraya Iron & Steel Plant	Karnataka
(h) Salem Steel Plant	Tamil Nadu
<b>2. Rashtriya Ispat Nigam Ltd.(RINL)/Vizag Steel Plant</b>	Andhra Pradesh
<b>3. Tata Steel</b>	Jharkhand
<b>Major Steel Producers</b>	
1. Ispat Industries	Maharashtra
2. JSW Steel	Karnataka
3. Essar Steel	Gujarat
4. Jindal Steel & Power	Chhattisgarh

Source : Joint Plant Committee (JPC)

**Statement-II**

*State-wise distribution of functioning Steel Plants (in terms of crude steel) Units in Small / Medium segment (as a Group)*

State	Electric Arc Furnace	Induction Furnace
1	2	3
Chhattisgarh	3	68
Dadra and Nagar Haveli		22
Daman and Diu		40

1	2	3
Goa	2	22
Gujarat	4	56
Maharashtra	10	77
Madhya Pradesh	2	16
<b>Western Region Total</b>	<b>21</b>	<b>301</b>
Chandigarh	1	3
Delhi		5
Haryana	4	34
Himachal Pradesh		15
Jammu and Kashmir		8
Punjab	5	131
Rajasthan		32
Uttar Pradesh	3	137
Uttarakhand		28
<b>Northern Region Total</b>	<b>13</b>	<b>393</b>
Tamil Nadu		85
Puducherry		28
Karnataka		31
Kerala	2	42
Andhra Pradesh		54
<b>Southern Region Total</b>	<b>2</b>	<b>240</b>
Assam		11
Bihar		16
Jharkhand	3	40
Orissa	3	94
West Bengal	6	68
Meghalaya		11
<b>Eastern Region Total</b>	<b>12</b>	<b>240</b>
<b>All India</b>	<b>48</b>	<b>1174</b>

### Reforms in Labour Laws

1766. SHRI SAMEER BHUJBAL:  
SHRI AMARNATH PRADHAN:

Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

- (a) the number of employees in the organised and unorganised sector in the country;
- (b) whether there is any plan for computerization of registration of the labour force in the unorganised sector;
- (c) if so, the details thereof;
- (d) whether the high level of unorganised employment is due to rigid labour laws;
- (e) if so, the details of the steps proposed to be taken to reform the labour laws including the Contract Labour Act;
- (f) the current labour and contract workers and their growth during the last five years; and
- (g) the steps taken to prevent exploitation of contract workers by the employers?

THE MINISTER OF LABOUR AND EMPLOYMENT (SHRI MALLIKARJUN KHARGE): (a) As per the survey carried out by the National Sample Survey Organisation in the year 2004-05, the total employment in both organised and unorganized sector in the country was 45.9 crore. Out of this, about 2.6 crore were in the organised sector and the balance 43.3 crore in the unorganised sector.

(b) and (c) At present there is no plan for computerization of registration of the labour force in the unorganized sector. However, those below poverty line are being registered and a smart card is being issued to them under Rashtriya Swasthya Bima Yojana.

(d) and (e) No. The Labour laws are reviewed from time to time and where necessary, amendments are done. At present a proposal to amend the Contract Labour (Regulation & Abolition) Act, 1970 is under consideration of the government.

(f) The number of workers on contract basis in Central

Sphere Establishments in 2009-2010 in the country were 13,73,430 for whom licence has been obtained. No survey has been conducted to assess the increase in contract labour in the country.

(g) Regular inspections are conducted by officers of CLC(C) Organisation who are notified as Inspectors under various labour laws in Central Sphere Establishments to check the level of compliance and to ensure that the interest of workers are protected and they are paid their due wages. Apart from above, the Government has issued 79 notifications prohibiting engagement of contract labour in various establishments in the Central sphere from time to time.

[Translation]

### Scholarship to SCS through Banks/Post Offices

1767. SHRI PREMCHAND GUDDO: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

- (a) the steps being taken by the Government to provide scholarship to the students belonging to scheduled castes communities through banks/post offices;
- (b) the details of States where the scholarship is already being given through these modes;
- (c) whether the Government has issued any direction to the States in this regard; and
- (d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRI D. NAPOLEAN): (a) to (d) The Government has issued directions to all the State Governments/UT administrations, from time to time, asking them to ensure payment of scholarship amount directly into the bank/post-office accounts of Scheduled Caste(SC) students. This matter was also extensively discussed in the conference of Principal Secretary/Secretary of the Social Welfare departments held in the month of October-November 2010.

Presently, 10 State Governments viz. Uttar Pradesh, Andhra Pradesh, Kerala, Punjab, Tripura, Orissa, Haryana, Bihar, Chhattisgarh and Gujarat have reported disbursement

of Post-Matric scholarship for SC students through Bank/Post-office accounts.

#### Legal Mechanism for Migrant Labourers

1768. SHRI RAGHUVIR SINGH MEENA: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

(a) the existing legal mechanism for identifying the disputes related to the problems being faced by the inter-state migrant labourers working in the unorganised sector like payment of salary, fraud, ill-treatment and accident at work place etc.;

(b) the mechanism available with the Government for resolving such disputes after identifying these;

(c) the number of labour disputes registered in all the States and the number of cases resolved out of them and the data related to registration and resolving of legal disputes pertaining to labourers in the financial year 2010-11; and

(d) the steps being taken by the Government for resolving the disputes related to inter-state migrant labourers in view of non-availability of a speedy disposal mechanism?

THE MINISTER OF LABOUR AND EMPLOYMENT (SHRI MALLIKARJUN KHARGE) : (a) In order to safeguard the economic and other interests of the migrant workers, the Government has enacted the Inter-State Migrant Workmen (Regulation of Employment and Conditions of Service) Act, 1979 which, *inter alia*, provides for payment of minimum wages, journey allowance, displacement allowance, residential accommodation, medical facilities and protective clothing etc. The provisions of various labour laws like the Workmen's Compensation Act, 1923, The Payment of Wages Act, 1936, The Industrial Disputes Act, 1947 The Employees Insurance Act, 1948, The Employees' Provident Funds and Miscellaneous Provisions Act, 1952 and the Maternity Benefit Act, 1961 are also applicable on migrant workers. Both the Central and State Government are the appropriate Governments for enforcement of enactments to protect and safeguard the migrant workers depending on the establishments employing them fall under the central or state sphere.

(b) In central sphere establishment, claims regarding non

payment/less payment of wages can be filed before Regional Labour Commissioner (C). For other violations, appropriate action including prosecution is initiated against defaulters in the appropriate court of law. In case of fraud, ill-treatment and accident etc., the respective State Government takes appropriate action.

(c) As per information available, 8649 industrial disputes were received in respect of central sphere establishments during the year 2010-11 out of which 4618 have been disposed off.

(d) As soon as the dispute/complaint is filed or apprehended in central sphere establishments, the enforcement and conciliatory machinery of Central Industrial Relations Machinery (CIRM) acts immediately to resolve the same. In case the disputes remain unresolved the appropriate government may refer the same for adjudication.

[English]

#### Differences over Green Jobs

1769. SHRI ADHALRAO PATIL SIHIVAJI:  
SHRI NAVEEN JINDAL:  
SHRI ANANDRAO ADSUL: .

Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether there is a difference of opinion between the Ministry of Environment and Forests and Mines over green jobs; ,

(b) if so, the details thereof;

(c) whether there is a lot of resistance among companies and industry experts about the feasibility of the new proposal given by Ministry of Environment and Forests; and

(d) if so, the steps taken by the Government for amicable solution of the issues? ;

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH):

(a) No, Madam. There is no difference of opinion between the Ministry of Environment & Forests and Mines over green jobs.

(b) to (d) Does not arise.

[Translation]

**Assistance to Women Under Swadhar Yojana**

1770. SHRIMATI RAMA DEVI:  
SHRIMATI HARSIMRAT KAUR BADAL:  
SHRI IJYARAJ SINGH:  
SHRI MAHENDARSINH P. CHAUHAN:

Will the Minister of WOMEN AND CHILD DEVELOPMENT be pleased to state:

(a) the number of women benefitted and number of shelters provided by the Swadhar and Short Stay Homes in the country during the last three years, State-wise and fund sanctioned/ utilized for the purpose;

(a) whether any financial assistance is given to such women under Swadhar scheme; and

(b) if so, the details thereof ?

THE MINISTER OF STATE OF THE MINISTRY OF WOMEN AND CHILD DEVELOPMENT (SHRIMATI KRISHNA TIRATH) : (a) State-wise number of women benefitted and funds released under Swadhar and Short Stay Home schemes in the country during the last three years is given in the enclosed Statement. Funds released to the implementing agencies are utilized by them and the unutilized amount, if any is adjusted towards the subsequent instalment of grant.

(b) and (c) Under both the schemes, free food, shelter and medical care is provided to the women. In addition an amount of Rs. 600/- per annum for pocket money is provided to each woman under Swadhar scheme.

*State-wise number of women benefitted and funds released under Swadhar and Short Stay Homes in the country during last three years:*

S.No.	Name of the State	2007-08		2008-09		2009-10	
		Funds Released (Rupees in lakh)	No. of Women Benefitted	Funds Released (Rupees in lakh)	No. of Women Benefitted	Funds Released (Rupees in lakh)	No. of Women Benefitted
1	2	3	4	5	6	7	8
1	Andhra Pradesh	283.97	3616	344.26	5550	397.02	5118
2	Arunachal Pradesh	1.55	72	0	72	9.66	72
3	Assam	115.28	1020	110.91	1364	118.62	1542
4	Andaman & Nicobar Islands	4.65	72	3.34	72	4.35	0
5	Bihar	75.64	964	268.25	1180	84.77	1036
6	Chandigarh	4.35	72	3.51	72	3.72	72
7	Chhattishgarh	28.60	316	19.82	316	7.81	388
8	Delhi	25.53	144	12.02	144	2.75	144
9	Gujarat	28.22	160	27.50	448	15.08	304
10	Goa	0	0	3.51	72	0	0
11	Haryana	14.25	244	47.60	660	21.91	710

461	Written Answers	Phalguna 16, 1932 (Saka)					to Question	462
1	2	3	4	5	6	7	8	
12	Jharkhand	25.90	266	18.28	316	16.57	244	
13	Jammu and Kashmir	39.57	344	13.84	294	22.59	294	
14	Karnataka	289.95	3156	366.83	4054	420.86	3462	
15	Kerala	40.03	482	34.34	554	41.51	482	
16	Madhya Pradesh	184.46	1402	128.08	1624	162.55	1602	
17	Maharashtra	282.93	2922	279.58	4623	301.30	4973	
18	Manipur	122.60	788	113.55	1232	105.55	1232	
19	Mizoram	30.50	72	0	122	6.07	0	
20	Nagaland	23.77	272	15.75	422	11.86	422	
21	Orissa	273.77	3253	422.93	4539	388.65	4801	
22	Punjab	26.78	288	16.88	144	10.9	288	
23	Puducherry	11.44	144	16.31	144	4.26	144	
24	Rajasthan	45.65	482	67.55	876	4.20	682	
25	Sikkim	4.74	72	5.08	144	3.55	72	
26	Tamil Nadu	170.14	2728	271.68	4046	348.72	3398	
27	Tripura	17.74	216	13.24	360	17.12	360	
28	Uttar Pradesh	281.33	3188	262.73	4980	398.43	5111	
29	Uttarakhand	68.94	560	45.75	632	47.44	632	
30	West Bengal	228.45	2935	265.27	3636	253.91	3492	
Total		2750.69	30250	3198.39	42764	3231.73	41077	

[English]

**Communication Facilities to Cadets**

1771. DR. MAND JAGANNATH: Will the Minister of DEFENCE be pleased to state:

(a) whether the Indian Military Academy, Dehradun has allowed its cadets to keep mobile phones and also to get internet access in their rooms;

(b) if so, the details thereof; and

(c) the reasons for denial of these facilities to them in the past?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY): (a) and (b) Yes, Madam. The cadets of Indian Military Academy (IMA), Dehradun have been permitted to keep mobile phones in their rooms with effect from July, 2010. They have not been provided with Internet access in their rooms. However, Internet

Service has been provided under centralized arrangements at Cyber Cafes in each Company, IT Lab and Library.

(c) In the past, Mobile phones signals were not available in IMA Campus from any mobile service provider. However, adequate number of Fixed Lines/WLL connections excluding BSNL were provided in each training company to enable Cadets to make/receive calls.

#### National Action Plan on Climate Change

1772. SHRI BHAUSAHEB RAJARAM WAKCHAURE:  
SHRI HAMDULLAH SAYEED:

Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Government has prepared a comprehensive National Action Plan on Climate Change;

(b) if so, the details thereof;

(c) the monitoring mechanism to ensure proper implementation of the Plan: and

(d) the measures being taken to protect the areas vulnerable to climate change?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH):

(a) and (b) The National Action Plan on Climate Change (NAPCC) was released on 30th June 2008. The National Action plan outlines eight Missions in specific areas of Solar Energy, Enhanced Energy Efficiency, Sustainable Habitat, Water, Sustaining the Himalayan Eco-system, Green India, Sustainable Agriculture and Strategic Knowledge for Climate Change.

(c) The National Missions under NAPCC are to be institutionalized by the respective Ministries and will be organized through inter-sectoral groups. Ministry of Environment and Forests is designated to coordinate and monitor the implementation of the Missions and report the progress to the Prime Minister's Council on Climate Change.

(d) National Action Plan outlines steps to address vulnerability of various sectors to climate change and enhance ecological sustainability. National Missions include activities

and measures aimed at adaptation to climate variability in the areas of agriculture, water resources, health, sanitation and forests.

#### Revision of Post Matric Scholarship Amount

1773. SHRI PURNMASI RAM:

SHRI DANVE RAOSAHEB PATIL:

SHRI SONAWANE PRATAP NARAYAN RAO:

Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) the reasons for delay in the revision of post-matric scholarship schemes for Scheduled Castes/Other Backward Classes;

(b) whether due to considerable price hike there is an urgent need to increase the rates as per the present Consumer Price Index;

(c) whether due to considerable increase in salaries of Government employees consequent to 6th Pay Commission Report and with no increase in income ceiling, many deserving SC students have been left out of the ambit of scholarship scheme and if so, steps taken to enhance income ceiling accordingly;

(d) whether there is any proposal to review scholarship rates consistent with the Consumer Price Index so that in the event of increase in price index, the scholarship rates are suitably increased; and

(e) if so the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRI D. NAPOLEAN) : (a) to (e) Post-matric Scholarship Scheme for SC students (PMS-SC) has been revised *w.e.f.* 01.07.2010. This includes:-

(i) upward revision of Parental income ceiling from Rs. 1 lakh to Rs. 2 lakh per annum;

(ii) re-grouping of courses; and

(iii) upward revision of rates of maintenance and other allowances.

The increase in Consumer Price Index for Industrial Workers and increase in salary of Government employees, consequent upon 6th Pay Commission recommendations has been *inter-alia* taken into consideration, while revising the Scheme. As per the PMS-SC scheme, income Ceiling would be revised once in every two years linking it with Consumer Price Index for Industrial Workers for the month of October of the year, preceding the year of revision and will be made effective from April.

The revision of the Post-Matric Scholarship Scheme for OBC students is under consideration of the Government.

### Rehabilitation of Orphans

1774. SHRI SUVENDU ADHIKARI:  
SHRI BADRI RAM JAKHAR:

Will the Minister of WOMEN AND CHILD DEVELOPMENT be pleased to state:

(a) whether the Union Government has taken any new scheme for the empowerment and rehabilitation of orphans;

(b) if so, the details thereof alongwith status and criteria of its implementation;

(c) whether the Government proposes to conduct any survey in respect of rise in number of orphans living on footpaths and various Railway Stations of the country including Rajasthan; and

(d) if so, the details thereof and steps taken by the Government to improve the condition of such children?

THE MINISTER OF STATE OF THE MINISTRY OF WOMEN AND CHILD DEVELOPMENT (SHRIMATI KRISHNA TIRATH) : (a) to (d) The Union Government in the Ministry of Women & Child Development is implementing a Centrally Sponsored Scheme, namely, Integrated Child Protection Scheme [ICPS] from 2009-10 to provide safe and secure environment for rehabilitation of children who are in need of care and protection, including orphans children in conflict with law. All States/ UTs, except Jammu & Kashmir and Andaman & Nicobar Islands, have signed Memorandum of Understanding with the Ministry for implementation of the Scheme.

The Scheme provides financial assistance to State Governments/UT Administrations, *inter alia*, for setting up and maintenance of

(i) Specialized Adoption Agencies [SAAs] in each district for placement of orphaned, abandoned or surrendered children in adoption by suitable families;

(ii) Homes for children, including orphans, who are in need of residential care, for their long-term care, education, training, development, rehabilitation and reintegration into the society, including grants for construction, and;

(iii) Open Shelters in Urban and Semi-Urban areas for children living on the streets. These shelters provide, *interalia*, age-appropriate education, including life skill education, access to vocational training, bridge education, recreation, linkages to the National Open School Programme (NOSP), food, nutrition, health care, and counseling.

ICPS envisages setting up of District Child Protection Societies [DCPSs] in each district of States/UTs, including Rajasthan. Assessment of the number of children in difficult circumstances, including orphans living on footpaths or railway stations, with the objective of providing them the facilities required for their rehabilitation and reintegration through effective networking and linkages with other stakeholders, are important and integral part of the functions of DCPSs. In view of this, there is no proposal to undertake any separate survey to assess the number of orphans in the country.

### Testing of Brahmos Missile

1775. SHRIMATI BOTCHA JHANSHI LAKSHMI: Will the Minister of DEFENCE be pleased to state:

(a) whether the supersonic cruise missile Brahmos has been successfully test-fired from Balasore district in Orissa recently;

(b) if so, the details thereof including the capability of the same; and

(c) the time by which the missile is likely to be inducted?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY):  
(a) and (b) Yes, Madam. The supersonic cruise missile



BrahMos has been tested successfully for application in Indian Navy and Army. On 2nd December 2010, Block-III version of the missile was test fired to establish the steep dive capability of the missile with large manoeuvres. The mission was accomplished successfully, establishing a unique capability of supersonic dive in mountain operations.

(c) Block-I and II versions of the BrahMos missile are already in service with the Indian Army. Block-III version is likely to be inducted in the 12th Plan.

#### Production and Export of Salt

1776. SHRI E.G. SUGAVANAM : Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) the total production and export of salt in the country during the last three years;

(b) whether the demand for salt from various countries have increased substantially;

(c) if so, the details thereof;

(d) whether any steps were taken to meet the increasing demand for exports;

(e) if so, the details thereof; and

(f) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA M. SCINDIA) : (a) The total production of common salt in the country and the export of salt from the country during the last three years is given below:

Year	Production of common salt (lakh ton)	Export of salt (lakh ton)
2007-08	178.45	18.93
2008-09	191.51	24.39
2009-10	239.51	28.96
2010-11 (Upto December, 2010)	145.05	24.88

(b) and (c) The demand for export of salt from India to various countries has increased by 22.1% during the year 2010-11 (24.88 lakh ton upto December, 2010) as compared to the corresponding period during the year 2009-10 (20.38 lakh ton upto December, 2009).

(d) to (f) Adequate stock of salt is available to meet the demand for exports.

#### Gender Budgeting

1777. SHRI M.K. RAGHAVAN:  
SHRIMATI JAYAPRADA:  
SHRI YASHVIR SINGH:  
SHRI NEERAJ SHEKHAR:

Will the Minister of WOMEN AND CHILD DEVELOPMENT be pleased to state:

(a) whether the United Nations Development Programme (UNDP) has reported that maximum number of women die in India due to shocking level of gender disparity;

(b) if so, the details thereof alongwith steps taken by the Government on UNDP report; and

(c) the details of gender budgeting and allocations made for women during the last three years and steps taken to raise the share of per capita allocation for women in gender budgeting?

THE MINISTER OF STATE OF THE MINISTRY OF WOMEN AND CHILD DEVELOPMENT (SHRIMATI KRISHNA TIRATH): (a) to (c) The United Nations Development Programme (UNDP) in its report on 'Power Voice and Rights - A Turning Point for Gender Equality in Asia and the Pacific', published in February 2010 has mentioned that 100 million women in Asia are estimated to be 'missing', having died because of discriminatory treatment in access to health and nutrition or through neglect, or because they were never born. As per the report, in 2007, there were 42.7 million 'missing' women in India.

The Government of India is already taking several steps comprising legislative measures, policy initiatives as well as schematic interventions to secure gender parity in all aspects of social, economic and political life. The Pre-Conception and Pre-Natal Diagnostic Techniques (Prohibition of Sex Selection) Act 1994, is being implemented to prevent sex selective abortions. The Integrated Child Protection Scheme, amongst others, envisages setting up of Cradle Baby Reception Centres at district level to receive abandoned babies. Schemes such as the Integrated Child Development Services (ICDS) Scheme, National Rural Health Mission and the Sarva Shiksha Abhiyan (Education for All) address the health, nutrition and educational needs of all including women. Programmes, such as Support to Training and Employment Programme for Women, Hostel for Working Women with day care centre for children, Swadhar, the Mahatma Gandhi National Rural Employment Guarantee Scheme, National Rural Livelihood Mission etc. also promote social and economic empowerment of women.

Further, some new initiatives have been undertaken by the Government in the Ministry of Women and Child Development. These include the launch of Rajiv Gandhi Scheme for Empowerment of Adolescent Girls "SABLA" in the year 2010 in 200 districts across the country, with a view to empower and improve the social status of girls in the age group 11-18 through nutrition, life skills, home skills and vocational training. The National Mission for Empowerment of Women was launched on 8th March 2010 for better implementation of gender specific programmes by facilitating convergence between the schemes and programmes of various Ministries and Departments.

In order to mainstream gender through the process of gender budgeting, the Government in the Ministry of Women and Child Development has been organising series of training and capacity building programmes for various stakeholders. Allocations reflected in the Gender Budget Statement in the last three years are given below:

Year	Total Magnitude of Gender Budget (BE) (in Rs. crore)
2008-09	27661.67(3.68%)
2009-10	56857.61 (5.57%)
2010-11	67749.80(6.11%)

Source: Ministry of Finance, Expenditure Budget, Vol. I.

#### ASIDE Scheme

1778. SHRI R. DHRUVA NARAYANA: Will the Minister of COMMERCE AND INDUSTRY : be pleased to state:

(a) the details of progress so far made in the effective implementation of ASIDE scheme across the country;

(b) whether the Government is introducing new law or policy to provide the support in increasing the India's annual export growth rate; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA M. SCINDIA) : (a) Department of Commerce (DoC) is operating Assistance to States for Developing Export Infrastructure and Allied Activities (ASIDE), a centrally sponsored scheme. 80% of total annual outlay under the scheme is earmarked for allocation to States / UTs on the basis of an approved criterion. Details of funds released to States/ UTs during 2008-09, 2009-10 and 2010-11( as on 3.3.11) are annexed as Statement.

(b) to (c) Encouraging exports is a continuous process. It is the stated policy of the Government to provide support for increasing India's export through provisions under Foreign Trade Policy and XI Five Year Plan and incentives and Schemes being implemented by various Export Promotion Councils and Commodity Boards. Ministry of Commerce and Industry has also put in place various schemes including ASIDE, Market Development Assistance (MDA), Market Assistance Initiative (MAI), Focus Product Scheme, Focus Market Scheme, Town of Export Excellence, etc.

**Statement***Year-wise funds released made to the States/UTs under State Component of ASIDE*

(Rs.in lakhs)

Sl. No.	State /UT	2008-09	2009-10	2010-11 (as on 3.3.11)
1	2	3	4	5
1	Andhra Pradesh	1920.00	2041.00	0.00
2	Andaman and Nicobar Islands	120.00	57.00	2041.00
3	Bihar	0.00	0.00	0.00
4	Chandigarh	250.00	0.00	0.00
5	Chhattisgarh	0.00	522.00	522.00
6	Dadra and Nagar Haveli	0.00	0.00	0.00
7	Daman and Diu	0.00	242.00	242.00
8	Delhi	0.00	0.00	0.00
9	Goa	570.00	541.00	541.00
10	Gujarat	5835.00	5957.00	5957.00
11	Haryana	1545.00	1468.00	1468.00
12	Himachal Pradesh	600.00	570.00	570.00
13	Jammu and Kashmir	580.00	551.00	551.00
14	Jharkhand	550.00	522.00	0.00
15	Karnataka	4162.00	3954.00	3954.00
16	Kerala	975.00	926.00	926.00
17	Lakshadweep	0.00	0.00	101.73
18	Madhya Pradesh	1480.00	1406.00	1406.00
19	Maharashtra	8000.00	8122.00	8122.00
20	Orissa	792.00	914.00	914.00
21	Pondichery	0.00	0.00	0.00
22	Punjab	1340.00	1273.00	1273.00

1	2	3	4	5
23	Rajasthan	1353.00	1285.00	1285.00
24	Tamil Nadu	4788.00	4910.00	4910.00
25	Uttar Pradesh	2210.00	2099.00	2099.00
26	Uttaranchal	580.00	0.00	551.00
27	West Bengal	2010.00	1909.00	1909.00
<b>Total</b>		<b>39660.00</b>	<b>39269.00</b>	<b>39342.73</b>

**North Eastern Region**

1	Arunachal Pradesh	0.00	0.00	138.00
2	Assam	1383.00	1383.00	691.50
3	Manipur	227.00	227.00	227.00
4	Mizoram	356.00	356.00	917.00
5	Meghalaya	917.00	917.00	178.00
6	Nagaland	220.00	220.00	220.00
7	Sikkim	220.00	220.00	220.00
8	Tripura	801.00	801.00	801.00
<b>Total</b>		<b>4124.00</b>	<b>4124.00</b>	<b>3392.50</b>
<b>Grand Total</b>		<b>43784.00</b>	<b>43393.00</b>	<b>42735.23</b>

**Destruction of Environmental Forests**

(d) if so, the details thereof; and

1779. SHRIMATI INGRID MCLEOD: Will the Minister of ENVIROMENT AND FORESTS be pleased to state;

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

(a) whether the Government of Chhattisgarh has signed Memorandum of Understanding (MOU) for producing 40,000 MW power with different private companies at district of Janjagir Champa of Chhattisgarh;

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH) :

(a) and (b) While State Government promote investment in their territory covering various sectors through signing of Memorandum of Undertaking etc.; all the developmental projects, including power projects, are to be appraised under the provisions of the Environment Impact Assessment (EIA) Notification, 2006, which is applicable to all the project proponents, including the private companies.

(b) if so, the details thereof;

(c) whether it is against environmental laws and would require denudation of forests and acquiring of large scale agricultural land;

(c) and d) The Environment Impact Assessment reports cover likely environmental Kimpact due to the projects under appraisal, including land-use pattern and biodiversity and the Environmental Management Plan addresses the requisite mitigation measure.

(e) The projects are appraised by the Central Expert Appraisal Committee concerned for projects classified as Category 'A' under the Environment Impact Assessment (EIA) Notification, 2006 and by the State Environment Impact Assessment Committees for Category 'B' projects and based on their recommendations, the decision on grant of environmental clearance or otherwise is to be taken by the Ministry of Environment & Forests or the State Environment Impact Assessment Authority, respectively.

#### **Additional Bridge Across River Narmada**

1780. SHRI C. R. PATIL: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Government/NHA is considering to construct an additional bridge across the river Narmada at Zadeshwer on NH-8 between Vadodara and Bharuch;

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

(c) the time by which it is likely to be completed; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA):

(a) Yes, Madam.

(b) The Detailed Project Report (DPR) is in progress. Scheduled date of completion of DPR is May, 2011 .

(c) and (d) After completion of DPR study, the process of award for construction will be initiated.

#### **Non-Traditional Export Markets**

1781. SHRI AMBICA BANERJEE: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether the Government has identified the non-traditional export market countries;

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

(c) whether the Government has taken necessary steps to provide boost to Indian export items and provide new dimension to export sector;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA M. SCINDIA) : (a) and (b): Yes, Madam. The Government of India has identified non-traditional export markets under the Focus Market Scheme and Market Linked Focus Product Scheme in the Foreign Trade Policy. The details of these markets are given in the enclosed Statement.

(c) to (e) The Government of India closely monitors the economic development in the country and internationally on a continuous basis, and need based measures are taken from time to time, keeping in view the financial and overall economic implications. To boost performance of the export sectors various measures have been taken by the Government and the Reserve Bank of India in the form of stimulus packages including the announcements made in the Budget 2009-10 and 2010-11. To increase our share and diversify the markets and products, incentives have been provided under Schemes, viz. Focus Market Scheme [FMS], Focus Products Scheme [FPS], Market Linked Focus Product Scheme [MLFPS] and Vishesh Krishi And Gram Udyog Yojana [VKGUY]; in the Foreign Trade Policy (FTP) 2009-14, thereafter in January and in March 2010; in the Annual Supplement to FTP released on 23rd August, 2010; and in announcement made in February, 2011.

#### **Statement**

##### **1. Focus Market Scheme (FMS):**

Under the FMS in the Foreign Trade Policy, fifty two (52) African countries, thirty one (31) Latin American countries, ten (10) Commonwealth of Independent States-Central African Republics, five (05) East European countries, eleven (11) Asia-Oceania block countries and one (01) Asian country have been notified for benefit on exports of all products (excluding certain

ineligible categories of products/items mentioned in Para 3.14.3 of FTP).

## 2. Market Linked Focus Product Scheme (MLFPS):

Under the MLFPS in the Foreign Trade Policy, several non-traditional export markets in Africa, Middle East Asia, East Asia, Latin America, Central Asia such as Algeria, Egypt, Kenya, Nigeria, South Africa, Tanzania, Brazil, Mexico, Ukraine, Cambodia, Vietnam, Qatar, Singapore, Bahrain, Kuwait, Bangladesh, Philippines, Saudi Arabia, Iran, Korea PR, Japan and China have been notified for benefit on exports of select products.

[Translation]

### Survey by NSSO

1782. SHRIMATI DEEPA DASMUNSI: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

(a) whether any survey has been conducted by the

Year	Average MPCE (Rs.)		Average Household Sizes	
	Rural	Urban	Rural	Urban
All-India				
2005-06	625	1171	4.9	4.3
2006-07	695	1312	4.8	4.3
2007-08	772	1472	4.7	4.2

(c) and (d) According to information furnished by the Planning Commission, the poverty ratio in rural areas has come down from 37.27% in 1993-94 to 28.27% in 2004-05 whereas the reduction of poverty ratio in urban areas was from 32.36% in 1993-94 to 25.71% during the same period. One of the important reasons for lower rate of reduction of poverty in urban areas compared with rural areas could be migration of poor people from rural to urban areas. Some of the major programmes/schemes being implemented by the Ministry of Housing and Poverty Alleviation to reduce poverty in urban areas are Jawaharlal Nehru National Urban Renewal Mission: Basic Services to Urban Poor (BSUP) & Integrated Housing & Slum Development Programme (IHSDP), Swarna Jayanti Shahari Rozgar Yojana (SJSRY), Affordable

National Sample Survey Organisation (NSSO) recently;

(b) if so, the comparative details thereof during the last three years;

(c) the reasons for low rate of reduction in poverty in urban areas than the rural areas; and

(d) the steps proposed to be taken by the Government in this regard?

THE MINISTER OF LABOUR AND EMPLOYMENT (SHRI MALLIKARJUN KHARGE): (a) and (b) According to information furnished by Ministry of Statistics and Programme Implementation, the National Sample Survey Organization (NSSO) conducts consumer expenditure surveys in some of its annual rounds on thin sample basis. The average Monthly Per Capita Expenditure (MPCE) in the country, during the financial years 2005-06, 2006-07 and 2007-08 are as under:

Housing in Partnership (AHIP), Interest Subsidy Scheme for Housing the Urban Poor (ISHUP), Integrated Low Cost Sanitation Scheme (ILCS) etc.

[English]

### DRDO in Banned List

1783. SHRIMATI SUPRIYA SULE:  
DR. SANJEEV GANESH NAIK:  
SHRI GOPINATH MUNDE:

Will the Minister of DEFENCE be pleased to state:

(a) whether the USA has placed the DRDO laboratories and other defence related companies in the banned list;

(b) if so, the details thereof;

(c) whether the Government has held talks with the USA for removing these laboratories/companies from the said list; and

(d) if so, the details thereof?

THE MINISTER OF DEFENCE (SHRI A. K. ANTONY):

(a) to (d) United State Government has removed the following DRDO laboratories from the US Entity List of the Export Administration Regulations (EAR):-

- (i) Armament Research & Development Establishment (ARDE);
- (ii) Solid State Physics Laboratory (SSPL);
- (iii) Research Centre Imarat (RCI); and
- (iv) Defence Research & Development Laboratory (DRDL).

It is expected that recent removal of DRDO laboratories from the Entity List to work to DRDO's advantage in acquiring high technology in pace with the technology advancement subjected to lesser trade restrictions.

[Translation]

#### Fake Discharge Certificate

1784. SHRI ANANDRAO ADSUL:  
SHRI DHARMENDRA YADAV:  
SHRI ADHALRAO PATIL SHIVAJI:

Will the Minister of SHIPPING be pleased to state:

(a) whether the Pakistani terrorists are procuring fake Continuous Discharge Certificate to sneak into India through the sea routes;

(b) if so, the details thereof; and

(c) the detailed steps taken by the Government to curb such activities?

THE MINISTER OF SHIPPING (SHRI G. K. VASAN) : (a) and (b): There has been no incident which has come to the notice of this Ministry where Pakistani terrorists are procuring

fake Continuous Discharge Certificate to sneak into India through the sea routes.

(c) The Port & Immigration Authorities have been requested to exercise more vigil during checks.

[English]

#### Export Grievance Redressal Cell

1785. SHRI SUBHASH BAPURAO WANKHEDE:

SHRI P. VISWANATHAN:

Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether any grievance redressal machinery exists for resolving the disputes of the exporters;

(b) if so, the details thereof;

(c) the number and nature of complaints received from exporters and disposed of by the Grievance Redressal Cell during the last three years, year-wise; and

(d) the average time taken for disposal of complaints by such agency and the steps taken for reducing this time lag?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA M. SCINDIA) : (a) and (d) In order to facilitate speedy redressal of grievance of Trade and Industry, a grievance redressal mechanism has been put in place in the form of GRC (Grievance Redressal Cell) by a Government resolution.

Government is committed to resolving all outstanding problems and disputes pertaining to past periods through GRC set up on 27.10.2004 for condoning delays, regularization, breach by exports in bonafide cases, resolving disputes over entitlements, granting extension for utilization of authorizations.

The Chairman of Grievance Redressal Committee is Special Secretary of Department of Commerce and is assisted by two Joint Secretaries - one from Department of Commerce and the other from Department of Industrial Policy and Promotion as members of the Committee. Efforts are made to dispose off Grievance cases within a reasonable time.

However, sometimes, clarification from any department is required, the disposal, in turn, entails some time.

(c) During the 2007-08, 2008-09 & 2009-10 ; 85, 97, & 67 representations were received respectively which have been considered by Grievance Redressal Cell.

#### Slump in FDI

1786. CHAUDHARY LAL SINGH:  
SHRI BHASKARRAO BAPURAO PATIL  
KHATGAONKAR:  
SHRI GORAKH PRASAD JAISWAL:  
SHRI GANESHRAO NAGORAO  
DUDHGAONKAR:  
SHRI IYARAJ SINGH:  
SHRI EKNATH MAHADEO GAIKWAD:  
SHRI PONNAM PRABHAKAR:  
SHRI MADHU GOUD YASKHI:  
SHRI ANANT KUMAR HEGDE:  
SHRI JAGDISH SHARMA:

Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) the details of the Foreign Direct Investment (FDI) including Non-Resident Indian (NRI) investment during the last three years;

(b) whether fall in the direct investment has taken place due to the hurdles/difficulties faced by companies in obtaining land, gaining environmental clearance, poor infrastructure and construction etc.;

(c) if so, the details thereof and its impact on the economy;

(d) whether the Government has taken any steps to remove such hurdles in order to increase FDI in the country;

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

(f) whether the Government is contemplating to bring green norms for opening up more sectors in FDI; and

(g) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA M. SCINDIA) : (a) The details of the Foreign Direct Investment (FDI), including Non-Resident Indian (NRI) investment, during the last three years, are as under:

#### Financial year wise FDI Equity Inflows from April, 2007 to Decemeber, 2010

Sl. No.	Year (Apr-Mar)	Rs. in crore	US\$ in million
1.	2007-08	98,642.09	24,575.43
2	2008-09	123,024.88	27,330.82
3	2009-10	123,119.65	25,834.41
4	2010-11 (Apr.-Dec)	73,176.60	16,039.17

(b) and (c) Under the liberalized economic environment, investment decisions of investors are based on the macro-economic policy framework, economic environment in the host and investing countries, investment policies of transnational corporations and other commercial considerations.

(d) to (g) Government has put in place an investor-friendly policy on FDI, under which FDI, - up to 100%, is permitted on the automatic route; in most sectors/activities. Environmental norms are integrated under the sectoral policies, which also have to be followed by entities with FDI.

The policy is reviewed on an ongoing basis through a consultative process. Significant changes have been made in the FDI policy regime in the recent times, to ensure that India remains increasingly attractive and investor-friendly. The Government plays an active role in investment promotion, through dissemination of information on the investment climate and opportunities in India and by advising prospective investors about investment policies and procedures and opportunities, international Cooperation for industrial partnerships is achieved through both bilateral and multilateral arrangements. At bilateral level, this is achieved through a number of joint commissions and joint working groups, for promoting industrial, technical and scientific cooperation with select countries. The Government has also set up CEO's Business Leaders' Fora with some countries for active



business-to-business cooperation and for developing a road map for partnership and industrial cooperation. The Government also coordinates with apex industry associations, such as FICCI, CII and ASSOCHAM, in their activities relating to promotion of industrial cooperation, both through bilateral and multilateral initiatives, intended to stimulate flow of foreign direct investment into India, besides participating in the Joint Business Councils and other interactive sessions organized by them.

#### Impact of Uneven Global Recovery

1787. SHRI ARJUN RAY:  
 SHRI BHASKARRAO BAPURAO  
 PATIL KHATGAONKAR:  
 SHRI HARSH VARDHAN:  
 SHRI MADHU GOUD YASKHI:  
 DR. MURLI MANOHAR JOSHI:  
 SHRI ANANTKUMAR HEGDE:  
 SHRI KODIKKUNNIL SURESH:  
 SHRI EKNATH MAHADEO GAIKWAD:  
 SHRIMATI J. SHANTHA:

Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

- (a) whether the Indian exporters are facing various problems due to uneven global recovery;
- (b) if so, the details thereof;
- (c) whether the Government has taken any steps to provide relief to the exporters;
- (d) if so, the details thereof alongwith products on which such relief is granted; and
- (e) the other steps being taken by the Government to provide assistance to boost the export?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA M. SCINDIA) : (a) and (b) Indian merchandise exports have moved towards positive trajectory since October, 2009 and the growth is continuing since then. However, the fragile global economic recovery and consequent slower demand growth in the developed markets pose a challenge to Indian exporters in accessing overseas markets for their products.

(c) to (e) To boost performance of the export sectors, in particular, the products from labour intensive sectors like Handicrafts, Carpets, Handlooms, Toys & Sports goods, Textiles, Leather & Leather products, Engineering, Electronics, Chemicals, Agri-products etc, which have been hit in the wake of global slowdown, various measures have been taken by the Government and RBI. These measures are in the form of stimulus packages including the announcements made in the Budget-2009-10, & 2010-11; in the Foreign Trade Policy (FTP), 2009-14; thereafter in January / March 2010; in the Annual Supplement to FTP released on 23rd August, 2010; and in February, 2011. Some of the various measures undertaken include fiscal incentives, primarily for enhanced market access across the world and diversification of export markets; concessional export credit, interest subvention; procedural rationalization; and facilitation of technological upgradation.

The Government and RBI have been closely monitoring the economic developments in the country and internationally on a continuous basis, with special emphasis on monitoring the performance of labour intensive sectors. Support measures are undertaken, keeping in view the financial and overall economic implications thereof.

#### Collision of Ships

1788. SHRI MADHU GOUD YASKHI:  
 SHRI BHASKARRAO BAPURAO  
 PATIL KHATGAONKAR:  
 SHRI S.R. JEYADURAI:  
 SHRI KODIKKUNNIL SURESH:

Will the Minister of SHIPPING be pleased to state:

- (a) the details of incidents of collision between ships/ vessels in Indian coastal water during the last two years;
- (b) if so, the details of casualties and other losses suffered on this account during the above period;
- (c) whether any enquiry conducted in the matter;
- (d) if so, the details thereof and the action taken thereon;
- (e) whether the Government has evolved some guidelines to prevent such collisions in future; and

(f) if so, the details thereof alongwith shipping practices being followed by the International Shipping comity for prevention of such collisions?

THE MINISTER OF SHIPPING (SHRI G.K. VASAN) : (a) and (b) On the Indian coast, there have been a total of 5 major collisions in the last 2 years. The details are as under:-

Sl.No.	Name of Ship	Date of Incidents/ Location	Remarks
1.	M.V. "Global Purity"/ICG Vivek Flag Panama	23/3/2010 Mumbai Port	Collision with ICGS "Vivek" while turning in the basin, resulting capsizing of ICGS "Vivek."
2.	M.V. "MSC Chitra" Flag Panama	7/8/2010 Mumbai Port	Collision with M.V. "Khalijia 3"
3.	M.V. Green Valley & M.V. Tiger Spring Flag Bahamas & Gibraltar	23/11/2010 Hoogly River, Kolkata	Collision while vessels transiting in Hoogly river. M.V. Tiger Spring inward & M.V. Green Valley outbound. There was no loss of life, personal injury or Fire.
4.	M.V. YM America Flag Taiwan	16/12/2010 20.16.0 N 071. 08.0 E	Collision with F.V. Odhari Krupa, F/V Sunk. Out of 7 crew members 6 crew rescued and 1 crew missing.
5.	M.V. Nord lake & INS Vindhyagiri (F 42) Flag Cyprus and Indian	30/1/2011 Mumbai Port	Collision in Mumbai Shipping Channel

(c) and (d) Yes, Madam. The details are given in the Statement.

(e) and (f) Yes, Madam. Ships are manned by duly certified persons in accordance with the International Convention on Standards of Training, Certification Keeping (STCW), 1978, as amended and ships are navigated as per Convention on Collision avoidance Regulation at Sea, (COLREGS) amended from time to time. Vessels visiting Indian ports are mandatorily to take local pilots for entering/leaving ports. These pilots are trained and by the concerned ports.

All concerned are notified through DGS circulars, about the findings of casualty investigation. Corrective actions are taken by concerned stakeholders.

Navigational aids (lights and shades) on Indian coast are displayed in accordance with the requirements of International Association of Marine Aids to Navigation and Lighthouse

Authorities (IALA). Lights and Signals erected on the Indian coast are maintained by Directorate General of Lighthouses and Lights (DGLL). In the port areas, the port authorities are responsible for such lights. Similarly, navigation charts for the port and Indian coast are published by the National Hydrographic Office.

In ports, the safety of navigation is governed by rules made by ports under the provisions of Indian ports Act. In Non-major ports, safety of navigation is regulated by certificates issued by Navigational Safety in Port Committee (NSPC), a Committee formed through an executive order of Ministry of Shipping. In major ports, the conservator (Board of Trustee) of port regulates safety of navigation. Internationally, apart from strict adherence to International Convention on Collision avoidance, traffic in heavy density areas is regulated by Vessel Traffic Service (VTS)/Vessel Traffic Management Services (VTMS)/Traffic separation Schemes (TSS).

### Statement

#### I. Collision between MV NORD LAKE and INS "VIDHYAGIRI" (F42)

1. At 1600 hrs (IST) on 30th January, 2011, merchant ships (M.V. "Nord Lake" and M.V. "Sea Eagle") were transiting the main navigation channel of Mumbai port. At the same time a naval convoy of about dozen ships were returning back to naval port after an exercise. Naval vessel were transiting the channel and turning in the naval dock yard. There were also the families of naval officers/ratings on these ships.

2. Apparently, it appears that a communication gap/communication misunderstanding between vessels, M.V. "Nord Lake" an outbound vessel from JNPT and M.V. "Sea Eagle" inbound vessel from sea for JNPT. Both the vessels had JNPT pilots on board. As result of communication gap, two merchant ships nearly collided with each other. While averting the collision with inbound ship (M.V. "Sea Eagle"), the out bound vessel (M.V. "Nord Lake") collided with naval vessel INS "VIDHYAGIRI" (F42), which was in the middle of inbound naval convoy. The collision occurred at 1638 hrs near Middles ground in Mumbai Main Navigation Channel. During the accident, visibility was moderate.

3. The Directorate has ordered Preliminary Investigation through Principal Officer, Mercantile Marine' Department, Mumbai. Also Flag State of M.V. "Nord Lake", Cyprus has been invited as substantially Interested State to participate in the investigation carried out by MMD Mumbai in view of international obligation under IMO Casualty Investigation Code effective since 01st January, 2010

#### 4. Causes:

4.1 Primary cause appears to be lack of communication and navigation protocol between naval ships and merchant ships in MbPT channel. The technology, communication, training, resources, SOP etc have not kept pace with increase in traffic in the MbPT channel. However, final report is awaited.

#### II. Collision between MV Green Valley and MV Tiger Spring in Hooghly River

1. At 1134 on 23rd Nov-10, the Bahamas registered container

vessel M.V. Green Valley collided with the Gibraltar registered container ship M.V. Tiger Spring at Eastern Gut in Hoogly River, while both vessels had Hooghly River Pilots on board.

1.1 The bow of M.V. Green Valley hit the mid-ship section of M.V. Tiger Spring at almost perpendicular direction to her stbd side. M.V. Green Valley sustained damages to her bow i.e. Forepeak tank, bulbous bow and rupture of forward collision bulk head, resulting in flooding of Forepeak tank and bow thruster room.

1.2 M.V. Tiger Spring suffered damages in her No. 2 & 3 holds which were breached. Subsequent to the collision, the Pilot of M.V. Green Valley dropped her stbd anchor and later heaved anchor and shifted her position to safe waters away from M.V. Tiger Spring. Pilot of M.V. Tiger Spring beached the vessel at nearby shoal area, off Hooghly point, to prevent sinking of M.V. Tiger Spring in the navigational channel. There was no Loss of life, personal injury or Fire. Oil sheen was observed soon after collision.

2. The collision was primarily caused due to uncontrolled swinging of M.V. Tiger Spring toward M.V. Green Valley in very close proximity and the presence of both ship at same time in Eastern Gut area, which has a very sharp bend where maneuvering the vessels becomes complicated due to effect of changing current direction.

#### 3. Recommendations:

- a. To ensure effective communications between the Pilot and the bridge team is maintained.
- b. To extend coverage of VTS to the entire length of navigable river.
- c. Kolkata Port Trust (KoPT) to undertake risk analysis of their operational waters and review their contingency planning of the port for better response,
- d. All visiting ships should have local updated navigational charts.

#### III. Collision between MSC Chitra & Khalijia 3

1.1 On 7th August 2010, M.V.'MSC Chitra' and MV. 'Khalijia 3' collided in the approach channel of Mumbai Port.

At the time of the collision 'MSC Chitra' was outbound from Jawaharlal Nehru Port Trust (JNPT) while 'Khalijia 3' was inbound to Mumbai Port Trust (MbPT), from W-I anchorage of Mumbai Harbour. Consequent to the collision, both vessels sustained severe damage. 'MSC Chitra' immediately began taking in water as her hull was breached on the port side. She veered off northwards and finally ran aground just outside the approach channel. M.V. 'Khalijia 3' sustained damages to her fore-castle and bulbous bow, but remained stable and eventually berthed alongside at BPX jetty of Mumbai Port. There were no injuries to any persons, neither on the two vessels nor on any other water craft.

1.2 A preliminary inquiry was conducted by the Mercantile Marine Department, Mumbai, under the provision of Section 359 of Merchant Shipping Act. A copy of the Preliminary Inquiry report was subsequently forwarded to the Ministry of Shipping on 26 October, 2010

1.3 Ministry of Shipping, vide letter No. SR-13014/13/2010-MG dated 8.12.2010, constituted a committee under the Chairmanship of the Capt. P.V.K. Mohan, Chairman, National Shipping Board to examine the recommendations given in the Preliminary Inquiry report.

## 2. Recommendations

2.1 Corrective actions to be taken By Directorate General of Shipping, Mumbai.

a. Certificate of Competency of both Masters should be suspended, for specified period, to be decided by the Chief Examiner of Master of Maters, as per the provisions of the MS (Cancellation or Suspension of Certificate) Rules, 2003.

b. The Document of Compliance (DOC) issued to technical managers be forthwith suspended/withdrawn.

c. Flow of information between Ports and the regulatory authority for safety i.e. Directorate General of Shipping should be further streamlined so that cases of unseaworthy ships are well reported to DGS by the ports, whose pilots are the first person who board the incoming vessel into their port.

2.2 Corrective actions to be taken by MbPT and JNPT:

a. The on-going proposal of JNPT and MbPT for widening of pilot boarding area is to be expedited.

b. Additional navigational aids such as Fairway buoy, transit lights, and navigational buoys (with Racons) at every turn of the channel should be installed.

c. Manning, training and qualification of operators and supervisors of VTS should be as per the international norms,

d. Vessel Traffic Service(VTS) equipment should be upgraded to better technology which has features such as 'guard range' etc so that audible and visual alarms could alert the VTS operator for impending collision.

e. A VTS authority under the MbPT should be formed which will provide pilot service for the entire length of approach channel i.e. the MbPT and also the JNPT stretch, to ensure the seamless flow of information under one authority.

2.3 General instructions for all ports:

a. A voluntary review of navigational safety in all ports should be undertaken by the Navigational Safety in Port Committee (NSPC) should be extended to include all major ports, as well, so that navigational safety of both MbPT and JNPT is audited by an external oversight body.

b. Government should identify such person/authority and make appropriate amendments in the legislative instruments. In UK, such authority is vested with 'Secretary of State's Representative (SOSREP).

c. There is a need to restructure the decision making hierarchy in the port organizational structure to include a person of seafaring background with domain knowledge of cargo, navigation and safety issues so as to serve as bridge between the traffic depart and the marine department. This could be best achieved by including the said experience/qualifications as desirable qualifications of Dy. Chairman of the Port.

d. An independent casualty investigation agency be formed which should be staffed with 4-6 permanent officers and with provision for co-opting industry experts on job specific requirements. The agency should directly report to Ministry of Shipping. Subsequent to Mangalore air disaster, similar system is being formed by DGCA.

e. Considering that both the vessels were very old (MSC Chitra being 31 years and M.V. Khalijia being 25 years old), it is recommended to ban entry of over 25 years old ships into

Indian ports unless such ships are certified under classification societies which are members of IACS.

[Translation]

#### Financial Assistance for Forest Cover

1789. SHRI BHAKTA CHARAN DAS:  
SHRI JITENDRA SINGH BUNDELA:  
KUMARI SAROJ PANDEY:  
SHRI JAGDANAND SINGH:  
SHRI PREM DAS RAI:  
SHRI K.J.S.P. REDDY:  
SHRI RAMEN DEKA:  
SHRI KUNVARJIBHAI MOHANBHAI BAVALIA:  
SHRI S. PAKKIRAPPA:

Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

- (a) the names of States having forest cover more than the National coverage;
- (b) whether the Government proposes to provide special financial assistance to the States which have forest cover more than the National coverage;
- (c) if so, the details thereof and the time by which this

assistance is likely to be made available to these States; and

(d) if not, the reasons therefor and the steps taken by the Government in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH):  
(a) The names of the States having forest cover more than the National average (21.02%) as per the latest assessment carried out by the Forest Survey of India and published in 'India State of Forest Report 2009' are as follows:

Arunachal Pradesh, Assam, Chhattisgarh, Goa, Himachal Pradesh, Jharkhand, Kerala, Madhya Pradesh, Manipur, Meghalaya, Mizoram, Nagaland, Orissa, Sikkim, Tripura and Uttarakhand. Andaman and Nicobar, Dadra and Nagar Haveli and Lakshadweep are the UTs in this category.

(b) to (d) XIII Finance Commission has recommended Grants-in-Aid of Rs. 5000 crores for five years starting from 2010-11 onwards to compensate the States on basis, of share of National forested area falling in the State as well as to economic disability on basis of the percentage of forested area in each State. Rs. 625 crores have been released to various States during the year 2010-2011 so far. The details of allocation State wise and year wise is given in the enclosed Statement.

#### Statement

#### Forests Grants as per 13th Finance Commission

(Rs. Crore)

S. No.	State	2010-11	2011-12	2012-13	2013-14	2014-15	Total
1	2	3	4	5	6	7	8
1	Andhra Pradesh	33.58	33.58	67.16	67.16	67.16	268.64
2	Arunachal Pradesh	90.98	90.98	181.96	181.96	181.96	727.84
3	Assam	23.08	23.08	46.16	46.16	46.16	184.64
4	Bihar	4.80	4.80	9.60	9.60	9.60	38.40
5	Chhattisgarh	51.39	51.39	102.78	102.78	102.78	411.12
6	Goa	4.61	4.61	9.22	9.22	9.22	36.88

1	2	3	4	5	6	7	8
7	Gujarat	10.24	10.24	20.48	20.48	20.48	81.92
8	Haryana	1.10	1.10	2.20	2.20	2.20	8.80
9	Himachal Pradesh	12.58	12.58	25.16	25.16	25.16	100.64
10	Jammu and Kashmir	16.63	16.63	33.26	33.26	33.26	133.04
11	Jharkhand	18.93	18.93	37.86	37.86	37.86	151.44
12	Karnataka	27.63	27.63	55.26	55.26	55.26	221.04
13	Kerala	16.94	16.94	33.88	33.88	33.88	135.52
14	Madhya Pradesh	61.29	61.29	122.58	122.58	122.58	490.32
15	Maharashtra	38.70	38.70	77.40	77.40	77.40	309.60
16	Manipur	18.79	18.79	37.58	37.58	37.58	150.32
17	Meghalaya	21.01	21.01	42.02 t	42.02	42.02	168.08
18	Mizoram	21.40	21.40	42.80	42.80	42.80	171.20
19	Nagaland	17.32	17.32	34.64	34.64	34.64	138.56
20	Orissa	41.37	41.37	82.74	82.74	82.74	330.96
21	Punjab	1.15	1.15	2.30	2.30	2.30	9.20
22	Rajasthan	11.04	11.04	22.08	22.08	22.08	88.32
23	Sikkim	5.07	5.07	10.14	10.14 1	10.14	40.56
24	Tamil Nadu	17.81	17.81	35.62	35.62	35.62	142.48
25	Tripura	11.94	11.94	23.88	23.88	23.88	95.52
26	Uttar Pradesh	10.06	10.06	20.12	20.12	20.12	80.48
27	Uttarakhand	25.68	25.68	51.36	51.36	51.36	205.44
28	West Bengal	9.88	9.88	19.76	19.76	19.76	79.04

\*The 13th Finance Commission recommended a grant of Rs. 5000 crores to the States on the consideration of 3 factors,

1. Share of the total forest area has been enhanced for those states where the share of forested area in the total area of the state is greater than the National Average.
2. This enhancement serves to add a further compensation for the economic disability posed by forest cover.
3. The entitlement of each state, so obtained, has been further weighted by the third factor, which is the quality of the forest in each state, as measured by density.

The weights are progressively higher for area under moderately dense and dense forest cover. All data on forested area and on density, are as defined and quantified in SFR-2009 (data pertaining to 2007).

### Projects Under CRF

1790. SHRI MATI SUMITRA MAHAJAN :  
 SHRI JITENDRA SINGH BUNDELA:  
 SHRI SYED SHAHNAWAZ HUSSAIN:  
 SHRI SURENDRA SINGH NAGAR:  
 SHRI RAMASHANKAR RAJBHAR:  
 SHRI SHIVRAJ BHAIYA:  
 SHRI HARISH CHOUDHARY:  
 SHRI IJYARAJ SINGH:  
 DR. BALIRAM:  
 SHRI ANTO ANTONY:  
 SHRI MAROTRAO SAINUJI KOWASE:  
 SHRI OM PRAKASH YADAV:  
 SHRI RAM SINGH KASWAN:  
 SHRI DILIP SINGH JUDEV:  
 SHRI PRALHAD JOSHI:  
 SHRI KAILASH JOSHI:  
 SHRI NARAYAN SINGH AMLABE:  
 SHRI A.SAMPATH:

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

(a) the details of the funds collected under the Central Road Fund (CRF) during the last three years;

(b) the criteria adopted for allocation of funds to the States/Union Territories and funds allocated during the last three years, State-wise and UT-wise;

(c) the number of proposals received from various States/UTs and approved during the said period, State-wise/UT-wise; and

(d) the time by which all pending proposals are likely to be cleared and the on-going projects likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA): (a) Cess is collected by Ministry of Finance which is first credited to the Consolidated Fund of India and thereafter, Parliament,

by appropriation credit such proceeds after adjusting cost of collection to the Central Road Fund (CRF). The CRF is, thereafter, distributed by Planning Commission amongst three Ministries i.e. Ministry of Rural Development, Ministry of Railways and Ministry of Road Transport & Highways in the manner prescribed under Section 10(viii) of the Central Road Fund Act, 2000. Details of cess collected on petrol and high speed diesel for the years 2007-08, 2008-09 and 2009-10 are given hereunder:-

Year	Amount collected (Rs. in crore)
2007-08	13264.61
2008-09	15198.23
2009-10	16590.68

(b) Allocation of funds for development of State roads under Central Road Fund (CRF) scheme was made to the States upto 2008-09 on the basis of 60% weightage on consumption of petrol and High Speed Diesel (USD) oil and 40% weightage on geographical area of the respective State. This was modified w.e.f. 2009-10 and the allocation are now made to the States on the basis of 30% weightage on consumption of petrol and High Speed Diesel (HSD) oil and 70% weightage on geographical area of the respective State. State-wise and UT-wise fund accrued under CRF for development of States Roads (other than Rural Roads) for the years 2007-08, 2008-09 and 2009-10 are given in the enclosed Statement-I.

(c) and (d) The State/UT-wise details of number of proposals received from various States/UTs Governments and approved under CRF during each of the last three years are given in the enclosed Statment-II. The proposals furnished by the respective State Governments under CRF are approved in accordance with Central Road Fund (State Roads) Rules, 2007 subject to overall availability of funds and inter-se priority of works.

**Statement-I**

(Rs. in crore)

*Indicating annual accruals of funds to States/UTs out of Central Road Fund (CRF)  
for the years 2007-08, 2008-09 and 2009-10*

S.No.	Name of the State/UTs	2007-08	2008-09	2009-10
1	2	3	4	5
1	Andhra Pradesh	131.07	143.63	148.91
2	Arunachal Pradesh	16.74	18.26	31.38
3	Assam	26.13	27.42	35.05
4	Bihar	38.52	40.59	46.28
5	Chhattisgarh	40.35	43.66	58.43
6	Goa	8.18	8.93	5.87
7	Gujarat	97.07	104.84	107.48
8	Haryana	61.56	66.18	47.55
9	Himachal Pradesh	18.07	19.34	24.81
10	Jammu and Kashmir	50.86	54.92	86.81
11	Jharkhand	35.37	34.85	39.44
12	Karnataka	97.92	103.82	105.84
13	Kerala	48.42	48.58	36.54
14	Madhya Pradesh	93.85	100.29	133.63
15	Maharashtra	161.49	175.89	174.92
16	Manipur	5.28	5.84	8.90
17	Meghalaya	8.12	8.54	10.40
18	Mizoram	4.74	5.14	8.20
19	Nagaland	4.13	4.34	6.61
20	Odisha	52.14	56.25	70.56
21	Punjab	62.90	65.39	48.69



1	2	3	4	5
22	Rajasthan	119.83	130.60	158.91
23	Sikkim	2.13	2.15	2.99
24	Tamil Nadu	106.78	110.92	93.98
25	Tripura	3.29	3.54	4.62
26	Uttarakhand	19.07	20.96	25.74
27	Uttar Pradesh	143.11	145.55	140.65
28	West Bengal	53.65	55.40	53.02
<b>Union Territories</b>				
29	Andaman and Nicobar Island	1.90	3.27	3.50
30	Chandigarh	2.28	3.51	3.75
31	Dadra and Nagar Haveli	1.10	1.64	1.75
32	Daman and Diu	0.79	1.24	1.33
33	Delhi	44.69	48.45	51.78
34	Lakshadweep	0.12	0.12	0.13
35	Pudducherry	3.67	7.59	8.11

**Statement-II**

*The State-wise number of proposals received and approved under Central Road Fund for the years 2007-08, 2008-09 and 2009-10*

S.No.	Name of the State/UT	2007-08		2008-09		2009-10	
		Proposals received	Proposals approved	Proposals received	Proposals approved	Proposals received	Proposals approved
1	2	3	4	5	6	7	8
1	Andhra Pradesh	104	104	447	447	373	0
2	Arunachal Pradesh	5	5	1	1	9	9
3	Assam	6	6	8	8	0	0
4	Bihar	10	10	2	2	0	0
5	Chhattisgarh	11	2	15	10	23	3
6	Goa	0	0	13	8	11	0

501	Written Answers	Phalguna 16, 1932 (Saka)					to Question	502
1	2	3	4	5	6	7	8	
7	Gujarat	50	50	79	79	25	12	
8	Haryana	9	9	10	10	15	13	
9	Himachal Pradesh	4	4	7	7	4	4	
10	Jammu and Kashmir	7	7	25	18	8	8	
11	Jharkhand	0	0	7	7	1	1	
12	Karaataka	4	4	354	354	6	6	
13	Kerala	8	8	18	18	13	9	
14	Madhya Pradesh	30	18	40	11	83	60	
15	Maharashtra	45	45	167	139	195	46	
16	Manipur	1	1	6	0	14	3	
17	Meghalaya	3	3	3	0	8	8	
18	Mizoram	10	10	0	0	8	7	
19	Nagaland	2	2	1	1	3	0	
20	Orissa	14	14	20	15	10	3	
21	Punjab	7	7	15	13	15	11	
22	Rajasthan	59	57	48	44	65	65	
23	Sikkim	3	3	2	2	6	4	
24	Tamil Nadu	18	18	73	73	16	16	
25	Tripura	3	3	0	0	1	0	
26	Uttarakhand	22	16	50	20	65	18	
27	Uttar Pradesh	1	0	16	6	8	3	
28	West Bengal	3	0	9	5	11	5	
29	Andaman & Nicobar Island	—	—	—	—	—	—	
30	Chandigarh	0	0	1	1	0	0	
31	Dadra and Nagar Haveli	0	0	0	0	0	0	
32	Daman and Diu	0	0	0	0	3	0	
33	Delhi	34	0	59	0	46	14	
34	Lakshdweep	0	0	0	0	0	0	
35	Pudducherry	—	—	—	—	5	—	

### Income Ceiling for Scholarships to SCs and OBCs

1791. SHRI KAILASH JOSHI:  
SHRI K.D. DESHMUKH:  
SHRI JITENDRA SINGH BUNDELA:

Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) whether there is any income ceiling for extending the assistance under the Pre and Post-Matric Scholarship Schemes for Scheduled Castes (SCs) and Other Backward Classes (OBCs) students;

(b) if so, the details of the ceiling fixed;

(c) whether the Government proposes to increase the income ceiling in view of the rise in price index; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRI D. NAPOLEAN) : (a) and (b) The parental income-ceiling, prescribed as eligibility criterion for grant of scholarships to Scheduled Castes(SC)/ Other Backward Classes (OBC) students is given below:-

- (i) Scheme of Post Matric Scholarships to the Students belonging to SCs - Rs. 2.00 lakh per annum;
- (ii) Schemes of Pre-matric and Post Matric Scholarships to the OBC Students - Rs.44,500 per annum.

No income-ceiling is prescribed under Scheme of "Pre Matric Scholarships to the children of those engaged in 'unclean' occupations".

(c) and (d) The income ceiling under the Post-matric Scholarship Scheme for SC students (PMS-SC) has been revised in December 2010 from Rs. 1 lakh to Rs. 2 lakh per annum w.e.f. 01.07.2010. Revision of the Post-Matric Scholarship Scheme for OBC students, including enhancement of income ceiling, is under consideration of the Government.

### Quality of Roads

1792. SHRI TUFANI SAROJ:  
SHRIMATI MEENA SINGH:  
SHRI RAMEN DEKA:  
SHRI PASHUPATI NATH SINGH:

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

(a) whether several complaints have been received by the Government regarding poor quality / bad condition of roads in the country;

(b) if so, the details thereof, National Highway-wise and State-wise including Panna -Mauranipur section on NH-75 during each of the last three years;

(c) whether any investigation / quality check has been done so far in this regard;

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

(e) the steps taken / being taken for redressal of such complaints and the action taken against all the guilty officers and contractors in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA): (a) and (b) Few complaints have been received by the Government during the last three years regarding poor quality / bad condition of roads in the country including Panna - Mauranipur section of NH-75. State-wise and National Highway-wise details of complaints received are given in the enclosed Statement.

(c) to (e) The information is being collected and will be laid on the Table of the House.

### Statement

*State-wise and National Highway-wise details of complaints received during the last three years, i.e. from 2007-08 to 2009-10*

S.No.	Name of State	NHNo
1	Assam	53
2	Jammu and Kashmir	1C
3	Jharkhand	23
4	Karnataka	48
5	Madhya Pradesh	75,92
6	Manipur	53
7	Sikkim	31A
8	West Bengal	31A

[English]

**Malnourishment Among Children and Women**

1793. SHRI ADHIR CHOWDHURY:

SHRI BALIRAM JADHAV:

SHRI S. R. JEYADURAI:

SHRI SURESH ANGADI:

SHRI GANESHRAO NAGORAO DUDHGAONKAR:

SHRI LALUBHAI BABUBHAI PATEL:

SHRI ANANDRAO ADSUL:

SHRI GAJANAN D. BABAR:

SHRI ADHALRAO PATIL SHIVAJI:

SHRI RUDRAMADHAB RAY:

SHRI VARUN GANDHI:

SHRI SANJAY DHOTRE:

SHRIMATI SHRUTI CHOUDHARY:

SHRI GORAKH PRASAD JAISWAL:

RAJKUMARI RATNA SINGH:

SHRIMATI HARSIMRAT KAUR BADAL:

SHRI P. L. PUNIA:

Will the Minister of WOMEN AND CHILD DEVELOPMENT be pleased to state:

(a) whether cases of malnourishment among children and women in the country are on the rise over a period of time;

(b) if so, the details thereof;

(c) whether Government proposes to link Supplementary Nutrition Programme (SNP) with the Consumer Price Index (CPI) and also increase the honorarium of Anganwadi workers and if so, the details thereof;

(d) whether the Union Government also proposes to review, restructure and strengthen Integrated Child Development Service (ICDS); and

(e) if so, the details of funds allocated/utilized under ICDS including SNP during the last three years and the current year, State-wise?

THE MINISTER OF STATE OF THE MINISTRY OF WOMEN AND CHILD DEVELOPMENT (SHRIMATI KRISHNA TIRATH): (a) and (b) As per the National Family Health Survey, the prevalence of underweight children below three years of age has declined from 42.7 per cent in 1998-99 (NFHS-2) to

40.4 per cent in 2005-06 (NFHS-3). However, anemia in children (6-35 months) has risen from 74.3% to 78.9% during the same period. Similarly, in women aged 15-49 years, the anemia has increased from 51.8% to 56.2%.

The problem of malnutrition is complex, multi-dimensional and inter-generational in nature, the determinants of which include household food insecurity, illiteracy and lack of awareness especially in women, access to health services, availability of safe drinking water, sanitation and proper environmental conditions and adequate purchasing power etc. The Government has been implementing several schemes/programmes of different Ministries/Departments through State Governments/UTs which impact directly or indirectly on the nutritional status. These schemes, *inter alia*, include Integrated Child Development Services (ICDS), National Rural Health Mission (NRHM), Mid Day Meal Scheme, Rajiv Gandhi National Drinking Water Mission & Total Sanitation Campaign, Swarnjayanti Gram Swarozgar Yojana (SGSY), National Rural Employment Guarantee Scheme (NREGS), Targetted Public Distribution System (Antyodaya Anna Yojana) etc.

(c) to (e) Some of the State Governments have demanded increase in the existing SNP norms and its linkage to Consumer Price Index. This is under consideration of the Government.

The honoraria of Anganwadi Workers had been enhanced by Rs.500/- per month on the last honorarium drawn by them and that of Anganwadi Helpers and Workers of Mini-Anganwadi Centres by Rs.250/- per month *w.e.f.* 1.4.2008. Further enhancement has been announced by the Finance Minister in the Budget Speech of 2011-12.

The Government proposes to strengthen and restructure the ICDS. The details of it will, include *inter alia* special focus on pregnant and lactating mothers and children under 3 years, forging strong institutional convergence with National Rural Health Mission and total sanitation campaign, particularly, at the district and village levels and models providing flexibility at local levels for community participation.

The State-wise details of funds allocated/utilized under ICDS and SNP during the last three years and the current year upto 24.2.2011 are given in the enclosed Statement.

## Statement

Statement Showing State-wise Position of Funds Releases and Expenditure reported under ICDS Scheme (General)  
during year 2009-10 and 2010-11 up to 24.02.2011

Rs. In Lakh

S. No.	State	2007-08		2008-09		2009-10		2010-11	
		Funds Released	Exp. Reported by States	Funds Released	Exp. Reported by States	Funds Released	Exp. Reported by States	Funds Released	Exp. Reported by States
		31.12.2010							
1	2	3	4	5	6	7	8	9	10
1	Andhra Pradesh	26015.86	24002.05	27163.56	33101.35	34974.13	38787.19	34784.04	30049.4
2	Bihar	21909.01	17293.86	17508.23	20764.15	28965.41	31936.06	24380.95	13155.65
3	Chhattisgarh	9498.18	8368.37	8992.46	12051.94	14068.71	14051.59	11717.92	9252.353
4	Goa	507.00	459.61	406.56	633.18	816.47	827.87	802.74	623.13
5	Gujarat	11050.69	11556.23	16491.86	15596.07	15631.96	20852.35	18542.23	6708.88
6	Haryana	7115.76	6517.28	8455.6	8798.38	7940.70	10813.28	10534.06	3370.56
7	Himachal Pradesh	3802.02	4570.07	8232.21	7159.69	7002.53	8175.08	8669.69	1579.66
8	Jammu and Kashmir	8001.09	5184.25	4557.80	8529.92	8282.34	8383.48	6470.74	4368.01
9	Jharkhand	9191.01	8939.89	9776.60	9851.86	12697.56	14210.21	17629.62	7219.23
10	Karnataka	13934.16	16781.05	19473.26	22474.61	20579.49	22455.76	15349.39	9907.76
11	Kerala	9687.99	11289.55	15020.66	13726.91	14037.04	13939.26	12595.35	5875.92
12	Madhya Pradesh	26458.36	21567.61	29168.81	24141.32	19973.34	33876.48	30430.04	26445.14
13	Maharashtra	25105.71	30090.33	31996.55	27893.15	31780.80	46795.76	41719.66	16180.029
14	Orissa	15129.7	13284.55	16934.58	18081.79	22026.29	20363.01	21230.41	17593.21
15	Punjab	5316.95	6166.64	9125.15	8709.66	8779.45	10508.30	8550.90	5570.16
16	Rajasthan	12885.03	13707.59	19486.76	20226.22	22254.95	20252.76	16386.56	15532.35

1	2	3	4	5	6	7	8	9	10
17	Tamil Nadu	15608.35	15139.28	18163.08	17203.97	17653.51	23576.79	25965.27	11571.66
18	Uttarakhand	2690.52	2826.47	4627.72	3259.16	3596.44	5171.4	3557.5	1881
19	Uttar Pradesh	37189.40	34774.06	54349.16	48226.21	50853.63	55257.16	43316	39910.89
20	West Bengal	23845.3	23033.08	33616.96	33083.08	36739.78	36741.91	30419.35	8352.81
21	Delhi	1569.21	2127.89	3885.71	3246.06	3137.32	2952.40	2078.65	2248.98
22	Pondicherry	234.36	174.27	332.37	254.44	222.47	303.84	355.54	189.94
23	Andaman & Nicobar	241.55	236.84	299.1	296.05	288.66	292.06	322.89	186.16
24	Chandigarh	189.39	189.39	250.94	232.44	252.29	252.29	219.87	180.26
25	Dadra and Nagar Haveli	68.70	65.45	85.87	88.89	129.84	126.57	137.53	69.94
26	Daman and Diu	48.00	48.00	58.81	58.48	5655	56.65	58.18	31.59
27	Lakshadweep	64.63	44.09	62.87	75.87	121.03	75.87	27.49	0
28	Arunachal Pradesh	3302.60	2157.44	3395.68	2741.45	3122.59	3507.97	6321.28	3567.93
29	Assam	8582.93	10604.3	26033.82	19677.98	23551.88	18713.1	28558.79	19808.79
30	Manipur	3203.17	2102.79	2888.69	2966.4	3307.42	2464.68	2877.92	26.90
31	Meghalaya	1289.14	1322.85	1817.13	1586.44	2047.16	2505.69	2443.06	1032.62
32	Mizoram	1210.29	1039.72	1603.55	1612.93	2081.27	1681.91	2293.96	1539.14
33	Nagaland	1697.65	1488.51	2527.14	2504.40	4994.32	2499.13	2225.38	3384.38
34	Sikkim	553.31	Not Reported	884.29	479.29	660.21	627.69	480.8	490.59
35	Tripura	3406.26	2107.77	2975.26	2808.10	7362.81	3290.20	8099.64	3136.59
Total		310603.27	299261.13	400648.8	392141.84	429990.35	476325.75	439553.39	271041.611

Note 1 : Expenditure Under ICDS (General) in Respect Of Lakshadweep is upto 30 Sep 2009

Note:2 : The release figures includes funds released for construction awcs in Ner. The reported expenditure does not include the expenditure incurred on construction of awcs In Ner

Releases expenditure on Supplementary Nutrition - 2007-08, 2008-09, 2009-10 & 2010-11

Sl. No.	State/UT	2007-08		2008-09		2009-10		2010-11	
		Releases	Expenditure including State share reported by the States.	Releases	Expenditure including State share reported by the States.	Releases	Expenditure including State share reported by the States.	Releases 1.3.2011	Expenditure including State share reported by the States up to 1.3.2011
1	2	3	4	5	6	7	8	9	10
1	Andhra Pradesh	13718.25	31327.83	18994.92	35091.02	31285.70	52316.99	16003.74	
2	Bihar	19192.72	30395.74	15346.08	53026.76	40695.19	92263.92	48335.94	49763.58
3	Chhattisgarh	10452.14	12490.22	5429.43	18362.40	7461.68	21324.67	7318.95	16591.02
4	Goa	169.52	414.46	123.83	314.62	375.94	918.75	418.23	570.44
5	Gujarat	3855.01	12173.16	7464.33	13083.58	8696.39	18545.46	9468.65	12639.8
6	Haryana	5216.72	13602.74	5143.00	11513.23	6884.01	14571.00	3822.60	872.7
7	Himachal Pradesh	1017.58	2585.96	2282.58	4542.58	2939.36	5939.35	2466.48	3398.7
8	Jammu and Kashmir	917.69	2306.62	697.98	4326.66	1671.09	0	1949.78	
9	Jharkhand	6997.88	16645.22	6545.80	18897.10	16893.64	53308.00	19383.78	16576.41
10	Karnataka	9298.19	21537.21	10936.42	24644.9	26325.26	56641.93	14191.19	32619.62
11	Kerala	3979.14	10754.76	5597.50	11847.5	7545.81	15826.29	6785.33	7303.6
12	Madhya Pradesh	18263.25	30328.89	8290.06	27156.38	22339.36	51990.71	32137.63	58625.81
13	Maharashtra	16770.11	36129.8	20646.17	38836.76	20350.12	48660.00	20350.12	
14	Orissa	6295.06	19011.5	8729.46	20449.24	13968.2	32185.78	18148.01	37773.10
15	Punjab	1691.46	4311.06	2282.68	4560.02	1748.03	8825.7	4402.84	4088.610

1	2	3	4	5	6	7	8	9	10
16	Rajasthan	11067.07	20210.20	10957.94	23694.28	11014.23	30464.83	15661.08	26231.86
17	Tamil Nadu	3521.89	14254.00	5428.14	13752	13268.00	26558.00	12395.76	10769.43
18	Uttar Pradesh	47968.74	109749.59	57090.72	108780.47	86778.09	178809.82	122519.52	198737.39
19	Uttaranchal	2367.65	4627.55	1202.36	1062.94	740.47	1488.21	1303.60	622.74
20	West Bengal	14392.25	25715.41	16810.60	30208.15	13577.01	55101.17	32039	23014.42
21	Andaman & Nicobar Islands	67.45	418.76	108.78	444.01	144.80	511.84	106.95	327.18
22	Chandigarh	46.17	155.42	96.87	206.87	193.78	216.31	129.88	68.20
23	Dadra and N Haveli	96.57	117.19	47.33	121.93	91.58	55.30	62.90	0
24	Daman and Diu		72	27.48	2.96	50.37	116.00	33.58	21.83
25	Lakshadweep	27.75	83.66	50.92	113.96	42.87	0	29.69	
26	Delhi	516.47	2988.24	1417.03	4865.10	4171.53	6878.70	4004.05	5283.80
27	Pondicherry	200.64	395.66	82.97	446.19	139.91	462.19	395.95	257.23
28	Arunachal Pradesh	481.37	1307.54	326.68	880.27	856.32	956.32	3047.89	2834.01
29	Assam	3376.61	9098.72	10541.2	9539.82	17660.74	17590.73	21579.99	17076.97
30	Manipur	926.30	2295.08	1129.16	2371.87	1477.61	2422.45	4449.6	2572.54
31	Meghalaya	1007.99	2548.10	1362.96	3151.73	5301.00	6972.28	5650.42	4505.16
32	Mizoram	535.20	1241.20	766.71	1494.85	2020.79	2496.63	2241.65	2359.56
33	Nagaland	991.99	2191.99	1303.31	2503.31	2658.79	3304.66	4782.37	2113.14
34	Sikkim	64.68	411.49	95.53	634.95	794.39	622.59	362.44	367.41
35	Tripura	759.54	1487.29	774.40	1906.42	2851.68	3617.54	3464.40	1297.50
	Total	206231.05	443384.26	228131.33	492834.83	373013.74	811964.12	439443.90	538786.26



**Environmental Clearance to POSCO Plant**

1794. SHRI HARI MANJHI:  
 SHRI CHANDRAKANT KHAIRE:  
 SHRIMATI JAYAPRADA:  
 SHRI A. T. NANA PATIL:  
 SHRI ASADUDDIN OWAISI:  
 SHRI SURESH ANGADI:  
 SHRI SHRIPAD YESSO NAIK:  
 SHRI YASHVIR SINGH:  
 SHRI HEMANAND BISWAL:  
 SHRI NEERAJ SHEKHAR:  
 SHRI BIBHU PRASAD TARAI:  
 SHRI GURUDAS DASGUPTA:  
 SHRI KHAGEN DAS:

Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Government has accorded approvals/clearances including the environmental for establishment of an Integrated Steel Plant and Captive Port by POSCO-India Private Limited in Orissa;

(b) if so, the details thereof;

(c) whether the Government has resolved all the contentious issues raised by the affected people/village councils pertaining to environment and forests of the areas; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH):

(a) and (b) : Ministry of Environment & Forests had earlier granted environmental clearance under the Environment Impact Assessment Notification, 2006. 19.7.2007 to 4.0 million tonner per annum capacity integrated iron & steel plant and under the Environment Impact Assessment Notification, 2006 & Coastal Regulation Zone Notification, 1991 on 15.5.2007 to a captive minor port in Orissa by M/s POSCO - India Pvt. Ltd. subject to effective implementation of various conditions and environmental safeguards. The proposal was further looked at by the Expert Appraisal Committee (Industry) for the Steel Plant and Expert Appraisal Committee

(Infrastructure) for the Captive Port in the light of the recommendations of the four member Committee constituted by Ministry of Environment & Forests. Additional conditions have been stipulated in both the environmental clearances through two letters dated 31st January, 2011.

(c) and (d) The Central Government requested the State Government of Orissa to submit a categorical assurance that at least one of the three conditions to be fulfilled by a person before his claims as Other Traditional Forest Dwellers (OTFD) under the Scheduled Tribes and OTFD (Recognition of Forest Rights) Act, 2006 are recognized, are not fulfilled in the case of those claiming to be depending on or cultivating land in the POSCO project area. The said assurance is still awaited from the State Government of Orissa.

**Military Infrastructure on Border**

1795. SHRI VISHWA MOHAN KUMAR:  
 SHRI CHANDRAKANT KHAIRE:  
 SHRI A. GANESHAMURTHI:  
 YOGI ADITYA NATH:  
 SHRI BHISMA SHANKAR ALIAS KUSHAL TIWARI:  
 DR. BALIRAM:  
 SHRIMATI MEENA SINGH:  
 SHRI BALKRISHNA KHAND RAO SHUKLA:  
 SHRI INDER SINGH NAMDHARI:  
 SHRI RADHE MOHAN SINGH:  
 SHRIMATI BOTCHA JHANSI LAKSHMI:  
 SHRI VILAS MUTTEMWAR:  
 SHRI ADHALRAO PATIL SHIVAJI:  
 SHRI BHUDEO CHOUDHARY:  
 SHRI DHARMENDRA YADAV:  
 SHRI GAJANAN D. BABAR:  
 SHRI SHRIPAD YESSO NAIK:  
 SHRI HARI MANJHI:  
 SHRI MANICKA TAGORE:

Will the Minister of DEFENCE be pleased to state:

(a) whether the Government has taken cognizance of the increased Chinese military activities/encroachments in the border areas/Line of Actual Control which have threatened the local inhabitants and hindered the development works in the areas;

(b) if so, the details thereof including the number of occasions when the Chinese troops have intruded/attempted to intrude into the Indian territory during each of the last three years;

(c) the details of infrastructure building including highways and tunnels/other constructions works undertaken/ railway tracks laid by China in the border areas/border states including Arunachal Pradesh and Jammu and Kashmir and also the neighbouring countries;

(d) whether the Government has taken up these issues with the Chinese Government; and

(e) if so, the details thereof and the details of the infrastructure building works being undertaken by the Government in response thereto and military modernization programmes to match the defence capabilities attained by the neighbouring countries?

THE MINISTER OF DEFENCE (SHRI A. K. ANTONY) :  
(a) to (e) china disputes the International Boundary between India and China. There is no commonly delineated Line of Actual Control (LAC) between the two countries. Both sides patrol up to their respective perceptions of LAC. From time to time, on account of differences in the perception of the LAC, situations have arisen on the ground that could have been avoided if we had a common perception of the LAC. The number of such incidents in last three years have generally been as per established pattern.

2. It is understood that China is undertaking infrastructure development programme in Tibet Autonomous Region (TAR) which include construction of roads, railways and airfields. The total road network in TAR is assessed at 58,000 kms in the year 2010. Extension of Qinghai Tibet Railway (OTR) to Xigaze is in progress. Another railway line from Kashgar to Hotan in Xinjiang Uighur Autonomous Region (XUAR) is under construction. Five airfields in TAR have become operational (i.e. Gongar, Pangta, Linchi, Hoping and Gar Gansa).

3. Specific cases of infrastructure development by the Chinese in close proximity to the LAC are taken up with their authorities through the established mechanism of Hot Lines, Flag Meeting and Border Personnel Meetings.

4. Necessary steps as required have been initiated for ensuring that national security concerns are adequately addressed through development of infrastructure, including rail, roads and forward air fields, as well as operational capabilities of the Armed forces.

5. Military capacity enhancement and modernization of armed forces is a dynamic process, which takes into account the cumulative challenges envisaged by the nation. Our infrastructure development, force restructuring and modernization is being implemented in consonance with our threat perception to secure our borders and protect national interests.

#### DMIC Proposals

1796. SHRI ANANTHA VENKATARAMI REDDY:  
SHRI CHANDRAKANT KHAIRE:  
KUMARI SAROJ PANDEY:

Will the Minister of COMMERCE AND INDUSTRY be pleased to state :

(a) the present status of the Delhi - Mumbai Industrial Corridor (DMIC);

(b) whether any new proposal in the DMIC project is being considered;

(c) if so, the details thereof; and

(d) whether the Government proposes to set up industrial cities on the DMIC and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA M. SCINDIA) : (a) The preparation of the Perspective Plan for overall DMIC region is complete. The development of the following investment nodes has been taken up in the first phase:-

1. Pitampura-Dhar-Mhow Investment Region in Madhya Pradesh

2. Ahmedabad-Dholera Investment Region in Gujarat

3. Dadri-Noida- Ghaziabad Investment Region in Uttar Pradesh

4. Manesar-Bawal Investment Region in Haryana
5. Kushkhera-Bhiwadi-Naemrana investment Region in Rajasthan
6. Igatpuri-Nashik-Sinnar Investment Region, and
7. Dighi Port Industrial Area in Maharashtra.

(b) No, Madam.

(c) Does not arise.

(d) The names of the seven investment nodes/cities are given in reply to (a) above.

#### Army Communication Network

1797. SHRI GAJENDER SINGH RAJUKHEDI:  
SHRI AVTAR SINGH BHADANA:  
SHRI J.M. AARON RASHID:  
DR. CHARAN DAS MAHANT:  
SHRI TARACHAND BHAGORA:  
SHRI RAGHUVIR SINGH MEENA:

Will the Minister of DEFENCE be pleased to state:

(a) whether the Government has shortlisted the companies for development of the Army Communication Network;

(b) if so, the details thereof including the names of the companies;

(c) whether the shortlisted companies have submitted details Project Report in this regard;

(d) if so, the details thereof; and

(e) the estimated expenditure likely to be incurred on the project and the time by which the same is likely to be completed?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY) :  
(a) to (e) An alternate exclusive dedicated OFC based communication network for Defence Services for release of spectrum is being executed by Bharat Sanchar Nigam Ltd. (BSNL). Cabinet Committee on Infrastructure (CCI) has given a financial approval of Rs.9175.16 crore (Rs.1077.16 crores

for Air Force and Rs.8098.00 crores for Army and Navy) for laying of alternate communication network for Defence Services. This project is to be completed by December 2012.

#### Ban on Plastic Packaging

1798. SHRI RAMKISHUN  
SHRIMATI JAYAPRADA:  
SHRI YASHVIR SINGH:  
SHRI NEERAJ SHEKHAR:  
SHRI K.P. DHANAPALAN:  
SHRI JOSE K. MANI:  
SHRI KODIKUNNIL SURESH:  
SHRI D.B. CHANDRE GOWDA:  
SHRI VIRENDRA KUMAR:  
SHRI E.G. SUGAVANAM:  
SHRI BALKRISHNA KHAND ERAO SHUKLA:

Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Government has recently banned the use of plastic for packaging 'gutkha' and other tobacco products in the country;

(b) if so, the details thereof;

(c) whether the Government has also banned the packaging of foodstuff in recycled or compostable plastic under the Plastic Waste (Management and Handling) Rules, 2011;

(d) if so, the details thereof;

(e) whether there is any existing monitoring mechanism to check effectively the use of plastic in the country at present; and

(f) if so, the details thereof and if not, the reasons therefor and the steps taken by the Government in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH):  
(a) to (f) The Ministry of Environment and Forests has notified the Plastic Waste (Management and Handling) Rules, 2011, banning the use of plastic materials in sachets for storing, packing or selling gutkha, tobacco and pan masala. Further,

food stuffs can not be packed in recycled plastics or compostable plastics.

These Rules have provisions for plastic waste management, wherein municipal authority shall be responsible for setting up, operationalisation and coordination of the waste management system and for performing the associated functions such as collection, storage, segregation, transportation, processing and disposal of plastic waste. They are required to set up collection centers for plastic waste involving manufactures in line with the principle of extended producers responsibility and to ensure its channelisation to recyclers, create awareness among, engage agencies or groups working in waste management including waste pickers and to ensure that open burning of plastic waste is not permitted. The municipal authority may determine the minimum price for plastic carry bags and that no carry bags shall be made available free of cost to consumers. The municipal authority shall encourage the use of plastic waste by adopting suitable technology such as road construction, co-incineration etc.

#### Coastal Regulation Zone Notification, 2010

1799. SHRI NEERAJ SHEKHAR:  
SHRIMATI JAYAPRADA:  
SHRI S. R. JEYADURAI:  
SHRI GOPINATH MUNDE:  
SHRI YASHVIR SINGH:  
SHRI HANSRAJ G. AHIR:  
SHRI RAMESH BAIS:  
SHRIMATI JAYSHREEBEN PATEL:  
SHRI PURNMASI RAM:  
SHRI SONAWANE PRATAP NARAYANRAO:

Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether violations of the Coastal Regulation Zone (CRZ) Notification, 1991 has been reported;

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

(c) whether the Government proposes to new Coastal Regulation Zone Notification, 2010;

(d) if so, the details alongwith the salient features thereof;

(c) whether the Government has directed to demolish Adarsh Housing Society in Mumbai due to violation of the said provisions; and

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

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH):

(a) For the purpose of enforcing and monitoring the implementation of the Coastal Regulation Zone (CRZ) Notification, 1991, the Ministry of Environment and Forests had set up the National, State and Union Territory level Coastal Zone Management Authorities under the Environment (Protection) Act, 1986. The complaints received from various sources regarding the violations of CRZ Notification are referred to these Authorities who initiate action as per the powers delegated under the Environment (Protection) Act, 1986.

(b) The violations of the CRZ Notification received by these Authorities during the last three years include, destruction of mangroves, construction work and reclamation of land over the mangrove area, development of various infrastructure in violation of CRZ-I norms and constructions carried out in CRZ-II violating Floor Space Index regulations.

(c) The CRZ Notification, 2011 and the Island Protection Zone (IPZ) Notification have been issued on 6th January, 2011, covering the mainland and the islands of A&N and Lakshadweep respectively, superceding the CRZ Notification, 1991.

(d) The salient features of the CRZ Notification, 2011 include, inclusion of the water area upto the territorial limits, hazard mapping to be incorporated in the Coastal Zone Management Plan preparation, streamlining of clearance procedures for projects attracting the CRZ Notification and special dispensation for Greater Mumbai, Kerala and Goa.

(e) and (f) A direction has been issued to M/s Adarsh Cooperative Housing Society on 14th January, 2011 to remove the unauthorised structure in its entirety and area restored to its original condition which has been constructed

in violation of the CRZ Notification, 1991. M/s Adarsh Cooperative Housing Society issues are subjudice in the High Court of Bombay under the Writ Petition No. 291 of 2011.

#### Violation of Norms by Lavasa Project

1800. SHRI SONAWANE PRATAP NARAYANRAO:  
SHRI HANSRAJ G. AHIR:  
SHRI NEERAJ SHEKHAR:  
SHRI RAJU SHETTI:  
SHRI PURNMASI RAM:  
SHRIMATI BOTCHA JHANSI LAKSHMI:  
SHRI RUDRAMADHAB RAY:  
SHRIMATI INGRID MCLEOD:  
SHRI S. S. RAMASUBBU:  
SHRI GAJANAN D. BABAR:  
SHRI HAMDULLAH SAYEED:

Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether environmental clearance accorded to the upcoming housing project, Lavasa Hill City in the country;

(b) if so, the details thereof;

(c) whether the agency executing Lavasa Housing Projects have violated some of the norms/conditionalities of the environmental norms/regularities;

(d) whether any enquiry has been conducted to assess the extent of damage to the environment by the said projects; and

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

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH):

(a) and (b) M/s. Lavasa Corporation Ltd. (LCL) has not obtained prior environmental clearance under the Environment Impact Assessment (EIA) Notifications from the Ministry. A proposal has been submitted by M/s. LCL for environmental clearance for an area of 2000 hectares on 02.02.2011. The project was considered by the Expert Appraisal Committee (EAC) for infrastructure projects in its meeting held on 14th -15th February, 2011 and the additional information asked by the EAC is to be considered in its next meeting.

(c) The Ministry had received complaints about the development of Hill Station Township "Lavasa City" at Taluka Mulshi and Velhe, District Pune, violating the provisions of the Environment Impact Assessment Notifications 1994, its amendment of 2004 and the Environment Impact Assessment Notification, 2006.

(d) and (e) A show cause notice was issued on 25.11.2010 to M/s. LCL with the direction to show cause within 15 days of the receipt of the notice as to why the following directions may not be made final:

(i) the unauthorized structures erected without any Environmental Clearance between 18.3.2004 till 7.7.2004, from 7.7.2004 till 14.9.2006 under Environment Impact Notification, 1994 and further constructions carried out after the Environment Impact Assessment Notification, 2006 by M/s. LCL in Mulshi and Velhe, Talukas, District Pune, Maharashtra be removed forthwith in entirety.

(ii) Pending decision on the show cause notice the status quo ante for construction/development as on date should be maintained.

On the directions of the Hon'ble High Court, of Bombay, an Expert Committee visited the project area on 5th -7th.- January, 2011. On the basis of the site visit report, hearings given to M/s. LCL and the information submitted, Ministry issued the final directions on 17.01.2011. The stay order on the construction still exists as on date.

#### Ganga and Yamuna Action Plan

1801. SHRI BHISMA SHANKAR ALIAS  
KUSHAL TIWARI:  
SHRI NRIPENDRA NATH ROY:  
SHRI NARAHARI MAHATO:  
PROF. RAMSHANKAR:  
SHRI SURESH KASHINATH TAWARE:  
SHRI RADHE MOHAN SINGH:  
DR. KRUPARANI KILLI:  
SHRI GHANSHYAM ANURAGI:

Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether any Scheme/Action Plans chalked out containing for the rising level of pollution in the Ganga and Yamuna rivers in the country;

(b) if so, the details thereof;

(c) the details of funds allocated and utilised on these Plans for the last three years and the current year;

(d) whether the Ganga and Yamuna rivers are still polluted even after implementation of these Plans;

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

(f) the steps taken/being taken by the Government to check the pollution in the said rivers?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH):

(a) to (f) The Ganga Action Plan (GAP) was launched by the Government in 1985, for pollution abatement activities in the identified polluted stretches of the river Ganga through implementation of works like interception and diversion of sewage, setting up of sewage treatment plants, low cost sanitation works, crematoria works etc. Under this Plan, Rs.887 crore has been spent so far and a sewage treatment capacity of 1064 mld has been created.

With the pollution abatement works completed so far, despite significant increase in urban population in cities along the banks of river, the water quality of the river Ganga has shown improvement at major locations over its pre-GAP quality based on water quality monitoring carried out by reputed institutions. The water quality of the river Ganga conforms to the prescribed standards in terms of key indicators, namely, Bio-chemical Oxygen Demand (BOD) and

Dissolved Oxygen (DO) at most of the locations except, in the stretch between Kannauj and Varanasi in Uttar Pradesh. However, the levels of bacterial contamination in terms of fecal coliform are reported to be exceeding the maximum permissible limit at a number of locations.

The Central Government has set up the National Ganga River Basin Authority (NGRBA) in February, 2009 as an empowered authority for conservation of the river Ganga. The Authority has decided that under Mission Clean Ganga it will be ensured that by 2020 no untreated municipal sewage and industrial effluents flow into Ganga. Schemes worth about Rs.2476 crores have been sanctioned under NGRBA so far.

To supplement the efforts of State Governments in addressing the problem of pollution of river Yamuna, Government of India is implementing Yamuna Action Plan (YAP) with assistance from Japan International Cooperation Agency, Government of Japan in a phased manner. An amount of Rs 1120 crore has been spent for various pollution abatement works under the Plan so far, and a sewage treatment capacity of 753.25 mld has been created.

The water quality in the stretch of the river Yamuna from Tajewala to Palla in Haryana is found to be within the prescribed limits. However, the stretch of the river in the vicinity of Delhi (downstream of Wazirabad barrage to upstream of Okhla barrage) and in parts of Uttar Pradesh does not meet the standards in terms of BOD. The water quality of Yamuna has not shown the desired improvement owing to large gap between the demand and availability of sewage treatment capacity and lack of fresh water in the river.

Details of funds released by the Central Government to the States during the last three years and the current year for conservation of river Ganga and Yamuna are as below :

(Rs. in crore)

S.No.	River	2007-08	2008-09	2009-10	2010-11 (upto Dec., 2010)
1.	Ganga	48.00	54.86	103.96	195.71
2.	Yamuna	27.71	99.98	100.40	103.39

Conservation of rivers is an ongoing and collective effort of the Central and State Governments. River conservation projects such as creation of civic infrastructure for sewage management and disposal are also being implemented under other central schemes, such as Jawaharlal Nehru National Urban Renewal Mission, Urban Infrastructure Development Scheme for Small and Medium Towns, as well as under State sector schemes.

[Translation]

#### Environmental Clearance to Various Projects

1802 SHRI DUSHYANT SINGH:  
 SHRI A.T. NANA PATIL:  
 SHRI DHARMENDRA YADAV:  
 SHRI RAVINDRA KUMAR PANDEY:  
 SHRI GOPINATH MUNDE:  
 SHRI HANSRAJ G. AHIR:  
 SHRI N. CHELUVARAYA SWAMY:  
 SHRI NARANBHAI KACHHADIA :  
 SHRI C. R. PATIL:  
 SHRI MUKESH BHAIKAVDANJI GADHVI:  
 SHRIMATI SHRUTI CHOUDHARY:  
 SHRI RAMESH BAIS:  
 SHRI HAMDULLAH SAYEED:  
 SHRI SANJAY BRIJKISHOR LAL NIRUPAM:  
 SHRI DILIP SINGH JUDEV:

Will the Minister of Environment and Forests be pleased to state:

(a) the details of the developmental projects viz; irrigation, power plants, mining, etc. pending with the Ministry of Environmental and Forests for Clearance, State/Union Territory-wise at present;

(b) the number of projects cleared/pending during each of the last three years, State/Union Territory-wise and the reasons therefor; and

(c) the steps taken/proposed to be taken for early clearance of the pending projects?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH):

(a) The details of the developmental projects covering irrigation, power plants, mining, and infrastructure sectors pending with the Ministry of Environment & Forests for environmental clearance and for forestry clearance, State/Union Territory-wise are given as Statement I and II respectively.

(b) The details of developmental projects covering irrigation, power plants, mining and infrastructure, sectors granted environmental and forestry clearance are given as Statement-III and IV.

Many projects are perceived to be pending for environmental clearance but the reason is non-submission of complete information by the project proponents in the Environmental Impact Assessment (EIA) Report and Environmental Management Plan (EMP) required for the projects submitted for environmental clearance under the Environmental Impact Assessment (EIA) Notification, 2006. The main reason for proposals pending forestry clearance is the non-submission of complete information/documents by the project proponents or State Governments.

(c) The steps taken for liquidating the pendency of proposals include:

- i. Regular meetings of the Expert Appraisal Committee and Forest Advisory Committee.
- ii. Regular updation of project status on Ministry's website for the benefit of all stakeholders.
- iii. Sector specific Manuals have been prepared and uploaded on the Ministry website to facilitate better preparation of EIA-EMP Reports by the project proponents.

**Statement-I***Sector-wise break-up of projects of various sectors received from various States/UT pending environmental clearance*

State/UT	Non-coal Mining	Coal Mining	Thermal Power	Hydro Power & Irrigation	infrastructure
1	2	3	4	5	6
Andaman and Nicobar islands	-	-	-	-	02
Andhra Pradesh	02	-	01	-	07
Arunachal Pradesh	-	-	-	04	01
Assam	-	01	-	-	07
Bihar	-	-	-	01	06
Chhattisgarh	06	04	03	-	04
Daman and Diu	-	-	-	-	-
Delhi	-	-	-	-	-
Goa	01	-	-	-	02
Gujarat	07	02	-	-	01
Haryana	-	-	-	-	02
Himachal Pradesh	01	-	-	02	-
Jammu and Kashmir	-	-	-	-	-
Jharkhand	14	01	3	-	1
Karnataka	04	-	-	01	-
Kerala	-	-	1	-	20
Madhya Pradesh	03	01	1	-	04
Maharashtra	06	02	5	02	03
Meghalaya	-	-	-	-	01
Orissa	25	05	-	-	-
Pondicherry	-	-	-	-	01
Punjab	-	-	-	-	07
Rajasthan	22	-	02	01	-



1	2	3	4	5	6
Sikkim	-	-		2	-
Tamil Nadu	2	-	5		2
Tripura	-	-			-
Uttarakhand	13	-	1		-
Uttar Pradesh	09		2		3
West Bengal			1		-
Others (Offshore)					-
<b>Total</b>	<b>115</b>	<b>14</b>	<b>27</b>	<b>13</b>	<b>74</b>

**Statement-II**

*Details of pending proposals with Central Government under the Forest (Conservation) Act, 1980 for Diversion of Forestland*

State/ UT	Total
1	2
Andaman and Nicobar Islands	3
Andhra Pradesh	21
Arunachal Pradesh	7
Assam	
Bihar	7
Chhattisgarh	9
Chandigarh	3
Dadra and Nagar Haveli	1
Daman and Diu	1
Delhi	
Goa	1
Gujarat	4
Haryana	81
Himachal Pradesh	29

	2
Jammu and Kashmir	
Jharkhand	18
Karnataka	16
Kerala	
Madhya Pradesh	18
Maharashtra	13
Manipur	1
Meghalaya	
Orissa	7
Punjab	51
Rajasthan	10
Sikkim	1
Tamil Nadu	6
Tripura	
Uttarakhand	28
Uttar Pradesh	20
West Bengal	1
Others (Offshore)	
<b>Total</b>	<b>357</b>

**Statement-III**

*The Details of sector-wise and State/UT-wise Break-Up of projects granted Environmental clearance during the past three years*

State/UT	2008	2009	2010
1	2	3	4
<b>Thermal Power</b>			
Andhra Pradesh	5	11	9
Arunachal Pradesh			
Assam	1	-	
Bihar	-	1	1
Chhattisgarh	6	3	7
Daman and Diu			
Delhi			
Goa	-	1	-
Gujarat	3	1	6
Haryana	3	-	-
Himachal Pradesh			
Jammu and Kashmir			
Jharkhand	2	3	1
Karnataka	-	2	3
Kerala			
Madhya Pradesh	1	3	5
Maharashtra	10	5	6
Meghalaya			
Orissa	6	3	5
Punjab	4	-	-
Rajasthan	3	3	1
Sikkim			
Tamil Nadu	10	3	6
Tripura			

	1	2	3	4
Uttarakhand				
Uttar Pradesh		1	3	-
West Bengal		4	-	-
Others (Offshore)				
<b>Total</b>		<b>59</b>	<b>42</b>	<b>50</b>

**Hydro Power & Irrigation**

Andhra Pradesh	-	1	1
Arunachal Pradesh	-	-	2
Assam			
Bihar			
Chhattisgarh	1	-	-
Daman and Diu			
Delhi			
Goa			
Gujarat			
Haryana	-	1	-
Himachal Pradesh	1	2	1
Jammu and Kashmir	1	-	-
Jharkhand			
Karnataka	-	1	1
Kerala			
Madhya Pradesh	1	1	1
Maharashtra	2	1	2
Manipur	1	-	-
Meghalaya	1	-	-
Orissa	2	-	-
Punjab			
Rajasthan			
Sikkim	1	1	1
Tamil Nadu			

1	2	3	4
Tripura			
Uttarakhand	3	1	-
Uttar Pradesh	-	1	1
West Bengal	1	-	-
Others (Offshore)			
<b>Total</b>	<b>15</b>	<b>10</b>	<b>9</b>

**Non-Coal Mining**

Andhra Pradesh	16	19	5
Arunachal Pradesh			
Assam			
Bihar			
Chhattisgarh	2	7	3
Daman and Diu			
Delhi			
Goa	31	18	1
Gujarat	8	9	3
Haryana	-	-	2
Himachal Pradesh	1	-	1
Jammu and Kashmir	-	1	1
Jharkhand	9	3	1
Karnataka	29	18	6
Kerala			
Madhya Pradesh	11	13	3
Maharashtra	21	3	2
Meghalaya	1	-	-
Orissa	36	29	16
Punjab			
Rajasthan	27	27	25
Sikkim			
Tamil Nadu	4	4	1

1	2	3	4
Tripura			
Uttarakhand	1	1	3
Uttar Pradesh			
West Bengal			
Others (Offshore)			
<b>Total</b>	<b>197</b>	<b>152</b>	<b>73</b>

**Coal Mining**

Andhra Pradesh	21	1	4
Arunachal Pradesh	-		
Assam	1		
Bihar	-		
Chhattisgarh	4	12	5
Daman and Diu	-		
Delhi	-		
Goa	-		
Gujarat	-	1	2
Haryana	-		
Himachal Pradesh	-		
Jammu and Kashmir	-		
Jharkhand	9	10	10
Karnataka	-		
Kerala	-		
Madhya Pradesh	13	8	3
Maharashtra	5	13	5
Meghalaya	-		
Orissa	4	5	
Punjab	-		
Rajasthan	1		1
Sikkim			
Tamil Nadu			

1	2	3	4
Tripura			
Uttarakhand			
Uttar Pradesh	1		
West Bengal	10	2	2
Others (Offshore)			
<b>Total</b>	<b>69</b>	<b>52</b>	<b>32</b>

**Infrastructure**

Andhra Pradesh	3	5	4
Arunachal Pradesh	-	-	1
Assam	1	1	-
Bihar	1	-	2
Chhattisgarh	-	-	-
Daman and Diu			
Delhi	-	-	1
Goa			
Gujarat	7	8	10
Haryana	3	-	-
Himachal Pradesh			
Jammu and Kashmir	-	-	1
Jharkhand	1	1	-
Karnataka	6	6	3
Kerala	7	4	-
Madhya Pradesh	2	2	2
Maharashtra	15	11	05
Meghalaya	1	-	-
Mizoram	-	-	1
Orissa	2	4	1
Punjab			
Rajasthan	2	2	2
Sikkim			
Tamil Nadu	22	4	7
Tripura			
Uttarakhand	1	2	-
Uttar Pradesh	2	2	1

1	2	3	4
West Bengal	3	-	1
Others (Offshore)			
<b>Total</b>	<b>79</b>	<b>52</b>	<b>42</b>

**Statement-IV**

*Details of proposals approved under the Forest (Conservation) Act, 1980 for diversion of Forestland upto Nov. 2010*

State/ UT	2008	2009	2010
1	2	3	4
Andaman & Nicobar Island	6	2	0
Andhra Pradesh	85	41	31
Arunachal Pradesh	17	12	41
Assam	26	17	5
Bihar	21	10	29
Chandigarh	1	0	2
Chhattisgarh	46	27	32
Dadar and Nagar Haveli	24	4	6
Daman and Diu	1	0	0
Delhi	6	0	1
Goa	9	13	7
Gujarat	91	143	128
Haryana	375	198	292
Himachal Pradesh	126	88	161
Jammu and Kashmir	0	0	0
Jharkhand	29	30	82
Karnataka	39	36	26
Kerala	6	11	4
Lakshadweep	0	0	0
Madhya Pradesh	52	68	56
Maharashtra	66	65	68
Manipur	2	0	3
Meghalaya	8	3	2
Mizoram	3	0	0
Nagaland	0	0	0

1	2	3	4
Orissa	41	25	18
Pondichery	0	0	0
Punjab	253	181	265
Rajasthan	82	62	32
Sikkim	49	24	6
Tamil Naa'u	20	23	20
Tripura	48	17	2
Uttar Pradesh	54	86	141
Uttaranchal	218	436	388
West Bengal	1	8	16

#### Increasing the salaries of Anganwadi Workers

1803. SHRI KAMALKISHOR "COMMANDO":

SHRI A.T. NANA PATIL:

SHRI GHANSHYAM ANURAGI:

SHRI OM PRAKASH YADAV:

SHRI K.R.G.REDDY:

SHRI SHRIPAD YESSO NAIK:

SHRI HARI MANJHI:

SHRI E.G.SUVAVANAM :

Will the Minister of WOMEN AND CHILD DEVELOPMENT be pleased to state:

(a) whether the Government proposes to increase the salary/ honorarium/ minimum wages of the employees working in Anganwadi kendras at par with the Government servants;

(b) if so, the details thereof;

(c) the details of State Government which are facing difficulties in providing supplementary nutrition to children and the measures taken by the Government to remove the such difficulties;

(d) whether the Government has conducted some study to review the functioning of Anganwadi programmes in various States including Bihar in the recent past; and

(e) if so the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF WOMEN AND CHILD DEVELOPMENT (SHRIMATI KRISHNA TIRATH): (a) and (b) ICDS Scheme envisages Anganwadi Workers as honorary workers from local community who can render their services on a part-time basis. The Scheme provides that they would be paid a fixed amount of honoraria per month as may be decided by the Government from time to time. Being honorary workers, they are neither govt. servant nor does the Minimum Wages Act apply to them.

The honoraria of AWWs has been enhanced by Rs.500/- per month on the last honorarium drawn by them and that of AWHs and Workers of Mini-AWCs by Rs.250/- per month *w.e.f.* 1.4.2008. Further enhancement has been announced by the Finance Minister in the Budget Speech of 2011-12.

(c) Some of the difficulties faced by State Governments/ UTs in providing Supplementary Nutrition to children include inability to meet the prescribed calorific norms due to price escalation; inability to fortify THR through SHGs with micro-nutrients and compliance with norms and standards; engagement of Self Help Groups (SHGs) for supply of SNP as well as monitoring of the SHGs for quality, regular supply and financial regularity which is difficult. Wrongly equating contractors with experienced, technically and financially capable manufacturers in preparation of fortified and appropriate THR.

These difficulties have also been placed before the Apex Court by the States in their Affidavits in WP No.196/2001 PUCL vs UOI and others. A-M7

(d) and (e) A study has been commissioned by the Planning Commission on Evaluation of ICDS Scheme, through National Council of Applied Economic Research (NCAER). They have submitted a draft Report to the Planning Commission.

[English]

#### Violation of Environmental Norms

1804. SHRI BHOOPENDRA SINGH:  
SHRI KUNVARJIBHAI BAVALIA:

SHRI MAHENDRASINH P. CHAUHAN:  
 SHRI P. KARUNAKARAN:  
 SHRI NAVEEN JINDAL:  
 SHRI G. M. SIDDESHWARA:  
 SHRIMATI KAMLA DEVI PATLE:  
 SHRI MANSUKHBHAI D. VASAVA:

Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Government has any environmental impact assessment policy to ensure compliance of environmental norms particularly with regard to the industries in the country;

(b) if so, the details thereof;

(c) the number of companies / industrial units of the States inspected by the Central Pollution Control Board (CPCB) during each of the last two years; and

(d) the number of companies / industrial units found violating the norms and the nature of violations along with the details of action taken by the Government thereon?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH) :

(a) and (b) Ministry of Environment & Forests has brought out the Environment Impact Assessment (EIA) Notification, 2006 under the Environment (Protection) Act, 1986, which requires various developmental projects / activities listed there under to obtain prior environmental clearance under the provisions thereof. The proposals received for environmental clearance are appraised through a multi-disciplinary Expert Appraisal Committee (EAC) based on the documents *inter-alia* Environment Impact Assessment (EIA) Report submitted by the project proponent. Based on the recommendations of the EAC, a decision regarding grant of environmental clearance or otherwise is taken. While granting environmental clearance, various conditions are stipulated, which include compliance to the prescribed emission and discharge standards.

(c) The Central Pollution Control Board (CPCB) has monitored 260 industries during 2008-09 and 248 industries

during 2009-10 under Environmental Surveillance Squad (ESS) Programme.

(d) A total of 128 industries have been found violating the pollution control norms during the last two years *i.e.* 2008-10. In 69 cases directions under Section 18(l)(b) of the Water (Prevention and Control of Pollution) Act, 1974 / Air (Prevention and Control of Pollution) Act, 1981 have been issued to the respective State Pollution Control Boards (SPCBs) / Pollution Control Committees (PCCs) for getting corrective actions and for remaining 59 cases directions under Section 5 of the Environment (Protection) Act, 1986 were issued to industries for corrective measures and compliance of the pollution control norms.

#### Sale of used Vehicles

1805. SHRI MANICKA TAGORE:  
 SHRI A. GANESHAMURTHI:

Will the Minister of DEFENCE be pleased to state:

(a) whether the used vehicles from Indian Army/Arms depot are being sold out to the Members of Parliament (MPs) as per their requests;

(b) if so, the details thereof;

(c) the number of such requests received from MPs for disposal of such vehicles during the last three years;

(d) the number of vehicles allotted, taken and rejected by the MPs during the above period; and

(e) the reasons, if any, for rejection of such vehicles by them?

THE MINISTER OF DEFENCE (SHRI A. K. ANTONY) :

(a) to (e) In order to enable the Members of Parliament to tour their constituencies and thereby to help them in the performance of their duty, vehicles from Defence disposal stocks are allotted to them on request.

Sitting Members of Parliament are eligible to get a total of three vehicles *viz.*, Jeep/Jongas/Motor Cycles in any combination during their tenure. They are also eligible to apply for one Ambassador Car Class V or Class VI but that has to

be within the eligibility of the three vehicles. The prices of these vehicles are fixed periodically for them.

During the last three years, 82 requests were received from MPs and a total of 207 vehicles were allotted to them. However, only five vehicles have been collected so far. Government is not aware of the reasons, if any, for the vehicles not taken so far.

#### Protection of Women Against Sexual Harassment

1806: DR. THOKCHOM MEINYA:

SHRI L. RAJAGOPAL:

SHRI BALKRISHNA KHANDERAO SHUKLA:

Will the Minister of WOMEN AND CHILD DEVELOPMENT be pleased to state:

(a) the salient features of the proposed Bill for Protection of Women against sexual Harassment at Workplace and the extent to which the proposed Bill helps in achieving gender empowerment and equality;

(b) whether there is any reservation on the part of the Government for covering the domestic workers in the legislation; and

(c) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF WOMEN AND CHILD DEVELOPMENT (SHRIMATI KRISHNA TIRATH) : (a) to (c) The proposed Bill on 'Protection of Women against Sexual Harassment at Workplace' seeks to provide protection to women against sexual harassment at all workplaces both in the public and private sector, whether organised or unorganised and also provides for prevention and redressal of complaints of sexual harassment. Women who are employed as well as those who enter the workplace as clients, customers or apprentices besides the students and research scholars in colleges and universities and patients in hospitals are sought to be covered under the proposed legislation.

Such a legislation by giving women a sense of security at the workplace would encourage their participation in work

resulting in their social and economic empowerment. It would also contribute in achieving the goal of inclusive growth.

Domestic workers have been specifically excluded from the definition of employee as it may be difficult to enforce the provisions of the Bill within the privacy of homes and there being no domestic code of conduct having been prescribed. It may be more practical for them to take recourse to the provisions under Criminal law.

#### One Rank One Pension for Ex-Servicemen

1807. SHRIMATI SUSHILA SAROJ:

SHRIMATI PARAMJIT KAUR GULSHAN:

SHRI SANJAY SINGH CHAUHAN:

DR. RATTAN SINGH AJNALA:

SHRI S.S. RAMASUBBU:

Will the Minister of DEFENCE be pleased to state:

(a) whether the Government has taken cognizance of the growing resentment among Ex-servicemen due to inordinate delay in favourable implementation of their long pending demand of One Rank One Pension;

(b) if so, the details thereof and reasons for failure of the Government in this regard; and

(c) the steps taken by the Government to meet the actual demands of the Ex-servicemen?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI M.M. PALLAM RAJU) : (a) to (c) The ex-servicemen have long been demanding One Rank One Pension (OROP). Though the demand for OROP has been examined in the past by various Committees/Pay Commissions and also GOMs, but has not been accepted. However keeping in view the spirit of the demand and Government's commitment to the welfare of ex-servicemen, a Committee under the Chairmanship of Cabinet Secretary was constituted to look into the demand of OROP and other related issues. After considering all aspects of the issue, the Committee did not find it feasible to recommend One Rank One Pension but made 7 recommendations to bridge the gap between pre 1.1.2006 and post 1.1.2006 retirees, which have been accepted and

implemented by the Government by issuing Government letters dated 30.10.2009, 19.1.2010, 20.1.2010 and 8.3.2010. All the above Government letters are available on www.pcdapension.nic.in.

This would not only significantly reduce the gap between the past and present pensioners but will also considerably improve the pension of ex-servicemen including disabled ex-servicemen.

**Bal Bandhu Scheme**

- 1808. SHRI ARJUN CHARAN SETHI:
- SHRI NITYANANDA PRADHAN:
- SHRI BAIJAYANT PANDA:
- SHRI RAMESH RATHOD:

Will the Minister of WOMEN AND CHILD DEVELOPMENT be pleased to state:

(a) the status of implementation of Bal Bandhu Scheme for protection of children’s rights in the Naxal affected regions;

(b) whether the National Commission for the Protection of Child Rights (NCPCR) has been set up as statutory body to protect, promote and defend child rights in the country; and

(c) if so, the details thereof alongwith the incidents of child abuses come to the notice during the current year?

THE MINISTER OF STATE OF THE MINISTRY OF WOMEN AND CHILD DEVELOPMENT (SHRIMATI KRISHNA TIRATH) : (a) The Bal Bandhu Scheme for protection of children in areas of civil unrest is being implemented through National Commission for Protection of Child Rights (NCPCR) in 10 districts of 5 States on pilot basis from December, 2010.

(b) and (c) NCPCR was set up as a statutory body on 5th March, 2007 under the Commissions for Protection of Child Rights Act, 2005 to protect, promote and defend child rights in the country. Statement of cases of complaints on child abuse received by the Commission (NCPCR) from 1.4.2010 to 28.2.2011 is given in the enclosed Statement.

**Statement**

*Complaint received between 01 April 2010 to 28 February 2011 for the Cases of Child abuse\**

S.No.	State	Number
1	2	3
1	Andaman and Nicobar Islands	1
2	Andhra Pradesh	8
3	Arunachal Pradesh	0
4	Assam	3
5	Bihar	8
6	Chandigarh	0
7	Chhattisgarh	4
8	Dadra and Nagar Haveli	0
9	Daman and Diu	0
10	Delhi	33
11	Goa	0
12	Gujarat	5
13	Haryana	11
14	Himachal Pradesh	2
15	Jammu and Kashmir	2
16	Jharkhand	7
17	Karnataka	7
18	Kerala	4
19	Lakshadweep	0
20	Madhya Pradesh	3
21	Maharashtra	9



1	2	3
22	Manipur	4
23	Meghalaya	1
24	Mizoram	0
25	Nagaland	1
26	Orissa	4
27	Puducherry	0
28	Punjab	5
29	Rajasthan	5
30	Sikkim	0
31	Tamil Nadu	9
32	Tripura	1
33	Uttar Pradesh	39
34	Uttarakhand	2
35	West Bengal	7
Total		185

Note: \*Includes Death, Murder, Attempted Murder, Rape, Corporal Punishment, Sodomy, Unlawful Detention, Torture, Drugs/Abuse of Substance, Trafficking, Foeticide and Infanticide, Child Marriage, Sexual abuse, Child Abuse, Child labour

#### Check on Smuggling of Wild Animals

1809. SHRIMATI HARSIMRAT KAUR BADAL:  
SHRI NITYANANDA PRADHAN:  
SHRI S.R. JEYADURAI:  
SHRI K.C. SINGH 'BABA':  
SHRI BAIJAYANT PANDA:  
SHRI VIKRAMBHAI ARJANBHAI MADAM:

Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether smuggling of wild animals and trafficking of their derivatives/parts is increasing in the country;

(b) if so, the details of the cases reported during the last three years, State-wise and the reasons therefor;

(c) whether the Government has impressed upon all concerned agencies to check smuggling of wildlife; .

(d) if so, the details thereof; and

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

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH) :

(a) and (b) There are no reports in the Ministry indicating that smuggling of wild animals and trafficking of their derivatives/parts is increasing in the country.

(c) to (e) The steps taken by the Government to protect wildlife and check smuggling of wildlife in the country are as follows:

- i. A network of Protected Areas has been established to conserve wildlife and their habitats including rare animals,
- ii. Wildlife Crime Control Bureau, with a network of five Regional and three Sub Regional Offices, has been set up to control wildlife crime.
- iii. Threatened species of wildlife are placed in the Schedules of the Wildlife (Protection), Act, 1972, thereby according them the highest degree of protection,
- iv. The Wildlife (Protection) Act, 1972 has been amended from time to time and made more stringent against wildlife related offences.
- v. The State/ UT Governments have been requested to strengthen the field formations and intensify patrolling in and around wildlife rich areas.
- vi. Financial and technical assistance is extended to the State/UT Governments under various Centrally Sponsored Schemes, viz, 'Integrated Development of Wildlife Habitats', 'Project Tiger' and 'Project Elephant' for providing better protection and conservation of wildlife.

- vii. Under the Centrally Sponsored Scheme - 'Integrated Development of Wildlife Habitats', a new component has been added for initiating 'Recovery Programme for critically endangered species and their habitats' during the 11th Five Year plan period.
- viii. India is a signatory to the Convention on International Trade in Endangered Species of Wild Fauna and Flora (CITES) that regulates international trade in wildlife and its derivatives.
- ix. India has bilateral arrangements with China and Nepal on combating wildlife crime.
- x. India is also a founder member of the Coalition Against Wildlife Trafficking (CAWT), which is an international forum working against wildlife crime.
- xi. The South Asian Wildlife Enforcement Network (SAWEN) has been launched in association with other SAARC countries for better trans-border cooperation in detection, apprehension and prosecution of wildlife offence cases.

#### Implementation of Sabla for Adolescent Girls

1810. SHRI M.B. RAJESH:

SHRI NITYANANDA PRADHAN:

SHRI D.V. SADANANDA GOWDA:

SHRI E.G. SUGAVANAM:

Will the Minister of WOMEN AND CHILD DEVELOPMENT be pleased to state:

(a) the status/criteria followed for implementation of Rajiv Gandhi Scheme for Adolescent Girls (SABLA);

(b) the number of districts including backward districts covered under the SABLA and amount allocated/ spent during the current financial year, State-wise; and

(c) the details of other schemes implemented by the Ministry for development and financial empowerment of women and children in rural areas to improve their health?

THE MINISTER OF STATE OF THE MINISTRY OF WOMEN AND CHILD DEVELOPMENT (SHRIMATI KRISHNA TIRATH): (a) and (b) Sada is being implemented by the State

Government /UT Administration through ICDS platform. The Scheme is being implemented in 200 districts selected across the country, including 88 backward districts. (Backward districts identified under Backward Regions Grant Fund Program of the Planning Commission).

Rs. 295.89 crore have been released to States/UTs for 2010-11 based on baseline survey conducted by the States/UTs. State-wise amount released under Sada during the current financial year is given in the enclosed Statement.

(c) Other schemes implemented by the Ministry for development and financial empowerment of women and children in rural areas to improve their health are:-

- i. Integrated Child Development Services (ICDS)
- ii. Rajiv Gandhi National Creche Scheme for the Children of Working Mothers.
- iii. Scheme for Welfare of Working Children in Need of Care and Protection.
- iv. Dhanalakshmi
- v. Indira Gandhi Matritva Sahyog Yojana (IGMSY)
- vi. Support to Training and Employment Programme for Women (STEP)
- vii. Swadhar - A scheme for Women in Difficult Circumstances.

#### Statement

##### Grant-in-aid released under Saba in 2010-11

(Rs. In lakh)		
Sl. No.	States/UTs	Grant-in-aid released for 2010-11
1	2	3
1	Andhra Pradesh	1963.3
2	Arunachal Pradesh	119.58
3	Assam	1018.79

1	2	3
4	Bihar	2773.77
5	Chhattisgarh	938.71
6	Goa	79.81
7	Gujarat	1357.68
8	Haryana	405.22
9	Himachal Pradesh	307.18
10	Jammu and Kashmir	290.55
11	Jharkhand	754.27
12	Karnataka	711.68
13	Kerala	881.73
14	Madhya Pradesh	2470.64
15	Maharashtra	2568.49
16	Manipur	116.29
17	Meghalaya	142.48
18	Mizoram	73.32
19	Nagaland	87.05
20	Orissa	1553.44
21	Punjab	591.3
22	Rajasthan	1689.7
23	Sikkim	41.8
24	Tamil Nadu	1271.8
25	Tripura	240.35
26	Uttar Pradesh	4689.86
27	Uttaranchal	355.49
28	West Bengal	1647.06
29	Andaman and Nicobar	31.76

1	2	3
30	Chandigarh	32.94
31	Daman & Diu	12.66
32	Dadra and Nagar Haveli	18.19
33	Delhi	333.68
34	Lakshdweep	6.61
35	Pondicherry	12.36
Total		29589.54

#### National Afforestation Programme

1811. SHRI P. T. THOMAS:  
SHRI NITYANANDA PRADHAN:  
SHRI M. VENUGOPALA REDDY:  
SHRI BADRUDDIN AJMAL:  
SHRI JAYANT CHAUDHARY:  
SHRI RAMSINH RATHWA:

Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Government has reviewed the National Afforestation Programme for regeneration of degraded forests in the country;

(b) if so, the details thereof and the fund earmarked in this regard to the Forest Development Agencies (PDAs) during the last three years State/Union Territory-wise;

(c) whether the Government has any proposal to release funds for forest infrastructure for their development and conservation;

(d) if so, the details thereof, State-wise/Union Territory-wise including Orissa;

(e) whether there has been instances that the funds allocated for afforestation programme has not been properly utilized by various States in the country;

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

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

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH):  
(a) and (b) Yes, Sir. The Ministry of Environment and Forests reviewed the National Afforestation Programme (NAP) guidelines based on the feedback from the implementing States and other stakeholders, as well as mid-term evaluation of the programme. It was considered desirable to *inter-alia* further decentralize the scheme administration to the States, modify the institutional arrangements, streamline the fund flow, and add two new components with a view to enhance the delivery of the programme. Revised Operational guidelines of NAP have been issued in the year 2009. The State-wise details of funds released to Forest Development Agencies under NAP scheme during last three years (2007-08 to 2009-10) are given in the enclosed Statement-I.

(c) and (d) The Ministry of Environment & Forests is implementing a Centrally Sponsored Scheme namely "Intensification of Forest Management" which aims at creation of infrastructure for development and conservation of forest resources in the country. The details of funds released to States including Orissa State during the Current Financial Year (2010-11) is given in the enclosed Statement-II.

(e), (f) and (g) It has come to the notice of Ministry of Environment & Forests that funds provided to State of Goa under the National Afforestation Programme Scheme in the year 2003-04 have not been fully utilized. The Ministry has regularly monitored the progress and also highlighted it in various meetings with the Government of Goa. The State Government has been requested to refund the unspent amount.

**Statement-I**

*Details of State-wise funds released during last three years(2007-08 to 2009-10)*

S. No.	State	Amount Released (Rs. in crore)
1	2	3
1	Andhra Pradesh	32.54
2	Chhattisgarh	93.49

1	2	3
3	Gujarat	81.11
4	Haryana	53.64
5	Hirnachal Pradesh	17.74
6	Jammu and Kashmir	26.42
7	Karnataka	58.43
8	Madhya Pradesh	58.92
9	Maharashtra	72.32
10	Orissa	49.46
11	Punjab	12.20
12	Rajasthan	20.48
13	Tamil Nadu	26.30
14	Uttar Pradesh	97.76
15	Uttarakhand	28.63
16	Goa	0
17	Jharkhand	71.94
18	Bihar	21.14
19	Kerala	22.27
20	West Bengal	19.40
21	Arunachal Pradesh	10.47
22	Assam	32.84
23	Manipur	27.81
24	Nagaland	25.06
25	Sikkim	26.77
26	Tripura	9.11
27	Mizoram	47.64
28	Meghalaya	12.84
Grand Total		1056.74

**Statement-II**

*Details of State-wise funds released during the Intensification of Forest Management Scheme during the year 2010-11*

S. No.	State	Amount Released (Rs. in Lakhs)
1	2	3
1	Andhra Pradesh	136.94
2	Bihar	118.77
3	Chhattisgarh	345.83
4	Goa	25.00
5	Gujarat	322.27
6	Haryana	82.80
7	Hirnachal Pradesh	212.89
8	Jammu and Kashmir	0.00
9	Jharkhand	89.94
10	Karnataka	142.89
11	Kerala	257.16
12	Madhya Pradesh	267.75
13	Maharashtra	184.70
14	Orissa	195.34
15	Punjab	76.49
16	Rajasthan	103.76
17	Tamil Nadu	143.99
18	Uttar Pradesh	199.62
19	Uttarakhand	134.57
20	West Bengal	141.68
21	Assam	202.65
22	Arunachal Pradesh	268.66

1	2	3
23	Manipur	168.21
24	Meghalaya	100.94
25	Mizoram	349.79
26	Nagaland	147.52
27	Sikkim	259.33
28	Tripura	188.81
29	Andaman and Nicobar	10.33
30	UT Chandigarh	24.86
Total		4903.48

**Steel Industry**

1812. DR. JYOTI MIRDHA:  
SHRI M. SREENIVASULU REDDY:

Will the Minister of STEEL be pleased to state:

(a) whether the steel industry is envisaged to undergo a qualitative change in the next five years to meet the domestic demand for steel at a faster pace; and

(b) if so, the details thereof alongwith the steps taken by the Government for technology upgradation to increase the production of steel?

THE MINISTER OF STEEL (SHRI BENI PRASAD VERMA): (a) and (b) As per the National Steel Policy 2005, the Government encourages adoption of technologies, Which:

- Have synergy with the natural resource endowments of the country.
- Are conducive to production of high-end and special steel required for sophisticated industrial and scientific applications.
- Minimize damage to the environment at various stages of steel making and mining.
- Optimize resource utilization.

- Facilitate modernization of the steel industry so as to achieve global standards of productivity and efficiency.
- Development of front end and strategic steel based materials.

Various qualitative changes in the form of modern technology, better resource optimization, beneficiation of raw materials etc. are being adopted by the steel investors in their modernization and expansion programmes as well as in new steel plants. Some of these are COREX process of steel making by use of semi-coking/non-coking coal, conversion of iron ore fines and slimes into iron ore pellets and Hot Briqueted Iron (HBI) and installation of large capacity blast furnaces. However, the type of technology, size of plant and the process of steel making is decided by the individual investors on the techno-commercial considerations and government has no direct role in technology upgradation processes of steel companies.

#### Malnutrition

1813. SHRI KAMLESH PASWAN:  
 SHRI M. SREENIVASULU REDDY:  
 SHRI SUDARSHAN BHAGAT:  
 SHRIMATI BOTCHAJHANSI LAKSHMI:  
 SHRIMATI INGRID MCLEOD:  
 SHRI ARVIND KUMAR CHAUDHARY:  
 PROF. RAMSHANKAR:  
 SHRI SANJAY SINGH CHAUHAN:  
 SHRI PRALHAD JOSHI:

Will the Minister of WOMEN AND CHILD DEVELOPMENT be pleased to state:

(a) the number of newborn girl died in the country during the last three years and the reasons for such death and the corrective steps taken by the Government in this regard;

(b) the number and percentage of children died due to malnutrition in the country during the last two years along with its percentage in terms of total malnutrition deaths in the world;

(c) whether the current initiatives are adequate to meet the target as envisaged to address the problem of malnutrition

among children by 2015 in the UN Millennium Summit; and

(d) if so, the details thereof and the steps taken by the Ministry to tackle malnutrition of children in the 0-5 age group?

THE MINISTER OF STATE OF THE MINISTRY OF WOMEN AND CHILD DEVELOPMENT (SHRIMATI KRISHNA TIRATH): (a) to (d) The Infant Mortality Rate which is the number of infant deaths (age less than one year) per thousand live births has been 56,55 and 52 for the years 2007,2008 and 2009 for girls.

As per the Report on 'Causes of Death - 2001-03 in India' by Registrar General of India, nutritional deficiencies are responsible for only 2% death of infants. Among infants, top 10 causes of death are Perinatal conditions (46%), Respiratory infections (22%), Diarrheal diseases (10%), Other infections and parasitic diseases (8%) etc. Deaths due to perinatal conditions are in a higher proportion among males whereas deaths due to most of the other causes are higher in proportion among females. Globally, 21% of deaths in children younger than five years is attributable to stunting, severe wasting, low birth weight etc. largely due to synergistic relationship with infectious diseases. (As per The Lancet, 2008).

The Millennium Summit, 2000 ratified the UN Millennium Declaration outlining the Millennium Development Goals(MDGs) The Millennium Development Goal (MDG) -1 is regarding eradication of extreme poverty and hunger, which targets to halve by 2015 the proportion of people who suffer from hunger. The problem of malnutrition is complex, multi-dimensional and inter-generational in nature, and cannot be improved by a single sector alone. Poverty and hunger along with household food insecurity, illiteracy and lack of awareness especially in women, access to health services, availability of safe drinking water, sanitation and proper environmental conditions are some of the determinants of malnutrition. Infact, improvement in malnutrition is linked to achievement of six of the Millennium Development Goals

The Government accords high priority to the issue of malnutrition and child mortality and has been implementing several schemes/programmes of different Ministries/ Departments through State Governments/UTs. Under the

National Rural Health Mission (NRHM), the Reproductive and Child Health Programme Phase II comprehensively integrates interventions that improve child health and address factors contributing to morbidity and mortality.

The interventions under the Child Health for reducing child morbidity and child mortality are as follows:

- Integrated Management of Neonatal and Childhood Illness (IMNCI) and Pre Service Integrated Management of Neonatal and Childhood Illness.
- Facility Based Integrated Management of Neonatal and Childhood Illness( F-IMNCI)
- Early detection and appropriate management of Diarrhoea disease.
- Early detection and appropriate management of Acute Respiratory Infections and other infections
- Navjaat Shishu Suraksha Karyakaram (NSSK), a programme for training health care providers on Basic newborn care and resuscitation.
- Infant and Young Child feeding.
- Immunization against six vaccine preventable diseases.
- Vitamin A supplementation and Iron and Folic Acid supplementation.
- Establishment of Sick New Born Care at District Hospitals, New Born Care corners at 24x7 Primary Health Centres (PHCs) to provide new born and child care services.
- Establishment of Nutritional Rehabilitation Centres to address severe and acute malnutrition.

Besides the above there are schemes/programmes which directly or indirectly have an impact on the nutritional status. These schemes, *interalia*, include Integrated Child Development Services (ICDS) of Ministry of Women and Child Development, Mid Day Meals Scheme of Ministry of Human Resource Development, Drinking Water & Total Sanitation Campaign, National Rural Livelihood Mission (NRLM), Mahatma Gandhi National Rural Employment Guarantee

Scheme (MNREGS) of Ministry of Rural Development & Targeted Public Distribution System of Department of Food & Public Distribution etc.

Several of the schemes namely, ICDS, NRHM, Mid Day meal (MDM), National Rural Livelihood Mission have been expanded to provide for increased coverage and improved services to the people which would further improve the nutrition situation and move towards achieving the MDGs..

The Integrated Child Development Services (ICDS) Scheme provides a package of six services, namely, supplementary nutrition, pre-school non-formal education, nutrition & health education, immunization, health check-up and referral services. The Scheme, at present is operational in 6719 Projects and 12.49 lakh AWCs. The scheme being self selecting, the services are being availed by 918.65 Lakh beneficiaries which include 751.03 Lakh children and 167.62 Lakh Pregnant and Lactating Mothers as on 31.12.2010.

[Translation]

#### Road Projects Under ISC and EI Scheme

1814. SHRI KHILADI LAL BAIRWA:  
SHRI RAMASHANKAR RAJBHAR:  
SHRI TARACHANDA BHAGORA:

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

(a) the number of road projects sanctioned under the Inter-State Connectivity and Economic Importance (ISC&EI) scheme during each of the last three years, State-wise;

(b) the total length of roads and stretches in kilometers completed and the amount spent thereon during the said period, State-wise;

(c) the uncompleted stretches under the scheme, State-wise;

(d) whether the Government is contemplating to provide additional budgetary allocation to the States for timely completion of pending projects under the said scheme;

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

(f) the number of pending projects, State-wise especially in Uttar Pradesh?

(b) and (c) The information is being collected and will be laid on the Table of the House.

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA): (a) The State-wise number of road projects sanctioned under the Economic Importance (EI) & Inter-State Connectivity (ISC) schemes during each of the last three years are given in the enclosed Statement-I.

(d) No, Madam.

(e) Does not arise.

(f) The information is being collected and will be laid on the Table of the House.

### Statement

*State-wise number of road projects sanctioned under the Economic Importance (EI) & Inter State Connectivity (ISC) schemes during each of the last three years*

Sl No	State	2007-08	2008-09	2009-10
1	2	3	4	5
1	Andhra Pradesh	8	4	5
2	Arunachal Pradesh	1	0	0
3	Assam	1	0	0
4	Bihar	0	2	0
5	Chhattisgarh	1	0	0
6	Gujarat	5	0	0
7	Haryana	0	4	3
8	Himachal Pradesh	0	1	1
9	Jammu and Kashmir	0	1	0
10	Jharkhand	1	5	0
11	Karnataka	1	1	4
12	Kerala	3	0	0
13	Madhya Pradesh	3	1	4
14	Maharashtra	4	1	0
15	Manipur	0	2	0
16	Mizoram	1	0	0



1	2	3	4	5
17	Nagaland	1	0	0
18	Odisha	6	1	0
19	Punjab	0	0	1
20	Rajasthan	3	0	2
21	Sikkim	2	1	3
22	Tamil Nadu	2	3	2
23	Uttar Pradesh	1	0	1

[English]

**Indian Spice Sector**

1815. SHRI JOSE K. MANI:  
DR. KRUPARANI KILLI:

Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) the details regarding spice production in the country during the last three years;

(b) whether the spices production in the country is lagging behind the demand;

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

(d) the details regarding quantity and value of export of spices including aromatic spices during the last three years; and

(e) whether the Indian spice export sector is going through a critical phase and if so, the corrective steps being taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA M. SCINDIA) : (a) The details of spice production in the country are as given below:

Year	Production (MT)
1	2
2006-07	4664210

1

2

2007-08

5063082

2008-09

5278863

(b) No, Madam.

(c) Doesn't arise.

(d) Details of quantity and value of export of spices including aromatic spices during the last three years are given below:

Year	Quantity (MT)	Value (Rs. Crores)
2007-08	444250	4435.50
2008-09	470520	5300.25
2009-10	502750	5560.50
2010-II(April-Jan)	433455	5485.40

(e) No, Madam. Spice exports are showing an increasing trend. Spices Board is implementing various export promotion schemes such as adoption of hi-tech processors in spice processing, technology and process upgradation, setting up/upgradation of in-house quality controls, quality certification and training of laboratory personnel, product research and development of spice parks with a view to making India the premier supplier of high-value spices and spice products to the global food ingredients market.

**Procurement of Fighter Aircraft**

1816. SHRI SHIVARAMA GOUDA:  
DR. KRUPARANI KILLI:  
SHRI P.K. BIJU:  
SHRI CHAUDHARY LAL SINGH:  
SHRI NARENDRA SINGH TOMAR:

Will the Minister of DEFENCE be pleased to state:

(a) whether there is a shortage of fighter aircraft and helicopters in the Indian Air Force;

(b) if so, the details thereof;

(c) whether the Government has signed deal with the USA for procurement of fighter aircraft;

(d) if so, the details thereof including the estimated cost of the deal and the delivery schedule;

(e) the status of procurement of C-130J transport aircraft from USA; and

(f) the steps being taken/proposed to be taken for procurement of helicopters?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY): (a) and (b) The requirement of aircraft and helicopters is periodically reviewed and it is ensured that the operational requirements of the Indian Air Force (IAF) are met.

(c) No, Madam.

(d) Does not arise in view of (c) above.

(e) The Letter of Offer and Acceptance (LOA) for procurement of six C-130J-30 aircraft was signed with the

Government of the United States of America on 31st January, 2008. The first aircraft arrived in India on 5th February, 2011. The project is on schedule.

(f) The proposals for procurement of Attack Helicopters and Heavy Lift Helicopters for the IAF are being progressed in accordance with the Defence Procurement Procedure.

**Decline in Tea Production**

1817. DR. KIRIT PREMJBHAI SOLANKI:  
DR. KRUPARANI KILLI:  
SHRIMATI INGRID MCLEOD:

Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether the production of Tea including Nilgiri and Assam Tea has reduced drastically over the years;

(b) if so, the details thereof during the last three years, State-wise alongwith the reasons therefor;

(c) the details of steps being taken to increase production of tea and make it available to consumers at affordable prices in the coming years; and

(d) the details regarding decline in export of tea during the last three years and the corrective steps being taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA M. SCINDIA) : (a) and (b) No, the production has not reduced drastically. The details of State-wise production of tea during the last three calendar years are as under:-

State	Production (in Thousand Kilograms)		
	2008	2009	2010 (P)
1	2	3	4
Assam	487497	499997	480286
West Bengal	233133	221573	229784
Other North Indian States	13290	13298	12959

1	2	3	4
Total North India	733920	734868	723029
Tamil Nadu	170532	169356	170723
Kerala	70287	68964	66754
Karnataka	6079	5811	5897
Total South India	246898	244131	243374
All India Total	980818	978999	96403

## P- Provisional

The production in 2010 has declined by about 13 million kilograms mainly on account of adverse weather conditions and pest attacks in North Indian Plantations.

(c) The Tea Board is implementing various 11th Plan schemes aimed at increasing production of tea like replantation, rejuvenation, new planting, creation of irrigation & drainage facilities, development of small holdings, etc. and providing subsidies to incentivize tea production which facilitates in keeping the cost of tea affordable.

(d) The details of Indian tea exports during the last three calendar years are as under:

Year	Volume ( In Million Kilograms)	Value (Rs. In Crores)
2008	203.12	2392.91
2009	197.90	2785.85
2010 (Estimated)	193.29	2595.21

Government of India through Tea Board is taking various steps to boost the export of tea which include conducting promotional activities in the foreign markets and also lending promotional support to Indian tea exporters in their marketing efforts.

**Clearance of FDI Proposals**

1818. SHRI MOHAMMED E.T. BASHEER:  
SHRI M. VENUGOPALA REDDY:  
SHRI PRALHAD JOSHI:

SHRIMATI SUPRIYA SULE:

SHRI SAMEER BHUJBAL:

SHRI RAMESH BAIS:

Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) the details of Foreign Direct Investment (FDI) proposals and projects approved by the Government during the last one year State-wise;

(b) the details of FDI in the country during the last year, including rural and backward regions State-wise;

(c) the details of the percentage of FDI in the rural and backward areas *vis-a-vis* the total FDI in the country;

(d) whether the Government has taken a decision to attract \$250 billion FDI in India; and

(e) if so, the details of the proposals finalised in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JOTIRADITYA M. SCINDIA): (a) Statement-I on the Foreign Direct Investment (FDI) proposals, approved by the Government, Through the Foreign Investment Promotion Board (FIPB), during January, 2010 to December, 2010 is enclosed.

(b) Statement-II on the FDI equity inflows, during January, 2010 to December, 2010, as reported by the Reserve Bank of India (RBI), Regional Office-wise, is enclosed.

The break-up is as per receipts by the regional offices of the RBI in the country and cannot be fully equated with State-wise inflows, as companies having headquarters in one State may have operations in one or more States and some RBI Regional Offices cover more than one State.

(c) Separate data on FDI inflows in the rural and backward areas *vis-a-vis* the total FDI inflows in the country is not maintained by this Department.

(d) No target for FDI has been set by the Government.

(e) Does not arise.

#### Statement-I

*State Wise FDI, Approved by Government, from January, 2010 to December, 2010*

S. No.	Name of the State	No. of Financial Approvals	Amount of Foreign Direct Investment Approved (Rs. Million)		% to Total FDI Approved (US\$ Million)
1	Andhra Pradesh	12	9,506.00	206.71	2.68
2	Assam	1	0.00	0.00	0.00
3	Bihar	1	3,500.00	75.16	0.99
4	Gujarat	4	1,250.00	26.98	0.35
5	Haryana	4	691.60	15.25	0.19
6	Himachal Pradesh	1	15.60	0.34	0.00
7	Karnataka	16	25,584.10	568.25	7.21
8	Kerala	1	6.30	0.14	0.00
9	Maharashtra	57	2,23,937.71	4,907.03	63.12
10	Orissa	1	600.00	1,303.00	0.17
11	Rajasthan	1	0.00	0.00	0.00
12	Tamil Nadu	14	23,140.61	499.74	6.52
13	Uttar Pradesh	2	2,752.00	59.63	0.78
14	West Bengal	5	2,485.90	54.49	0.70
15	Delhi	29	34,894.60	768.84	9.83
16	State Not Indicated	25	26,439.45	577.59	7.46
Grand Total		174	3,54,803.87	7,773.16	100.00

## Statement-II

RBI Region-wise FDI equity inflows from January, 2010 to December, 2010

(As Reported by Regional offices of RBI)

S. No.	Regional Offices of RBI	States Covered	Amount of FDI Inflows		% age with FDI Inflows
			(Rs. million)	(US\$ million)	
1	Mumbai	Maharashtra, Dadra & Nagar Haveli, Daman & Div	291.636.36	6411.07	30.52
2	New Delhi	Delhi, Part of UP and Haryana	202745.05	4426.94	21.07
3	Chennai	Tamil Nadu, Pondicherry	59865.01	1321.94	6.29
4	Bangalore	Karnataka	59340.35	1285.86	6.12
5	Hyderabad	Andhra Pradesh	55154.03	1206.62	5.74
6	Ahmedabad	Gujarat	24168.51	529.76	2.52
7	Chandigarh	Chandigarh, Punjab, Haryana, Himachal Pradesh	21887	477.88	2.27
8	Bhopal	Madhya Pradesh, Chhattisgarh	19860.14	427.10	2.03
9	Panaji	Goa	14686.27	322.49	1.54
10	Kolkata	West Bengal, Sikkim, Andaman & Nicobar Islands	8239.90	181.32	0.86
11	Kanpur	Uttar Pradesh, Uttaranchal	5216.56	114.06	0.54
12	Bhubaneshwar	Orissa	3979.79	86.75	0.41
13	Kochi	Kerala, Lakshadweep	2344.70	51.44	0.24
14	Jaipur	Rajasthan	2185.54	48.29	0.23
15	Guwahati	Assam, Arunchal Pradesh, Manipur, Meghalaya, Mizoram, Nagaland, Tripura	176.16	3.81	0.02
16	Region Not Indicated		188664.21	4111.48	19.57
Grand Total				960149.61	21006.80

**Damaged National Highways**

1819. SHRIMATI POONAM VELJIBHAI JAT:  
SHRI NAMA NAGESWARA RAO:

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

(a) whether the Government has carried out an assessment of the damage caused to the National Highways due to heavy rains and floods that occurred in several parts of the country particularly in Andhra Pradesh over a period of time;

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

(c) whether the Government has chalked out an action plan for repair of the roads damaged;

(d) if so, the details thereof alongwith the action taken in this regard; and

(e) the total amount earmarked for repair of roads and the financial assistance given to the States for the same during the last three years and the current year, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA): (a) to (e) The development and maintenance of National Highways (NHs) is a continuous process. Accordingly, the NHs in the country are being kept in traffic worthy condition from time to time within the available resources based upon the assessment of their conditions including the damages caused to the NHs due to heavy rains and floods in several parts of the country including the State of Andhra Pradesh, depending upon traffic density and inter-se priority of works.

The State-wise and NH-wise details of the damages caused to NHs due to heavy rains and floods that occurred in several parts of the country including the State of Andhra Pradesh during this year are given in the enclosed Statement-I.

The State / Union Territory-wise and year-wise details of funds allocated and expenditure incurred for Maintenance & Repair (M&R) of NHs including the repair / restoration of NHs damaged due to heavy rains and floods during the last three years and the current year are given in the enclosed Statement-II.

**Statement-I**

*The State-wise and NH-wise details of the damages caused to NHs due to heavy rains and floods that occurred in several parts of the country including the State of Andhra Pradesh during this year*

Sl. No.	State	Details of Assessment made for Flood Damage Repair during 2010-11	
		NHNo.	Type of damages
1	2	3	4
1	Andhra Pradesh	18, 63, 202, 205, 214, 214A & 221	Surface damage, subsidence, erosion of embankments, damage to culverts etc.
2	Arunachal Pradesh	52A	Pot holes, damage to retaining structures, damages to formation, landslides etc.
3	Assam	31, 31B, 36, 37, 37A, 38, 39,44,51,52,53,61, 151 & 154	Pot holes, damage to embankment & shoulders, damage to culverts & drains etc.

1	2	3	4
4	Bihar	2C, 19, 30, 30A, 31, 77, 80, 81, 82, 83, 84, 85, 98, 101, 102, 103, 104, 105, 106, 107 & 110	Pot holes, cracks, damages to shoulders, damage to road crust, rail over bridges, bridges, culverts, etc.
5	Chhattisgarh	6, 12A, 78, 200, 216, 217 & 221	Pot holes, damage to bridges, damage to road surface, embankments, shoulders & culverts etc.
6	Goa	17 & 17A	Damage to embankment, damage to retaining wall & shoulders.
7	Gujarat	8A, 8C, 8D, 8E, 15, 59, 113&228	Pot holes, damage to shoulders, bridge abutment, toe wall & culverts, ravelling etc. etc.
8	Haryana	65, 71,718, 72,73 &73A	Pot holes, damaged patches, slips etc.
9	Himachal Pradesh	20,21,22, 70 & 88	Pot holes, damaged patches, slips etc.
10	Jammu & Kashmir	ID	Breaches, damage to culverts, retaining walls & drains, landslides, mud slides, washing out of road section etc.
11	Jharkhand	23, 32 & 75	Damage to pavement crust, damage to culverts and road side drains.
12	Karnataka	4A, 9, 13, 17, 48, 63, 67, 206, 207, 209, 212, 218 & 234	Pot holes, damage to shoulders, damage to culverts, retaining walls & cross drainage (CD) works, ravelling, slips, subsidence etc.
13	Kerala	17, 47, 47A, 49, 208, 212, 213 & 220	Pot holes, damage to drains, damage to earthen shoulders, landslides, damage to retaining walls & damage to culverts.
14	Madhya Pradesh	3, 7, 12, 12A, 27, 59A, 69, 75, 78, 86 & 92	Pot holes, rain cuts, damage to culverts etc.
15	Maharashtra	6, 9, 13, 17, 50, 69, 204, 211 & 222	Pot holes, landslides, cracking, erosion, damage/ washing out of formation, etc.

1	2	3	4
16	Manipur	39, 53 & 150	Pot holes, damage to pavement, shoulders, culverts, drains.
17	Meghalaya	40,44,51 & 62	Landslides, damage, to retaining walls, breaches, pot holes, sinking of area, collapse of wing walls etc.
18	Mizoram	44A, 54, 54A, 54B, 150 & 154	Landslides, damage to retaining walls, breaches, pot holes, sinking of area, collapse of wing walls etc.
19	Nagaland	61 & 155	Land slip, subsidence, damage to retaining wall, wing wall & damage to pavement etc.
20	Orissa	5, 6, 23, 42, 43, 75, 200, 201, 203, 203A, 217 & 224	Pot holes, depression, cracks, surface damage, damage to Cross Drainage works & retaining walls, rain cuts, washing out of submersible bridge, erosion to berms, landslides, failure of crust etc.
21	Punjab	71	Pot holes, ravelling etc.
22	Rajasthan	8, 11, 11A, 11B, 11C, 12, 14, 15, 65, 79, 89, 90, 112, 113, 114 & 116	Pot holes, ravelling, erosion, damages to berms, damage to drains etc.
23	Tamil Nadu	4, 45, 45A, 47B, 49, 207, 208, 209, 210, 219, 220, 226 & 230, 234	Damage to bridges, retaining walls & culverts, pot holes, cracking, berm cutting etc.
24	Tripura	44 & 44A	Breaches, damage to retaining wall, toe wall, culvert etc.
25	Uttar Pradesh	7, 19, 24, 24A, 24B, 28B, 29, 56, 58, 72A, 73, 74, 75, 76, 87, 91, 92, 93, 96, 97, 119, 231, 232, 233, 235	Pot holes, depression, cracks, damage to guard walls, damages to protection works, damage to retaining walls, culverts, drains, breast walls & guard walls, washing out of road section etc.
26	Uttarakhand	58, 72, 72A, 72B, 73, 74, 87, 94, 108, 109, 119, 121, 123 & 125	Pot holes, damage to pavement crust, washing out of road section, damage to retaining wall, breast wall, culvert & protection work of bridges, landslides, damages to culverts etc.
27	West Bengal	6, 31, 31C, 31D, 32, 34, 35, 55, 60, 60A, 81 & 117	Pot holes, depression, surface cracking, damage to abutment & culverts, subsidence, washing out of wooden bridge, depression cracks etc.



**Statement-II**

*The State / Union Territory-wise details of funds allocated and expenditure incurred for Maintenance & Repair (M&R) of NHs including the repair / restoration of NHs damaged due to heavy rains and floods during the last three years and the current year*

(Amount in Rs. Crore)

Sl. No.	State / Union Territory	2007-08		2008-09		2009-10		2010-11*	
		Allocation	Expenditure	Allocation	Expenditure	Allocation	Expenditure	Allocation	Expenditure
1	2	3	4	5	6	7	8	9	10
1	Andhra Pradesh	78.13	77.36	83.25	97.70	56.25	63.89	117.45	18.46
2	Arunachal Pradesh	0.37	0.33	1.82	0.02	0.91	2.73	25.87	14.14
3	Assam	41.62	32.86	40.20	40.47	78.85	67.19	92.15	47.48
4	Bihar	29.90	25.32	44.50	38.02	69.51	50.92	129.93	23.24
5	Chandigarh	0.98	0.84	0.68	0.80	0.75	0.67	0.66	0.12
6	Chhattisgarh	27.19	26.58	27.26	27.76	33.40	31.94	35.02	14.12
7	Delhi	0.00	0.00	0.00	0.00	0.50	0.00	0.77	0.00
8	Goa	4.92	4.74	5.01	4.61	5.35	4.93	4.65	0.04
9	Gujarat	40.27	39.56	42.04	41.92	43.03	41.68	112.32	24.99
10	Haryana	18.13	17.95	19.64	19.79	18.97	18.61	34.78	3.32
11	Himachal Pradesh	17.70	17.07	18.84	20.94	31.37	26.43	47.45	13.08
12	Jharkhand	27.82	23.38	20.38	18.56	28.97	18.23	39.12	20.70
13	Karnataka	59.45	60.30	71.24	67.04	64.76	66.98	87.56	37.07
14	Kerala	27.36	55.80	21.75	30.12	28.50	60.45	62.41	23.37
15	Madhya Pradesh	59.03	58.22	48.66	50.37	57.15	59.53	64.44	22.24
16	Maharashtra	63.16	57.54	62.92	53.04	66.98	65.38	145.25	30.40
17	Manipur	14.30	11.52	10.24	9.72	7.24	7.61	31.41	7.45
18	Meghalaya	13.39	8.19	17.53	17.41	14.78	17.79	59.98	8.74
19	Mizoram	7.25	4.27	9.20	7.40	3.58	2.22	54.93	3.61
20	Nagaland	7.43	4.88	10.78	12.55	12.30	10.72	43.68	5.95

1	2	3	4	5	6	7	8	9	10
21	Orissa	50.51	50.28	52.56	61.88	59.50	61.83	89.07	38.73
22	Puducherry	0.91	0.91	1.10	1.47	1.63	0.89	2.30	1.00
23	Punjab	23.82	20.40	25.58	27.47	23.00	26.86	34.42	2.38
24	Rajasthan	70.57	70.56	72.35	75.06	76.53	48.39	127.37	41.93
25	Tamil Nadu	30.16	30.35	49.40	46.55	32.62	41.21	62.62	9.70
26	Uttar Pradesh	62.48	62.21	55.22	61.04	73.93	84.83	146.28	46.88
27	Uttarakhand	19.10	17.12	21.87	20.86	25.31	23.40	85.08	13.03
28	West Bengal	24.08	23.26	31.49	21.69	27.15	36.70	72.59	22.54
29	Andaman and Nicobar Islands					4.00	0.00	3.68	0.00
30	National Highways Authority of India (NHA)*	147.91	147.91	70.00	70.00	87.94	87.94	165.28	165.28
31	Border Roads Organization (BRO)\$	30.06	28.71	26.35	21.68	24.00	23.73	65.00	18.10 (provisional)

\* - Expenditure figures are up to February, 2011.

\$ - State-wise allocations are not made for NHA and BRO.

**National Centres for Handicapped Persons**

1820. SHRI VITTHAL BHAI HANSRAJBHAI  
RADADIYA:  
SHRI UMASHANKAR SINGH:  
SHRI MAHENDRASINH P. CHAUHAN:

Will the Minister of SOCIAL JUSTICE AND  
EMPOWERMENT be pleased to state:

(a) whether the Government is running National Centres  
or Model Schools for the physically challenged persons  
including the blind, deaf and dumb etc.;

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

(c) the number of persons studying in these Centres/  
Model Schools for the last three years, State-wise;

(d) the details of funds allocated to these centres during

the said period, State-wise;

(e) whether the Government is considering to open more  
such Centres/Model Schools across the country; and

(f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF  
SOCIAL JUSTICE AND EMPOWERMENT (SHRI D.  
NAPOLEAN) : (a) and (b) The National Institute for the Visually  
Handicapped, Dehradun is running a Model School for  
Visually Handicapped Children in Dehradun and the National  
Institute for the Mentally Handicapped, Secunderabd is  
running Model Special Education Centre in New Delhi and  
Special Education Centre in Secunderabad.

(c) The number of students in these three Centres for  
last three years is as follows:

Name of Model School/National Centre	Number of Students		
	2007-08	2008-09	2009-10
Model School for Visually Handicapped, Dehradun	233	288	295
Model Special Education Centre, New Delhi	107	106	101
Special Education Centre, Secunderabad	118	118	118

(d) Funds allocated to these Centres for the last three years as follows:-

Name of Model School/National Centre	Funds allocated		
	2007-08	2008-09	2009-10
Model School for Visually Handicapped, Dehradun	97.07	113.14	167.97
Model Special Education Centre, New Delhi	75.60	102.08	129.22
Special Education Centre, Secunderabad	6.48	7.95	6.34

Rs. In lakhs

(e) and (f) No such proposal is under consideration

[Translation]

#### Status of physically and Mentally Challenged Persons

1821. SHRI KAUSHALENDRA KUMAR:  
SHRI BAIDYANATH PRASAD:  
SHRI RAMKISHUN:

Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) whether free education, training and hostel facility has been provided/proposed to be provided to physically handicapped and mentally challenged persons alongwith deaf and dumb children/persons through various schemes being run by the Government;

(b) if so, the details thereof, Centre-wise, Category-wise and State-wise and the amount sanctioned, released and spent by the Government for this purpose during the Eleventh Five Year Plan;

(c) the steps taken by the Government to provide free

higher education training and shelter after identifying such children/persons;

(d) whether the Government has formulated strategy to rehabilitate such physically handicapped and mentally challenged children/persons; and

(e) if so, the details thereof, State-wise and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRI D. NAPOLEAN): (a) and (b) The Schemes/provisions for providing education, training and other facilities to the Persons with Disabilities (PwDs) include:-

(i) **Deendayal Disabled Rehabilitation Scheme (DDRS);** Under the scheme, funds for the welfare of persons with disabilities are provided to the non-governmental organizations for projects like special schools for disabled, Vocational Training Centres, Half Way Homes, Community Based Rehabilitation Centres, Early

Intervention Centres for Disabled and Rehabilitation of Leprosy Cured Persons etc,

The state-wise details of funds released under DDRS during the Eleventh Five Year Plan for the projects of Physically Handicapped, Deaf and Dumb and Mentally Retarded are given in the enclosed Statements-I, II and III respectively.

- (ii) **National Handicapped Finance and Development Corporation (NHFDC):** NHFDC provides grant for entrepreneurial and skill development (EDP) training to Persons with Disabilities (PwDs). 100% of the total recurring cost of the training programme is provided by NHFDC to the training Institutes/Organizations.

Statement and v with regard to EDPs sanctioned and disbursement of loan for education of PwDs are enclosed and v.

- (iii) The Right of Children to Free and Compulsory Education Act, 2009 (RTE Act), provides for free and compulsory education to all children in the age group of six to fourteen years and has come into force from 1st April, 2010.

- (iv) **Sarva Shiksha Abhiyan (SSA)** programme ensures that every child in the age group of 6-14 years with special needs, irrespective of the kind, category and degree of disability, is provided meaningful and quality education.

Since the differently abled children require typical support in the form of special equipment and specialized teaching techniques in their educational process, to address these needs, SSA provides Rs. 3000/- per child per annum.

The physically and mentally challenged children are covered through school readiness programmes and home based programmes. Through these programmes, children with special needs and their parents are imparted training on the care and management of these children.

- (v) **Inclusive Education for Disabled at Secondary Stage (IEDSS):** The Scheme of Inclusive Education for Disabled at Secondary Stage (IEDSS) was launched in

2009-10 replacing the earlier scheme of Integrated Education for Disabled Children (IEDC). The Scheme covers all children studying at secondary and higher secondary stage (classes IX-XII) in Government, local body and Government-aided schools, with one or more disabilities as defined under the Persons with Disabilities Act (1995) and the National Trust Act (1999), namely, i) Blindness, ii) Low vision, iii) Leprosy cured, iv) Hearing impairment, v) Locomotor disabilities, vi) Mental retardation, vii) Mental Illness, viii) Autism, and ix) Cerebral Palsy,

100% central assistance is provided for the two major components covered under the scheme. viz:

**Student-oriented components** include medical and educational assessment, books and stationery, uniforms, transport allowance, reader allowance, stipend for girls @ Rs.200 per month, support services, assistive devices, boarding and lodging facility, therapeutic services, teaching learning materials, etc. Rs.3000/- per child per annum is provided as Central assistance to be topped by the States by a scholarship of Rs.600/- per disabled child per annum.

**Other components** include appointment of special education teachers, allowances for general teachers for teaching such children, teacher training, orientation of school administrators, establishment of resource room, providing barrier free environment, etc.

The State/UT wise releases and utilization under IEDC/ IEDSS during the XI Plan are at enclosed Statements-VI & VII respectively.

- (vi) **Integrated Child Protection Scheme [ICPS] is Centrally Sponsored Scheme:** for the welfare and rehabilitation of children in need of care and protection as well children in conflict with law. The scheme provides financial assistance to the State Governments/UT Administrations for setting up and maintenance of Homes for children either by themselves or in association with voluntary organizations for children

in difficult circumstances. The scheme provides an additional component to Homes having children with special needs and provides flexibility to the State Government to either integrate the programme for such children in its existing institutions or support setting up of specialized homes for such children. The primary focus however is on integrating services for children with special needs in existing Homes.

(c) The steps taken by the Govt. include:

1. **Higher Education for persons with Special Needs (HEPSN):** In the higher education sector, the University Grants Commission (UGC) is supporting universities and colleges in the country to involve in special education activities to empower differently-able persons. The UGC had started the scheme of assistance to universities/colleges for Higher Education for Persons with Special Needs (Differently-able Persons) (HEPSN) during the Ninth Five Year Plan, which continued in the Tenth Plan. HEPSN scheme has three components:
  - (i) Establishment of enabling units for differently-able persons,
  - (ii) Providing access to differently-able persons,
  - (iii) Providing special equipments to augment educational services for differently-able persons.
2. Tuition Fee Waiver Scheme for Physically Handicapped Meritorious Students is applicable to students of all AICTE approved Technical institution.
3. Integrated scheme for differently-able persons: Teachers Preparation in Special Education (TEPSE) Scheme.
4. Relaxation provided by the UGC to Persons with Disabilities in the NET Examination.
5. Skill Development: Up-gradation of existing polytechnics to integrate the physically challenged persons.

(d) and (e) The following other schemes are being

implemented by the Government for the welfare of persons with disabilities:-

- (i) **Assistance to Disabled Persons for Purchase/Fitting of Aids and Appliances (ADIP):-** Under the scheme, aids/appliances are distributed to the needy persons with disabilities.
- i. **National Institutions (NTs):-** The Ministry supports seven autonomous National Institutes which provide rehabilitation services with the overall objective of providing rehabilitation services for different types of disabilities.
- ii. **The National Handicapped Finance and development Corporation (NHFDC)** provides concessional credit to persons with disabilities for setting up income generating activities for self employment.
- iii. **Scheme for Implementation of Persons with Disabilities (Equal Opportunities, Protection of Rights and Full Participation) Act, 1995 (SIPDA):-** Under this scheme, assistance is provided to the State Governments, Institutions, Organizations under Central or State Governments for various activities relating to implementation of Persons with Disabilities Act, 1995 particularly for creating barrier free environment, supporting District Disability Rehabilitation Centres, Composite Regional Centres etc.
- iv. **Scheme of Incentives to Employers in the Private Sector for providing employment to persons with disabilities:-** Under this Scheme, launched in April, 2008, the Government of India reimburse the employers' contribution for Employees Provident Fund (EPF) and Employees State Insurance (ESI) for initial three years in respect of persons with disabilities employed in the private sectors on or after 1.4.2008, with a monthly salary upto Rs.25,000/-.

All the above schemes are Central Sector Schemes, hence funds are not allocated state-wise.

**Statement-I***Project relating to Deaf and Dumb funded under Deendayal Disabled Rehabilitation Scheme*

(Rs. in lakhs)

S.No.	State	No. of organisations				Amount released			
		2007-08	2008-09	2009-10	2010-11 (Upto 2.3.2011)	2007-08	2008-09	2009-10	2010-11- (Upto 2.3.2011)
1	2	3	4	5	6	7	8	9	10
1	Andhra Pradesh	23	21	17	18	558.57	244.07	310.69	411.61
2	Bihar	1	3	0	0	18.64	25.09	0	0
3	Chandigarh	0	0	0	0	0	0	0	0
4	Chhattisgarh	2	2	2	0	12.63	19.29	11.10	0
5	Delhi	2	2	1	1	0.99	6	4.69	0.36
6	Goa	1	1	1	9	6.19	4.82	5.99	140.82
7	Gujarat	3	2	2	0	12.39	6.83	3.83	0
8	Haryana	4	2	4	0	46.34	13.08	35.16	0
9	Himachal Pradesh	0	1	1	0	0	4.80	7.13	0
10	Karnataka	19	11	11	0	222.60	165.13	220.64	0
11	Madhya Pradesh	1	1	1	2	4.83	20.01	6.29	5.12
12	Maharashtra	4	6	5	3	37.08	65.73	44.87	29.77
13	Meghalaya	0	0	1	1	0	0	5.20	6.56
14	Orissa	8	10	6	4	82.83	78.09	94.66	50.71
15	Pondicherry	1	1	1	1	17.13	15.63	13.36	6.55
16	Punjab	1	2	0	1	17.53	15.09	0	3.08
17	Rajasthan	4	3	3	3	70.78	21.81	51.84	12.34
18	Tamil Nadu	13	12	6	11	128.79	114.67	53.43	92.63
19	Tripura	1	1	1	1	9.71	6.42	14.81	5.01
20	Uttar Pradesh	11	11	10	8	311.14	245.64	249.63	95.57

1	2	3	4	5	6	7	8	9	10
21	Uttarakhand	2	2	2	2	12.47	14.60	30.82	23.23
22	West Bengal	7	5	4	4	85.23	83.99	51.11	52.26
Total		108	99	79	69	1655.87	1170.79	1215.25	935.62

**Statement-II**

*Project relating to Physically Handicapped funded under Deendayal Disabled Rehabilitation Scheme*

(Rs. in lakhs)

S.No.	State	No. of organisations				Amount released			
		2007-08	2008-09	2009-10	2010-11 (Upto 2.3.2011)	2007-08	2008-09	2009-10	2010-11- (Upto 2.3.2011)
1	2	3	4	5	6	7	8	9	10
1	Andman and Nicobar	0	0	0	0	0	0	0	0
2	Andhra Pradesh	16	9	9	7	121.95	98.63	164.47	78.2
3	Arunachal Pradesh	0	0	0	0	0	0	0	0
4	Assam	1	1	1	2	14.61	24.81	13.75	41.12
5	Bihar	1	0	0	1	17.91	0	0	13.46
6	Chandigarh	0	0	0	0	0	0	0	0
7	Chattisgarh	0	0	0	0	0	0	0	0
8	Dadra and Nagar Haveli	0	0	0	0	0	0	0	0
9	Daman & Diu	0	0	0	0	0	0	0	0
10	Delhi	4	4	2	2	29.13	11.22	18.57	12.29
11	Goa	1	1	1	0	12.65	8.27	12.3	0
12	Gujarat	3	3	2	0	12.9	22.79	17.87	0
13	Haryana	0	0	0	0	0	0	0	0
14	Himachal Pradesh	0	0	0	0	0	0	0	0
15	Jammu and Kashmir	1	1	0	1	5.90	3.46	2.39	1.30
16	Jharkhand	1	0	0	0	4.09	0	0	0







1	2	3	4	5	6	7	8	9	10
28	Punjab	10	3	1	4	52.6	31.89	23.36	18.57
29	Rajasthan	0	10	12	9	68.84	53.01	80.90	61.39
30	Sikkim	0	0	0	0	0	0	0	0
31	Tamil Nadu	21	24	18	10	197.10	171.18	206.06	84.76
32	Tripura	1	1	1	1	4.39	4.39	6.54	1.20
33	Uttar Pradesh	28	23	19	12	226.89	196.23	213.18	84.46
34	Uttarakhand	3	6	4	5	27.42	50.37	22.18	50.05
35	West Bengal	17	22	19	19	257.20	340.21	359.77	355.08
<b>Total</b>		<b>300</b>	<b>292</b>	<b>262</b>	<b>206</b>	<b>2954.48</b>	<b>2859.60</b>	<b>3306.47</b>	<b>2848.77</b>

**Statement-IV**

*Entrepreneurial And Skill Development Training to PwDs(EDPs) - Sanctioned & Disbursement made by National Handicapped Finance & Development Corporation from 2007-08 to 2010-11 (upto 03rd March 2011)*

(STATE-WISE)

(Rs. in lakhs)

S. No	State	Amount Sanctioned	No. of Trainees	Total Amount Disbursed	Total Trainees
1	2	3	4	5	6
1	Andhra Pradesh	1.29	15	0	0
2	Chhattisgarh	3.35	30	3.35	30
3	Delhi	9.23	100	2.77	45
4	Gujarat	1.29	15	0.5	15
5	Haryana	8.23	105	5.38	85
6	Himachal Pradesh	1.47	20	1.4	21
7	Jamrao and Kashmir	0.68	20	0.34	19
8	Jharkhand	1.29	15	0.52	15
9	Karnataka	2.51	75	0	0

599	Written Answers	March 7, 2011		to Question	600
1	2	3	4	5	6
10	Kerala	1.21	13	0.61	13
11	Madhya Pradesh	7.35	80	7.35	83
12	Maharashtra	7.43	165	4.98	165
13	Orissa	3.89	41	2.77	41
14	Puducheny	1.29	15	0	0
15	Punjab	9.00	120	6.74	120
16	Rajasthan	26.58	367	5.73	81
17	Tamil Nadu	1.29	15	0	0
18	Uttar Pradesh	7.2	90	6.96	90
19	Uttarakhand	1.29	15	0.55	15
20	West Bengal	1.29	15	0.65	15
Total		97.16	1331	50.60	853

**Statement -V**

*State-wise Number Of Beneficiaries and amount released by National Handicapped Finance & Development Corporation for education During*

*2007-08 to 2010-2011 (upto 3.3.2011)*

(Amount In Rupees)

S.No	States	Sanction Amount	No. of Benef.	Disbursed Amount	No. of Benef.
1	2	3	4	5	6
1	Chhattisgarh	50445	1	50445	1
2	Delhi	188500	1		
3	Haryana	346000	1	346000	1
4	Jharkhand	397000	1	397000	1
5	Kerala	136505	1	136505	1
6	Madhya Pradesh	59500	1	59500	1
7	Mahrashtra	3733500	10	3577800	9

1	2	3	4	5	6
8	Orissa	161697	1	161697	1
9	Tamil Nadu	78000	3	78000	3
Total		5151147	20	4806947	18

**Statement -VI**

*Details of funds released and utilized Under Integrated Education for Disabled Children (iedc) - State wise*

(Rupees In lakhs)

S.No.	Name of State	2007-08		2008-09	
		Amount Released	Amount Utilized	Amount Released	Amount Utilized
1	2	3	4	5	6
1.	Andhra Pradesh	134.85	134.85	403.17	351.85
2.	Anmachal Pradesh	17.19	*	-	-
3.	Assam	15.42	15.42	71.64	71.64
4.	Gujarat	1439.67	1439.67	1700.62	1700.62
5.	Goa	-	-	0.54	*
6.	Haryana	627.49	627.49	472.69	472.69
7.	Jammu and Kashmir	6.5	*	-	-
8.	Karnataka	861.72	766.94	188.67	188.67
9.	Kerala	796.33	796.33	1446.12	1446.12
10.	Madhya Pradesh	821.97	821.97	710.74	710.74
11.	Maharashtra	633.67	633.67	169.25	169.25
12.	Manipur	122.5	122.50	144.43	106.10
13.	Meghalaya	1.65	*	-	-
14.	Mizoram	41.76	41.76	133.44	133.44
15.	Orissa	782.43	782.43	95.00	95.00
16.	Punjab	4.73	4.73	9.72	Amount Refunded
17.	Rajasthan	193.25	193.25	116.65	116.65

1	2	3	4	5	6
18.	Tamil Nadu	340.42	340.42	294.15	294.15
19.	Tripura	-	-	4.53	4.52
20.	Uttar Pradesh	-	-	25.79	25.79
21.	West Bengal	606.47	606.47	515.74	515.74
22.	Andaman & Nicobar Island	23.74	23.74	9.68	9.68
23.	Delhi	127.34	127.34	-	-
24.	Puducherry	11.69	11.69	-	-
Total		7610.79	7455.88	6512.57	6408.13

Utilization Certificate not received from the state

#### Statement-VII

*Details of funds released and utilized under Inclusive Education for Disabled at Secondary Stage (IEDSS) - State wise*

(Rupees in lakhs)

S.No.	Name of State	2009-10		2010-11 (as on 28.2. 2011)	
		State		State	
		Amount Released	Amount utilized	Amount Released	Amount utilized
1	2	3	4	5	6
1	Andhra Pradesh	7.06	7.06	70.31	70.31
2	Assam	104.43	104.43	-	-
3	Bihar	360	360.00	-	-
4	Gujarat	713.66	713.66	3444.00	2299
5	Haryana	218.24	218.24	320.63	Released in Nov 2010
6	Karnataka	702.11	702.11	15.47	15.47
7	Kerala	733.32	733.32	617.45	617.45
8	Madhya Pradesh	4.85	4.85	383.72	Released in Dec 2010
9	Maharashtra	1083.44	834.49	-	-

1	2	3	4	5	6
10	Mizoram	-	-	29.8	Released in Nov 2010
11	Orissa	491.84	491.84	70.8	70.8
12	Punjab	433.67	433.67	764	Released in Feb 20 11
13	Rajasthan	43.41	43.41	113.56	Released in Nov 20 10
14	Tamil Nadu	400.48	214.25	-	-
15	A&N Island	2.85	2,72 Rs.0. 13 lakh refunded	-	-
16	Delhi	167.47	167.47	-	-
17	Puducherry	46.3	12.88	-	-
Total		5513.13	5044.4	5829.74	

#### Action Against Law Labour Officers

1822. SHRI MAHENDRASINH P. CHAUHAN:  
DR. SANJAY SINGH  
SHRI ANJANKUMAR M. YADAV:  
SHRI S. ALAGIRI:  
SHRI YASHBANT LAGURI:

Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

(a) the number of enforcement officers against whom action has been taken for not enforcing/less enforcement of labour laws during the last three years;

(b) the present position in regard to the aforesaid action taken against the using officers;

(c) the reasons for not initiating prosecution against the guilty officers till date;

(d) the reaction of the Government thereto; and

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

THE MINISTER OF LABOUR AND EMPLOYMENT (SHRI MALLIKARJUN KHARGE): a) to (e) The enforcement of the provisions of various Labour laws has been prescribed under provisions of the relevant Acts and is secured through

the officers of the Central Industrial Relations Machinery in the Central Sphere, and through the State enforcement machinery in the State Sphere. So far as Central Sphere is concerned, the enforcement officers are posted in field and work under the administrative control of the Regional Heads who fix targets of inspection for the enforcement officers assess their performance monthly. In case an enforcement officer fails to meet the assigned target, his performance is assessed as "inadequate" and he is asked to explain the reasons for his inadequate performance. Wherever it is considered necessary, the defaulting enforcement officer is liable to be proceeded against departmentally. The details regarding monthly instances of Inadequate performance of Enforcement officers during the last three years is given below:

Year	Number cases of
2008-09	192
2009-10	106
2010-11 (upto October, 2010)	

The Information of State sphere is not maintained centrally.

The office of Chief Labour Commissioner (Central) also assesses the work performance of the Enforcement Officers

and the officers found delinquent are invariably warned advised to achieve the targets allotted to them.

#### Performance of SEZs

1823. SHRI B. MAHTAB:  
DR. SANJAY SINGH:  
SHRI ASADUDDIN OWAIISI:  
SHRI GORAKH PRASAD JAISWAL:  
SHRI R. THAMARAISELVAN:  
SHRI ANAND PRAKASH PARANJPE:  
SHRI R. DHROUVANARAYAN:  
SHRI K. J. S. P. REDDY:

Will the Minister of COMMERCE and INDUSTRY: be pleased to state:

(a) the details of sanctioned, operational and notified SEZs in the country, sectorwise and State-wise;

(b) the details regarding exports made from SEZs via-a-vis total exports from the country alongwith the value of export, itemwise and year-wise;

(c) the details of capital investment, employment generated and land acquired from these SEZs so far;

(d) the details of total financial assistance provided to these SEZs so far;

(e) whether the Government proposes to create separate data bank on performance of SEZs for formulating policy guidelines;

(f) if so, the details thereof;

(g) whether some developers have requested for additional time/surrender of SEZs due to uncertainty over tax exemptions and draft tax code; and

(h) if so, the details thereof and response of the Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA M. SCINDIA) : (a) In addition to seven Central Government Special Economic Zones (SEZs) and 12 State/Private Sector SEZs set up prior to the enactment of SEZ Act, 2005, formal approval has been accorded to 582 proposals out of which

374 SEZs have been notified. A total of 130 SEZs have commenced export. Statements containing state-wise and sector-wise distribution of SEZs are enclosed.

(b) to (d) As on 31st December, 2010, an investment of Rs. -1,95,348 crore has been made in SEZs and the total direct employment in SEZs is 6,44,073 persons. The total physical Exports of Rs. 2,20,711 crore approximately have been made from SEZs during the year 2009-10 registering a growth of about 121.40% over the exports for the previous financial year. A statement showing sector-wise distribution of exports for the financial year 2009-10 is also enclosed. Exports from SEZs have been 26.10% of the total exports of the country during the said financial year. The total physical exports from SEZs as on 31st December, 2010 i.e. in the first three quarters of the current financial year, has been to the tune of Rs. 2,23,132 crore approximately registering a growth of 46.7% over the exports of corresponding period of the previous financial year. Total land area of notified SEZs is 44,44 hectares. SEZ being set up under the SEZ Act, 2005 are primarily private investment driven. The fiscal concessions and duty benefits allowed to SEZs are in built into the SEZ Act, 2005.

(e) and (f) The Approval Committees under the Development Commissioners constituted for on Zone, which comprise representatives from Customs, Income-tax, State Governments etc. have been directed to monitor the performance of the SEZ Units. This includes scrutiny of Annual Performance Report (APR), Quarterly Performance Report (QPR) and details of rent recovery. Failure to meet the requirements of the scheme or any violation attracts action under Foreign Trade (Development and Regulation) Act, 1992.

(g) and (h) On a request received from the developer, Board of Approval considers the request of extension of formal approval beyond the period of initial three years on case to case basis.

Citing global economic slowdown as the main reason, the requests for de-notification have been received from the developers. The Board of Approval has allowed 23 such requests in respect of SEZs located in various states and Union Territories. However, the final denotification is allowed only on receipt of certificate from the respective Development Commissioner that the Developer has refunded the duties/benefits, if any, availed by him.

**Statement***State-wise distribution of approved Special Economic Zones*

State	Formal Approval	Notified SEZs	Operational SEZs (Central Govt. + State Govt./Pvt. SEZs + notified SEZs under the Act, 2005)
1	2	3	4
Andhra Pradesh	109	74	32
Chandigarh	2	2	1
Chhattisgarh	2	1	0
Delhi	3	0	0
Dadra and Nagar Haveli	3	1	0
Goa	7	3	0
Gujarat	45	29	13
Haryana	45	34	3
Himachal Pradesh	0	0	0
Jharkhand	1	1	0
Karnataka	57	36	20
Kerala	28	17	7
Madhya Pradesh	15	6	1
Maharashtra	104	63	16
Nagaland	2	1	0
Orissa	11	6	1
Puducherry	1	0	0
Punjab	8	2	0
Rajasthan	10	8	3
Tamil Nadu	71	57	22
Uttar Pradesh	33	20	6



1	2	3	4
Uttarakhand	3	2	0
West Bengal	22	11	5
<b>Grand Total</b>	<b>582</b>	<b>374</b>	<b>130</b>

**(Sectors)***State-wise distribution of approved Special Economic Zones*

Andhra Pradesh	109	74	32
Agro	6	4	0
Airport based multiproduct	3	0	0
Auto and related	3	1	1
Aviation/ Aerospace/ Animation & Gaming/ Copper	3	2	2
Beach & mineral/ metals	2	2	0
Bio-tech	33	18	2
Building prod./mal./ transport equit.	1	1	2
Electronic prod/ind	3	3	1
Engineering	21	16	7
Footwear/Leather	7	5	2
Food Processing	5	4	2
FTWZ	11	6	0
Gems and Jewellery	13	6	3
Handicrafts & Carpets	4	2	2
IT/ITES/Electronic			
Hardware/ Semi conductor	353	233	75
Metal/Stain. Steel/ Alum/Foundry	9	5	0
Metallurgical Engineering	1	0	0
Multi-Product	23	15	16
Multi-Services/Services	16	0	0

1	2	3	4
Non-Conventional Energy	5	4	2
Plastic processing	0	0	0
Petrochemicals & petro.	4	2	0
Pharma/chemicals	23	20	5
Port-based multi-product	8	2	2
Power/alternate energy/ solar	3	1	1
Textiles/ Apparel/Wool	19	12	0.5
Writing and printing paper mills	2	1	0
Strategic Manufacturing	0	0	0
Granite processing Industries and other allied machinery/ manufacturing	1	1	0
<b>Grand Total</b>	<b>582</b>	<b>374</b>	<b>130</b>

<i>Sector-wise Exports during the financial year 2009-10</i>			1	2	3
Sl. No.	Sector	2009-10			
		(In Rs. Crore)	8	Apparel/Textiles/Wool	625.36
1	2	3	9	Footwear and Leather Products	253.05
			10	Food Processing	2.16
1	Multi Product SEZs	144971.77	11	Biotechnology	456.48
2	IT/ITES	52995.16	12	Port Based	0.48
3	Pharmaceuticals	1505.74	13	Animation & Gaming	0.45
4	Engineering	4165.45	14	Aluminium & Aluminium related Industries	8.78
5	Gem and Jewellery	14984.41	15	Non-conventional Energy	450.03
6	Handicraft	41.77	16	Transport equipment	24.15
7	Auto and related items	226.07		<b>Total</b>	<b>220711.31</b>

**Computerisation of Land Records**

1824. SHRI K. SUGUMAR:  
SHRI S. ALAGIRI:  
SHRI DUSHYANT SINGH:  
SHRIMATI RAMA DEVI:  
SHRIMATI BOTCHA JHANSI LAKSHMI:

Will the Minister of DEFENCE be pleased to state:

(a) the status of computerisation of land records maintained by Directorate General of Defence Estate (DGDE);

(b) whether in view of the recent land scams the Government proposes to review and clean up the entire system of land records change the process of granting NoC and also streamline the working of DGDE;

(c) if so, the details thereof including the strategy chalked out by the Government in this regard;

(d) whether a Parliamentary Panel had suggested for an independent regulator to oversee the defence lands; and

(e) if so, the action taken by the Government thereon?

THE MINISTER OF DEFENCE (SHRI A. K. ANTONY):

(a) to (c): Computerization of land records is already going on and is likely to be completed by March 2011. Steps have been initiated to streamline proper management of Defence land and its protection. Two projects, one on Digitisation of land records and the other on Survey of Defence Land using modern technology have been sanctioned recently. Both projects are to be carried out in time-bound manner. It has been decided to review the practice of issuing No Objection Certificates for construction of buildings on lands adjoining Defence lands.

(d) Yes, Madam.

(e) Guidance of the Standing Committee has been sought on the powers and role of the Independent Regulator and the difference between him & DGDE.

**FDI in Defence**

1825. SHRI MANISH TEWARI:  
SHRI RAMEN DEKA:

**SHRI RAYAPATI SAMBASIVA RAO:**

Will the Minister of DEFENCE: be pleased to state:

(a) whether the Department of Industrial Promotion and Policy (DIPP) has recommended that Foreign Direct Investment (FDI) in Defence Sector should be hiked to 74 per cent from the current 26 per cent;

(b) if so, the details thereof;

(c) whether it is a fact that while the Ministries of Finance, Commerce and even Home support the DIPP proposal, the Ministry of Defence is opposed to it as reported recently;

(d) the estimate of capital expenditure on import of Defence equipment during 2011-2020;

(e) whether it would be advisable in terms of our defence preparedness to create Public-Private Military Industrial Complexes (MICs) with Foreign Direct Investment which would entail transfer of State-of-the-art Technology transfer and ward off the threat of sanctions; and

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

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI M.M. PALLAM RAJU): (a) and (b) The Department of Industrial Policy and Promotion (DIPP) has circulated a Discussion Paper suggesting raising FDI cap in Defence manufacturing sector to 74% or more from the existing 26%.

(c) This issue is under inter ministerial consultations and a final decision will be taken by Government thereafter.

(d) Information is being collected.

(e) and (f) Government has a policy of moving towards greater self-reliance in Defence Production. To this end, it seeks to encourage indigenous research, development and design of equipment/weapons system within the country.

[English]

**Safety of Wild Animals**

1826. SHRI SUDARSHAN BHAGAT:  
SHRI MUKESH BHAIKAV DANJI GADHVI:

SHRI ARJUN RAM MEGHWAL:  
 SHRI RADHA MOHAN SINGH:  
 SHRI VIRENDRA KUMAR:  
 SHRI N. CHELUVARAYA SWAMY:  
 SHRI ANJANKUMAR M. YADAV:  
 SHRI MILIND DEORA:  
 SHRI K. SUDHAKARAN:

Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

- (a) whether 'tigers' are falling prey to irregularities in management of their security and care and are dying untimely;
- (b) if so, the details of the measures taken to increase the dwindling number of tigers and leopards in forests; and
- (c) the details of measures likely to be taken for good tiger reserves for security and care of tigers in future?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH) :

(a) As per the findings of the recent All India tiger estimation in 2008 using the refined methodology, the total country-level population of tiger is 1411 (mid value); the lower and upper limits being 1165 and 1657 respectively. The said findings indicate a poor status of tiger population in areas outside tiger reserves and protected areas. The tiger population, by and large, in tiger reserves and protected areas are viable, while requiring ongoing conservation efforts. Instances of local extinction of tigers have come into light at Sariska and Panna Tiger Reserves, where initiatives have been taken to repopulate the area through tiger reintroduction.

(b) and (c) The milestone initiatives taken by the Government of India for conservation and protection of wild animals including tigers, are as Statement.

#### **Statement**

*Milestone initiatives taken by the Government of India for protection and conservation of wild animals including tigers*

#### **Legal steps**

1. Amendment of the Wild Life (Protection) Act, 1972 for

providing enabling provisions for constitution of the National Tiger Conservation Authority and the Tiger and Other Endangered Species Crime Control Bureau.

2. Enhancement of punishment in cases of offence relating to a tiger reserve or its core area.

#### **Administrative steps**

3. Strengthening of antipoaching activities, including special strategy for monsoon patrolling, by providing funding support to Tiger Reserve States, as proposed by them, for deployment of antipoaching squads involving ex-army personnel / home guards, apart from workforce comprising of local people, in addition to strengthening of communication / wireless facilities.

4. Constitution of the National Tiger Conservation Authority with effect from 4.09.2006, for strengthening tiger conservation by, *interalia*, ensuring normative standards in tiger reserve management, preparation of reserve specific tiger conservation plan, laying down annual audit report before Parliament, constituting State level Steering Committees under the Chairmanship of Chief Ministers and establishment of Tiger Conservation Foundation.

5. Constitution of a multidisciplinary Tiger and Other Endangered Species Crime Control Bureau (Wildlife Crime Control Bureau) with effect from 6.6.2007 to effectively control illegal trade in wildlife,

6. The "in-principle" approval has been accorded by the National Tiger Conservation Authority for creation of five new tiger reserves, and the sites are: Biligiri Ranganatha Swamy Temple Sanctuary (Karnataka), Pilibhit (Uttar Pradesh), Ratapani (Madhya Pradesh), Sunabeda (Orissa) and Mukundara Hills (including Darrah, Jawahar Sagar and Chambal Wildlife Sanctuaries) (Rajasthan). Besides, the States have been advised to send proposals for declaring the following areas as Tiger Reserves: (i) Bor (Maharashtra), (ii) Suhelwa (Uttar Pradesh), (iii) Nagzira-Navegaon (Maharashtra) (iv) Satyamangalam (Tamil Nadu) and (v) Kudremukh (Karnataka).

7. The revised Project Tiger guidelines have been issued to States for strengthening tiger conservation, which apart from ongoing activities, *interalia*, include funding support to States for enhanced village relocation/rehabilitation package for people living in core or critical tiger habitats (from Rs. 1 lakh/family to Rs. 10 lakhs/family), rehabilitation/resettlement of communities involved in traditional hunting, mainstreaming livelihood and wildlife concerns in forests outside tiger reserves and fostering corridor conservation through restorative strategy to arrest habitat fragmentation.

8. A scientific methodology for estimating tiger (including co-predators, prey animals and assessment of habitat status) has been evolved and mainstreamed, the findings of this estimation/assessment are bench marks for future tiger conservation strategy.

9. An area of 31407.11 sq. km. has been notified by 16 Tiger States (out of 17) as core or critical tiger habitat under section 38V of the Wildlife (Protection) Act. 1972 as amended in 2006 (Andhra Pradesh, Arunachal Pradesh, Assam, Chhattisgarh, Jharkhand, Karnataka, Kerala, Madhya Pradesh, Maharashtra, Mizoram, Orissa, Rajasthan, Tamil Nadu, Uttarakhand, Uttar Pradesh and West Bengal). The State of Bihar has taken a decision for notifying the core or critical tiger habitat (840 sq.km.). The State of Madhya Pradesh has not identified / notified the core / critical tiger habitat in its newly constituted tiger reserve (Sanjay National Park and Sanjay Dubri Wildlife Sanctuary).

#### Financial steps

10. Financial and technical help is provided to the States under various Centrally Sponsored Schemes, viz. Project Tiger and Integrated Development of Wildlife Habitats for enhancing the capacity and infrastructure of the States for providing effective protection to wild animals.

#### International Cooperation

11. India has a Memorandum of Understanding with Nepal on controlling trans-boundary illegal trade in wildlife and conservation, apart from a protocol on tiger conservation with

12. A Global Tiger Forum of Tiger Range Countries has been created for addressing international issues related to tiger conservation,

13. During the 14th meeting of the Conference of Parties to CITES, which was held from 3rd to 15th, June, 2007 at The Hague, India introduced a resolution along with China, Nepal and the Russian Federation, with directions to Parties with operations breeding tigers on a commercial scale, for restricting such captive populations to a level supportive only to conserving wild tigers. The resolution was adopted as a decision with minor amendments. Further, India made an intervention appealing to China to phase out tiger farming, and eliminate stockpiles of Asian big cats body parts and derivatives. The importance of continuing the ban on trade of body parts of tigers was emphasized.

14. Based on India's strong intervention during the 58th meeting of the Standing Committee of the CITES at Geneva from 6th to 10th July, 2009, the CITES Secretariat has issued a notification to Parties to submit reports relating to compliance of Decisions 14.69 and 14.65 within 90 days with effect from 20.10.2009 (Progress made on restricting captive breeding operations of tigers etc.).

#### Reintroduction of Tigers

15. As a part of active management to rebuild Sariska and Panna Tiger Reserves where tigers have become locally extinct, reintroduction of tigers / tigresses have been done.

16. Special advisories issued for in-situ build up of prey base and tiger population through active management in tiger reserves having low population status of tiger and its prey.

#### Creation of Special Tiger Protection Force (STPF)

17. The policy initiatives announced by the Finance Minister in his Budget Speech of 29.2.2008, *interalia*, contains action points relating to tiger protection. Based on the one time grant of Rs. 50.00 crore provided to the National Tiger Conservation Authority (NTCA) for raising, arming and deploying a Special Tiger Protection Force, the proposal for

the said force has been approved by the competent authority for 13 tiger reserves: Rs. 93 lakhs each has been released to Corbett, Ranthambhore & Dudhwa Tiger Reserve for creation of STPF during 2008-09. Since then, the guidelines of the STPF have been revised for deploying forest personnel in place of Police as an option-II, with scope for involving local people like the Van Gujjars.

18. In collaboration with TRAFFIC-INDIA, an online tiger crime data base has been launched, and Generic Guidelines for preparation of reserve specific Security Plan has been evolved.

#### Recent Initiatives

1. Implementing a tripartite MOU with tiger States, linked to fund flows for effective implementation of tiger conservation initiatives.

2. Rapid assessment of tiger reserves done.

3. Special crack teams sent to tiger reserves affected by left wing extremism and low population status of tiger and its prey.

4. Chief Ministers of tiger States addressed at the level of the Minister of State (Independent Charge) for Environment and Forests on urgent issues, viz. implementation of the tripartite MOU, creation of the Tiger Conservation Foundation, stepping up protection etc.

5. Chief Ministers of States having tiger reserves affected by left wing extremism and low population status of tiger and its prey addressed for taking special initiatives.

6. Steps taken for modernizing the infrastructure and field protection, besides launching 'M-STripES' for effective field patrolling and monitoring.

7. Steps taken for involvement of Non-Governmental Experts in the ongoing all India tiger estimation.

8. Special independent team sent to Similipal for assessing the status, besides constituting State level

Coordination Committee for redressing the administrative problems.

9. Issue of tiger farming and trafficking of tiger body parts discussed at the level of Minister of State (Independent Charge) for Environment and Forests with the Chinese Authorities.

10. Action taken for amending the Wildlife (Protection) Act, 1972 to ensure effective conservation.

11. Initiatives taken for improving the field delivery through capacity building of field officials, apart from providing incentives.

12. Steps taken for the independent Monitoring and Evaluation of tiger reserves.

13. Action initiated for using Information Technology to strengthen surveillance in tiger reserves.

14. Providing special assistance for mitigation of human-tiger conflicts in problematic areas.

15. As an outcome of the fourth Trans-border Consultative Group Meeting held in New Delhi, a joint resolution has been signed with Nepal for biodiversity / tiger conservation.

[Translation]

#### Funds for Implementation of Various Schemes

1827. SHRI GORAKHNATH PANDEY:  
SHRI JAI PRAKASH AGARWAL:  
DR. KIRODI LAL MEENA:  
SHRI BADRI RAM JAKHAR:  
SHRI HARISHCHANDRA CHAVAN:

Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) the details of Non-Governmental Organisations (NGOs) and Voluntary Organisations (VOs) which have been provided financial assistance under various schemes

especially for deaf and dumb run by the Ministry in various States during each of the last three years;

(b) the machinery available with the Government to monitor utilisation and detect misutilisation of funds by these NGOs;

(c) the names of the NGOs found involved in irregularities such as misuse of funds etc. during the said period, State-wise;

(d) the action taken by the Government against these NGOs;

(e) whether any scheme has been formulated to promote the employers of private sector to give employment to disabled people; and

(f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRI D. NAPOLEAN): (a) The Ministry provides Grants in Aid (GIA) to NGOs and VOs under the following Schemes:

- (i) Scheme for Free Coaching to SCs and OBCs
- (ii) Grant in Aid to Voluntary Organisations working for SCs
- (iii) Assistance to Voluntary Organisations working for the Welfare of OBCs
- (iv) Integrated Programmes for Older persons
- (v) Prevention of Alcoholism and Substance (Drug) Abuse
- (vi) Scheme of Grant in Aid programme for Financial Assistance in the field of Social Defence
- (vii) Deendayal Disabled Rehabilitation Scheme (DDRS).
- (viii) Scheme of Assistance to Disabled Persons for Purchase/Fitting of Aids/Appliances (ADIP)

Under DDRS, the beneficiaries include deaf and dumb also.

Scheme-wise details of number of NGOs/VOs and amount released in the last three years is given as Statement.

(b) The Ministry ensures the utilization of funds under various schemes/programmes in the following ways :-

- (i) Fresh/subsequent releases of grants to NGOs during a year are made only on receipt of Utilization Certificate in respect of previous grants sanctioned, which have become due.
- (ii) Review of schemes/programmes by the officers of the Ministry during their tours to States.
- (iii) The Ministry also sponsors evaluation studies from time to time through independent evaluation agencies, *inter alia*, to check proper utilization of funds by the implementation agencies under various Schemes/ Programmes.
- (iv) The Schemes/Programmes implemented through NGOs are also expected to be monitored by respective State Governments/ UT Administrations.
- (v) In the event of proven misappropriation of funds by an NGO, the Ministry initiates action to blacklist the NGO.

(c) and (d) The NGOs found involved in irregularities and blacklisted during last three years are (i) Kisan Mahila Gramodyog Sansthan, Azamgarh, Uttar Pradesh; and (ii) Om Hari Bahuddeshiyai Sikshan Sanstha, Aurangabad, Maharashtra.

(e) and (f) Under the Scheme of Incentives to Employers in the Private Sector for providing employment to persons with disabilities, launched in April, 2008, the Government of India reimburse the employer's contribution to the Employees Provident Fund (EPF) and the Employees State Insurance for initial three years in respect of persons with disabilities employed in Private Sectors on or after 1 .4.2008 with a monthly salary upto Rs. 25,000/-.

**Statement**

*Details of number of NGOs/VOs and grant in aid released to them during the last three years under the schemes implemented through NGOs/VOs*

(Rs. in crore)

Sl. No.	Name of the Scheme	Details of NGOs/VOs					
		2007-08		2008-09		2009-10	
		No. of NGOs	Amount released	No. of NGOs	Amount released	No. of NGOs	Amount released
1	Scheme for Free Coaching to SCs and OBCs	71	3.53	37	3.9	6	0.15
2	Scheme of Grant-in-Aid to Voluntary Organization working for Scheduled Castes	349	30.96	266	21.51	155	11.23
3	Assistance to Disabled Persons for Purchase/fitting of Aids and Appliances	149	14.55	124	20.69	59	13.90
4	Deendayal Disabled Rehabilitation Scheme (Includes welfare of deaf and dumb whose figures are indicated in brackets)	687 (108)	70.25 (16.56)	592 (99)	64.76 (11.71)	445 (79)	61.56 (12.15)
5	Scheme of Assistance to Voluntary Organization for Other Backward Classes	89	2.34	105	2.83	38	0.96
6	Scheme of Assistance for the Prevention of Alcoholism and Substance (Drugs) Abuse	279	26.11	251	20.91	221	22.79
7	Integrated Programme for Older Persons	391	16.12	304	17.72	362	19.72
8	Scheme of Grant in aid Programme for Financial Assistance in the field of Social Defence	7	3.20	2	3.11	1	3



[English]

**Project Tiger and Elephant**

1828. SHRI DEEPENDER SINGH HOODA:

SHRI VARUN GANDHI:

SHRI G.M. SIDDESHWARA:

SHRI INDER SINGH NAMDHARI:

SHRI TAKAM SANJOY:

SHRI ABDUL RAHMAN:

Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) the list of various projects running in the country like Project Tiger and Project Elephant;

(b) the allocation of funds has been made on said projects during the last three years and the current year, project-wise;

(c) whether the Government proposes to implement schemes like sharing profits generated from the tourism parks with community trusts in order to increase community participation in saving tigers;

(d) if so, the details, thereof;

(e) if not, the reasons therefor; and

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

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH):

(a) The list of Centrally Sponsored Schemes being implemented by the Ministry of Environment and Forests for wildlife conservation is given in the enclosed Statement-I.

(b) The allocation of funds made under the Centrally Sponsored Schemes of Project Tiger, Project Elephant and Integrated Development of Wildlife Habitats, during the last three years and current year, are given in the enclosed Statements II, III and IV respectively.

(c) to (f) The Government of India has constituted a Committee for finalizing the guidelines relating to forest and wildlife ecotourism.

**Statement-I**

*List of Centrally Sponsored Schemes implemented by the Ministry of Environment and Forests for wildlife conservation*

1. Project Tiger

2. Project Elephant

3. Integrated Development of Wildlife Habitats. Under this Scheme, financial support is provided to Protected Areas (National Parks, Wildlife Sanctuaries, Conservation Reserves, Community Reser(es), besides supporting protection of wildlife outside protected areas and recovery programmes for saving critically endangered species and habitats such as:

- Project Snow Leopard
- Project Hangul
- Project Edible-nest Swiftlet
- Project Manipur Brow-antlered deer
- Project Vulture

**Statement-II**

*Details of funds released under the centrally sponsored scheme "Project Tiger" during 2007-08, 2008-09, 2009-10 and 2010-11*

(Rs in lakhs)

Sl. No.	States	Release 2007-08	Release 2008-09	Release 2009 -10	Release 2010-11 (as on 03.03 .2011)
1	2	3	4	5	6
1	Andhra Pradesh	73.9175	56.9830	138.2540	108.9150

1	2	3	4	5	6
2	Arunachal Pradesh	110.2542	246.1710	64.7100	193.0200
3	Assam	95.6140	1092.3790	194.2900	1509.4720
4	Bihar	98.3205	496.7300	8.8560	158.3550
5	Chhattisgarh	35.2250	169.8700	1383.5020	1589.5500
6	Jharkhand	45.1600	115.3770	117.1386	130.6160
7	Karnataka	1159.7149	689.8390	657.0620	1500.395
8	Kerala	153.2449	267.0900	311.4200	257.322
9	Madhya Pradesh	2975.9411	6998.5420	2582.4762	3472.892
10	Maharashtra	295.7191	411.1250	373.5170	2335.64
11	Mizoram	892.0000	241.4500	2171.0000	150.152
12	Orissa	43.2800	625.9900	221.74	781.86
13	Rajasthan	410.6800	2708.9500	10694.17	2275.86
14	Tamil Nadu	45.0000	690.8060	258.354	463.654
15	Uttaranchal	202.0050	462.8500	246.205	237.85
16	Uttar Pradesh	134.8900	417.5130	431.517	259.385
17	West Bengal	308.6741	228.3940	298.7850	418.0333
Total		6,270.5403	15,473.0002	20,152.997	15,842.970

**Statement-III**

*Details of funds released under the centrally sponsored scheme "Project Elephant" during 2007-08, 2008-09, 2009-10 and 2010-11*

(Rs in lakhs)

Sl. No.	State/UT	2007-08	2008-09	2009-10	2010-11
1	2	3	4	5	6
1	Andhra Pradesh	60.00	45.00	17.85	-
2	Arunachal Pradesh	54.50	65.00	60.00	-
3	Assam	144.00	175.19	160.26	100.00

1	2	3	4	5	6
4	Chhattisgarh	83.77	60.43	111.22	-
5	Jharkhand	132.17	80.00	80.00	-
6	Karnataka	212.65	249.00	247.16	220.00
7	Kerala	147.70	356.80	286.70	180.00
8	Maharashtra	56.86	77.76	49.18	19.00
9	Meghalaya	68.39	50.00	80.483	-
10	Mizoram	1.33	-	-	-
11	Nagaland	26.60	17.45	50.00	-
12	Orissa	148.50	180.60	100.00	-
13	Tamil Nadu	124.98	269.163	358.582	170.00
14	Tripura	12.00	28.96	14.80	-
15	Uttar Pradesh	55.33	58.24	38.45	60.00
16	Uttarakhand	126.46	209.45	221.55	140.00
17	West Bengal	185.725	176.096	207.064	-
Total		1640.963	2099.139	2083.299	889.00

**Statement-IV**

*Details of funds released under the centrally sponsored scheme "Integrated Development of Wildlife Habitats" during 2007-08, 2008-09, 2009-10 and 2010-11*

(Rs in lakhs)

Sl. No.	Name of the State/UTs	2007-08	2008-09	2009-10	2010-11 (as on 28.2.2011)
1	2	3	4	5	6
1	Andaman and Nicobar Islands	82.86	73.48	85.91	87.872
2	Andhra Pradesh	168.06	92.38	102.02	64.341
3	Arunachal Pradesh	125.05	193.31	193.14	168.95
4	Assam	81.78	161.195	114.79	157.42
5	Bihar	4.00	37.56	42.29	0.00

1	2	3	4	5	6
7	Chhattisgarh	379.20	323.235	851.15	249.775
8	Chandigarh	0.00	0.00	0.00	12.29
9	Dadra and Nagar Haveli	11.78	15.62	14.88	0.00
10	Goa	31.59	41.94	71.03	32.879
11	Gujarat	332.08	318.52	426.10	432.21
12	Haryana	70.03	86.02	17.22	14.154
13	Himachal Pradesh	233.32	241.983	265.92	253.80
14	Jammu and Kashmir	221.54	470.87	375.397	537.36
15	Jharkhand	98.13	99.753	80.267	48.13
16	Karnataka	630.64	625.1501	566.71	406.51
17	Kerala	493.57	864.96	432.48	352.87
18	Madhya Pradesh	800.92	613.34	541.98	614.50
19	Maharashtra	331.33	390.22	273.679	324.20
20	Manipur	105.89	100.095	118.31	88.316
21	Meghalaya	64.88	58.07	59.75	58.03
22	Mizoram	169.46	289.09	186.85	707.763
23	Nagaland	19.11	28.42	34.15	29.595
24	Orissa	357.08	576.88	390.95	270.37
25	Punjab	0.00	40.29	36.26	21.06
26	Rajasthan	347.24	414.58	496.746	291.98
27	Sikkim	159.22	187.73	240.93	183.78
28	Tamil Nadu	274.64	727.91	518.67	327.77
29	Tripura	36.00	0.00	13.00	2.84
30	Uttar Pradesh	332.36	307.17	274.45	274.01
31	Uttarakhand	76.67	216.09	145.08	134.90
32	West Bengal	356.22	345.78	381.318	273.695

1	2	3	4	5	6
33	Delhi	0.00	0.00	0.00	0.00
34	Daman and Diu	4.721	6.12	6.05	0.00
Total		6399.36	7947.5921	7357.433	6421.348

[Translation]

**Overloaded Vehicles**

1829. DR. MURLI MANOHAR JOSHI:  
SHRI DINESH CHANDRA YADAV:  
SHRIMATI SEEMA UPADHYAY:  
SHRIMATI SUSHILA SAROJ:  
SHRIMATI USHA VERMA:

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

- (a) the details of damage caused to National Highways due to various overloaded vehicles plying thereon;
- (b) the data regarding the difficulties caused to other vehicles due to overloaded vehicles moving on highways;
- (c) whether separate data regarding accidents caused due to overloading of vehicles is available with the Government;
- (d) if so, the details thereof alongwith the action taken/proposed to be taken by the Government in this regard; and
- (e) the amount recovered as penalty from overloaded vehicles under the Motor Vehicles Act during the last three years?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA) : (a) and (b) Overloading of vehicles on National Highways causes early signs of distress such as raveling, pot holes, cracks in pavement, edge breaking etc leading to reduction in overall life of pavement. Overloaded vehicles increase congestion on the Highways and can also cause accidents, involving other vehicles.

- (c) No, Madam.
- (d) Hon'ble Supreme Court *vide* its order dated 9.11.2005

in the matter of Shri Paramjit Bhasin and others Vs Union of India and others (WP No 136/2003) has held that in case a vehicle is detected to be overloaded the excess load has to be necessarily offloaded besides levy of penalty before allowing the vehicle to proceed further. The order of the Hon'ble Supreme Court has been brought to the notice of all the State Governments for compliance.

(e) Enforcement of the provisions under the Motor Vehicles Act, 1988 imposing penalties on the overloaded vehicles, is the responsibility of the State Governments.

**Agricultural Labourers**

1830. SHRI MADAN LAL SHARMA:  
SHRI MAHESH JOSHI:  
SHRI P. BALRAM:  
SK. SAIDUL HAQUE  
SHRI ANANTHA VENKATARAMI REDDY:

Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

- (a) the State-wise number of agricultural labourers living below poverty line and employed in unorganised sector in the country;
- (b) whether it is proposed to provide insurance benefits to such labourers;
- (c) if so, the details thereof;
- (d) whether the rate of agricultural sector workers have declined during the last three years; and
- (e) the details of the projects and programmes for their upliftment implemented by the Government during each of the last three years?

THE MINISTER OF LABOUR AND EMPLOYMENT (SHRI MALLIKARJUN KHARGE): (a) As per census, 2001, the total

number of landless agricultural workers is 10.67 crore. Most of the landless agricultural workers are living below the poverty line. State-wise number of landless agricultural workers is enclosed as Statement.

(b) and (c) Such labourers as are below poverty line (BPL) are covered under Rashtriya Swasthya Bima Yojana (RSBY) providing for smart card based cashless health insurance cover of Rs. 30000 to a family (a unit of five) on family floater basis.

(d) The level of employment in agriculture remained more or less the same.

(e) With a view to providing social security to unorganized workers, including agricultural workers, the Government enacted the Unorganised Workers' Social Security Act, 2008. The Act provides for constitution of National Social Security Board to recommend social security schemes viz life and disability cover, health and maternity benefits, old age protection.

Aam Adnti Bima Yojana providing for death and disability cover to rural landless households between the age group of the 18 to 59 years was launched on 02.10.2007. More than 1.67 crore lives have been covered under the scheme as on 31.12.2010.

The Rashtriya Swasthya Bima Yojana (RSBY), providing for smart card based cashless health insurance cover of Rs. 30000 to BPL families (a unit of five) in the unorganized sector, was launched on 01.10.2007 and became operational from 01.04.2008. More than 2.31 crore BPL families (a unit of five) have been covered under RSBY as on 28.02.2011.

Indira Gandhi National Old Age Pension Scheme has been expanded by revising the criteria of eligibility. All citizens above the age of 65 years and living below poverty line are eligible for benefits under the scheme.

The Government also launched the National Pension Scheme called Swavalamban Scheme for unorganized sector workers.

The National Rural Employment Guarantee Act, 2005 was enacted providing for the enhancement of livelihood security of the households in rural areas of the country by providing at

least 100 days of guaranteed wage employment in every financial year to every household.

### Statement

#### Number of Landless Agricultural Workers in the Country

(Source: Census 2001)

Sl. No.	Name of the State/UTs	Number of workers
1	2	3
1	Andhra Pradesh	13832152
2	Arunachal Pradesh	18840
3	Assam	1263532
4	Bihar	13417744
5	Chhattisgarh	3091358
6	Goa	35806
7	Gujarat	5161658
8	Haryana	1278821
9	Himachal Pradesh	94171
10	Jammu and Kashmir	246421
11	Jharkhand	2851297
12	Karnataka	6226942
13	Kerala	1620851
14	Madhya Pradesh	7400670
15	Maharashtra	10815262
16	Manipur	113630
17	Meghalaya	171694
18	Mizoram	26783
19	Nagaland	30907

1	2	3
20	Orissa	4999104
21	Punjab	1489861
22	Rajasthan	2523719
23	Sikkim	17000
24	Tamil Nadu	8637630
25	Tripura	276132
26	Uttar Pradesh	13400911
27	Uttaranchal	259683
28	West Bengal	7362957
29	Andaman and Nicobar Islands	5169
30	Chandigarh	563
31	Dadra and Nagar Haveli	14715
32	Daman and Diu	1323
33	Delhi	15773
34	Lakshadweep	0
35	Pondicherry	72251
Total		106775330

\* NOTE: India and Manipur figures exclude Mao Maram, Paomata and Purul sub-divs of Senapati District in Manipur state as census results were cancelled due to administrative and technical reasons.

#### Defence Related Documents

1831. SHRI P. KUMAR:  
SHRIMATI JAYSHREEBEN PATEL:  
SHRIMATI SUMITRA MAHAJAN:  
DR. KIRIT PREMJI BHAJ SOLANKI:  
DR. P. VENUGOPAL:

Will the Minister of DEFENCE be pleased to state:

(a) whether some sensitive documents related to defence procurement have been reported missing from the Ministry;

(b) if so, the details thereof including the names of the officials responsible for this and the action taken by the Government against them;

(c) the current status of the said documents; and

(d) the steps taken by the Government to prevent such incidents in future?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY) :  
(a) to (d) No Madam, no sensitive documents related to defence procurement are reported missing from the Ministry. A file relating to requests of vendors regarding offset was accidentally dropped by an officer in Asiad Village where he was residing, at 8 P.M. on 21st December 2010. The file was recovered in half an hour. However, the file did not contain any information which was sensitive. It contained requests of some companies with regard to offsets. An enquiry was conducted by the Ministry. Officer responsible have been cautioned in writing.

#### Export of Small Scale Products

1832. SHRI PRADEEP MAJHI:  
SHRI K.D. DESHMUKH:  
SHRI KISHANBHAI V. PATEL:

Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether there is a decrease in export of small scale industry goods including leather products from India;

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

(c) whether the Government proposes to increase export of small scale industry goods; and

(d) if so, the steps taken by the Government including incentive schemes for small scale exporters to increase the export of these goods?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA M. SCINDIA) :(a) and (b) The merchandise export figures for Micro, Small and Medium Enterprises (MSMEs) products including leather products are given below:

Period	Value of Exports (In Rupees Crores)
2005-06	150,242
2006-07	182,538
2007-08	202,017

(Source: Ministry of Micro, Small and Medium Enterprises)

Figures given in the above table show an increasing trend in exports.

(c) and (d) The Government takes need based measures from time to time keeping in view the financial and overall economic implications. Export promotion from MSME sector is being accorded a high priority in India's export promotion strategy. The Government has put in place several measures to help small enterprises become globally competitive. To boost export performance of MSME products, various measures have been taken by the Government from time to time. Some of the measures undertaken include financial support as well as support for cluster based development, access to latest technologies, quality upgradation, entrepreneurial and managerial development under "National Manufacturing Competitiveness Programme" and "Package for Promotion of Micro & Small Enterprises"; financial assistance for bar coding of their products' etc. In addition, fiscal incentives, primarily for enhanced market access across the world and diversification of export markets; concessional export credit, interest subvention; procedural rationalization and facilitation are being provided.

#### **Ban on Child Labour**

1833. SHRI MANOHAR TIRKEY:  
 SHRI REWATI RAMAN SINGH:  
 SHRI RAMSINH RATHWA:  
 SHRI NAVEEN JINDAL:  
 SHRI RAVNEET SINGH:  
 SHRI PRASANTA KUMAR MAJUMDAR:

Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

(a) whether child labour is increasing inspite of a ban on it;

(b) if so, the details thereof and the number of child labourers in the country;

(c) the measures taken by the Government to eradicate child labour system completely from the country;

(d) whether any convictions have taken place during the last three years on charges of engaging child labour;

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

(f) whether the Government proposes to remove the word "Regulation" from the title of "Child Labour (Prohibition and Regulation) Act, 1986" through an amendment in order to impose total ban on child labour;

(g) whether the Government proposes to empower the parents of the children engaged in child labour; and

(h) if so, the details thereof?

THE MINISTER OF LABOUR AND EMPLOYMENT (SHRI MALLIKARJUN KHARGE): (a) and (b) No, Madam. As per Census 2001 figures there were 1.26 crore working children in the age group of 5-14. However, the Survey conducted by National Sample Survey Organisation (NSSO) in 2004-05, the number of working children were estimated 90.75 lakh, which shows decline trend.

(c) The Child Labour (Prohibition & Regulation) Act, 1986, prohibits the employment of children below the age of 14 years in 18 Occupations and 65 Processes. Any person who employs a child in any occupation or process where employment of children is prohibited under the Act, is liable for punishment with imprisonment for term which shall not be less than 3 months but which may extend to one year or with fine ranging from Rs. 10,000/- to Rs. 20,000/-. Further, Government is implementing National Child Labour Project (NCLP) Scheme in 266 districts in 20 States wherein 3.39 lakhs child labourers are enrolled in the special schools where these children provided with accelerated bridging education, vocational training, nutrition, stipend and health care facilities etc., before mainstreaming into regular education system.

(d) and (e) State/Union Territory Governments are the appropriate authority for enforcement of provisions of Child



Labour (Prohibition & Regulation) Act, 1986 in the areas under their jurisdiction. As per the available information, 2088 Convictions are made during 2006-07, 2007-08 & 2008-09. State-wise details are enclosed as Statement.

(g) and (h) The Government has constituted a Core Group on convergence of various welfare schemes to ensure that the families of the child labour are given priority for their upliftment.

(f) No, Madam.

**Statement**

*Prosecutions launched*

Name of state/ UT	2006-07	2007-08	2008-09
1	2	3	4
Andaman and Nicobar I..U.T	0	0	
Andhra Pradesh	9128	3104	386
Arunachal Pradesh	3		
Assam	0	0	
Bihar	284		
Chandigarh U.T.	0	8	7
Chhattisgarh	19		
Dadra & Nagar Haveli H.U.T.	0		
Daman and Diu U.T.	0	0	
Delhi U.T.	187	274	
Goa			
Gujarat	270	233	328
Haryana	0	2510	
Himachal Pradesh	0	3	0
Jammu and Kashmir	60	61	41
Jharkhand	4		
Karnataka	3235	473	121
Kerala	1	1	
Lakshadweep	0		

645	Written Answers	Phalguna 16, 1932 (Saka)	to Question	646
1	2	3	4	
Madhya Pradesh	150	58		25
Maharashtra	54	23		
Manipur	0	0		0
Meghalaya	0	0		
Mizoram	0	0		0
Nagaland	0			
Orissa	73	145		22
Pondicherry U.T.	0	0		
Punjab	129	176		
Rajasthan	22	26		9
Sikkim	0	0		
Tamil Nadu	603	218		
Tripura	0	0		
Uttar Pradesh	117	548		
Uttarakhand	0			6
West Bengal	7	2		
<b>Total</b>	<b>14346</b>	<b>7863</b>		<b>945</b>

[English]

**Fake Explosion Device**

1834. DR. BHOLA SINGH:

DR. PADMASINHA BAJIRAO PATIL:

Will the Minister of DEFENCE be pleased to state:

(a) whether the cases of planting fake Improvised Explosive Devices (IED) by some people in connivance with some army officers in Jammu and Kashmir desirous of getting awards/rewards have come to light;

(b) if so, the details thereof and reaction of the Government

thereto;

(c) whether the IED is popularized as RDX by filling up black coloured sand therein; and

(d) if so, the action being taken against the concerned officers?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY): (a) to (d) Information regarding preparation of IEDs by some persons, for supply to militants in Jammu was provided by Military Intelligence Unit to local Police. This led to exposing a network of people making IEDs and supplying them to hostile elements.

[Translation]

**Registered Unemployed SCs**

1835: SHRI BRIJBHUSHAN SHARAN SINGH:  
 PROF. RAMSHANKAR:  
 SHRI JITENDER SINGH MALIK:  
 SHRI R. THAMARASELVAN:  
 SHRI LAL CHAND KATARIA :  
 SHRI UDAY PRATAP SINGH:  
 SHRI SUDARSHAN BHAGAT:  
 SHRI MAROTRAO SAINUJI KOWASE:  
 DR. KIRODI LAL MEENA:  
 SHRI JAI PRAKASH AGARWAL:  
 SHRI ANANTHA VENKATARAMI REDDY:  
 KUMARI SAROJ PANDEY:

Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

(a) the percentage and the number of educated, uneducated skilled, semi skilled and unskilled rural and urban persons/youths including SCs, STs, OBCs, handicapped and persons belonging to Minority Communities registered with the employment exchanges in the country during each of the last three years State-wise;

(b) the details of the steps taken by the Government for these unemployed registered persons;

(c) whether the Government is running free training centres to provide training to the unemployed youths including to those belonging to backward classes; and

(d) if so, the details in this regard?

THE MINISTER OF LABOUR AND EMPLOYMENT (SHRI MALLIKARJUN KHARGE) : (a) State-wise number of educated and uneducated comprising skilled, semi skilled and unskilled job seekers for rural and urban areas combined together, including SCs, STs, OBCs, handicapped and persons belonging to Minority Communities registered with the employment exchanges in the country during each of the last three years 2006, 2007 and 2008 (as on 31st December) are given as enclosed Statement.

(b) Government of India, Ministry of Labour & Employment have set up twenty Vocational Rehabilitation Centres for Handicapped in the country with the objective of evaluating their residual capacities, imparting non-formal vocational training and assisting in their economic rehabilitation. Training/coaching to registered educated youth belonging to SC/ST communities is provided through the network of Coaching cum Guidance Centres for SCs/STs in 23 States/UTs in addition to providing vocational guidance and career counseling services for enhancing their employability. Further, a Mission Mode Project under National e-Governance Plan has also been taken up for modernization of Employment Exchanges. Under the project, a national web portal will be developed to work like a virtual job market. This will contain all the data regarding availability of skilled persons on the one hand and requirement of skilled persons by the industry on the other. It will help youth in getting suitable placement and enable industry to procure required skills on real time basis.

(c) No, Madam. Ministry of Labour & Employment is not running any free training centre to provide training to the unemployed youth including those belonging to backward classes.

(d) Does not arise.

**Statement**

*State-wise number of educated and uneducated job-seekers (men & women) registered with the Employment Exchanges in the country as on 31st December during the years*

(In thousand)

State/UT	Educated			Uneducated		
	2006	2007	2008	2006	2007	2008
1	2	3	4	5	6	7
Andhra Pradesh	1576.7	1559	1399.6	841.9	790.9	789.4

649	Written Answers	Phalguna 16, 1932 (Saka)					to Question	650
1	2	3	4	5	6	7		
Arunachal Pradesh	15.10	3.1	17.4	15.1	29.1	15.7		
Assam	1214	1277.4	1320	629.2	660.9	693.2		
Bihar	1461.9	990.7	915.6	285.2	318.9	8.6		
Chhattisgarh	904.5	967.8	1026.9	146.4	129.9	202.8		
Delhi	385.3	385.3	381.5	171.6	66.2	125.4		
Goa	87.3	86.2	85.7	14.5	15.1	14.2		
Gujarat	709.4	714.6	759.3	92.1	94.2	87.0		
Haryana	940.5	820.4	752.3	179.9	183.8	172.0		
Himachal Pradesh	591.2	708.7	708.7	174.8	66.7	100.5		
Jammu and Kashmir	69.9	79.2	77.0	35.7	27.7	12.2		
Jharkhand	843.3	839.0	755.1	410.9	273.2	248.7		
Karnataka	861.8	632.3	437.4	281.7	327.3	212.4		
Kerala	3219.4	3414.7	3575.6	557.9	634.5	584.7		
Madhya Pradesh	1584.1	1475.0	1513.2	422.0	365.6	405.5		
Maharashtra	3054.5	2724.2	2338.2	597.7	642.3	816.2		
Manipur	375.6	368.8	411.3	204.3	228.2	226.9		
Meghalaya	20.9	21.5	20.1	11.2	9.8	9.4		
Mizoram	26.4	15.4	29.3	18.5	33.9	25.6		
Nagaland	25.8	26.7	27.6	16.8	19.3	21.1		
Orissa	755.9	673.4	696.4	135.4	145.7	120.3		
Punjab	434.4	317.4	292.0	19.9	117.9	112.6		
Rajasthan	619.5	702.4	726.0	160.1	171.1	150.7		
Sikkim*								
Tamil Nadu	3046.9	4654.3	3453.3	1211.9	186.8	1819.3		
Tripura	199.2	212.7	254.6	228.0	229.9	196.7		
Uttarakhand	398.4	402.8	428.1	65.7	77.6	60.5		

1	2	3	4	5	6	7
Uttar Pradesh	2752.4	3008.5	2890.4	358.2	335.0	274.1
West Bengal	4276	3308.0	3698.0	3426.3	3091.8	2301.3
Andaman and Nicobar	19.9	20.1	23.2	20.1	20.1	17.6
Chandigarh	29.8	28.1	23.8	22.2	20.7	19.6
Dadra and Nagar Hevali	4.2	4.8	5.4	2.3	1.7	2.6
Daman and Diu	4.8	5.0	5.2	6.1	5.9	5.7
Lakshadweep	7.8	8.6	10.7	3.4	2.6	3.0
Puducherry	174.4	193.7	194.6	7.8	0	5.7
<b>Grand Total</b>	<b>30691.1</b>	<b>30649.6</b>	<b>29253.8</b>	<b>10774.9</b>	<b>9324.4</b>	<b>9861.1</b>

Note: @ less than 50.

Figure may not tally due to rounding off.

\* No Employment Exchange is functioning in this State.

[English]

### Shortage of Officers

1836. SHRI ARVIND KUMAR CHAUDHARY:

SHRI S. SEMMALAI:

SHRIMATI ANNU TANDON:

DR. RATTAN SINGH AJNALA:

SHRI B. MAHTAB:

Will the Minister of DEFENCE be pleased to state:

(a) the extent of shortage of Officers/Personnel Below Officers Ranks in the three services of armed forces including the shortage of pilots in Air force as on date, Service-wise;

(b) the measures being taken by the Government to meet the shortage;

(c) the number of personnel recruited throughout the country during the last two years and the current year, State-wise and year-wise;

(d) whether the Government proposes to open up new recruitment centres in the country;

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

(f) the steps being taken to motivate the youths to join the defence forces?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY): (a) to (f) The extent of shortage of officers is around 12,349 in the Army, 1,818 in the Navy and 837 in the Air Force. The shortage of Pilots in Air Force is about 426. There is no significant problem of shortage of Personnel Below Officer Rank (PBOR) in the Armed Forces.

The recruitment of officers in the Armed Forces is done on All India basis and not state-wise. The data relating to recruitment of officers and PBOR during the last two years and the current year are given at Statement-I and II respectively.

The existing recruitment centres for recruitment of PBOR are considered sufficient. Therefore, at present, there is no proposal to open new recruitment centres for recruitment of PBOR in the three Services.

A number of steps have been taken to reduce shortage of officers and to motivate the youth to join the Armed Forces. All officers including those in Short Service Commission (SSC) are now eligible to hold substantive rank of Captain, Major

and Lieutenant Colonel after 2, 6 and 13 years of reckonable service respectively. The tenure of SSC officers has been increased from 10 years to 14 years. A total number of 750 posts of Lt. Colonel have been upgraded to Colonel towards implementation of AV Singh Committee Report (Phase-I). Further, 1896 additional posts in the ranks of Colonel, Brigadier, Major General and Lieutenant General and their equivalents in the other two Services have been upgraded towards implementation of AV Singh Committee Report (Phase-II). It has been decided to increase intake of Short Service Commissioned officers which alongwith other measures is expected to reduce shortage of officers in the Armed Forces.

The implementation of recommendations of the VI Central Pay Commission with substantial improvement in the pay structure of officers of Armed Forces has made the Services more attractive.

The Armed Forces have undertaken sustained image projection and publicity campaign to create awareness among the youth on the advantages of taking up a challenging and satisfying career. Awareness campaigns, participation in career fairs and exhibitions, advertisements in print and electronic media, motivational lectures in schools, colleges are also some of the other measures in this direction.

#### Statement-I

Number of Officers Recruited during the last two years and the current Year:

	2009	2010	2011
Army	1919	1488	-
Navy	526	540	-
Air Force	604	656	-

#### Statement-II

Number of personnel recruited below officer rank in Army, Navy and Air Force for the last two years and the current Year (State-Wise):

S. No.	Name of the State & UT	Army			Navy			Air force		
		2008-09	2009-10	2010-11	2009	2010	2011	2009	2010	2011
1	2	3	4	5	6	7	8	9	10	11
1	Assam	534	1009	NA	106	79	NA	56	79	2
2	Andhra Pradesh	2170	3744	-do-	196	277	-do-	293	421	126
3	Arunachal Pradesh	27	248	-do-	-	-	-do-	3	-	-
4	Bihar	2639	3916	-do-	395	379	-do-	832	587	227
5	Chhattisgarh	394	548	-do-	8	7	-do-	31	24	-
6	Delhi	547	963	-do-	11	13	-do-	38	31	14
7	Gujarat	1112	1281	-do-	14	35	U^	32	111	17
8	Goa	16	1	-do-	4	7	-do-	-	1	-
9	Himachal Pradesh	1189	1220	-do-	127	280	-do-	200	316	173
10	Haryana	1383	2216	-do-	372	423	-do-	647	601	233

1	2	3	4	5	6	7	8	9	10	11
11	Jharkhand	548	953	-do-	120	135	-do-	103	72	9
12	Jammu and Kashmir	1212	1511	-do-	119	206	-do-	284	137	78
13	Karnataka	1645	1871	-do-	34	37	-do-	66	97	6
14	Kerala	1348	2373	-do-	255	259	-do-	379	855	60
15	Madhya Pradesh	1969	3004	-do-	139	183	-do-	91	745	153
16	Maharashtra	4763	5371	-do-	76	74	-do-	208	210	3
17	Manipur	287	573	NA	61	34	NA	44	267	37
18	Meghalaya	31	90	-do-	4	15	-do-	1	6	2
19	Mizoram	67	240	-do-	14	27	-do-	-	8	-
20	Nagaland	103	451	-do-	26	27	-do-	-	3	-
21	Orissa	926	1347	-do-	309	307	-do-	41	56	38
22	Punjab	3830	3681	-do-	51	258	-do-	183	110	7
23	Rajasthan	1401	3431	-do-	430	515	-do-	695	564	288
24	Sikkim	30	71	-do-	25	30	-do-	6	1	-
25	Tamil Nadu	2274	3105	-do-	48	28	-do-	74	57	15
26	Tripura	116	83	-do-	1	4	-do-	2	10	-
27	Uttar Pradesh	5797	8873	-do-	621	570	-do-	2157	1650	413
28	Uttarakhand	2082	1967	-do-	133	130	-do-	687	819	206
29.	West Bengal	1887	2449	-do-	122	122	-do-	112	170	20
30.	Puducherry	14	04	-do-	.	-	-do-	01	02	-
31.	Andaman and Nicobar	71	104	-do-	02	07	-do-	02	-	-
32.	Daman and Diu	-	-	-do-	-	-	-do-	-	-	-
33.	Lakshadweep		07	-do-	-	01	-do-	07	04	-
34.	Dadra and Nagar Haveli			-do-			-do-			
35.	Chandigarh	-	01	-do-	-	-	-do-	15	-	-

# Recruitment is on Financial Year basis in Army whereas in Navy and Air Force, it is on Calendar Year basis.

\* As on 01.03.2011 NA: Not available.

### Leather Industry

1837. SHRI R.K. SINGH PATEL:  
SHRIMATI ANNU TANDON:  
SHRI NARANBHAI KACHHADIA:

Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) the details regarding targets and achievements of leather export during the last three years;

(b) whether the Government is considering a special programme with adequate funds to help and upgrade existing leather industries, tanning units and slaughter houses to environmentally friendly technology; and

(c) if so, the details thereof and the steps being taken by the Government to promote the export of leather goods?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA M. SCINDIA): (a) The targets and achievements for export of leather and leather products during last three years are as under :

Year	(Million US\$)	
	Export Target	Export Achievement
2007-08	3307	3548.51
2008-09	4000	3599.46
2009-10	3500	3400.98

Source : Directorate General of Commercial Intelligence and Statistics (DGCI&S), Kolkata

(b) and (c) Financial assistance of 50% of total cost, subject to ceiling of Rs. 50 Crore is provided under Indian Leather Development Programme, for establishment, expansion and up gradation of Common Effluent Treatment Plants. Financial assistance is also provided for establishment/modernization of rural slaughter houses by Department of Animal Husbandry, Dairying & Fisheries. Leather sector is Focus Sector under Foreign Trade Policy 2009-14 allowing duty free import of critical inputs to the extent of 3% of FOB

value of the export realized during previous years, duty credit scrip of 4% for notified leather products and footwear, 2% duty credit scrip for finished leather, Zero Duty Export Promotion Capital Goods Scheme to facilitate import of machinery and 1% duty credit scrip under Status Holders Incentive Scrip Scheme for status holders in leather sector (except finished leather segment) for import of capital goods under actual user condition.

### Assistance from French Companies

1838. SHRI C. SIVASAMI:  
DR. P. VENUGOPAL:  
SHRI P. KUMAR:

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

(a) whether Government is planning to seek the help of French companies to develop the fast growing motorway network in the country;

(b) if so, the details thereof; and

(c) the reasons for seeking the help of French companies?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA): (a) No, Madam. The Government is not planning to seek exclusive help of French companies to develop the motorway network in the country. However, National Highways Authority of India invites bids for Highways' projects through global tendering, wherein the French companies in joint venture with Indian companies are also participating and bidding for these projects.

(b) and (c) Does not arise.

[Translation]

### Promotion of Industries in Backward Areas

1839. SHRI RAMEN DEKA:  
SHRI MAHESHWAR HAZARI:  
SHRI RAMSINH RATHWA:  
SHRI N.S.V. CHITTHAN:  
SHRI YASHBANT LAGURI:

Will the Minister of COMMERCE AND INDUSTRY be pleased to state:



(a) whether any reference has been made to the Planning Commission to conduct a survey to arrive at a comprehensive and scientifically verifiable definition of industrially backward area/district in the country;

(b) if so, the details thereof and the terms of reference of the said exercise;

(c) the details regarding the names and the number of industrially backward areas/ districts in the country, State-wise;

(d) whether the Government has any incentive package to promote industrialization in backward areas including feasibility study for the same;

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

(f) whether the Government has received proposal from State Governments including Orissa for setting up of industries in the States; and

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

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA M. SCINDIA) : (a) No, Madam.

(b) and (c) Do not arise.

(d) and (e): The Government is implementing a package of incentives for the Special Category States of the North East (including Sikkim) and the States of Jammu & Kashmir, Himachal Pradesh and Uttarakhand.

Incentives for the States of North East (including Sikkim), States of Jammu & Kashmir, Himachal Pradesh and Uttarakhand comprise the following :-

**For the North East States (Including Sikkim) and the State of Jammu & Kashmir**

- (i) Central Capital Investment Subsidy;
- (ii) Central Interest Subsidy;
- (iii) Central Comprehensive Insurance Subsidy;
- (iv) Transport Subsidy;

(v) 100% Central Excise duty exemption with CENVAT benefit; and

(vi) 100% Income Tax exemption

**For the States of Himachal Pradesh and Uttarakhand**

(i) Central Capital Investment Subsidy;

(ii) Transport Subsidy;

(iii) 100% Central Excise duty exemption (lapsed on 31.03.2010); and

(iv) 100% Income Tax exemption for five years and thereafter @ 30% for companies and 25% for other than companies for the next five years.

(f) and (g) Many other States have also requested for similar packages but it has been the consistent stand of the Government not to extend or announce any fresh package in view of the reason that the afore-mentioned special category States have adverse geographical locations and other specificities. The States which have requested for packages in the past are Andhra Pradesh, Bihar, Chhattisgarh, Goa, Gujarat, Jharkhand, Karnataka, Madhya Pradesh, Orissa, Punjab, Rajasthan, Uttar Pradesh and West Bengal.

[English]

**Export of Vegetables and Pulses**

1840. DR. CHARAN DAS MAHANT:

SHRI AVTAR SINGH BHADANA:

SHRI J.M. AARON RASHID:

SHRI GAJENDER SINGH RAJUKHEDI:

SHRI TARACHAND BHAGORA:

SHRI RAGHUVIR SINGH MEENA:

Will the Minister of COMMERCE AND INDUSTRY : be pleased to state:

(a) whether the Government exports onion, tomato and pulses to USA, European Union countries and SAARC countries; and

(b) if so, the details of exports during the last two years and the reasons of such export when domestic demand is very high?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA M. SCINDIA): (a) and (b) Export activity is driven by the demand and supply factors. Wherever, there is scarcity or short supply of the produce in the domestic market, government takes initiative like ban of exports to ensure availability of such

products to consumers at reasonable price. Currently, export of onions and tomatoes is allowed, whereas export of pulses (except kabuli chana) is banned. The details of export of onions and tomatoes to the USA, EU & SAARC countries during 2008-09 & 2009-10 are as under:

(Qty in Metric Tonnes, Value in Rs. Lakh)

Product	2008-09		2009-10	
	Qty	Val	Qty	Val
<b>Tomatoes</b>				
a) SAARC	111849	11185	95231	9137
b)EU	3.49	0.06	4.21	0.15
c)USA	1.90	0.20	0	0
<b>Onions</b>				
a) SAARC	1295098	140522	1340472	187804
b)EU	5330	709	7768	1267
c) USA	151	25	58	9

Source: APEDA

MADAM SPEAKER: The House stands adjourned to meet again at 12 noon.

11.35 hrs.

*The Lok Sabha then adjourned till Twelve of the Clock.*

12.00 hrs.

*The Lok Sabha re-assembled at Twelve of the Clock.*

(MADAM SPEAKER in the Chair)

PAPERS LAID ON THE TABLE

[English]

MADAM SPEAKER: Papers to be laid on the Table of the House.

THE MINISTER OF LABOUR AND EMPLOYMENT (SHRI

MALLIKARJUN KHARGE): Madam, I beg to lay on the Table:-

(1) (i) A copy of the Annual Report (Hindi and English versions) of the Employees' State Insurance Corporation, New Delhi, for the year 2009-2010.

(ii) A copy of the Annual Accounts (Hindi and English versions) of the Employees' State Insurance Corporation, New Delhi, for the year 2009-2010, together with Audit Report 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 3962/15/11)

(3) A copy of the Employees' State Insurance (Central) (Third Amendment) Rules, 2010 (Hindi and English versions) published in the Notification No. G.S.R. 224 in

Gazette of India dated the 4th December, 2010 under sub-section (4) of Section 95 of the Employees' State Insurance Act, 1948.

(Placed in Library, See No. LT 3963/15/11)

(4) A copy each of the following Notifications (Hindi and English versions) under Section 6D of the Employees' Provident Funds and Miscellaneous Provisions Act, 1952:-

(i) The Employees Provident Funds (Amendment) Scheme, 2011 (Hindi and English versions) published in the Notification No. G.S.R. 25(E) in Gazette of India dated the 15th January, 2011.

(ii) The Deposit Linked Insurance (Amendment) Scheme, 2011 (Hindi and English versions) published in the Notification No. G.S.R. 9(E) in Gazette of India dated the 8th January, 2011, together with a corrigendum thereto published in Notification No. G.S.R. 83(E) dated 11th February, 2011.

(Placed in Library, See No. LT 3964/15/11)

(5) A copy of the Notification No. S.O. 30(E) (Hindi and English versions) published in Gazette of India dated the 8 January, 2011, specifying the establishments, mentioned therein, employing twenty or more persons as the class of establishments to which the Employees' Provident Funds and Miscellaneous Provisions Act, 1952 shall apply, with effect from the date of publications of this notification in the Official Gazette issued under sub-section (3) of section (1) Employees' Provident Funds and Miscellaneous Provisions Act, 1952

(Placed in Library, See No. LT 3965/15/11)

(6) A copy of the Consolidated Annual Accounts (Hindi and English versions) of the Employees' Provident Fund Organisation, New Delhi, for the year 2009-2010, together with Audit Report thereon under sub-section (1) of Section 7 of the Employees' Provident Funds and Miscellaneous Provisions Act, 1952.

(7) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (6) above.

(Placed in Library, See No. LT 3966/15/11)

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS, MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS AND MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE (SHRI V. NARAYANASAMY): Madam,

on behalf of my colleague, Shri G.K. Vasan, I beg to lay on the Table:-

(1) (i) A copy of the Annual Report (Hindi and English versions) of the Calcutta Dock Labour Board, Kolkata, for the year 2009-2010, alongwith Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Calcutta Dock Labour Board, Kolkata, for the year 2009-2010.

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

(Placed in Library, See No. LT 3967/15/11)

(3) A copy each of the following papers (Hindi and English versions) under sub-section (1) of section 619A of the Companies Act, 1956:-

(i) Review by the Government of the working of the Ennore Port Limited, Chennai, for the year 2009-2010.

(ii) Annual Report of the Ennore Port Limited, Chennai, for the year 2009-2010, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

(Placed in Library, See No. LT 3968/15/11)

(4) A copy each of the following Notifications (Hindi and English versions)

under sub-section (4) of Section 124 of the Major Port Trusts Act, 1963:-(i) G.S.R. 862(E) published in Gazette of India dated the 28th October, 2010 approving the Cochin Port Trust Employees (Recruitment, Seniority and promotion) Regulations, 2010.

(Placed in Library, See No. LT 3969/15/11)

(ii) G.S.R. 1025(E) published in Gazette of India dated the 29th December, 2010, regarding change of name of 'Madras' as 'Chennai' in the Rules /Regulations of Chennai Port Trust.

(Placed in Library, See No. LT 3970/15/11)

(iii) G.S.R. 1026(E) published in Gazette of India dated the 29th December, 2010 approving the "Kolkata Port Trust Employees' (Pension) Third Amendment Regulations, 2010.

(Placed in Library, See No. LT 3971/15/11)

(iv) G.S.R. 1027(E) published in Gazette of India dated the 29th December, 2010 approving the "Mumbai Port Trust Employees Housing Loan (Amendment) Regulations, 2010.

(Placed in Library, See No. LT 3972/15/11)

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH):  
Madam, I beg to lay on the Table:-

(1) (i) A copy of the Annual Report (Hindi and English versions) of the Central Pollution Control Board, Delhi, for the year 2009-2010.

(ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Central Pollution Control Board, Delhi, for the year 2009-2010.

(Placed in Library, See No. LT 3973/15/11)

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

(3) (i) A copy of the Annual Report (Hindi and English versions) of the Indian Institute of Forest Management, Bhopal, for the year 2009-2010, along with Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Indian Institute of Forest Management, Bhopal, for the year 2009-2010.

(4) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (3) above.

(Placed in Library, See No. LT 3974/15/11)

(5) (i) A copy of the Annual Report (Hindi and English versions) of the Indian Plywood Industries Research and Training Institute, Bangalore, for the year 2009-2010, along with Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Indian Plywood Industries Research and Training Institute, Bangalore, for the year 2009-2010.

(6) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (5) above.

(Placed in Library, See No. LT 3975/15/11)

(7) (i) A copy of the Annual Report (Hindi and English versions) of the Salim Ali Centre for Ornithology and Natural History, Coimbatore, for the year 2009-2010, along with Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Salim Ali Centre for Ornithology and Natural History, Coimbatore, for the year 2009-2010.

(8) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (7) above.

(Placed in Library, See No. LT 3976/15/11)

(9) A copy each of the following Notifications (Hindi and English versions) issued under Section 38 of the Biological Diversity Act, 2002:-

(i) G.S.R. 289(E) in Gazette of India dated the 8th February, 2011, notifying the species of plants and animals which are on the verge of extinction, mentioned therein, in the State of Bihar.

(ii) G.S.R. 290(E) in Gazette of India dated the 8th February, 2011, notifying the species of plants and animals which are on the verge of extinction, mentioned therein, in the State of Tripura.

(Placed in Library, See No. LT 3977/15/11)

(10) A copy of the Wetlands (Conservation and Management) Rules, 2010 (Hindi and English versions) published in the Notification No. G.S.R. 951(E) in Gazette of India dated the 4th December, 2010 under Section 26 of the Environment (Protection) Act, 1986.

(Placed in Library, See No. LT 3978/15/11)

(11) (i) A copy of the Annual Report (Hindi and English versions) of the Centre of Excellence for Medicinal Plants and Traditional Knowledge, Bangalore, for the year 2009-2010.

(ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Centre of Excellence for Medicinal Plants and Traditional Knowledge, Bangalore, for the year 2009-2010.

(Placed in Library, See No. LT 3979/15/11)

(12) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (11) above.

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS, MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS AND MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE (SHRI V. NARAYANASAMY): Madam, I beg to lay on the Table a copy of the Detailed Demands for Grants (Hindi and English versions) of the Ministry of Parliamentary Affairs for the years 2011-2012.

(Placed in Library, See No. LT 3980/15/11)

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS, MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS AND MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE (SHRI V. NARAYANASAMY): Madam, on behalf of Shri Jyotiraditya M. Scindia, 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) Review by the Government of the working of the Delhi Mumbai Industrial Corridor Development Corporation Limited, New Delhi, for the year 2009-2010.

(ii) Annual Report of the Delhi Mumbai Industrial Corridor Development Corporation Limited, New Delhi, for the year 2009-2010, alongwith Audited Accounts.

(Placed in Library, See No. LT 3981/15/11)

(b) (i) Review by the Government of the working of the National Centre for Trade Information, New Delhi, for the year 2009-2010.

(ii) Annual Report of the National Centre for Trade Information, New Delhi, for the year 2009-2010, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

(Placed in Library, See No. LT 3982/15/11)

(2) Two statements (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

(3) (i) A copy of the Annual Report (Hindi and English versions) of the Federation of Indian Export Organization,

New Delhi, for the year 2009-2010, along with Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Federation of Indian Export Organization, New Delhi, for the year 2009-2010.

(4) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (3) above.

(Placed in Library, See No. LT 3983/15/11)

(5) A copy each of the following Notifications (Hindi and English versions) issued under Section 18G of the Industries (Development and Regulation) Act, 1951:-

(i) The Newsprint Control (Amendment) Order, 2010 published in Notification No. S.O. 2810(E) in Gazette of India dated the 19th November, 2010. (ii) The Newsprint Control (Amendment) Order, 2010 published in Notification No. S.O. 3050(E) in Gazette of India dated the 28th December, 2010. (iii) The Newsprint Control (Amendment) Order, 2010 published in Notification No. S.O. 212(E) in Gazette of India dated the 1st February, 2011.

(Placed in Library, See No. LT 3984/15/11)

(6) A copy of the Electrical Wires, Cables, Appliances and Protection Devices and Accessories (Quality Control) Amendment Order, 2009 (Hindi and English versions) published in Notification No. S.O. 512(E) in Gazette of India dated the 19th February, 2009 issued under Section 14 of the Bureau of Indian Standards Act, 1986.

(Placed in Library, See No. LT 3985/15/11)

(7) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (6) above.

(8) A copy of the Explosives (Amendment) Rules, 2010 (Hindi and English versions) published in the Notification No. G.S.R. 65(E) in Gazette of India dated the 5th February, 2011 under sub-section (8) of Section 18 of the Explosives Act, 1884.

(Placed in Library, See No. LT 3986/15/11)

(9) A copy of the Special Economic Zones (Fifth Amendment) Rules, 2010 (Hindi and English versions) published in Notification No. G.S.R. 903(E) in Gazette of India dated the 10th November, 2010 under sub-section (3) of Section 55 of the Special Economic Zone Act, 2005, together with an explanatory note.

(Placed in Library, See No. LT 3987/15/11)

(10) A copy of the Indian Boiler (Second Amendment) Regulations, 2010 (Hindi and English versions) published in Notification No. G.S.R. 195 in Gazette of India dated the 30th October, 2010 under sub-section (2) of Section 28A of the Boilers Act, 1923.

(Placed in Library, See No. LT 3988/15/11)

(11) A copy of the Trade Marks (Second Amendment) Rules, 2010 (Hindi and English versions) published in Notification No. G.S.R. 1024 in Gazette of India dated the 29th December, 2010 under sub-section (4) of Section 157 of the Trade Marks Act, 1999.

(Placed in Library, See No. LT 3989/15/11)

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA):  
Madam, I beg to lay on the Table:-

(1) A copy each of the following Notifications (Hindi and English versions) under section 10 of the National Highways Act, 1956 :-

(i) S.O. 2869(E) published in Gazette of India dated the 30th November, 2010. authorizing the Special Land Acquisition Officer, National Highway Zone, Bangalore, as the competent authority to acquire land for building, maintenance and operation of National Highway No. 13 (Chitradurga-Shiomoga Section) in the State of Karnataka.

(ii) S.O. 108(E) and S.O. 109(E) published in Gazette of India dated the 19th January, 2011, regarding acquisition of land for building, maintenance,

management and operation of different stretches of National Highway No. 75 (Bamitha-Satna Section) in the State of Madhya Pradesh.

(iii) S.O. 334(E) published in Gazette of India dated the 14th February, 2011. regarding acquisition of land for building, maintenance, management and operation of National Highway No. 8 (Ajmer-Udaipur Section) in the State of Rajasthan.

(iv) S.O. 2842(E) published in Gazette of India dated the 25th November, 2010, authorising the Officers, mentioned therein, as the competent authority to acquire land for building, maintenance and operation of National Highway No. 163 in the State of Andhra Pradesh.

(v) S.O. 2117(E) and S.O. 2118(E) published in Gazette of India dated the 30th August, 2010, regarding acquisition of land for building, maintenance, management and operation of different stretches of National Highway No. 154 (Dhaleswari-Bhairabi Road) in the State of Assam.

(vi) S.O. 1469(E) published in Gazette of India dated the 18th June, 2010, regarding authorising the Additional District Magistrate and Collector (Land Acquisition Collector), Dhalai District, mentioned therein, as the competent authority to acquire land for building, maintenance, management and operation of National Highway No. 44 in the State of Tripura.

(vii) S.O. 1833(E) published in Gazette of India dated the 27th July, 2010, regarding acquisition of land for building, maintenance, management and operation of different stretches of National Highway No. 44 (Churaibari-Manu Section) in the State of Tripura.

(2) Three Statements (Hindi and English versions) showing reasons for delay in laying the papers mentioned at item No. (v), (vi) and (vii) of (1) above.

(Placed in Library, See No. LT 3990/15/11)

(3) A copy each of the following notifications (Hindi and English versions) under sub-section (3) of Section 9 of the National Highways Act, 1956:-

- (i) The National Highways Fee (Determination of Rates and Collection) Amendment Rules, 2011 published in Notification No. 15(E) in Gazette of India dated the 12th January, 2011.
- (ii) The National Highways Fee (Determination of Rates and Collection) Amendment Rules, 2011 published in Notification No. 950(E) Gazette of India dated the 3rd December, 2010.
- (4) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at item No. (ii) of (3) above.

(Placed in Library, See No. LT 3991/15/11)

12.01 hrs.

STANDING COMMITTEE ON INDUSTRY

220th to 222nd Reports

[English]

SHRI M. KRISHNASSWAMY (Arani): Madam, I beg to lay on the Table the following Reports (Hindi and English versions) of the Standing Committee on Industry :-

- (1) 220th Report on Action Taken by the Government on the recommendations contained in the 215th Report of the Committee on the Demands for Grants (2010-11) pertaining to the Ministry of Heavy Industries and Public Enterprises (Department of Heavy Industry.)
- (2) 221st Report on Action Taken by the Government on the recommendations contained in the 216th Report of the Committee on the Demands for Grants (2010-11) pertaining to the Ministry of Heavy Industries and Public Enterprises (Department of Public Enterprises); and
- (3) 222nd Report on Action Taken by the Government on the recommendations contained in the 217th Report of the Committee on the Demands for Grants (2010-11) pertaining to the Ministry of Micro, Small and Medium Enterprises.

12.02 hrs.

STATEMENT BY THE PRIME MINISTER

Appointment of Central Vigilance Commissioner

[English]

THE PRIME MINISTER (DR. MANMOHAN SINGH): Madam Speaker, the post of Central Vigilance Commissioner was due to fall vacant on 8th September, 2010 on the completion of term of Shri Pratyush Sinha.

Under the CVC Act, 2003, the appointment of the Central Vigilance Commissioner is required to be made by the President by Warrant under her hand and seal and on the basis of the recommendation of a Committee consisting of the Prime Minister, the Home Minister and the Leader of Opposition in the House of the People.

The meeting of the Committee took place on 3.9.2010. The Leader of Opposition gave a dissenting note. In pursuance of the recommendations made by the Committee, the President appointed Shri P.J. Thomas as the CVC and he was sworn in on 7.9.2010.

After the appointment of Shri Thomas, two public interest litigation petitions were filed in the Supreme Court challenging the appointment of Shri Thomas as the CVC.

Hon'ble Supreme Court declared the recommendation of the Committee as non-est in law and quashed the appointment of Shri P.J. Thomas as the Chief Vigilance Commissioner.

Madam Speaker, the Hon'bles Supreme Court has pronounced its decision. We accept and respect the verdict of the Hon'ble Supreme Court. The Government will take into consideration the guidelines/directions given by the Court while appointing a new CVC.

... (Interruptions)

[English]

SHRI BASU DEB ACHARIA (Bankura): Madam, this is not sufficient... (Interruptions) The explanation given by the Prime Minister is not sufficient.... (Interruptions)

MADAM SPEAKER: Shri Pawan Kumar Bansal.

... (Interruptions)

MADAM SPEAKER: Now, 'Zero Hour'. Shri Sharad Yadav.

... (Interruptions)

SHRI BASU DEB ACHARIA : A criminal case is pending against the person.... (Interruptions) How has this happened?... (Interruptions)

MADAM SPEAKER: Nothing will go on record.

... (Interruptions) \*

MADAM SPEAKER: Shri Sharad Yadav to speak. We are now in the 'Zero Hour'.

... (Interruptions)

MADAM SPEAKER: Kindly take your seat.

... (Interruptions)

[Translation]

MADAM SPEAKER: Kindly take your seat. You have made your point.

... (Interruptions)

MADAM SPEAKER: It is all right. Shri Sharad Yadav.

... (Interruptions)

[English]

MADAM SPEAKER: The Leader of the Opposition wants to say something.

... (Interruptions)

[Translation]

SHRIMATI SUSHMA SWARAJ (Vidisha): Madam Speaker, we were expecting that the Hon'ble Prime Minister will say the same thing in the House whatever he had said on CVC while responding to a press Conference in Jammu. But,

\* Not recorded

Hon'ble Prime Minister, I am surprised that your today's statement is entirely different from that. Even, I had responded to whatever you had said there. But, today, I was expecting that you will repeat the same thing in the House. You had said there that your yourself were owning your responsibility. You had also said that you have had a long tenure. There may be some mistakes during such tenure. This is also such a mistake and you had also said that such mistakes will not be repeated in future. After your these two statements, I had immediately responded that if the Prime Minister himself is taping the responsibility then the matter should be withdrawn. Btrt, I am very surprised to see that, today expressed out side, you have not mentioned even a single thing in the House. You must make the same Statement in the House. You must tell the House, whatever you have said publicly....(Interruptions)

[English]

THE PRIME MINISTER (DR. MANMOHAN SINGH): Madam Speaker, I have no hesitation in repeating what I said in jammu. Obviously, there has been an error of judgement and I accept full responsibility for it. ....(Interruptions)

[Translation]

MADAM SPEAKER: Shri Basu Deb Acharia Ji, please sit down.

12.04 hrs.

BUSINESS ADVISORY COMMITTEE

25th Report

[English]

THE MINISTER OF PARLIAMENTARY AFFAIRS, MINISTER OF SCIENCE AND TECHNOLOGY AND MINISTER OF EARTH SCIENCES (SHRI PAWAN KUMAR BANSAL): Madam Speaker, I beg to present the Twenty-fifth Report of the Business Advisory Committee.

[English]

MADAM SPEAKER: Now, we are in the 'Zero Hour'. Shri Sharad Yadav.

... (Interruptions)



MADAM SPEAKER: Nothing will go on record. Nothing is going on record.

... (Interruptions) \*

MADAM SPEAKER: No, please take your seat. Please sit down.

... (Interruptions)

MADAM SPEAKER: Please take your seat.

... (Interruptions)

12.07 hrs

*At this stage, Shri Basu Deb Acharia and some other hon. Members left the House*

[Translation]

MADAM SPEAKER: You please speak. You please take your seat.

... (Interruptions)

SHRI SHARAD YADAV (Madhepura): Madam Speaker, ... (Interruptions) I am raising your issue itself. The Prime Minister's Statement, ... (Interruptions)

MADAM SPEAKER: Now, we are in the 'Zero Hour'. You have given a notice for Zero Hour', please speak on that.

SHRI SHARAD YADAV: I do not want to say anything after that statement, therefore, with your kind permission I am raising an important issue. I want to raise an important issue after agreeing with the Prime Minister and Sushma Ji.

Agriculture Minister is present here. This has become a very serious problem. You yourself have said in this House and in the Rajya Sabha also that the fertile land of the country has decreased by 27 lakh hectares. Some of that decreased land might have been utilised for good purpose and some areas like Delhi to Jaipur, Delhi to Chandigarh, Delhi to Agra, Delhi to Haridwar, Delhi to Aligarh and Delhi to Moradabad and other neighbouring areas of Delhi are the most fertile areas in the world.

The rest of the land, which has been diverted for that purpose, is also fertile land. The most useful fuel required for the survival of human being is also grown on this land of the country.

I have discussed this issue with the Government regulatory. I have written a letter to the Prime Minister and Sonia ji also. I am not raising this, issue with any vested interest or through my party. Lot of unrest is prevalent in and around Delhi. There is a road from Delhi to Agra. Now highways viz. Yamuna Highway, Ganga Highway, Express Highway are being constructed. Where and in which regions these are being constructed? My challenge is that the most fertile region in the world is in the earth sea, which is the Ganges plain. In science it is said that here exists the earth-sea. The land in that region does not belong to the people of that region only. It is the wealth of this country. I am unable to understand as to why the Union Government is delaying in enacting any law in this regard? It is a very grave crisis and a very serious issue. I want to tell you that we have got the food after Herculean efforts. We were in trouble by taking PL 480. The farmers of the country have provided us sufficient food grains by denting hard labour and even by committing suicides. I would like to ask you as why the Bill is kept pending? The Prime Minister is present in the House. Today all the responsible persons are present in the House. I want to ask all of you as why the Bill is kept pending. The discussion on corruption is going in the country. The medium of large-scale corruption has been the fertile land of this country. Loot worth lakhs and crores of rupees is going on this land... (Interruptions). All the State Governments, I am not talking about any particular State Government, the farmers Government which were in power... (Interruptions)

MADAM SPEAKER: Please conclude now.

SHRI SHARAD YADAV: It is a serious matter. If you will provide me two minutes more, it will not be a big problem.

At last, I want to say that the emerging NCR will convert whole of Haryana, Western Uttar Pradesh, Alwar of Rajasthan into urban area and the agricultural land of the country would decrease so much that people of the country would die of hunger. The history is not going to pardon this House if we did not pay any attention to this issue or did not stop this. My

request is to please take the matter seriously by calling all party meeting immediately. If it will not be taken up seriously, there is large-scale unrest among farmers of the region, their wards want to dispose of the land but the old farmers are opposing it. There is unrest all around. I, through you, request the Prime Minister to take this matter seriously and save the county by changing the Land Reform Act, 1800 enacted by the British Government immediately. Madam, through you, I want to make this much submission only...*(Interruptions)*

MADAM SPEAKER: Shri Shailendra Kumar, Shri Neeraj Shekhar, Shri Virender Kashyap, Shri Virendra Kumar, Shri Ram Singh Kaswan, Shri Kirti Azad, Shri Ashok Argal, Shri Vishwa Mohan Kumar, Shri Shivkumar Udasi, Shri Nama Nageshwara Rao, Shri Jitendra Singh Bundela, Shri Ramen Deka, Shri Devji M. Patel, Shri Rajendra Agrawal, Prof. Ramshankar, Shri Jayant Chaudhaiy, Shri Ghanshyam Anuragi associate themselves with Sharad Yadavji.

...*(Interruptions)*

MADAM SPEAKER: Shri Bhausaheb Rajaram Wakchaure.

...*(Interruptions)*

MADAM SPEAKER: You please sit down.

...*(Interruptions)*

12.13 hrs.

*At this stage Shri Shailendra Kumar and some other hon'ble Members came and stood on the floor near the Table*

MADAM SPEAKER: Please take your seat.

...*(Interruptions)*

MADAM SPEAKER: Please let him speak.

...*(Interruptions)*

MADAM SPEAKER: Please let him speak.

...*(Interruptions)*

MADAM SPEAKER: Now it is over, please sit down. Please let the proceedings of the House continue.

...*(Interruptions)*

MADAM SPEAKER: You have taken whole the time of the question hour in making your point. Now, let the Zero Hour be continued.

...*(Interruptions)*

MADAM SPEAKER: Please sit down. Nothing is going on record.

...*(Interruptions)\**

SHRI BHAUSAHEB RAJARAM WAKCHAURE (Shirdi): Hon'ble 55 Madam Speaker I express my gratitude to you for giving me an opportunity to speak. ...*(Interruptions)* I would like to raise an issue related to Maharashtra ....*(Interruptions)*

MADAM SPEAKER: Please, be seated.

...*(Interruptions)*

SHRI BHAUSAHEB RAJARAM WAKCHAURE: Madam, you must have come across a news in January wherein a Dalit officer named Sonwane was burnt to death in Maharashtra. . .*(Interruptions)* Oil mafia is behind this crime. . .*(Interruptions)* At that place, the depots of major oil companies like, HPCL, BPCL and IOC are situated. ...*(Interruptions)* And all this is happening for oil-theft and pilferage. . .*(Interruptions)* It seems that oil companies are unable to control the activities of these mafia. Shri Sonwane had to sacrifice his life owing to carelessness on the part of these oil companies. . .*(Interruptions)* All the members of Sonwane's family are sitting on hunger strike there today demanding justice...*(Interruptions)*

I want to make a request through you to help his family to get justice ...*(Interruptions)* Efforts should be made to improve the conditions of oil companies in Malegaon and the government should make a statement in this regard ...*(Interruptions)*

MADAM SPEAKER: Shri Naranbhai Kachhadia.

...*(Interruptions)*

MADAM SPEAKER: Please go to your seats.

...(Interruptions)

MADAM SPEAKER: You have presented your views.

MADAM SPEAKER: The entire Question Hour is consumed by this. Now, please go to your seats.

...(Interruptions)

MADAM SPEAKER: Dara Singh Chauhan ji, please be seated.

...(Interruptions)

MADAM SPEAKER: Nothing will be recorded except what Shri Kachhadia says.

...(Interruptions)\*

SHRI NARANBHAI KACHHADIA (Amreli): Madam Speaker, crops have been badly damaged due to heavy rainfall in Gujarat in the month of November; out of these crops, cotton and groundnut crops are the most affected. The crops of wheat and cumin-seeds (zeera) are sown around November. Within two four days after sowing the seeds of these two crops there was a heavy downpour in Gujarat that led the seeds rot within the soil.....(Interruptions) Even the fodder secured by the farmers to feed their livestock, got rotten due to water logging... (Interruptions) It was a great set back for the community of Gujarat as they suffered loss....(Interruptions) It is a matter of concern as the farmers of Gujarat enveloped themselves in debt due to loss of their crops because of heavy, sudden and at once downpour ...(Interruptions). Meanwhile the monsoon session of the Parliament started wherein 12 MPs from Gujarat raised this matter with the hon'ble Minister Shri Sharad Pawar ji informing him about the loss upon which the hon'ble Minister assured them to assess the loss by sending a central team and to compensate for the loss....(Interruptions) Thereafter a central team led by Mr. Avindo Majumdar, I.A.S. reached my constituency on 29.12.2010 and visited affected areas of Amreli, e.g. Devalia village in Amreli and Simaran village and MPMC, Savarkundla....(Interruptions) I, myself, the District Collector and the officers of the concerned departments were present during this survey....(Interruptions) After the survey, the Central team assessed the loss and prepared an estimate-budget of the total loss on 30.12.2010 which is as follows:

\* Not recorded

Agriculture :- Rs. 491.46 crore, Fisheries:- Rs. 1.02 crore, Salt industry :- Rs. 12.41 crore, Roads and Buildings :- Rs. 20.70 crores and in aggregate Rs. 533.59 crore...(Interruptions)

MADAM SPEAKER : Please, conclude now.

...(Interruptions)

SHRI NARANBHAI KACHHADIA: In that survey, it was formed that the cotton, groundnut, wheat and cumin seed were the most affected crops. After that, we requested the Central team to prioritize the loss so that farmers could get relief to some extent ...(Interruptions) It has been three months since the central team inspected it, but farmers haven't yet received any information regarding compensation ...(Interruptions)

MADAM SPEAKER You Kindly conclude now.

...(Interruptions)

SHRI NARANBHAI KACHHADIA: I would like to ask the Hon. Minister, whether those farmers will get their due compensation or not? If so, by when? Please tell us ...(Interruptions) Hon. Minister may kindly take immediate steps in this regard...(Interruptions)

12.18 hrs.

MATTERS UNDER RULE377 \*

[English]

MADAM SPEAKER: Hon. Members, the Matters under Rule 377 shall be laid on the Table of the House. Members who have been permitted to raise matters under Rule 377 today and are desirous of laying them, may personally hand over slips at the Table of the House within 20 minutes.

Only those matters shall be treated as laid for which slips have been received at the Table within the stipulated time and the rest will be treated as lapsed.

...(Interruptions)

MADAM SPEAKER : Please, all of you go back to your seats.

...(Interruptions)

\*Treated as laid on the Table

**(i) Need to curb the increasing incidents of female foeticide in the country**

SHRI JAYWANT GANGARAM AWALE (LATUR): Female foeticide has become a serious problem in the country. The Home departments of all the states need to be more sensitive on this issue. Though it seems to be a minor issue but in the long run it may become a gigantic problem and will certainly lead to a social disaster. The trend of female-foeticide particularly in the educated and elite class of the society, is more prevalent. Every year about 10 lakh female foetus are aborted through sex-determination test.

The Central Government must take most stringent steps to control this heinous criminal act.

Even wealthiest and literate States like, Punjab, Haryana, Gujarat and Maharashtra have shown decrease in their gender-ratio and the big & modern cities like Delhi, Chandigarh and Ahmadabad too are not free for this.

The government should get such orthodox practices eliminated through social reforms and to achieve this objective they will have to change mind set of parents first. Apart from this, stringent steps should also be taken against those clinics and health-workers, who help to get the embryo aborted, with a gender-bias.

**(ii) Need to take action for the revival of closed and abandoned tea gardens in Idukki Parliamentary Constituency and other parts of Kerala**

[English]

SHRI P.T. THOMAS (IDUKKI): I would like to invite the attention of the Government to the revival of closed and abandoned tea gardens in the country. Around eleven companies including three in my constituency i.e. Idukki in Kerala have closed or abandoned tea plantations spread over more than one lakh acres. This has added to the miseries of the underpaid plantation workers estimated over one lakh. Some of these tea gardens are located in far flung areas. The unrest and deprivation in the plantations have been capitalized by undesirable elements and the insurgent groups. An effective action in the matter will be helpful in building confidence among the tea garden workers and their dependents. It is vital to have

a cohesive management and administrative structure for these abandoned and closed tea gardens. I request the Government to take immediate action for the revival of closed and abandoned tea gardens and to get their statutory dues.

**(iii) Need to make provision for construction of roads within the village area under Pradhan Mantri Gram Sadak Yojana**

[Translation]

SHRI IJYARAJ SINGH (KOTA): As per the extant rules of Pradhan Mantri Gram Sadak Yojana, roads are constructed unto the village-boundary and not into the village itself. So, due to the unavailability of roads inside the village, muck accumulates there leading to public inconvenience. Due to unmetalled roads inside the village, the vehicle movement makes them muddy and mucky and often the vehicles get stuck therein. Particularly, the old and aged face the brunt of all this as they slip and get hurt. If roads are constructed into right into the village it will not only make habitant's daily life and vehicle-movements easier but also it leads to overall village development.

I urge through this House that the guidelines of the Pradhan Mantri Gram Sadak Yojana may be amended to allow road-construction into right inside the village.

**(iv) Need to start a programme to provide higher/technical education in the tribal areas of the country.**

SHRI MAROTRAO SAINUJI KOWASE (Garhchiroli-Chimoor): Union Government has set up Navodaya Vidyalayas to provide better education to the students belonging to the weaker sections of the country. Since these schools have the facility to provide education upto class XII, so students belonging to the weaker sections are deprived of the higher education after class XII due to lack of money. A special programme needs to be formulated to provide higher education/ technical education to the schedule caste/ tribes students in the Scheduled Castes and Scheduled Tribes concentrated areas of the country who pass the Class XII from Navodaya Vidyalaya so that they can pursue the higher/ technical education.

Today, the Naxalism adversely affects the country. Inadequate development of tribal areas and lack of higher/technical education among the students of SCs/STs- is the main cause of this problem. If students of these tribal belts are provided higher/technical education and rope them to the mainstream continuously then the problem of Naxalism can be solved to a great extent.

Therefore, I request the Union Government to take necessary initiatives to formulate a programme for providing higher/technical education to the students belonging to these communities in the tribal concentrated areas of the country.

**(v) Need to expedite the construction of a railway line between Ramganjmandi and Ujjain via Jhalawar and Agar.**

SHRI SAJJAN VERMA (Dewas): Honourable Minister of Railways had mentioned in his budget speech 2011 that new rail lines would be laid in the Scheduled Caste/Tribes dominated areas and backward areas without making any discrimination in terms of profit and loss. My Parliamentary Constituency is Scheduled Castes/Tribes dominated area. The survey work for laying new railway line has been completed last year. This railway line will go from Ramganjmandi Ujjain via Jhalavad, Agar. This important scheme involving Rs. 850 crore is still pending. The work for laying line on the route has not been started so far.

Therefore, I request the Government to start the work of laying this railway line with out any delay.

**(vi) Need to set up a Regional Spices Board in Telangana region particularly in Karim Nagar in Andhra Pradesh**

[English]

SHRI PONNAM PRABHAKAR (Karimnagar): I would like to draw the kind attention of the august House regarding the need to set up a Regional Spices Board in Andhra Pradesh.

India is one of the largest producers of spices in the world and Andhra Pradesh is the largest spice producing state in India. Andhra Pradesh produces varieties of spices but Chilli and Turmeric are the main spices grown. It is the largest

producer of Turmeric and Chilli in India. This State is almost contributing around 50% of the country's production. Coriander, Tamarind and Ginger are the other spices grown in Andhra Pradesh. Nizamabad, Warangal, Karimnagar, Adilabad, Medak, Rangareddy are the turmeric growing areas in the State. Nizamabad, Warangal and Cuddapah are the major trading centers for turmeric while Guntur and Warangal are the main trading centers for Chilli in Andhra Pradesh. The State has major share in exports of Indian spices.

I, therefore, request the Hon'ble Minister of Commerce & Industry to kindly set up a Regional Spices Board in the backward districts like Telangana particularly in Karim Nagar in Andhra Pradesh to boost the production of spices and to help the farmers and the marketing department within the current Five Year Plan.

**(vii) Need to expedite construction of roads under Pradhan Mantri Gram Sadak Yojana in Pratapgarh Parliamentary Constituency, Uttar Pradesh.**

RAJKUMARI RATNA SINGH (Pratapgarh): In my parliamentary constituency, Pratapgarh, the work under Pradhan Mantri Gram Sadak Yojana is not being done according to the programme and as a result of which during the rainy season the villagers have to reach the villages through mud and water in hundreds of villages. No work under this scheme has been done in my constituency since last year. People living in villages of these areas have to face a lot of hardships to move in villages as no work has been done under this scheme. The eighth round of work has not been started in my constituency while in other districts the said round of work has been finished.

I request the Government through you to start the 8th round work under Pradhan Mantri Gram Sadak Yojana in my Parliamentary Constituency Pratapgarh at the earliest so that the benefits of the scheme could reach the villagers in a better way and conduct an inquiry for not starting the 8th round work in this district.

**(viii) Need to extend benefits of reservations to people belonging to Scheduled Castes who have converted to Islam or Christianity**

[English]

SHRI CHARLES DIAS (Nominated): The people who belong to Scheduled Castes and who have converted to Islam or Christianity are not allowed to retain the benefits available to weaker sections. At the same time, if they are converted to Sikhism and Buddhism, they are eligible for all benefits for weaker sections. This is sheer discrimination and against the spirit of the Constitution.

These people are experiencing this discriminatory treatment for the last so many years. They have made representations and protest to rectify this grave injustice. This aspect has been brought to the attention of the Parliament on several occasions. But, so far no concrete steps have been taken to rectify this anomaly. This is a violation of the principles of democracy and social justice.

It is understood that justice Ranganatha Misra Commission, who has been asked to study and recommend their views in this regard, has given a report in favour of extending the benefits to the people belonging to Scheduled Castes and Scheduled Tribes who embrace Islam and Christianity. I urge the Central Government to take immediate steps to rectify this anomaly and do justice to these people.

(ix) **Need to take steps to secure the release of fishermen of Gujarat and Diu from Pakistani Jails and extend adequate financial assistance to families of such fishermen**

SHRI HARIN PATHAK (Ahmedabad East): The Pakistani Navy and Coastal Guards have been capturing Indian fishermen quite often and around 229 fishermen belonging to Gujarat & Diu have been languishing in Pakistani jails for the last couple of years. Government of Gujarat has been promptly giving financial assistance to the families of these fishermen ever since the date of their capture. However, no financial assistance to these families had been provided by Government of India. Earlier, ex-gratia payment of Rs. 3 lakhs were given to the next kin of each person held in captivity and grant of Rs. 30,000/- for small boats and grant of Rs. 5 lakhs for travellers were given by Government of India. But for the last couple of years, this grant has been discontinued. I, therefore, request the Government of India to look into the matter and ensure

that due financial assistance to these fishermen and their families should be given by Government of India and also all efforts should be made to secure their release from Pakistani Authorities.

(x) **Need to step up security in Orang National Park in Assam to shun illegal poaching and infiltration**

SHRI RAMEN DEKA (Mangaldoi): The Orang National Park is located at the north bank of the Brahmaputra river in my constituency i.e. Mangaldoi. The British had declared it as Orang Game Reserve in 1915. The State Forest Department had declared it as Wild life Sanctuary in 1985 to meet the demand of Project Tiger. Several Mammalian species found in Orang Park are the Great Indian one horned Rhinoceros, Royal Bengal Tiger, Asiatic elephant, Pygmy Hog, Hog Hog deer and wild boar. Some species are critically endangered. More than fifty species of fish are habitat of the river & channel of the park. The park is home to a variety of migratory birds. Variety of reptiles are also found here.

Tourists from different parts of the country and abroad visit Orang National Park regularly. There is a serious threat to the survival of the park due to illegal occupation by the Bangladeshi infiltrators. In view of this, I urge upon the Central Government to prevail upon the Assam Government to increase manpower for patrolling & security so as to stop poaching and evict illegal encroachers to save this park & wild life.

(xi) **Need to set up a Central Agricultural University in Tikamgarh Parliamentary Constituency, Madhya Pradesh**

[Translation]

SHRI VIRENDRA KUMAR (Tikamgarh): Tikamgarh Parliamentary Constituency is very important in respect of agriculture where Government land is available in plenty in the Naugaon of Tikamgarh and Chhatarpur districts. The land may be used without any hindrance for establishing the Central Agricultural University. These districts are facing the condition of drought since last 9 to 10 years. Therefore, keeping in view of situations and to utilise the land, to promote agriculture in the ultra-modern way and to increase the educational opportunities the people of this area are demanding a Central University since long. The State Government is also ready to provide land.

Therefore, Union Government is requested that a Central Agricultural University proposed by the Government may please be established in the Tikamgarh or Naugaon.

**(xii) Need for expeditious upgradation of Dandi Heritage route**

SHRIMATI DARSHANA JARDOSH (Surat): Mahatma Gandhi is the Father of the Nation. Mahatma Gandhi organised and led the Dandi March. The Salt is the need of Common man and keeping in view of importance of "NAMAK SATYAGRAH" that very route has been given the name of "Dandi Heritage route" by the Union Government. The Union Government has announced that Dandi Heritage route will be renovated. But, till date no special action has been taken, in this regard.

I, through you, request the Union Government that the renovation work of Dandi Heritage route may please be completed immediately.

**(xiii) Need to set up an AIIMS like medical Institute in Sambhal Parliamentary Constituency in Moradabad district of Uttar Pradesh**

DR. SHAFIQR RAHMAN BARQ (SAMBHAL): I would like to draw the attention of the Government towards the non-availability of any major Hospital in my Parliamentary Constituency Sambhal, district Moradabad. Sambhal (Moradabad) is approximately 160 Kms away from Delhi and approximately 340 Kms away from Lucknow where major hospitals are available. A demand to set up an AIIMS like medical institute in Sambhal (Moradabad) is being raised for the last many years but no action has been taken till date and many of the patients die on the long way to medical treatment. Moradabad is the biggest export centre of brass in Asia and is a very big city.

I request the Union Government that an AIIMS like major central medical Institute may please be set up at the earliest in between the Moradabad and Sambhal cities.

**(xiv) Need to provide houses to people belonging to Mushahar community in Bihar under Indira Awas Yojana**

SHRI KAUSHLENDRA KUMAR (Nalanda): A team of Ministry of Rural Development went to Bihar and carried out on the spot study of Manjhi (Mushahar) Community which is in the category of Scheduled Castes and the team also carried out study of their socio-economic conditions. The findings of team is that many people of Manjhi (Mushahar) caste have not got their own house. They are unable to provide education to their children and they are at the lowest position amongst the Scheduled Castes and percentage of this community is 2.5 of Bihar's population. Therefore, first of all attention may be given on their basic needs of food, clothing and shelter. Attention may be given on education and health. Average life span of these people is 45 years only. Physical structure of these people become weak due to improper diet. This team had recommended that Ministry of Rural Development may make special arrangements of Indira Awas Yojana under a special scheme for the people of this community but which is not yet done. State Government provided status of 'Mahadalit' to this community and efforts are being made to construct the houses by providing land on lease.

I demand the Union Government to provide houses to all the people of this community under Indira Awas Yojana.

**(xv) Need to check the steep hike in prices of thread and yarn in West Bengal**

[English]

DR. RATNA DE (Hooghly): I wish to bring the notice of the Government the issue of exorbitant hike in the prices of thread and yarn particularly in last 6 months in West Bengal. It is a very serious matter as it is affecting acutely thousands of weavers in the handloom and powerloom sector of rural West Bengal. It would be worthwhile to state here that the abnormal hike in prices of thread and yarn has created a crucial problem, as these are the only raw materials for the handloom and power loom industries in West Bengal. For example, at present the price of cotton year 100 count (wrap) is Rs. 2500 (2 half) but the price of the year was Rs. 2000 (2 half) 6 months back. The cotton year 100 count (Wrap) is Rs. 2,300. Tesar silk was Rs. 3050 per kg six months ago but now it is Rs. 4,200 and more than 100% hike and similar increase in silk, jari yarn has been witnessed. As the Hon'ble Minister is aware that West Bengal is a major producer of thread and yarn and

next to Agriculture, weaving is the major industry in West Bengal. If this situation continues, poor weavers in handloom and powerloom sectors would suffer and their lives would become miserable. I would strongly urge the Hon'ble Minister to take initiative on war footing to address this issue of sudden spurt in prices of thread and yarn to bring down the prices which would undoubtedly reinvigorate the lives of poor weavers in rural West Bengal.

**(xvi) Need to construct flyovers at 148/8 Seshampatti Junction and 132/2 Gundalapatti Junction on N.H.-7 in Dharmapuri Parliamentary Constituency, Tamil Nadu**

SHRI R. THAMARAISELVAN (Dharmapuri): I would like to bring to the attention of the Government regarding frequent occurrences of fatal accidents at two important places in Dharmapuri on National Highway No. 7. The accidents have become a regular phenomenon at 148/8 Seshampatti Junction and at 132/2 Gundalapatti Junction in Dharmapuri. Many people have lost their lives due to frequent accidents involving vehicles and pedestrians as there is no flyover at above places on National Highway No. 7 which lead to Dharmapur city. These two places are like gateway to Dharmapuri City from different districts and directions. Therefore, there is always heavy and speedy vehicular movement and traffic at both these places. The people of Dharmapuri have been demanding to construct flyover at both these places for a long time to save the human life of their near and dear ones, but unfortunately nothing has been done to construct flyover at the above places by the National Highway Authority of India. I, therefore, urge upon the Government to direct the NHAI to immediately construct flyover at 148/8 Seshampatti Junction and at 132/2 Gundalapatti Junction in Dharmapuri on NH-7 to prevent further accidents and to save the lives of people.

**(xvii) Need to set up an office of Employees Provident Fund Organisation at Palakkad, Kerala**

SHRI M.B. RAJESH (Palakkad): Palakkad is the second largest industrial town in Kerala. In Palakkad alone, there are about 1500 establishments with a strength of about 80,000 workers and about 25000 pensioners covered under

Employees Provident Fund Scheme. The new unit of Bharat Earth Movers Limited, the proposed new Coach factory and the consequent industrial development in this area will add to the number of workers covered under EPF. Presently the workers covered under EPF scheme have to depend on Sub Regional Office at Kozhikode, situated at a distance of 200 km from Palakkad. Poor and aged labourers and widows are facing extreme hardship due to the absence of an EPF office at Palakkad. They have to travel to Kozhikode which involves a tiresome journey, not to speak of the expenses. Thus, their right to proper and speedy service is denied and delayed. A service fee is also debited to their bank accounts as collection charges as the cheques are drawn at Kozhikode. A number of establishments are not covered under this social security scheme. Hence, in the interest of thousands of poor working people, I urge upon the Government to take immediate steps to open an EPF Office at Palakkad, Kerala.

**(xviii) Need to provide wheelchairs and escalators at Railway Platforms for physically handicapped and elderly people**

SHRI M. VENUGOPALA REDDY (Narasaraopet): I would like to draw the kind attention of the august House regarding the need to provide wheelchairs and escalators at the railway platforms not only in Andhra Pradesh but also in other metro cities like Chennai, Delhi, Mumbai and Kolkata.

As we are well aware that in railway stations, passengers have to change the platforms. But the old-aged and physically handicapped passengers are facing lot of difficulties in climbing the steps at railway platforms. Families who are accompanying such old-aged and other physically handicapped passengers have to carry them or to assist them in climbing the steps with great difficulty from one platform to another.

I request the Hon'ble Minister of Railways to kindly take steps in establishing escalators and providing sufficient wheelchairs at each and every railway station in the remaining Eleventh Five Year Plan to help the old aged and physically handicapped passengers to have a comfortable and smooth journey.



12.19 hrs.

*[English]***MOTION RE: SUSPENSION OF RULE 331G**

THE MINISTER OF PARLIAMENTARY AFFAIRS, MINISTER OF SCIENCE AND TECHNOLOGY AND MINISTER OF EARTH SCIENCES (SHRI PAWAN KUMAR BANSAL): Madam, I beg to move the following:

"That Rule 331G of the Rules of Procedure and Conduct of Business in Lok Sabha in its application to the discussion and voting on the Demands for Grants (Railways) for 2011-12 and the Demands for Grants (General) for 2011-12 be suspended."

MADAM SPEAKER: The question is:

"That Rule 331G of the Rules of Procedure and Conduct of Business in Lok Sabha in its application to the discussion and voting on the Demands for Grants (Railways) for 2011-12 and the Demands for Grants (General) for 2011-12 be suspended."

*The motion was adopted.*

*....(Interruptions)*

12.19 1/2 hrs.

**RESOLUTION RE: APPROVAL OF RECOMMENDATIONS IN FIRST REPORT OF RAILWAY CONVENTION COMMITTEE**

*[English]*

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): Madam Speaker, on behalf of Kumari Mamata Banerjee, I beg to move the following Resolution:

"That this House approves the recommendations contained in Paras 55, 56, 57, 58 and 62 of the First Report of the Railway Convention Committee (2009), appointed to review the rate of dividend payable by the Railway Undertaking to General Revenues etc., which was presented to Lok Sabha on 10th December, 2010."

12.20 hrs.

**ANNOUNCEMENT BY THE SPEAKER**

**Rescheduling of financial business and moving of Cut Motions**

*[English]*

MADAM SPEAKER: Hon. Members, due to rescheduling of the Financial Business, the House would now take up combined discussion on the Government Resolution seeking approval of the recommendations made by the Railway Convention Committee; further discussion on the Budget (Railways) for 2011-2012; and the Supplementary Demands for Grants (Railways) for 2010-2011; and also the discussion and voting on the Demands for Grants (Railways) for 2011-2012.

Although, Rule 331G of the Rules of Procedure has been suspended to facilitate passing of the Demands for Grants without being referred to the concerned Departmentally Related Standing Committees, the Committees may, however, examine the Demands for Grants of the concerned Ministries and make reports thereon.

Hon. Members present in the House whose cut motions to the Demands for Grants in respect of the Budget (Railways) for the year 2011-2012 have been circulated may, if they desire to move their cut motions, send slips to the Table within 15 minutes indicating the serial numbers of the cut motions they would like to move. Only those cut motions, slips in respect of which are received at the Table within the stipulated time, will be treated as moved.

A list showing the serial numbers of cut motions treated as moved will be put up on the Notice Board shortly thereafter. In case any Member finds any discrepancy in the list, he may kindly bring it to the notice of the Officer at the Table immediately.

12.21 hrs.

Resolution Re: Approval Of Recommendations In The First Report Of Railway Convention Committee (2009)

RAILWAY BUDGET , 2011-2012 General Discussion — contd.

DEMANDS FOR SUPPLEMENTARY GRANTS -  
(RAILWAYS), 2010-11-CONTD.

AND

DEMANDS FOR GRANTS - (RAILWAYS), 2011-12

[English]

MADAM SPEAKER: Resolution moved :

"That this House approves the recommendations contained in Paras 55, 56, 57, 58 and 62 of the First Report of the Railway Convention Committee (2009), appointed to review the rate of dividend payable by the Railway Undertaking to General Revenues etc., which was presented to Lok Sabha on 10th December, 2010."

Motion moved :

"That the respective sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President of India out of the Consolidated Fund of India, to complete the sums necessary to defray the charges that will come in course of payment during the year ending the 31st day of March, 2012, in respect of the heads of Demands entered in the second column thereof against Demand Nos. 1 to 16."

MADAM SPEAKER: Shri Pratap Singh Bajwa.

...(Interruptions)

[Translation]

MADAM SPEAKER: We are starting discussion on Railway Budget, therefore, you all please go back to your seat.

...(Interruptions)

MADAM SPEAKER: Please, take your seat. A discussion on Railway Budget is going on, so you all please, go back to your seat.

[English]

SHRI PRATAP SINGH BAJWA (Gurdaspur): Madam Speaker, at the outset, let me thank you for giving me the opportunity to participate in the discussion on the Railway Budget for the year 2011-2012. Mamata Didi deserves special

praise for presenting a 'people-friendly' Budget despite several constraints being faced by the Railways...(Interruptions)

[Translation]

MADAM SPEAKER : only the speech of SC. Pratap Singh Bajwa will so on Record.

...(Interruptions)\*

[English]

SHRI PRATAP SINGH BAJWA : Some of the highlights of this year's Railway Budget are:

1. There has been no hike in passenger fare and freight rates;
2. Commissioning of Anti-Collision Device in eight Zonal Railways;
3. Deployment of GPS-based 'Fog Safe' Devices;
4. Introduction of multi-purpose 'Go India' Smart Card;
5. Introduction of 'Pradhan Mantri Rail Vikas Yojana' with non-lapsable fund to take care of the socially-desirable projects;
6. Extension of concessions to the physically handicapped persons on Rajdhani and Shatabdi trains; ...  
(Interruptions)

MADAM SPEAKER: Please take your seat.

...(Interruptions)

[Translation]

MADAM SPEAKER: You all are requested to take your seats.

...(Interruptions)

MADAM SPEAKER: Shri Dara Singh ji, you too please sit down.

...(Interruptions)

MADAM SPEAKER: You all, Please go back to your seats.

...(Interruptions)

[English]

MADAM SPEAKER: It is a very important discussion, which is taking place in the House.

...(Interruptions)

\* Not recorded

[Translation]

MADAM SPEAKER: First, you all, Please go back to your seat.

...(Interruptions)

12.24 hrs.

At this stage Shri Shailendra Kumar and some other Hon. Members went back to their seats

[Translation]

SHRI SHAILENDRA KUMAR (Kaushambi): Madam Speaker, we want protection from you...(Interruptions)

MADAM SPEAKER: My protection is available not only to all and sundry. Let everybody speak. Shri Bajwa ji, you please carry on.

...(Interruptions)

MADAM SPEAKER: You all are requested to sit down. Nobody will be allowed to disturb the discussion on Railway Budget. You all please sit down and maintain silence.

[English]

SHRI PRATAP SINGH BAJWA: I want to congratulate Mamata Didi for the recruitment of 16,000 ex-servicemen. It is a great step that she has taken. Eighthly, she is extending the concession ...(Interruptions)

SHRI PRATAP SINGH BAJWA: Eighthly, she is extending the concession facilities to the Kirti and Shaurya ...(Interruptions)

MADAM SPEAKER: All of you sit down.

...(Interruptions)

SHRI PRATAP SINGH BAJWA : Eighthly, she is extending the concession facilities to the kirti and Shaurya ...(Interruptions)

SHRI SHAILENDRA KUMAR: Madam Speaker, there is an atmosphere of anarchy in Uttar Pradesh...(Interruptions)

MADAM SPEAKER: You Please, sit down. We have listened you.

...(Interruptions)

MADAM SPEAKER: Shri Rewati Raman ji's points have been listened.

...(Interruptions)

MADAM SPEAKER: Shri Rewati Raman ji had made his points, hence you please sit down and allow Shri Bajwa ji to speak.

...(Interruptions)

12.25 hrs.

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

[English]

SHRI PRATAP SINGH BAJWA (Gurdaspur): Eighthly, she is extending the concession facilities to the Kirti and Shaurya Chakra awardees and extending the facility of card passes to the parents of the unmarried posthumous Param Vir Chakra and Ashok Chakra gallantry award winners of the Armed Forces. ... (Interruptions)

The Indian Railways, which has the world's fourth-largest railway network after the United States, Russia and China, traverse the length and breadth of the country while carrying two crore of passengers and two million tonnes of freight daily.

As the hon. Minister has said in her Budget Speech, rail transportation is vitally interlinked with the economic development of the country. Keeping in view the projected growth rate of our economy at around nine per cent, it is imperative that the railways grow at an even faster pace. In order to achieve this, it is necessary that the finances of the Railways should be healthy and sound. I am glad to note that the Railways have framed Vision 2020 providing a definite roadmap, both short-term and long-term, for the future.

In a globalized economy, there are bound to be certain comparisons made of one country with another. When it

comes to India, the general comparison that we come across is with China. In the post-Independence period, the Indian Railways was ahead of Chinese Railways in terms of size, technology and overall traffic volumes, but today, China has moved far ahead and has now the world's third largest rail system. It is not only the expansion of the rail system in China, but also the frenetic speed in the execution of its rail projects which the world has taken notice of. Their success has been attributed to three factors, namely, separation of Government functions from rail enterprise responsibilities; rail system to become a commercially-driven undertaking with the Government assuming only policy and regulatory responsibilities; and making the transport enterprises responsive to market demands, rather than specific production targets. It is the pragmatic policies followed by the Chinese that enabled it to focus on its core activities and organizational restructuring. ... (*Interruptions*)

If there is a lesson to be learnt from the best practices which they have adopted, we should be willing to learn those lessons. When it comes to technological advancement, we can even overtake China, but what is required is a strong will. Is it not a fact that lack of mechanized loading in India also impacts the turnaround time of trains? While trains in China have a turnaround time of one to two days, it is 5 to 5.5 days in India and one of the reasons for this is that the average loading and unloading time in India is four to five hours for trains, whereas in China, it takes just 45 minutes to one hour. Railway experts believe that due to congestion in terminals caused by the long turnaround time, the overall movement of trains gets affected. So, unless traffic management is computerized like in China and other countries with advanced railway network, things may not improve in India.

It has been said that the Chinese Railways accounts for one-fourth of the global rail transport volume. Density of its traffic exceeds twice that of the Indian Railways. Its output per locomotive, per freight car and per passenger coach is among the highest in the world. The World Bank appraisal lauds the Chinese Railways for its clear focus, management related autonomy to achieve agreed objectives and large-scale restructuring including separation of non-core activities and outsourcing. Further, China has encouraged local authorities to build and operate their own

railway lines up to a length of 2,000 KM or so. It has permitted foreign investment in railways, and encouraged foreign capital in Chinese rail market, especially in respect of construction of new lines. ... (*Interruptions*)

MADAM SPEAKER: Please conclude.

SHRI PRATAP SINGH BAJWA : Has the Indian Railways ever undertaken a study to analyze how China overcame its shortcomings and surged ahead? The reason why I say so is because the Railways have added only 11,000 KM track length in the last 60 years. The financial state of the Railways is no better than what it was a decade earlier. The Indian Railways need a bailout package estimated at Rs. 50,000 crore just to complete not only some of the more urgent line capacity works but also give a boost to the multi-crore dedicated freight corridors. If the Railways is able to complete these projects, it would enable it to make a quantum jump in its capacity to transport freight and earn revenue ten times more than any passenger train running over the same track length. Therefore, it is high time, the Indian Railways sit up and take a serious note of whatever shortcomings that exist in the system and must formulate appropriate policies focused on taking the Indian Railways to new heights.

MADAM SPEAKER: Hon. Member, please conclude now.

SHRI PRATAP SINGH BAJWA : Now, I come to the issue of 'Socially Desirable Projects' which is very important. It is a fact that they have not received any priority or notable allocations so far. The can in point is the Qadian-Beas railway line, a socially desirable project with historical and strategic considerations. This project was undertaken during pre-Independence period, but was put on the shelves for the past 63 years after Independence. After a lot of persuasion at various levels, and thanks to the hon. Railway Minister and the Chairman of the Railway Board, the survey of this project was completed and included in the list of new lines. However, I am sorry to say that it has been slated for inclusion in the Twelfth Five-Year Plan proposals for new lines, and I wonder how long the people of Gurdaspur, which is my parliamentary constituency, and the adjoining areas would have to wait to get this new line. While thanking the hon. Minister for launching the Pradhan Mantri Rail Vikas Yojana to create a separate fund to implement these projects, it is my earnest

appeal to the hon. Minister to include this project in the proposals for the current year and make necessary funds available for the same. ... (*Interruptions*)

All of us understand the revenue loss running into crores of rupees suffered by the Railways on account of incidences of disruptions by way of 'rail roko' agitations. The offer given by the hon. Railway Minister to sanction new trains and two projects as a special package to those States which ensure trouble-free train running for the whole year is a welcome measure. Generally, it is the anti-social elements which indulge in such acts under the garb of public protests. Strict action should be taken against all those culprits by imposing heavy penalties and fines under the provisions of the Railways Act, and the State Governments should also be held responsible for that.

MADAM SPEAKER: Shri Pratap Singh Bajwa, please conclude now.

SHRI PRATAP SINGH BAJWA : Now, please permit me to turn my attention to my home State, Punjab. In the last Railway Budget, the hon. Railway Minister promised to run a Duroto train between Amritsar and Chandigarh. I do not know why this promise has not been fulfilled when nine new Duroto trains have been introduced in the current year.

The dedicated freight corridor which goes up to Jalandhar should be extended up to Amritsar and, if possible, should be taken up to Jammu *via* Pathankot... (*Interruptions*) To improve the infrastructure at important railway stations such as Amritsar and to enhance rail connectivity in the State, you have promised to run a train to Chandigarh *via* Jalandhar-Ludhiana and Ambala from Amritsar, as the direct rail line to Chandigarh from Sahnewal (Ludhiana) *via* Morinda has not been completed yet. ... (*Interruptions*)

I am glad to note that a new set of trains connecting State Capitals with important cities and towns in the States are being introduced under the proposal 'Rajya Rani Express'. You will be surprised to know that Punjab is perhaps the only State in the plains that has no proper rail link to its Capital Chandigarh. ... (*Interruptions*) People travel by buses or other modes of conveyance to reach Chandigarh. Moreover, only a small part of the State is linked to Chandigarh *via* Morinda-

Sirhind-Anandpur Sahib rail route. Even then, under Rajya Rani Express, no new rail link has been proposed to connect with Chandigarh. I would request that Chandigarh should be linked to other parts of Punjab *via* Rajpura instead of *via* Morinda-Samrala-Sahnewal-Ludhiana as the route is an ill-conceived one. In addition, with the laying of the Chandigarh-Rajpur a rail track, most parts of Malwa, Doaba and Majha regions and even some parts of Rajasthan would get linked to the State Capital Chandigarh. ... (*Interruptions*)

There is no direct rail link from Bathinda to Amritsar. With the linking of Ludhiana to Barnala through a direct rail line, traffic load on the Bathinda-Ludhiana-Jalandhar-Amritsar road route could be drastically reduced, and that would also establish the direct link of Bathinda with Amritsar. There is no rail link between Barnala-Mansa-Sardulgarh-Sirsa. The railway authorities may please look into these demands.

At Amritsar railway station, there is a need to provide more railway platforms to handle the high volumes of traffic at this important holy city. Besides, Mumbai and New Delhi Rajdhani trains should be extended up to Amritsar to cater to the needs of the passengers. Similarly Amritsar should also be connected with the Capitals of the southern States and also Puri in Orissa.

The Amritsar-Tata Nagar Jallianwala Bagh Express runs twice a week. It is my request that it should run on a daily basis to meet the passenger rush.

There is a need to introduce a Duroto or Gareeb Rath Express train between Amritsar and Nanded. Patti to Makhu rail link is also very important as it would be of great help to passengers traveling to Ferozepur, Bathinda, and even to Ganganagar in Rajasthan. At present, people have to take a train that goes *via* Jalandhar, which adds nearly 250 kilometres to the traveling distance. Hence, Patti to Makhu rail link may be given priority by the Railways.

The doubling and electrification of the single line between Amritsar and Pathankot should be taken up without delay as it is causing a lot of inconvenience to the passengers.

The Railways may consider connecting Gurdaspur with Dera Baba Nanak. Since Gurdaspur is one of the backward border districts of our country, the railway authorities may

consider setting up a rail factory or project so that it would provide employment to the youth in the backward border districts.

The Mechanical Workshop located at Putligarh in Amritsar used to employ 10,000 people, but their strength has come down to 1500 at present. I request the railway authorities to allocate sufficient work to this Mechanical Workshop in Amritsar and help the employees in the process.

There is already a rail line connecting Rahon, Nawanshahr and Phagwara. A 27 kilometre stretch of railway line connecting Samrala and Rahon, when laid will bring districts of Nawanshahr and Hoshiarpur closer to the National Capital New Delhi and the State Capital, Chandigarh. Many new trains to Jalandhar, Amritsar and Pathankot can be run on this route, bypassing Ludhiana railway station. Besides, this route also provides an alternative route to the trains in case of emergency.

Sadbhawana Express runs between Lucknow and Chandigarh which reaches Chandigarh at 09.50 AM and goes back to Lucknow at 08.50 PM. It halts at Chandigarh railway station for 11 hours. This train can be extended up to Una in Himachal Pradesh. It will tremendously help the people residing in the Kandi area of Punjab and parts of Himachal Pradesh without changing its present timing.

A DMU (local train) needs to be run to and fro Una-Chandigarh. It not only gives employment opportunities to the local population, but also will economically uplift the farmers, who will get an opportunity to sell vegetables, fruits and milk in new markets. It also provides an alternative mode of transport to the people residing in the districts of Roop Nagar and Una.

Gurmukhi Express runs between Una and Kolkata once a week and it passes through Sri Anandpur Sahib and Patna connecting two Takhts of Sikhs -Takht Keshgarh Sahib and Takht Patna Sahib. The frequency of the train should be at least thrice a week to give a boost to tourism with stoppage at Roop Nagar, being the district headquarter and having many industrial units in its vicinity.

Finally, the Delhi-Ludhiana Shatabdi train service should be extended up to Udhampur *via* Pathankot because lakhs

of devotees visit Mata Vaishno Devi Shrine and Dharamsala to meet His Holiness The Dalai Lama. Besides, it is also the Gateway to Jammu and Kashmir, and lower Himachal Pradesh. This is most essential and hence may be given top priority. ... (*Interruptions*)

Before I conclude, I do wish to believe that the bad times for the Indian Railways are over, and it would make a new beginning in the year 2011-12 to propel itself to reach to new heights. While whole-heartedly supporting the Railway Budget, I wish good luck to the Indian Railways.

\*DR. P. VENUGOPAL (Tiruvallur): Basically, Hon'ble Railway Minister has not disturbed the passenger fare is a good news to all passengers especially to the common citizen of the country. Usually there are number of new projects announced by Hon'ble Minister in every year. But the fulfillment of those projects are really questionable.

There were several projects and new trains and lines announced in the Railway Budget 2010-11 for state of Tamil Nadu. But except few, no projects has been realized till today and even now in the current railway Budget.

Hon'ble Minister announced the introduction of 56 new express trains, 13 passenger train services, nine new Durontos, two double ducker air conditioned services and three new Shatabdi Express trains during 2011-12. Hon'ble Minister has also concentrated announcing an increase in the frequency of five Durondo Express trains and unfortunately Hon'ble Minister has failed to announce news trains of Garib Rath Express which is meant for poor.

I welcome the announcement of new Duronto trains between Madurai-Chennai and Chennai-Thiruananthapuram in the current Budget. Tiruchirappali is a big city having a number of industrial places which thick population. The starting point from Trichirapalli to various parts of the state and country is always filled with crowd and it gives better revenue to Railways. So, I request the Hon'ble Minister to include Tiruchirappalli for Duranto train service.

Hon'ble Minister had announced in the early budget that 584 stations would be upgraded into Adarsh Station and this

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\*Speech was laid on the Table.

year also 236 stations has been included, but only six stations in the state of Tamil Nadu has been included in the current budget. To, I request the Hon'ble Minister to include atleast Pudukkottai and Srirangam for upgradation as Adarsh Stations. Also express trains or super fast trains from Trichy to Kanyakumari, Pudukkottai to Chennai and Trichy to Bangalore are demanded for long time and every year we are expecting with eagerness about any announcement for these lines. We also expected a new line from Thanjavur to Pudukkottai. However, we are disappointed in the current budget also. Therefore, I request the Hon'ble Minister to announce some more new trains and lines in her reply after the discussion. Likewise, the doubling works from Chengalpattu to Villupuram is announced but it should be extended up to Tiruchirappalli, so that it would be beneficial to a number of passengers besides increase revenue to southern railways. Also, in para 102 Hon'ble Minister has included some important religious places like Madurai, Rameshwaram under Rail Tourism. Tiruchirappalli is well known tourist place having a number of historical places and temples and hence, it should be included along with other two places in Tamil Nadu under Rail Tourism.

Now I come to safety of passengers and level crossing in the country. The number of unmanned level crossing accidents occurring on Indian Railways is a cause of concern. At present, there are total 35,363 numbers of Level Crossings over Indian Railways out of which 17,954 are unmanned where the accidents occur primarily due to inadequate precautions by the road users failing to observe mandatory sign boards, signals and basic traffic safety rules. And such crossings not only pose a threat to human life but also cause huge loss to the railways. In the last five years upto December 2010, railways suffered a loss of Rs. 780 crores due to accidents at unmanned level crossings. 35 percent of the total train accidents occurred at unmanned level crossings and especially in 2009-10, fatalities in level crossing accidents comprised nearly 74 percent of all fatalities in train accidents in India. Therefore, I request the government to take steps to reduce the number of level crossings by employing adequate number of people. Before conclusion, I thank the Hon'ble Minister for including Tiruchirappalli under the proposal of setting up of shelter units for track side dwellers on pilot basis and I once again thank the Minister for increasing the

frequency of Trichy-Karur train as six days a week and launching of special trains called Janam Bhoomi Gaurav connecting Tiruchirappalli.

In the end, I further urge the Government to consider the early pending projects in Tamil Nadu which I have mentioned above in future.

**\*SHRI BHAUSAHEB RAJARAM WAKCHAURE (Shirdi):**  
At the outset, I would like to take this opportunity to congratulate the Hon'ble Minister of Railways for not hiking the passenger fares and also for decreasing booking charge to 5 and 10 Rupees per ticket. On behalf of the people of Maharashtra as well as from my Constituency *i.e.* Ahmednagar; I convey thanks to Hon'ble Railway Minister for assuring that Ahmednagar-Narayandoh Section will be completed in 2011-12, for proposing to set up a 700 MW gas-based Power Plant at Thakurli in Maharashtra, starting of 47 additional service in Mumbai Suburb services and augmentation of 107 Mumbai suburb services from the present 9 car EMUs to 12 car EMUs. There will be a great relief to the daily passengers on introduction of these services. Hon'ble Minister also proposed to take up on pilot project basis "Sukhi Griha Yojana" for providing dwelling units to the people who live in slums near railway lines. I hope on proper implementation of this project a large number of inhabitants near suburb railway lines of Mumbai will be benefited.

Though, there were a lot of suggestions from the Hon'ble Members of Maharashtra and Government of Maharashtra but only Wadsa-Gadchiroli Section of Maharashtra has been included for construction of new Railway lines. In total 25 projects New Railway Line 17, Gauge Conversion 3, Doubling of Line-5, details of which are already available with the Railways-have been recommended by Government of Maharashtra to Railway Ministry but mention/present status of most of these proposals are not there in the Railway Budget. I would request the Hon'ble Minister, through you to consider these proposals also in the supplementary Budget.

I also request for setting up MFCs with budget hotel at Shirdi (the holy place of Shirdi Sai Baba) as lakhs of devotees not only from India but also all over the world visit Shirdi

\*Speech was laid on the Table.

every year. Railways have planned Rail Tourism. But it is quite surprising that though Shirdi which is internationally famous as the holy place of Sirdi Sai Baba, this place has not been included in the expansion list. I, therefore, request to include Shirdi in Rail Tourism Project. A Janam Bhumi Gaurav Special Train should be routed through Shirdi since apart from religious importance, Shirdi and its adjacent areas such as Ahmednagar have historical importance also.

The main concern of passengers travelling by railways now-a-days is the late running of trains. If you have a glance on last financial years train running status most of the important/superfast/express trains got delayed for long hours. In my opinion, it is not appropriate when a passenger pays superfast charge for travelling by a super fast train he expects that he would reach to his destination in scheduled time. For late running a passenger should be compensated. Though the speed of Indian Railways has enhanced upto 130-140 km per hour, but if you see the total time taken by an express train on late running you will find the average speed is only 40 to 50 kms per hour. You I urge upon the Hon'ble Railway Minister to look into this very important issue and evolve a mechanism so that trains run timely. Another great problem is that when a train is rescheduled proper information is not available on Railways Customer Care No. (139), as well as on internet. So, the passengers suffer a lot due to misinformation and they have to wait long hours at stations for boarding trains, which also cause a great rush on railway platforms.

Hon'ble Minister stated that for passengers a fresh thrust has been given to improve the amenities and provide better experience at stations, which is a good move, but still something is lacking to properly implement this. I would now like to bring to your kind attention, some of the long standing demands of passenger amenities of my Constituency, Ahmednagar which I have already taken up with the Railway Ministry but without any result.

1. Residents of Puntamba, Ahmednagar District have given their land for Puntamba Shirdi Project. A large number of people used to go to Mumbai for the work regularly, so halt/ stoppage for 2131/2132 Dadar-Manmad-Shirdi Exp, 1077/1078 Zalam Express, 2779/

2780 Goa Express, 2129/2130 Azad Hind Express, 2729/ 2730 Pune-Nanded Express, 2135/2136 Pune-Nagpur trains should be given at Puntamba Station.

2. Reconstruction of Goods loading and unloading Platforms at Puntamba Station.
3. Flyover on Chitli and Puntamba on Nagar-Manmad Railway Line.
4. New Train from Solapur to Jodhpur *via* Daund-Manmad-Bhuswal.
5. Rescheduling of 1333/1334 Shirdi-Manmad Fast Passenger from Shirdi at 18.30 Hours.
6. Doubling and electrification of Daund-Manmad Section and electrification of Pune-Daund Section.
7. New Railway Line between Rotegaon and Puntamba. Trains from Hyderabad to Shirdi come *via* Manmad which takes more times to cover additional 95 kms *via* this route.
8. New Railway Line-Srirampur-Nevasa-Shevgaon-Parali *via* Shani Singhnapur.
9. New Railway Line-Shirdi-Akole-Shahpur (Mumbai)
10. Construction of Puntamba-Manmad Railway Line.
11. Improvement of Kopergaon Station with providing basic amenities, such as drinking water, lighting, beautification and halt of Garib Rath, Sampark Kranti and Pune Gorakhpur Express.
12. Stoppage of all passing by trains at Shirdi.
13. Renovation/beautification of old and new railway bridges at Shirdi, Puntamba, Kopergaon, Rahuri.
14. Including Shirdi and Nagarsul as Model Railway Stations.
15. Reconstruction of narrow gauge and broad gauge.
16. Subway and ROB at Puntamba Station.
17. Stoppage of 2859-2860 Geetanjali Express, 2146/2145



BBSR-LT Express, 2152/2151, Samarasta Express, 2870/2869 HWH-Mumbai Express, 2102/2101 Janeswri Express at Manmad.

At the last, I urge the Hon'ble Minister of Railways to kindly include the above requests, long standing demands of people of Ahmednagar, my constituency and adjacent areas, in the supplementary budget.

SHRI A. T. NANA PATIL (Jalgaon): The rail budget presented by the hon. Rail Minister is much like a budget for West Bengal not for the whole country. All of us are aware of the miserable condition of the railway. It is not a hidden truth. There are accidents every now and then. Barele mishap occurred a few weeks ago and such accidents are galore. The trains robberies at gunpoint are rampant these days. The quality of food served in train is declining day by day. Trains have become unhygienic due to the lack of cleanliness. The railway stations are in bad condition. There is nothing but filth everywhere at the stations and this fact requires to be brought to the notice of the Ministry.

I have been raising continuously in the House the matters related to the common people of the constituency, I represent. But neither I nor the common people of Jalgaon constituency have so far succeeded in getting the favours of the ministry. Some years ago two stations of that area had been given the status of model stations but no master plan has been formulated for these stations so far. Only god knows when these stations will become model stations. The government is playing with the sentiments of the people by making announcement in every budget. I have been making the hon. Rail Minister aware of the Jalgaon and Dharangaon railway stations through correspondence and during the last budget I urged that a decision be taken regarding the preparation of the master plan for Jalgaon railway station and the work be completed in a definite time-frame.

The condition of those stations continues to be miserable. Jalgaon district is being neglected despite the Bhusaval railway division being located in this very district. It is a fact that the Ministry takes much time to introduce new trains and hence we have been making a demand for long that five

coaches be added to the train already running. The Amritsar-Mumbai Express will run via Bhusaval and Jalgaon if these coaches are added to it at the Bhusaval division and presumably it might have been the suggestion of the railway officials. Still this little demand has not been included in the budget. I demand on behalf of myself and the people of my constituency from the Minister of Railway that it should be accepted.

The people of my Jalgaon constituency have some demands and I have been approaching the ministry to get these demands fulfilled. The stoppage of 7-8 trains has become necessary to be given since I was elected to this House.

Train No. 2859/2860-Gitanjali Express at Jalgaon and Pachora

Train No. 2533/2534-Pushpak Express at Jalgaon, Chalisgoan and Pachora

Train No. 1056/1057-Godan Express at Jalgaon, Chalisgoan and pachora

Train No. 12715/12716-Sachkhand Express at Jalgaon and Chalisgoan.

Train No. 12655/12656-Navjeevan Express at Dharangoan

- 12105/12106 Vidharva Express at payora

- 18401/18402 Puri-Okha Express at Payora

- 12779/12780 Goa Express at Chalisgoan

- 1093/1094 Mahanagri Express at Jalgaon and Chalisgoan

- 12621/12628 Karnatak Express at Chalisgoan

If the stoppage of all these trains are given at these places, not only the facility will be available to the people of Jalgaon area but also the revenue of the railway will increase, as Jalgaon is known as a business and educational hub. Therefore, I would like to demand that you should approve the stoppage of these trains. In addition to that I also demand that some trains like 59025/59026 -Surat-Amravati fast

passenger train which runs one or two days a week should run everyday. I would like to draw the attention of the minister to a special train. Not only from our country but also from across the world people visit Shirdi Saiji but there is no Shirdi bound train from Delhi. We have a long pending demand that a special train like the Rajdhani Express train should be introduced from Delhi to Shirdi and Shirdi to Delhi having stoppages at Jalgaon, Chalisgoan and Pachora so that passengers will have convenience. As also I have demanded that Busaval-Dhulia-Mumbai route needs to have a new train and it is a long pending demand.

I have also demanded that there is an urgent need to introduce the AC Rajdhani Superfast Express from Delhi/New Delhi/H. Nizamuddin to Nandolor Mumbai or Goa or Bangaluru via Bhopal, Jhansi, Khandwa, Jalgaon, Ahmadnagar. There is no Rajdhani like train in this route and hence there is a need to introduced such train at the earliest.

[English]

\*SHRI HARIBHAU JAWALE (Raver): I want to express my sincere thanks to Hon'ble Minister Ku. Mamataji for presenting Rail Budget with no fare rise in all categories of travelling class of Railway. In the recent scenario Union Government failed to control the day by day growing prices in all essential commodities on one hand and on the other hand Hon'ble Railway Minister have not proposed any increased in Railway Fare, really creditable.

The Passenger fare is the main income-generating source of the Railway. In the previous Rail Budget also Hon'ble Minister have not proposed any increase in fare for railway passengers. During last three Rail Budget presented by Hon'ble Shri Lalu Prasad Ji, the then Railway Minister during their tenure have not proposed any price rise for the fares still all budget presented were shown increased profitability. I am grateful to Hon'ble Railway Minister for not proposing any price rise in case of General and sleeper class of travelers for the aam aadmi. But there should have been increase in fare for upper class of traveling and for the fares for the Premium trains such as Rajdhani, Shatabdi and Duranto trains, as the railway budget presented have shown losses. Railway's routine operating systems, Punctuality, Stations management,

\*Speech was laid on the Table.

cleanliness in running trains and maintenance of the other infrastructure facilities with the developmental and progressive work in Railway is happened a lot due to restriction imposed on the income itself.

As repeatedly spoken by Hon'ble Minister that railway is really meant for Aam Aadmi for the safe and economical means of transportation. But its look like that keeping eye in the forthcoming elections the Railway Budget has presented. This kind of move leads to tremendous loss to our country in long run and may face severe consequences in coming future.

In Railway Budget the Government have to proposed any concrete proposals for the upgradation of the farmers by providing them proper facilities for transportation of these agricultural produce. There are no proper loading & unloading bay, improper & small Goods Sheds without maintenance and lacking for the minimal facilities like lightening, drinking water for loaders/coolies no proper approach road, improper covered sheds for the safety of the material.

There is no mention about the trains which are running 8-10 hours late since long and no action has been initiated to put the trains back in their proper scheduled time. No proper steps initiated by Government to tackle recurrence of such incidents in future.

For Tatkal reservation facilities the Railway Authority has started issuing waitlist tickets. Such waitlist ticket many a times are not confirming and the passengers are unnecessarily charged/penalized extra payment of Rs. 100/- for each sleeper class ticket. Either Railway authority should once issued the tatkal ticket for which the premium fare has collected make some arrangements or at least refund them the premium fare collected. The same case with normal sleeper class tickets, several waitlist tickets are being issued by the authority and no arrangements are made for these passengers. In fact for every train the Authority should analyze the number of such waitlist tickets and the arrangements to accommodate them by providing extra coach so that the journey for all the passengers will be comfortable or issue only the limited waitlist tickets which can be accommodated in the train.

The facility for reservation before 90 days should be restricted to some proportions. Partly quota for reservations

should be made available before seven days and the rest before two days for tatkal to accommodate all types of passengers, as every passenger cannot plan their journey before three months in advance.

I put forward my demands and request to envisage the matter. The following are some important issues to be taken care of in due course of time and I am sure Hon'ble Minister Ku. Mamataji will certainly help to resolve these issues.

1. For better accessibility in respect of women for every train one Ladies Special Sleeper Class Coach may be provided.

2. The 50% concessional Fare awarded for Senior Citizen women for traveling in all classes of Railway may further enhanced to every lady irrespective of age.

3. There is a long-standing demand to provide the stoppage at Raver for atleast two trains namely Kamayani & Pune-Patna Express. Please consider Raver Station stoppage on trial basis for the above two trains for travelers in the directions of Mumbai, Pune, Patna and Varanasi. Stoppage of Malkapur for Nagpur-Pune Super Fast and Gitanjali Express.

4. Please increase the length of the platforms at all stations of the country, to save the energy and monetary losses incurred by Railway. Also please provide the standardized minimum gap between trains and the platforms to reduce accidents occurring because of the unusual and uneven gap between the train and platforms.

5. Please provide one Rajdhani Express to cover these stations which may either be terminated at Pune, Shirdi, Nanded or at Mumbai to cover Nasik City (the fourth very important and industrially developed Metro in Maharashtra State).

6. Please reinstate the Bhusawal-Mumbai passenger (353/354) train that have discontinued and only one passenger train is in operation for better approach for the villagers and on route passengers traveling to the financial capital of Country Mumbai and the way back to home.

7. To provide the facilities of toilets on the platforms where it is not available. And increase the number of toilets on the

stations where it is already provided for maintaining cleanliness.

8. To provide the sufficient Booking Window for the Current as well as Reservation Counters specially considering the peak season time or the peak time of the trains.

9. To maintain healthy and clean atmosphere in the AC coaches, the pest control should be strictly observed. And to provide neat and clean dried linens.

10. Station name Display Board should be placed in such a way that it is easily visible & readable, as the trains halt for any station is very short. Sufficient lightening may be provided for clear visibility at night.

11. On most of the small railway station there is not enough lightening, so please provide enough lighting arrangements and at least keep them ON when the train arrives and departs from that particular station to save the energy.

12. As the passenger traffic is increasing day by day it is necessary to provide more coaches for every running train. Hence I request you to please increase the rack length of all trains as it has already operated for some trains.

13. For better accessibility the Under Way Bridge facility Joining Vedimata Mandir to Timber Market at Bhusawal City should be provided. As on date most of the citizens are crossing railway line every now and then which is a short route to follow and serious accidents are recorded. Hence the Under Way Bridge for pedestrians and cycles may be provided.

14. I request to please extend the existing trains 12161/12162 Lashkar Express to Jaipur which is presently terminating at Agra Cantt and 12153/12154 LTT-Habibganj Express to Jaipur via Ujjain, Ratlam, Chittourghar and Ajmer presently terminating as Habibganj.

15. As there are only two general coaches for all the Express and Mail trains and trains halt on many of the stations is for very short time, passengers find it very difficult to board the train. Because of this passengers hurriedly board in the sleeper class coaches and being penalized by the checking squad, hence I request to issue sleeper class tickets without reservations for current booking for all the mail/express trains.

16. I request Hon'ble Madam to please introduce one new Jan Sadharan Express stopping at a small stations like Pachora and Nandura from Bhusawal to Pune to cater better and cheap journey for students. Or at least extend the Pune passenger train terminating at Manmad to Bhusawal or to introduce sleeper class coaches from Bhusawal for Maharashtra Express.

17. As 12719/12720 Hyderabad-Ajmer Express is passing on loop line from Bhusawal and not halting commercially at Bhusawal should be made available for passengers travelling from Bhusawal and near by vicinity to Ajmer.

18. In last Hon'ble Madam have declared to provide the facility of Cold storage wagons for Horticultural produce. I request Hon'ble Madam as there is lot of Railway's own land available at Bhusawal DRM to establish the manufacturing unit of Cold storage Wagon Built up Factory at Bhusawal. This will facilitate the better, safest and fastest railway transportation of largest Agricultural produce in this area such as Banana at Raver-Jalgaon and Grapes at closed vicinity of Nasik.

19. To attach' One-3 AC, Two-Sleeper and Two-General class coaches from Bhusawal to Amravati-Mumbai Express (2111/2112). To provide stoppage at Thane station.

20. To provide new Jan-Sadharan starting from Bhusawal during daytime (starting at about 8.00 AM) for travelling of ladies alone to Mumbai with children, the long standing demands of the civilians of Jalgaon District.

21. To issue new licences for coolies to provide more & registered coolie on the crowded stations as the number of coolie has reduced because some senior coolie has promoted in Railway Service on Gang man post in the last Budget 2008-09.

22. To provide the Air Conditioned Cargo station at Savda and Raver (the largest growers & suppliers of Banana towns in Jalgaon District of Maharashtra State in the Country) for faster transportation of highly perishable and the cheapest fruit, Banana.

23. To consider the Helper-Vendor working for railway's canteen having experience of 22-25 years and serving the passengers since long for Railway service regular recruitment under group IV Category.

Please do the needful in the above matter and oblige.

[Translation]

SHRIMATI DARSHANA JARDOSH (Surat) : Madam Speaker, I am obliged to you for providing me an opportunity to speak on the rail budget.

New census has commenced in the country and I represent Surat city which is the 9th largest city in the country from population point of view. You will find people from all the states of India in Surat and they are successful as entrepreneurs. Surat has maintained its image of golden city as the railway earns everyday about Rs.60 lacs from Surat I expecting like other people of the country including Surat that something will be done for my constituency but in vain.

.....(Interruptions).

The Union Government reiterates time and again that Government belongs to the common people but the budget shows that this government has only cheated and made false promises to the common men. The entire Rail Budget revolves around West Bengal and the rest of the country has been left in lurch.

Surat is the biggest centre in South Gujarat. Surat city failed to catch the attention of Mamtaji inspite of the fact that Railways earns a revenue of Rs.60 lacs per day there from. An announcement was made to convert Surat station into a world class station in the last rail budget. But the common men hardly find any world class facility at Surat station when they visit there. There is nothing but filth everywhere at the station. No facility at the station appears to be of world class.

Madam, lacs of pilgrims belonging to Southern Gujarat go to a sacred place named Dakor to have a darshan of Lord Shri Krishna on every full moon day. Earlier, they used to avail the facility of the Intercity train on every full moon day. The trains 12929 and 12930 by which they used to go for having darshan of 'Ramchhorroy' have been discontinued. That train has now been extended upto Dahod..... (Interruptions) A train leaves for Vadodra from Ahmedabad at 3 pm and reaches there at 5.15 p.m. A Vadodra bound train moves from Ahmedabad. All the passengers of this train alight

at Vadodra and thereafter board the Valsad-Vadodra Intercity Express. If this train gets packed with the passengers at Dahod itself, the passengers of my constituency will not be able to board the train. The single train scheduled to leave for Balsad and Surat of Southern Gujarat from Vadodra in the evening has also been discontinued. Hence, I request the Hon'ble Minister of Railways to extend the train upto Vadodra.

So as the safety and security is concerned, terrorism weighs heavily in their mind but rail commuters are harassed by pickpockets and chain snatchers where 90 per cent cases go unreported as they do not get adequate support from the police.

What has been done in this respect? Surat is a reflection of mini-India as the people from all over India come here for employment and business. But it has not been adequately connected to the rest of the country.

Madam, it has been rightly mentioned in the Rail Budget that the railways are incurring loss due to agitations. But, at the same time, it is the wisdom as well as the responsibility of the government that no situation should be allowed to be created that may lead the common people to stage a protest. There is a railway line just in the middle of Surat city and everyday lacs of people go from one part of the city to another by crossing the underpass. But the people who used to criss cross that underpass were subjected human excrement and pees that used to trickle down from the lavatory of trains crossing above. The Municipal Corporation of Surat deposited the amount of eight crore rupees sought by the railways to sort out the said problem. But the problem has not been solved so far. The amount spent thereon also went in vain. What should now the people of Surat do if the problem is not sorted out even after paying money for that?

There is no DRM office at a big station like Surat. The common people have to traverse a long distance upto Mumbai to get even the small problems solved. If the office of DRM exists in a town smaller than that of Surat in Gujarat, then Surat city should be accorded the status of a division by establishing here the office of DRM.

How many trains are running today out of those 179 trains introduced by the Ministry of Railways during the last three

years? In my constituency there is a station namely, Kim around which there are over 1000 industries. The annual income of the railways from the Kim station amounts to three crore rupees. If the trains numbers 19059-19060, 19017-19018 and 19143-19144 are provided stoppages here, the income from this station is likely to go up. There has been a frequent demand to introduce a Ahmedabad bound train from Surat after the Gujarat Queen leaves for Ahmedabad in the morning, but the demand has been left unnoticed. The train no. 1997-1998 which had been introduced and then discontinued last year may be re-introduced by replacing the AC coaches of this train with the general coaches. There is a stoppage of the Rajdhani train but not of the Sampark Kranti in a big city like Surat. Please take it into your consideration and provide the stoppage of the Sampark Kranti at Surat station.

Through you, I urge upon the Government that issues which I have raised in my speech, the legitimate demands of the people towards which I have drawn the attention of the hon. Minister of Railways, should be settled at the earliest.

[English]

12.39 hrs.

*The Lok Sabha then adjourned till fourteen of the Clock.*

14.00 hrs.

*The Lok Sabha re-assembled at Fourteen of the Clock.*

(SHRI FRANCISCO COSME SARDINHA in the Chair)

[English]

MR. CHAIRMAN : Cut Motions have been moved by various hon. Members.

#### Cut Motions

SHRI P.K. BIJU (Alathur): I beg to move:

**That the Demand under the Head Railway Board (pages 01.01.1-01.02.1) be reduced by**

Need to declare Wadakkancherry Railway Station as Adarsh Railway Station (199)

Need to include Kollengode-Thrissur Railway line in the list of New Projects (200)

**That the Demand under the Head Assets-acquisition, Construction And Replacement (pages 16.01.1-16.04.-3) Be Reduced By Rs. 100.**

Need to construct a road over bridge at Vadakkanchery. (211)  
Need to complete gauge conversion of Palakkad-Pollachi line. (212)

SHRI VISHWA MOHAN KUMAR (Supaul): I beg to Move:

That the demand under the head Railway Board

(Pages 01.01.1-01.02.1) be Reduced by Rs. 100

Need to provide funds for the proposed gauge conversion work of Saharsa-Forbesganj railway line. (291)

Need to make provisions for construction of Supaul-Araria railway line. (292)

Need to provide funds for the construction of railway line between Madhepura and Singheshwar. (293)

Need to provide funds for setting up of Madhepura rail engine factory expeditely. (294)

Need to set up a rail industrial park in Supaul. (295)

Need to provide residential accommodation under Sukhi Griha Yojana in Bihar and Jharkhand. (296)

Need to include Supaul railway station for development as model railway station. (297)

Need to provide reservation to the unemployed youth belonging to *mahadalits* and the Most Backward Classes in the mega recruitment drive for group 'C' and 'D' posts. (298)

Need to increase the number of members of Divisional Railway Users Consultative Committee (DRUCC). (299)

Need to provide concession in fares to the patients

suffering from cancer and heart ailments in Superfast AC trains and also in Rajdhani and Shatabdi trains. (300)

Need to run more special trains for Bihar, Jharkhand and West Bengal on the occasion of Chhath Puja, Deepavali, Holi and Durgapuja. (301)

Need to run on more superfast train from Saharsa to Patna and Saharsa to Delhi. (302)

#### Token

**That the demand under the Head Assets—acquisition, construction and replacement (Pages 16.01.1-16.04.3) be reduced by Rs. 100.**

Need to construct rail overbridge at Radhopur railway station. (317)

Need to construct on overbridge at Tharbitia railway station in Kisanpur. (318)

Need to construct a waiting room at Supaul railway station. (319)

Need to make all the railway crossings in supaul parliamentary constituency as unmanned. (320).

#### [Translation]

\*SHRI JAGDAMBIKA PAL (Domariyaganj): I welcome the Railway Budget 2011-12 presented by the hon. Minister of Railways Ms. Mamata Banerjee for the facilities and security of railway passengers of India. Indian Railways is the life line for the common people of the country, therefore, the Congress led UPA Government presented the Railway Budget in view of the welfare of common people. Hence, hike in rail fare and freight has not been made by Indian Railways. Whereas challenges of continuously increasing demands of the public and prices rise are also before the Railway. It proves that despite being the largest commercial institute of public sector, the Indian Railway is committed for interests of the common people whereas only the Railway is bearing extra burden of Rs. 76 thousand crores after the implementation of recommendations of the Sixth Pay Commission by the Central Government. UPA Government has not increased rail fares for the last seven years, while on the other hand budgetary provisions have been made for new trains, new Railway lines,

\*Speech was laid on the Table.

doubling of railway lines, gauge conversion and for construction of Model stations in the country. This year the plan outlay is of Rs. 57,630 crores, under which the target fixed for construction of 1300 kilometers long new railway lines, doubling of 867 kilometers railway lines and conversion of 1017 kilometers line from narrow to broad gauge will be completed from the Budget for the year 2011-12. The provisions of Rs. 9,583 crore for construction of new Railway lines, Rs. 5,406 crore for doubling, Rs. 2,470 crore for rolling stock have been made in the Budget for the aforesaid projects. After continuous public demands and to make the traveling convenient, the Railway Administration has decided to start 56 new Express, 9 Duranto, 3 Shatabdi, 10 Rajyarani Express, 13 new passengers, 22 DEMU, 8 MEMU, 4 Vivek Express and 5 Kaviguru Express trains this year. The Union Government has made a provision in the Budget for the year 2011-12 to convert 236 stations into model stations of the country. The hon. Minister of Railways Kumari Mamata Banerjee has prepared the Rail Budget keeping in view of the welfare of common people. It is for the first time that the Ministry of Railways will develop the 24 stations of the country in collaboration with the Ministry of Tourism. This year the Ministry of Railways has made a commendable attempt to connect the remote areas of the country with the Railway line. In the Railway Budget of 2011-12, the provision to provide employment to 1,75,000 people has been made in this Budget. Provision has been made to construct shelter homes for 10,000 poor people living beside Railway track.

In fact, this rail budget is a budget for the Welfare of the people of the country. On one side, hike in rail fare and freight has not been made, on the other for giving relief to the people, the fare for AC and Non-AC has been reduced Rs.10 and Rs.5 respectively by reducing e-booking charge. Whereas the Minister for railway has taken care of facilities and security of the people of the country, the interests of 14 lac employees of the railways has also been taken care of. The scholarship to the daughter of group 'D' employees of railways has been increased to Rs.1200 per month. Gorakhpur is an important zone of North-Eastern Railways among eight zones of railways. Lacs of passengers belonging to Nepal, Western Bihar and Eastern Uttar Pradesh travel from Gorakhpur to various destinations of the country. Despite it being important from the point of traveling from most populated region, the

work relating to doubling from Gorakhpur to Lucknow has not been completed yet. Even not a single Rajdhani Duranto Express has been initiated from Gorakhpur till date, due to which the people are facing much trouble. Lacs of foreign Buddhist tourist visit eastern Uttar Pradesh and the birth place of Lord Gautam Buddha i.e. Piprahawa (Kapilvastu) lies in the Siddharth Nagar district. Due to lack of rail line there, Indian and foreigner tourists are facing much trouble. Therefore, the railway line from Piprahawa to Nangatt, Bansi Basti, whose survey work has been done and you have made a declaration to include that in the XIIth five year plan, is needed to be constructed on priority basis. For this, there is a need to lay new railway line from the birthplace of Gautam Buddha to Ayodhya, the birth place of Lord Ram by making provision of financial budget. This time you have made a declaration for survey work for Balrampur, Dumaria-ganj, Bansi, Nandaur, Khalilabad new railway line. By that the possibility of meeting old demands among the people has increased. By laying this railway line, a new railway option parallel to India- Nepal would be ready and old demand of a new railway line will be met from the strategic point of view also. Indian-foreigner Buddhist tourists from all corners of the world visit Sarnath, Kushinagar, Piprahawa, Kapilvasthu, Shravasti etc. of eastern Uttar Pradesh but despite these places belonging to the Buddhist circuit, there are huge lack of facilities. There is no arrangement for tourists lodging, at Siddharthnagar district, which is the birth place of Gautam Buddha. I am happy that you have made a provision of budget hotel for passengers stay in the rail budget. Keeping that in view, please fulfill the demand of providing a budget hotel at Naugatt railway station, the headquarter of Siddharthnagar district, foreign visitor belonging to Buddhist circuit will be benefitted by this. Barhni railway station at Indo-Nepal border is the gateway of India for Nepal. Due to lack of facilities at that station, the passenger coming from Nepal are constrained to stay at the open road for whole night. Therefore, you have declared Barhni, the model railway station but that should be developed as not only the model station but a standard station having international facilities. Even today, maximum supporters in the world are of Buddhism. Piprahawa, Kapilvasthu is an important place in Buddhist circuit of India where lacs of tourists visit every year. Therefore, the railway should devise scheme to develop the

Buddhist circuit by providing special package so that facilities be provided to Buddhists. Indian rail is the most important means of travelling for common men. Despite this, Sampoorna Kranti, Sapta Kranti, Garib Rath etc. trains do not stop at important stations like Basthi, Gaunda, Barabanki, etc. due to which people have to face lot of problems. There should be stoppage of these trains. I want to congratulate Mamta jee that she has to paid her attention not only transportation but also to security problems. Factories of diesel locomotive at Manipur, rail bridge at Jammu-Kashmir etc. have been declared. A new effort has been made to link remote areas in this rail budget. I support the rail budget, 2011-12 presented by Mamta jee.

\* SHRI K.C. SINGH 'BABA' (Nainital - Udham Singh Nagar) : I heartily congratulate hon. Railway Minister for presenting the popular Rail Budget for the year 2011-12. Under the able guidance of hon. Shrimati Sonia Gandhi ji and untiring efforts by the hon. Prime Minister, Dr. Manmohan Singh ji and hon. Railway Minister, today the Indian Railways is on the path of providing services of international standards. The Government's ideology has always been in tune with the common man. Welcoming the Rail Budget 2011-12, I support this people oriented budget. This budget is practicable and worth implementing. It is in accordance with the aspirations of the people. Appropriate provisions have also been made in the budget to achieve the targets. Hon. Railway Minister has not increased any kind of fares in the budget for the last two years, which is a significant achievement. Hon. Minister has worked towards providing comfortable train journey for all the categories of people. This is a progressive budget. I believe that the Indian Railways will soon be counted among the best railway services of the world.

First of all, I express my gratitude to the hon. Minister of Railways for getting the survey of the railway lines from Ramnagar to Chaughutia, Tanakpur, Bageshwar, Haridwar and Kotdwar in Uttarakhand completed and making the announcement to start construction of these railway lines in the 12th plan.

I would like to draw attention of the House to certain

\*Speech was laid on the Table.

important points of the Rail Budget. Several steps have been taken in this budget to provide modern and better facilities to the passengers of each class. For the first time, policies have been prepared keeping business in mind. The Government is establishing the railway based manufacturing factories, to create employment opportunities for the unemployed youths. Stress has been laid on the announcement of establishment of railway industrial parks, improvement in passengers amenities and providing of better environment at the stations. Creation of a non-lapsable fund for the rail projects in the north eastern region and the year 2011-12 has been announced as 'Green Energy Year' as part of green initiative in the budget. Railways will always be prepared for the safety and promotion of the environment by keeping environment in mind.

Assistance from Japan is being taken with the aim of increasing the speed of the passenger trains upto 160-200 kms. per hour in the Golden Railway Corridor. The proposal for promotion of sports, expansion of the scholarship scheme for the daughters of group 'D' employees, setting up of polytechnics, creation of a separate sports cadre in worth praising. Proposal has been made for establishment of integrated sub-urban railway network and providing concession to the handicapped persons in the Rajdhani and Shatabdi trains also. Proposal has also been made to provide travelling to press correspondents twice in a year. There is also a proposal to extend such facility to the Kirti Chakra and Shaurya Chakra award recipients in the Rajdhani and Shatabdi trains. Announcing the introduction of double dacker AC services, "Aurobindo Express" Kavi Guru Express and Rajya Rani Express and Janma Bhoomi Gaurav trains for promotion of railway tourism is praiseworthy step.

I have been making requests for the last many years alongwith the important suggestions and proposals for the expansion of railway services in Uttarakhand, as it is a tourism based state and a new state and it is a long pending demand of the people of Uttarakhand. But, certain other important suggestion and proposals of the people of Uttarakhand have not been included in this Rail Budget. Being a tourism based state, there is urgent need for making proper arrangements for railway traffic in Uttarakhand.



I would like to urge for including this long pending demand of Uttarakhand in this year's Rail Budget.

**Survey of the railway line from Kashipur to Jaspur, which touches Dharmpur in Uttar Pradesh, was carried out earlier, but the construction of this railway line is still pending, there is need to complete it at the earliest. This will link the whole of Uttarakhand from one end to the other end. I have been making request for this railway line for the last seven years. This line is very important for Uttarakhand.**

There is need to link the Delhi-Dehradun line by constructing a railway line directly between Muzaffarnagar and Luxar.

There is need to operate train numbers 5013 A and 5014 A plying between Delhi and Kathgodam from old Delhi railway station and No.4011/4012 from New Delhi Railway Station in place of Anand Vihar railway station.

There is need for correcting the name of 5034/5035 Uttaranchal Sampark Kranti Express and replacing of Uttaranchal by the correct name Uttarakhand.

There is need for construction of additional platforms at the Ramnagar and Kashipur railway stations. Passengers have to face a lot of difficulties in the absence of proper platform in Kashipur and Ramnagar and there is always a possibility of accident.

There is urgent need for doubling of the Luxar-Dehradun rail line *via* Haridwar, the delay in implementation thereof create traffic hurdle.

Ram Nagar-Moradabad Train which originates from Ramnagar at 4 a.m. is required to be extended directly to Delhi or this train is required to be linked to Delhi bound Bareilly Intercity Express at Moradabad.

There is a need to lay rail lines to Tanakpur-Purnagiri-Bageshwar, Rishikesh-Karnaprayag, Tanakpur-Jauljivi of Uttarakhand so that pilgrims of the country get the facility to reach religious places of Uttarakhand.

There is a need to run a rapid non-stop Express train from Delhi to Ramnagar and Janmabhumi Gaunar trains as to promote tourism in Uttarakhand.

A train should be introduced from Delhi to Dehradun on the lines of train running at 150 km/hour from Delhi to Agra.

Rail line should be laid upto the famous pilgrim place Poornagiri, 15 km from Khatima by extending the existing rail line from Bareilly to Kathgodam and Baseli (Bhejipoora) *via* Pilibhit and Tanakpur.

Lacs of tourists from various parts of the country and foreign countries keep on visiting the internationally renowned "National Corbett Park" and other tourist places at Ramnagar. At present, no direct train service is available from Delhi to Ramnagar. First AC and 2nd AC Coaches are urgently required to be attached to the train No.5013 A and 5014 A running from Delhi to Ramnagar keeping in view the convenience of domestic and foreign tourists alongwith introduction of a direct train link from Delhi to Ramnagar from New Delhi.

There is a need to attach sleeper and a general coach in the Bagh Express train number 3019/3020 departing at 4.50 a.m. from Kashipur.

It is also requested to provide 50 percent concession to senior citizens on the line of female senior citizens.

There is a need to attach one general and two three tier coaches to train number 4265 Janta Express running from Banaras to Dehradun upto Ramnagar.

There is a need to introduce a new train from Ramnagar to Dehradun *via* Kashipur. It is also requested to attach one general coach and one three tier AC coach out of three coach in train no. 4119/4120 running from Kathgodam to Dehradun.

There are densely populated colonies of Aawas Vikas and the Railways adjacent to line no.6 at Kashipur Railway station which is situated beside the platform no.3 where passenger trains keep arriving. Wagons of coal are unloaded on this line and it is hazardous to the health of rail commuters and that of colony residents. Unloading of coals should be done at its designated place *i.e.* at factory site.

The demand for introduction of a direct train from Kathgodam via Ramnagar, Kashipur, Muradabad to Amritsar and Jammu-Tavi, keeping in view the sizeable presence of Punjabi community in the Terai region is still pending. It is requested to introduce urgently such train.

There is a need for upgrading the rest house alongwith making proper arrangement of emergency light in the rest house at Kashipur and Ramnagar.

It is needed to lay the Tanakpur-Bageshwar, Risihikesh-Karnaprayag, Tanakpur-Jaulgiri and Ramnagar-Chaukhutia rail lines at the earliest.

There is a need to open a computerized reservation centre at Bajipur railway station.

A drainage system is required to be constructed at Awasi Vikas colony abutting Kashipur railway line and Bajipur road railway crossing to Sugar factory road railway crossing to drain out waters accumulated there.

A train should be introduced between Trivendrum to Dehradun. A halt of all the trains should be provided at Mahuakheraganj station.

There is Govind Ballabh Pant agriculture university at Haldi and it is a newly built industrial hub of Uttarakhand. Therefore, there is a need to provide stoppage of Uttarakhand Sampark Kranti Express and other trains here.

There is a need to construct an overbridge on main roundabout of Kashipur road railway crossing -Bajipur road railway crossing to overcome the problems of regular traffic jams and accidents.

If three coaches at Lalkuan are attached to Sampark Kranti Express running from Kathgodam to Delhi like Ranikhet Express, the local residents and tourists would get advantage of a train running at day times without any additional burden on railways, so three coaches should be attached to Sampark Kranti Express at Lalkuan Station.

At last I would like to request the Government that special attention is required to be paid to the passenger amenities and safety.

Special focus needs to be given to maintain cleanliness on all railway platforms and adjoining areas. There is a need to improve the quality of food by the Railway Catering. A proper system of enhancement in passenger amenities is required to be evolved in addition to installation of Public Address System to give prior information to passengers in case of a train is delayed beyond its scheduled time.

I would like to request the hon'ble Minister once again that Jaspur-Dhampur rail line from Kashipur be re-surveyed and constructed on priority basis and a ROB at Kashipur crossing is urgently required.

Tourists, pilgrims, nature-lovers, Himalaya-lovers, wildlife-lovers and film producers several times more in numbers than the total population of Uttarakhand come to visit it round the year. You are, therefore, requested to include my proposals regarding the expansion of rail-network in Uttarakhand in the Rail-Budget, 2011-12, Keeping in view the interests of common people.

[English]

\*SHRI RAMEN DEKA (Mangaldoi) : Sir, I would like to request Hon'ble Railway Minister to consider sympathetically to connect Darran District in railway map. It is a long standing demand from the people of Darran district.

The ongoing project in my constituency from Rangia to Moekalichaling to be completed in war footing. This is an important project of broad gauge conversion which will be benefited the entire North Bank.

Further, I request Hon'ble Railway Minister to develop the infrastructure of the Railway stations of Northbuala of Brahmaputra. The infrastructure is very poor in rural or sub-urban stations in Assam, special attention to upgrade these stations are required. The Boggveel project should be completed in a specific time as 12 years has already passed.

I hope that the Hon'ble Railway Minister will give special attention to compel the ongoing project and declare the projects in 2011-12 Railway Budget.

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\*Speech was laid on the Table.

\*SHRI ANANTHA VENKATARAMI REDDY (Anantapur):

I will confine myself to the Guntakal Division which comes under the jurisdiction of my parliamentary constituency, Anantapur.

The Guntakal Division is the most important link junction between North and South India. There are no proposals for introducing new trains. On the whole, Guntakal Division has been totally ignored in this Railway Budget. Only minimal benefits, name sake benefits have been provided. Railways have done injustice to the Guntakal Division. We had great hope that in this year's Railway Budget, Guntakal Division would get some consideration but we are absolutely disappointed.

I would like to say that we representatives of the people met the Railway Minister and submitted our reasonable proposals, hoping that she would include them in the Budget. But I am sorry to say that again injustice had been done this time also.

Guntakal Junction has a glorious record. Under this Division 138 railway stations, 1700 KM railways lines are there. About 130 Express trains, 35 passenger trains and goods trains pass through this junction. It is a well known fact that this division links North India and South India. In spite of that in the allocation of budget for this Division, it did not find favour with the Railway authorities. Either a new train or a new railway line has not been fulfilled. Only for name sake a token allocation has been made and washed off their hands. Just to avoid criticism for not providing any budget allocation to the Guntakal Division, a token allocation has been made which is not going to help in the development of the Guntakal Division.

It has been proposed to introduce a passenger train between Guntakal and Tirupati in this Budget. In the same route at present there is a passenger train which is already operating. I do not know why another passenger train has been proposed.

Another express train has been proposed for the Guntakal Division between Tirupati and Amaravati. It is a bi-weekly express train. So, there is an additional train that has been given to the State of Andhra Pradesh for which I thank

the hon. Minister.

In the new projects that have been proposed by the hon. Minister, a long pending project has been considered by the hon. Minister. I thank her for the same. The survey of the line, Kadapa-Rayachoti-Kadiri-Hindupuram is going to be undertaken. I request the hon. Minister to complete the same in a time bound manner so that funds could be allocated in the next budget.

I also thank the Railway Minister for proposing a double line electrification between Gutti-Dharmavaram.

I express my happiness for proposing survey of the Mahanadi-Kurnool-Atmakur railway line.

I also thank the Railway Minister for allocating Rs. 40 crores for land acquisition and other works for the railway line between Rayadurgam-Tumkur.

From the beginning, injustice has been done to the Guntakal Division. In the execution of the projects there has been a delay.

There is no doubt that injustice has been done to the Guntakal Division. Whatever projects had been proposed to the Guntakal Division some two centuries ago, only those works are visible. Public are blaming their representatives for not getting additional railway projects and lines completed in time. Only backwardness of the division remained. For example, Guntakal-Renigunta, Guntakal-Wadi double line ought to have been completed 15 years back. About Rs. 200 crores were released. Now, the same works are continuing. Whatever allocation has been made for the development of the Guntakal Division, that allocated amount is being diverted to complete old projects. Guntakal Division is unable to concentrate on development works. Year by year it is becoming backward.

Injustice has been meted out to the Guntakal Division not only in terms of doubling of lines, but also in electrification of lines. For electrification of lines in this Division in 1993, a sum of Rs. 173 crores were released. From Renigunta to Guntakal *via* Hospriet traction works were to be completed in 1995, but I am sorry to say that electrifications works were taken up only in 2005. This is an example of neglect of the

Guntakal Division. Now there has been a huge cost escalation.

For setting up an electric loco-shed, the Centre has estimated the cost at Rs. 25 crores. There has been a delay in establishing this shed. As a result of this delay, the cost has escalated to Rs. 80 crores. In order to meet the needs of electric trains, Guntakal Division is depending on Vijayawada Division. It is very unfortunate.

When the Railway Budget, 2011-12 was presented by the Railway Minister, every one in my parliamentary constituency had put a question "How many new trains have been given to the Guntakal Division?" Even ten trains which were running earlier were cancelled due to gauge conversion and other reasons. I am not going to take their names. The Railway Ministry is aware of them. This shows how Guntakal Division faced severe injustice.

We have asked for nine new trains, I am sorry to say that not one train has been approved. When public representatives have suggested these trains, not one train has been considered by the hon. Minister. It is very unfortunate.

I welcome the decision of the Railway Ministry to grant scholarships to the children of the railway employees, particularly belonging to the Scheduled Castes and Scheduled Tribes. The hon. Minister may consider giving scholarships to the children of the OBC employees also.

The hon. Minister has proposed to develop 750 railway stations. This work is going to be completed before March, 2011. Under the Guntakal Division, there are 138 railway stations. At many stations even minimum facilities are not available. When the proposed 750 railway stations, why is that not one station under the Guntakal Division has been included for development? I do not know why?

Electrification Renigunta-Guntakal-Wadi line is going to be completed. But to carry out maintenance works, a budget of Rs. 30 crores has been requested this year from the Ministry, out of estimated cost of Rs. 80 crores. But I am sorry to say that only Rs. 60 lakhs has been sanctioned. To meet the maintenance works of the electric locos, Guntakal Division has to depend on Vijayawada Junction, Renigunta Junction and Secunderabad Junction. The manner in which the

allocation of funds is taking place for this loco shed, I am afraid, it would take, at least, 15 years to complete this work. May I request the hon. Minister to bestow her personal attention on this project and allocate sufficient funds?

Before I conclude my speech, I would like to make a sincere request to stop the following important trains in my parliamentary constituency. They are Rayalaseema Train from Triupati to Kacheguda at Rayalacheruvu; and Egmore Express train at Rayalacheruvu as mineral-based industries are located here and it is a hub of business activity.

SHRIMATI SUPRIYA SULE (Baramati): Sir, I stand here in support of the Rail Budget on behalf of my Party. I would like to thank and congratulate the hon. Minister for giving us 19 trains for our State and various other facilities. I must say that it is a people friendly Budget. It is not only concerned about all finances, she has also kept every person who uses the train by not increasing the passenger fares and freight rates.

I would just like to highlight some points very quickly needed to be highlighted in the context of my State, which is Maharashtra. We are looking for Intercity Trains which come from Mumbai regularly; we need them to stop at Shivaji Nagar from where most of the Government employees from Mumbai to Nagpur. We need many more Holiday Special Trains from Bangalore, Chennai, Delhi, Bhubaneshwar and Hyderabad which have to be converted from Holiday Trains into Regular Trains. We are looking for Superfast Trains originating from Pune to Bangalore, Hubli, Chennai and Mangalore and we are looking for a new line from Chinchwad to Roha and many more trains to be stopped at Pimpri-Chinchwad.

She had talked about in her Budget about Lonavala and connectivity. Even Chinchwad, which is being a suburb or Pune, there, we need more trains on priority to help many passengers who are working because Pimpri-Chinchwad is a very important hub in Pune where the entire automobile industry is based. If we have more connectivity there, it would help develop everything around that area.

The local trains which she had suggested between Pune and Eonava, definitely needs more trains both in morning and evening for all the people who are living there.

She had talked about the Vivekanand Train. Late Kusu Maharaj is one of the most seniormost poets of Maharashtra and we are celebrating his 100th birth anniversary. So, I would take this opportunity to request Mamata Didi to get a train between Nasik and Mumbai or Mumbai and Nasik after the late Kusu Maharaj on his 100th birth anniversary.

The other request is, looking at the lots of problems which are Mumbai oriented; we are looking for more trains and connectivity in all over the State, but in Mumbai, about 50 per cent of passengers in the country who use the train are based in Mumbai. So, there are a couple of requests for improving the quality of platforms and infrastructure for Pune and Mumbai commuters. Mumbai's lifeline of the entire infrastructure is based on trains. Hence, I would take this opportunity to request her to improve the infrastructure. There are a lot of small issues like the new platforms and new trains. Trains are much higher and the platforms are much lower. It is extremely inconvenient for the people while using this. Fifty crore people are using these platforms all the time.

The other small request which is coming from the people of that entire area is the creation of a separate zone of a Mumbai Suburban Section. There is Mumbai Suburban area of the Central Division and there is Mumbai CSTTM Division. If both these Divisions come under one roof, the entire planning of the future of the Railways in India would have far better coordination. We are even urging for a third Corridor between the Central and Western Railways. More and more trains are connecting in this area. So, if the Central and Western Railways are connected under the third Corridor, the entire pressure on the Western and Central Railways will be reduced and there would be far more and better efficiency in the region. There is a need to bring all the Railway organizations under one roof - be it the metre rail or the mono rail. The zonal headquarters all over Mumbai should be placed in one building so that all the surveys can be done easily; the Construction Department and others are separate today. If the entire infrastructure comes under one roof, efficiency of the Mumbai Rail will definitely benefit all of us.

The other biggest challenge the Railways has is in unifying the security force. If you go to complain at Railway Stations, most of the times, they say that it is the RPF which

would look into the issue or they say that it is the State force which will take care. The Railways say that it is not their issue and that it is the State subject; and the State people say that it is not their responsibility, and that it is the responsibility of the Railway police. Unless we get this sorted out, it cannot be solved; it may require a big amendment, even a Constitutional amendment; but I urge the hon. Minister to seriously look into this because normally it is very hard to find anybody taking responsibility for accidents that happen in any part of our country. ... (*Interruptions*) Nobody takes accountability of the dead or the accidents or for that matter, any issue that happens in the Railways. So, unifying the security force between the RPF and the State force is very critical for the security of the Railways in this country.

We are even asking for a provision of additional first class accommodation for women. Most women, especially in Mumbai, use this lifeline, both morning and evening, to get to work. It requires better infrastructure. We are very grateful to the hon. Minister; she had been very kind - even in her last Budget and in this Budget, she has given more trains and compartments, and security had been stepped up. But we certainly need much more because the number of women who are going to work is increasing five-fold almost every year.

We even need extension of platforms at Karjat-Khopoli section which accommodates about 12 coaches. The line extension of the suburban and western railway is necessary as the Mumbai City is growing. So, I would urge the hon. Minister to look into this and see how we can extend better facilities to this entire area.

The other big challenge that lies ahead is with regard to differently-abled people. Most of the times, when these people go to the Railway Stations, they have to fill up a form called '1/36'. At some Stations, the Booking Clerks ask them to fill up a form called 25. Considering that she has had so much concern for the differently-abled people, if there is a clear indication from the Centre as to which form is really required for them to be used, it will definitely help improve infrastructure and help them to end the issue of ticketing.

The other 2-3 issues that I would like to highlight is

specifically about my constituency. We have asked for some ROBs and we have asked for some hourly trains between Daund and Baramati. I take this opportunity to request the hon. Minister to consider all these things. We have given all these things in writing; she has been very kind and approved many of them.

But the biggest ROB that is required is at Nira Station which is a very important station. There is a whole Muslim community which lives across. They have a Mosque there. The access is not available and the people walk across on the tracks; accidents occur and children die. If we get an ROB specifically at Nira Station, it will be much appreciated by the local people.

I take the last point. There is something that is pending which our hon. Chief Minister also followed up with the Railway Ministry; it is about laying of Ahmednagar-Beed-Pareli. Some parts of this need development. Railway is one mode of improving infrastructure and bringing development to the doorsteps of the people. So, if rail connectivity is brought to this area, it will be helpful. She has been very kind and she has given a sum of Rs.50 crore. But the cost of the project is Rs.1010 crore. The 50 per cent of that amount will be paid by the Government of Maharashtra, and the Government of Maharashtra is committed to do this project. But please try to complete it. So, if the hon. Railway Minister considers and increases the budget to about Rs.300 crore, the Government of Maharashtra is committed to spend the other Rs.300 crore and try to complete this project; we want development in our State; we want to take the railway infrastructure. Mamata Didi, in her speech, talked about Gadchiroli. It is a naxal area; we want to develop it; we are trying to improve the infrastructure. If the Railways support our State in doing all these mega-projects in the near future, it will be a big milestone for Maharashtra and we will be grateful to the Railway Ministry for making all these interventions.

I thank her again for all that she has done to our State; we are hopeful; I know that it is a challenge for her to make commitments to each one of us; but we try our best and take as much as possible for our people.

I stand here in full support of this Budget.

\*DR. PRASANNA KUMAR PATASANI (Bhubaneswar): I am delighted to participate in the Budget discussion keeping in view all the genuine demands relating to the Khurdha Road and Balangir linking West and East Orissa. This is the only railway link which is linking downtrodden Adivasis and Girijan, Scheduled Castes and OBCs of the country as a whole. No rail line of the country looks like Khurda-Balangir since the independence. 17 years have passed and the work has not progressed as demanded. I do not understand why the Government is not responding after the land acquisition is over and some of the bridge and over-bridge works already starting from Jatini (Khurda railway junction) to Nayagarh is in very slow progress. Whatever money you have allotted is not being properly utilized and every year ending the unspent money is returned or diverted to some other State. This year you have only allotted Rs. 60 crores which is not at all sufficient with this money that you are allocating, it may not be completed within 20 years. Atleast Rs. 500 crores may please be granted and the completion date also be announced. The railway station work from Khurda town to Begunia, Bolgarh, Nayagarh and Daspala onwards may please be started immediately on war footing for the greater interest of the preliterate. This railway link goes through KBK Districts. The Central Government should have paid special attention to complete the project soon.

I am grateful that you have already allotted money to start the flyover on Vir Surendra Sahay Nagar Crossing, Shaheed Nagar, Pukhriput and other crossings of my constituency, but the work has not started. So, do kindly instruct your department to start this work immediately from this year to avoid the traffic congestion in the city. I don't understand the reason for delay in taking up the working Sitaram Crossing under Khurdha road division, and this over-bridge is one of the oldest over-bridges from the British times. There should be a modern fly-over for the smooth running of traffic. In the rainy season, the underground road is blocked and the traffic congestion is so high. The common public is facing lot of difficulties in Jatini Bazar to Khurdha road. I have been demanding since long and drawn your kind attention to start the construction work immediately. These war footing steps must be carried out through your august directives to your departments.

\*Speech was laid on the Table.

Another flyover is highly essential *i.e.* linking Khurdha Road Junction to the South and it is crossing the National Highway. The name of the Gate is Saral Singh Gate on the Khurdha district. Thousands and thousands of vehicles are waiting to cross this National Highway wasting time and manpower, creating hazards always in the National Highway. Another railway over-bridge should have been constructed immediately to avoid the traffic congestion after Belugaon Bazar over *i.e.* near Barakula Tourist Bungalow. You may take up the work of another crossing from Khalikut to Rambha and Ganjam fly-over works immediately on the National Highway to avoid traffic congestion. From Begugaon Bazar to Banpur of my village needs immediately a flyover to avoid accidents and traffic congestion. The work should be started on war footing to save the lives of poor people.

The Hon'ble Minister, has boldly announced to take up Bhubaneswar Railway Station as on World Class Station and also Puri Station as an International tourist center. At the time of Car Festival every year the Teertha Yatri of the world congregate at Puri to see the famous International Car Festival of Lord of Universe-Lord Jagannath. The Double Line work from Khurdha Road to Puri is very much delayed and the poor people are suffering not only during the time of Rath Yatra but everyday.

As per my demand, you have assured me to start the sub-way work from Bhubaneswar to Konark to attract international tourist to promote economical conditions of the State. This railway linking should have been started on war footing.

I have been telling you to upgrade Bhushundpur Railway Station under Khurdha Road Division and some more trains need to be stopped there as it is the biggest fish loaded center of the country. Recently the money was sanctioned from the Central Government through my repeated attempts to promote Chilka as an Tourist Centre. I am very much pleased to acknowledge the Central Government's contribution towards Chilka from Manglajudi to Kalijai under my Constituency to facilitate tourists who come from Puri to Satpada. It will be very easy if they may go directly from Bhushundpur Station *via* Manglajudi to see the -Golden Bird

with varied colours at the time of winter. It will be very easier for the tourists to see to enjoy this dream paradise of nature from this Station while entering Chilka Lake. Bhushundpur Railway Station in the primitive days was a famous fishing center and it would be promoted soon to strengthen the State economy.

I have been requesting to allot more funds to the State Government as demanded by the Chief Minister to link all the railway stations, north to south, west to east and the middle India *i.e.* Orissa. The Central Government is collecting about 7 to 8 thousand crore rupees railway revenues from our State. Accordingly, you are only allotting Rs. 700 to 800 crores per year to our State Government. This type of step-motherly attitude should be abandoned. More trains from Bhubaneswar to Raurkela *via* Sambalpur must be plyed immediately for the greater interest of the public. As per my demand, money should be sanctioned immediately for Khendujhar to Bodbil, from Bhubaneswar to Khendujhar as the Khendujhar district is highly potential district of the State, which is highly neglected from the time of Britishers to Independent India. You have done nothing for the most backward cultured district of Mayurbhanj and Khendujhar. A special railway package should have been declared to start the work immediately.

I request the Minister to pay the special attention and I must see immediate inclusion of the highly neglected districts of the State having the full potential and the hidden treasure of the mining of the country. Why the new divisions like Vizak, Bhadrak, Bilaspur and Sambhalpur under East Coast Zone are not being taken up for their enhancement East coast Zone is highly neglected. I draw your kind attention to start all the building works of Railway Wagon Factory under Mancheswar, Nandankanak and Baranga of East Coast Zone as per your commitment to me. Lastly, I request that more Railway Schools and Colleges for your poor employees' children and common public be opened to see the comfort of education. I have been requesting you also to open more railway hospitals to protect the lives of the common people and those suffering hazards under East Coast Zone.

How long I can approach and repeat to announce boldly to accept my Constituency Bhubaneswar for Metro from Khurdha via Bhubaneswar to Cuttack. It is very difficult to cross the National Highway as the heavy traffic congestion. The Metro Survey work should be started like Chandigarh in Punjab and other cities of India. The Metro works should be started for the smooth running of highly technical trains from Khurdha town via Bhubaneswar to Cuttack either underground or elevated.

[Translation]

\*SHRI SOHAN POTAI (Kanker): This rail Budget is as populist as that of previous years. Many schemes are included in the Budget, but it takes years in implementation thereof. I hope that hon'ble Minister will not make any delay in materializing them. I would like to raise issues particularly related to Chhattisgarh. South Eastern Bilaspur Zone contributes more revenue to the department than any other states.

The people of Chhattisgarh being the residents of the most revenue earning state, have high expectations from the Department of Railways but Chattisgarh is neglected as usual and public and people- representatives have started feeling themselves neglected.

I express this grievance of Chattisgarh in the House. This State is rich in iron, coal, mica, diamond, gold, silver, aluminium are, lime-stone and forest assets.

Proper Rail connectivity to various districts and divisions should be provided to explain those resources. This will help the unemployed youths to get employment and misled youths to come into the main stream of the nation-building. Apart from road connectivity, Rail connectivity is essential to development.

I would like to thank the hon'ble Minister for fulfilling the long-cherished demand of the people of my Constituency, Kanker regarding survey for rail line between Ghamtari to Kanker and inclusion of Hondi-Lohara rail, link in the budget. I would like to request that the survey work may kindly be started this year itself after sanctioning funds for this purpose and Dalli-Rajhara rail track be approved.

\*Speech was laid on the Table.

[English]

\*SHRI SUKHDEV SINGH (Fatehgarh Sahib): I thank the Hon'ble Railway Minister Kumari Mamata Banerjee for trying to present a balanced Railway Budget. I appreciate the madam for taking the bold step to provide concession to all senior citizen and not discriminate on the basis of sex & age.

I come from the State of Punjab, the majority of the people of my state have faith in Sikhism and our long pending demand is to start a Garib Rath from Sri Amritsar to Sachkhand Sri Hazur Sahib, Nanded, Maharashtra. Further there is need to mention that this route is more profitable for railway because it is matter of record that Sachkhand Express always remain full to its capacity. I openly say to this august house that all member of parliament from Punjab beyond the party lines unanimously are in favour of my long pending and genuine demand in the interest of more than two crore of the people of the country especially from Punjab, Haryana, Delhi, Rajasthan, UP, Madhya Pradesh and Maharashtra. In short and brief my genuine demand to the Hon'ble Railway Minister Kumari Mamata Banerjee are as follows:-

1. Start a Garib Rath from Sri Amritsar to Sachkhand Sri Hazur Sahib, Nanded, Maharashtra minimum 5 days in a week and oblige more than two crore of people of the country especially from Punjab, Haryana, Delhi, Rajasthan, UP, Madhya Pradesh and Maharashtra, and they are praying for your success.
2. As regards my long pending demand for ROB/RUB at Sahnewal, Ludhiana, Doraha and Ahmedgarh, I have already written the DOs to the Hon'ble Minister many times. ROB at Sahnewal is need of the time to construct on priority basis because Sahnewal is just adjoining to Ludhiana, people of surrounding towns and villages are facing to much problems due to lack of ROB at Sahnewal.
3. Khanna is the Asia's big grain market, please give Stoppage more Express Trains at Khanna Station and upgrade the station and modernize the system. I have already written DOs to the Hon'ble Minister many times.
4. Sirhind is our historical and holy religious place, so

\*Speech was laid on the Table.



please provide small stoppage the more Express Trains at Sirhind Station and modernization of for station may be taken up in speedy manner because around the world pilgrims are visiting this holy city at Sirhind.

5. It is matter of happiness for our people of the state that a New Satabadi has been given to us after my long demand from New Delhi to Ludhiana. So it may please be extended up to the Jalandhar because Jalandhar is world renowned city in the field of Sports equipment manufacturing, many national and international businessman visit daily up to Jalandhar. So, please extend New Satabadi up to Jalandhar in place of Ludhiana.

\*SHRIMATI SUSMITA BAURI (Vishnupur): I want to draw the attention of Railway Ministry, Government of India to the Railway Budget of 2011-2012 in which following Demands of the People of my constituency area are needed to be included for implementation.

1. Crossing Station arrangement at Sonamukhi and Boain-Chandi Station in the Bankura-Damodar River Railway (B.D.R. Rly under S.E.Rly.) had not progressed an inch even. Running of more than one train is very much necessary in view of heavy rush of passengers.
2. Model Station at Bankura and Bishnupur has not been implemented, Bankura and Bishnupur being take off stations need construction of third platform.
3. It was earlier promised by S.E. Rly. that there will be direct connectivity to Howrah *via* Rainagar and Masagram through B.D.R. Section. But this is being altered with no purpose.
4. To start construction of already sanctioned R.O.B. at Bhadul More, Bankura crossing and Bishnupur crossing.
5. Construction of R.O.B. at Panchbaga (Bankura) crossing and under pass at Karjuridanga (Bankura) crossing.
6. Halt station at Katjurdanga.
7. Frequency of running of Cochin-Patna Express *via* Adra to be increased.

8. New Railway Connection from Beliatore to Durgapur Railway Station (approx. 24 km.)
9. New connection from Bankura to MTPP Durhampur as there is railway connection from MTPP to Raniganj Railway Station (approx 26 km.)
10. To expedite the Railway construction work from Bankura to Mukutmanipur *via* Chhatna and Riana to Masagram and Bishnupur to Tarekeswan Railway Line.
11. To place fast passenger train from Bankura to Howrah and starting time from Bankura at 10 AM and from Howrah at 10 AM as there is no train at this time.
12. To filling up the vacancies for good passenger services and at the same time to solve the unemployment problem as the Railway Deptt. Is the biggest employer of my country.

DR. RAM CHANDRA DOME (Bolgpur): Mr. Chairman, Sir, thank you for giving me this opportunity to speak on the Railway Budget. I rise to oppose this Railway Budget, 2011-12. It is because the Railway Budget of this year is not only directionless but also is a de-railed Budget with broken promises and forgotten hopes of the people of this country.

The financial position of the Ministry of Railways has touched the bottom line. The operating ratio as has been claimed by the Railways is nothing but jugglery of figures. It is much more than what has been claimed. Recently a study has been published by the *Indian Express* that 11 Railway Zones out of the 16 Zones are running at a loss and their operating ratio is more than 100. This is the situation.

The Plan outlay this year has been fixed at Rs. 5,57,630 crore but mainly supported by the Gross Budgetary Supported from the general revenues. Though it is high as compared to the last year, yet this rise in Outlay will come from market borrowing through IRFC. The amount proposed to be raised in this way is Rs. 20,500 crore. The internal resources of the Railway are meager and this has further gone down by Rs. 300 crore as compared to the last year. This is the situation as prevailing. This clearly shows that the own resources of the Railways are already going down and are likely to

deteriorate further. The finances of the Railways are being supported by revenues from the General Budget. This would further increase the indebtedness of the Railways to the General revenues and thereby ruin its financial health in the coming days.

Sir, let me now refer to the projects that have been announced in the Budget. Hundreds of projects have been declared. But what is the fate of these projects? Around 200 new projects have been declared for Bengal only in the Budgets of the last two years. What is the fate of these projects? Majority of these projects do not have the approval of the Planning Commission and only a few of the projects are having the Budgetary support. Only *shilanyash* ceremony is taking place at the cost of meager finances of the Railways. We got to learn from the Railway Board that a sum of Rs. 550 crore so far have been spent only to conduct *shilanyash* ceremonies on grand scales. Such is the state of affairs. The Railway Minister seldom is available at the headquarters and files are being sent to Kolkata through special messengers for getting them signed. Such an effort has cost the Railways a sum of Rs. 11 lakh in a month. Such kind of a wasteful expenditure is being incurred by the Railways.

What about the implementation of projects?...  
(*Interruptions*) The projects relate to Shalimar Automobile Hub, Kanchrapara EMU Coach Factory, Kishan Vision Project at Singur where 13 out of 16 shops remain permanently closed, Railway Axle Factory at Jalpaiguri, Dankuni Industry for manufacturing petrol and diesel components, Noapara Metro Rail Coach Factory, Purulia Anara Factory and Adra Power Project. Most of these projects have not progressed after the foundation stones have been laid. It is because they did not have the approval of the Planning Commission. The Deputy Chairman of the Planning Commission has already said that these projects are not to be taken up by the Planning Commission and that these should be implemented by extra budgetary support through alternative mode of finance, either by PPP or as joint venture projects. They have to be done by Public Private Partnership but for the last three years, no private partner has shown any interest. This is the exact situation Thousands of projects have been pending for years together. It may take another 40 years to get completed. There is no provision of funds for these projects. The hon. Minister

herself has expressed that lakhs of crores of rupees are necessary for completion of all these projects. This is the situation as regards the projects.

My next point is on employment situation. The Minister has stated in her Budget that 1.75 lakhs of posts are vacant particularly in Groups 'C' and 'D' but there is no recruitment drive for the last three years. About 90,000 posts which are directly related to safety and security like gangmen, signalmen, pointsmen, etc. are lying vacant. These posts are not taken up for recruitment. When are the forms distributed and sold? When elections are to come up in the State of Bengal in the coming months, the forms are being sold. Only last December, the Ministry has notified the posts for recruitment. Lakhs of forms are being distributed.  
...(*Interruptions*)

THE MINISTER OF RAILWAYS (KUMARI MAMATA BANERJEE): Sir, this is absolutely wrong. This is totally concocted. I oppose these remarks. This is

absolutely a false propaganda and nothing else. ...  
(*Interruptions*)

MR. CHAIRMAN : Please restrict your speech to the Budget.

... (*Interruptions*)

KUMARI MAMATA BANERJEE: I challenge the CPI(M) workers. They are caught red-handed. Their people have been caught. They are doing such things.... (*Interruptions*)

MR. CHAIRMAN: Please sit down. The hon. Minister has made the point clear. ... (*Interruptions*)

MR. CHAIRMAN: Nothing will go on record except what Dr. Dome is saying.

.....(*Interruptions*)\*

DR. RAM CHANDRA DOME: Sir, on the other hand, hundreds of appointments are being made by so-called substitute recruitment. ... (*Interruptions*) Hopes have been created that employment is going on.... (*Interruptions*) Fraudulent employment activities are conducted by the cadres

\* Not recorded

of the TMC... *(Interruptions)* This morning, you might have perhaps seen a sad news item in a national daily. One Mr. Prasm Datta from Hooghly protested near the residence of our Railway Minister in Kolkata and out of protest and frustration, he set himself afire... *(Interruptions)*

KUMARI MAMATA BANERJEE: Sir, this is absolutely wrong. This is concocted and wrong.... *(Interruptions)*

DR. RAM CHANDRA DOME : Sir, he is admitted in hospital with 90 per cent burns and nobody is allowed to meet him. This is going on in the name of employment generation in Railways. Only to gain cheap popularity, such things are going on.... *(Interruptions)*

KUMARI MAMATA BANERJEE: Sir, he is making false allegations. He can speak anything about the Railway Budget, the projects or the work which is going on regarding railways. Why is he making malafide comments? His allegation is absolutely wrong.... *(Interruptions)*

MR. CHAIRMAN: Please speak on the Railway Budget.

... *(Interruptions)*

DR. RAM CHANDRA DOME : Sir, this is the situation of employment in railways... *(Interruptions)*

Members from the civil societies have been deployed in the railways just for the sake of giving them remuneration. Lakhs of rupees has been spent for this purpose.... *(Interruptions)* It is done at the cost of the railway exchequer. ... *(Interruptions)* But our youths are not getting employment in railways, which is the biggest public sector organization, which employs lakhs of people in this country.... *(Interruptions)* On the one hand employment is not being given and on the other hand lakhs of rupees are being wasted. ... *(Interruptions)*

MR. CHAIRMAN : Dr. Dome, please wind up. I am calling the name of the Member who is going to speak next.

... *(Interruptions)*

DR. RAM CHANDRA DOME : I now come to safety and security aspect. ... *(Interruptions)* What about safety and security? ... *(Interruptions)*

MR. CHAIRMAN: Please wind up. I am calling the hon. Member to speak next.

... *(Interruptions)*

DR. RAM CHANDRA DOME : To show the deteriorating condition of safety and security in railways, I would like to cite an example. ... *(Interruptions)* More than 100 students from the Visva Bharati University of Shanti Niketan, which is in my constituency, went on a study visit to Uttarakhand a few months back. ... *(Interruptions)* While they were returning home by train, all the 100 students have been robbed of everything while they were on board. ... *(Interruptions)* The RPF personnel who were on duty refused to register even a case. ... *(Interruptions)* This is the condition. ... *(Interruptions)* No safety and security is there. ... *(Interruptions)* Only abandoned coaches are being used. ... *(Interruptions)* MR. CHAIRMAN: Please wind up.

... *(Interruptions)*

MR. CHAIRMAN: Shri M. Venugopala Reddy to speak.

... *(Interruptions)*

MR. CHAIRMAN: Nothing will go on record.

...*(Interruptions)\**

MR. CHAIRMAN: Dr. Rama Chandra Dome, please sit down. I gave you a lot of time to speak.

... *(Interruptions)*

MR. CHAIRMAN: Please cooperate with the Chair. Please sit down.

... *(Interruptions)*

MR. CHAIRMAN: Nothing is going on record.

...*(Interruptions)\**

\*\*SHRI PREM DAS RAI (Sikkim): For the record the state of Sikkim does not find mention in the Budget speech of the Hon'ble Minister, perhaps ours must be the only State to have this distinction. The people of Sikkim join me in this to raise our voice stating that we cannot be neglected in this manner.

However, it would be helpful if the Hon'ble Minister can make a commitment to connect all capitals of the eight States of the North East by Rail and not as seven which is there in her budget speech. Perhaps, there must have been some typographical error and this can be corrected forthwith during this budget.

I do believe that the progress on the rail link from Sevoke in North Bengal to Rangpo in Sikkim is going as per plan.

I also feel that it is important to build a world class facility for a Himalayan Mountain Railway Research Institute. This can be easily done in Sikkim. I do propose that such a center which will enable the Railways to do research collaborating with the IIT Guwahati and anchored in the National Institute of Technology in Sikkim. Of course other institutions in the country can also join in this effort. This can have far reaching positive ramifications in garnering and developing the scientific and engineering knowledge needed to construct world class railway transportation network in the Himalayas. This can alleviate a lot of the problems of transportation which is needed for the people of the Himalayas as well as for strategic reasons. It will also be energy efficient as there is an abundance of surplus hydro power which can be used rather than trying to increase the current vehicular traffic in the mountain areas which is inappropriate and unsustainable.

We all are well aware that China is bringing their rail link all the way up to our border area near Nathula pass from Lhasa. They have made massive progress in this frontier. I do think it is necessary to set aside our thinking of rail links as only which can be done in the plain areas. The Himalayan challenge for the railways is already upon us with over 3,000 kilometers of Himalayan border of India with China. We need to square up with this huge challenge sooner than later. Let us take the first steps immediately as proposed.

The people of Sikkim, the Government and our leader and Chief Minister, Dr. Pawan Chamling, will be ready to support any venture as proposed for national and regional benefit.

With these words I support the budget proposals and amendments brought to this house by the Hon'ble Minister for Railways for passing.

[Translation]

\*SHRI HARISHCHANDRA CHAVAN (Dindorj): My following points may be please be considered:-

- I have been raising the matter with regard to the proposed new rail line between Manmad-Malegoan-Dhule-Nardana in the Parliament through Starred Questions for the last five years. But, Madam, Let me say it most regretfully that the hon'ble Minister of Railways has not even mentioned it in the rail budget. The Minister may please tell us the time by which this work is likely to be started.
- I am surprised to see that Nashik-Pune and Nashik-Surat line is also not mentioned in the Rail Budget.
- For the last years, I have been demanding for the introduction of a new train from Nashik to Delhi via Bhusawal on the lines of Mumbai Rajdhani Express and August Kranti Express.
- Train No. 12171 Mumbai-Haridwar Bi-weekly train should be run on daily Basis and the facility of pantry coach may also be provided in this train.
- In this budget, a new rail-route from Nashik to Daman is mentioned, I hail the Government for this and expect that construction-work on this route will start soon. Also, the route-chart on this line should be provided to people at the earliest.
- Nifad, Lasalgaon and Nandgaon railway stations in the Nashik district may be provided with urinals, toilets and waiting-room facility.
- The government promised to upgrade the Nashik Road railway station as a model railway station in the previous Rail Budget but I am sorry to say that the Railway Minister has not mentioned anything on that in this Rail-Budget.
- Keeping in view the increasing number of passengers at Manmad railway station, 3 to 4 more ticket-windows need to be opened there.
- I have been demanding for the stoppage of Kamayani Exp. (No. 11072) at Nifad-Lasalgaon, Nandgaon railway-stations in Nasik district for the last five years. But I regret

\*Speech was laid on the Table.

to say the Minister of Railways has not paid any heed to it in the Rail Budget.

- Nifad and Lasalgaon under Nasik district are Asia's biggest onion and grape markets. If express trains stop here then it will definitely help the farmers and it may also help in bettering their living- standard.
- There is plenty of space available at Odha railway-station. I suggest through that a rail terminus may be constructed here.

\*SHRI C.R. PATIL (Navsari): Madam, our Rail Minister has neglected Gujarat in the Rail Budget and he is not doing justice with the people of Surat and Southern Gujarat.

Earlier, the Hon'ble Minister in her first Budget, made no promise to develop Surat railway-station as a world-class one, but she paid heed to our this demand in her second Rail Budget and made a promise making us all happy. But, regretfully, there was no work in this direction in a full year and we are now so aggrieved to see her expressing regret for not making the railway stations of the country world-class in her third Budget in Lok Sabha. Also he has not mentioned about the time frame by which this work is likely to be commenced.

My Lok Sabha constituency is Navsari which consists of about half of Surat city and covers 10 lakhs voters. There are 16 lakh voters in my constituency who come from different places and we have demanded introduction of trains to U.P. and Bihar from Surat. There is only one train for millions of these people to travel at present. I would like to request the hon'ble Minister of Railways to consider our this demand and introduce trains from Surat to U.P. and Bihar. I will be very grateful.

Surat is the Commercial Hub of Gujarat. But it has always been neglected by the Centre. People from all over country reside here but adequate rail facilities are not available here. You should provide rail facility to all cities from here.

It is my humble request to the Railway Minister that the Tapti Express running between Surat to Bhusawal is having the same count of those 13-14 Coaches for the last 40 years. This number may please be increased with the addition of new coaches.

Amravati-to-Mumbai and Amravati-to-Surat train is running only one a week. While Amravati-Mumbai Train runs four times a week, Amravati-Surat runs only twice a week. Only now it is announced to run this train thrice a week but we want this count to be for times a week thrice a week and also that more coaches be added to this train.

The train running between Parusad to Ahmedabad in South Gujarat should be extended upto Palanpur. This will benefit the common people. This train remains halted at Ahmedabad station for the whole day. So, a new train needs to be started.

I would like to inform the Hon'ble Minister of Railway through you that my parliamentary constituency is Navsari, which has recently been made a district by the Gujarat Government and it is announced also to develop Surat-Navsari Queen city. It does show that these has been a lot of development in Navsari. So, people of Navsari are demanding several special trains. I am giving you a list of it herewith . (Annexure enclosed)

Rajdhani Express stops there but there is no First AC quota in it. For other trains also, there is no quota. I will give you a list of that. I would like to tell the Hon. Minister of Railways that Udhana station is five km away from Surat and viewing traffic problems of Surat this Udhana station may be developed as a satellite- station. Railways earn 60 lakh rupees daily from commuters at Surat railway-station but no facility is being provided to them. Surat city stands at number two in respect of cleanliness in the whole country, but its railway-station is very dirty. I would like to tell the hon. Minister of Railways through you, Madam Speaker, that the Commissioner of the Surat Municipal Corporation had asked your DRM about handling over the responsibility of sanitation at Surat railway station but your DRM asked him to submit tender. Madam, the Surat Municipal Corporation's annual budget is approximately 220 crore per year and it is more interested in keeping the city clean and not filing some tender. You may please try to hand over the sanitation responsibility to the Municipal Corporation for once at your lowest tender bid and then see for yourself that Surat Railway Station become clean and beautiful.

Our hon. Minister of Railways gave 100 local trains to Mumbai last year and this year too, 47 new local trains have

been given. It is good. Surat has also become an industrial hub and approximately 14 lakh and to 10 lakh people work here in textiles sector and diamond industry, respectively. I earnestly request that at least 10 local trains may be run upto Parksha Bhaich Vani.

We are thankful to the hon. Minister of Railways for starting low income pass scheme for the poor. I have certified 1777 such income passes and we have given the benefit of such income-pass to the maximum number of poor people in our area of Keeransalane in the whole country.

We are thankful to the Hon. Minister of Railways for making separate cleanliness-arrangement in the IInd and IIIrd AC Coaches of the long distance trains.

1. There is a long pending demand to run Train no. 2929-2930 upto Ahmedabad. Whereas there was no such demand for Dahod, as the train no. 2929 reaches Baroda at 10.45 hrs. and there is a connecting train for Dahod at 11.10 hrs. yet, there is no fast train from Baroda to Ahmedabad between 8.00 A.M. to 1.00 P.M.
2. There is no fast train to Ahmedabad from Valsad till 9.30 A.M. after Train no. 9109 - Gujarat Queen-leaves from there in the morning.
3. The Ahmedabad-Baroda Intercity leaves at 2.45pm. from which many people from Ahmedabad, Nadiad, Apand and from other small villages and cities travel for Miyangaon, Bharuch, Ankleshwar, Keem, Kosamba, Surat, Navsari, and Valsad. It reaches Baroda at 5.15 P.M., where at they instantly get into. Train no. 2930 which is already halting there. So, train no. 2930 has to wait for this Intercity to come from Baroda, as it is the main carriage of all the commuters of Intercity of South Gujarat.
4. Now, logically, if train no. 2929-2930 is extended upto Dahod, it shall be packed to the full and the commuters of the said Intercity from Ahmedabad catching 2930 will virtually not be able to even get into this train no. 2930 because of heavy crowd and it will lead to daily scuffles.
5. If the route of Train No. 2929 is changed and it is run Baroda to Ahmedabad instead of Dahod, then thousands of passenger will get a direct train from stations like Valsad,

Navsari, Surat, Ankleshwar, Bharuch and other ones to go to Ahmedabad for which they will not be required to change the train during their long-travel in the evening and the Railways will be earning more revenue.

1. The demand to have stoppage of the following trains at Navsari railway station:

A	Train No. 2953	August Kranti Rajdhani Express (Hon'ble Member of Parliament hails from the parliamentary constituency)
B	Train No. 12934	Karnavati Express
C	Train No. 19037	Awadh Express
D	Train No. 14707	Ranakpur Express
E	Train No. 12943	Valsad-Kanpur Express
F	Train No. 19049	Bandra-Patna Express
G	Train No. 19051	Valsad-Sonpur Express
H	Train No. 16532	Ajmer-Benglore Express
I	Train No. 16210	Mysore-Ajmer Express
J	Train No. 16506	Banglore-Gandhigram Express

2. The railway department is elevating the level of the bridges L.I.C. Grate No. 115 and 116 in Surat of Western Railway and as a result of that water is flowing under them. This water flows upto the fields of the farmers and harms the standing crops. What action the Government has taken in this regard?
3. The action taken to provide facility for cancellation of the tickets generated at Surat for the trains originating from Mumbai and other places and to abolish the present TDR system so that the passengers may get total refund at Surat itself.
4. The demand to introduce new trains and run the train no. 9047 Surat-Bhagalpur Express and train no. 2945 Tapti Ganga Express daily considering the growing population of Surat and Navsari because a number of working people of these areas have settled at Surat and they have to visit time and again.

5. There should be provision for the stoppage of 12907/12908 Sampark Kranti Express at Surat. While important trains like Rajdhani Express has stoppage at Surat then there is no reason for not having the stoppage of Sampark Kranti Express at the place.
6. There should be provision for availability of rail computer reservation for all the seven days including Sundays from 8 a.m. to 8 p.m.
7. There should be the provision for the stoppage of train no. 12431/12432 Hazarat Nizamuddin Trivendrum Hzarat Nizamuddin Rajdhani Express at Surat station.
8. Eight passenger boggies separated from train no. 249/250 Valsad-Viramgoan- Valsad passenger train should be attached immediately. This train had been running with 22 boggies since inception.
9. Train no. 110UP Surat-Bharuch-Surat shuttle departs at 2 p.m. from Bharuch. The fact is that other mail/express and EMU trains for Surat are available at this time. Hence, the time of the departure of Surat-Bharuch-Surat shuttle should be changed from 2 p.m to 3 p.m.
10. Five more sleeper coaches should be attached to the train no. 12945/12946 Tapti-Ganga Express.
11. Train no. 19025/19026; which runs between Surat and Mahua should be on daily basis.
12. Train no. 9113/9114 Bhillad-Vadodra-Bhillad Express should be made late by half an hour in the evening and this train must have 20 coaches in place of 12 coaches so that the passengers may get facility and there would be fewer crowd.
13. During the rail budget 2009-10 some stations were selected to be upgraded to the world class by developing them. With a view to the fast industrialization and development of Surat city, Surat railway station should be included in the selected list and provide facilities accordingly for that we will remain obliged the rail ministry.
14. What is the status of the work of the Unghna-Jalgoan rail route? Several works are being done here. What is the status of the works?
15. There was provision to attach two unreserved coaches to the train no. 12655/12656 Navjeevan Express run between Surat/ Unghna to Warngal/Andhra Pradesh. What is the present status of the provision?
16. Stoppage should be provided to Bandra Jamnagar Intercity Express train No. 2935/2936 at Billimore railway station. A full size women coach should also be attached to Gujarat express. Please furnish the details in this regard.
17. First Class pass holders should be allowed to travel in second class sleeper coach of Sayaji Nagar express because there are second class sleeper and AC-III Coaches in the train but there is no first class coach in the said train.
18. Surat Station should be upgraded to DRM office. Although Rajkote and Bhavnagar are small stations keeping the passenger and transportation of goods in view yet these stations have been granted DRM status whereas all basic infrastructure facilities are available at Surat. There is huge increase in the movement of traffic. This is one of the fastest developing cities in the country and its population is between 45 to 50 lacs. Despite all these, why Surat is not being considered for full fledged DRM office and what is the status thereof?
19. There is no train available for Ahmedabad till 10.30 A. M. after the train no. 19109 Gujarat Queen at 5.30 A. M. in the morning.
20. A few months ago, a train was introduced from Surat to Ahmedabad in the morning but this train was fully air conditioned. So this was not popular amongst the people. If the Department of Railways makes ten coaches reserved and keeps four unreserved, it would be hugely successful. So kindly run such types of trains.

[English]

SHRI M. VENUGOPALA REDDY (Narasaraopet): Mr. Chairman, thank you for giving me an opportunity to speak on the discussion pertaining to the Union Railway Budget for the

year 2011-12. ...*(Interruptions)* Railway Budgets are being presented year after year; and promises are being made again and again. The Railway Minister has failed to implement the promises which were made earlier. Therefore, I rise to oppose the Railway Budget 2011-12. There are many reasons for doing so and I will enumerate them as I go along. ... *(Interruptions)*

In my constituency, the hon. Minister announced new lines in her Budget speech for the year 2009-10. They were between Nadikudi-Srikalahasti and Gadwal—Macherla. ... *(Interruptions)* But no progress has been made so far and no financial allocation has been made so far. A couple of years back it was announced that a Commercial Complex at Guntur will be developed with private players. But it is yet to take off. ... *(Interruptions)* Neither the Minister nor the Zonal Manager of South-Central Railway had convened any meeting with the local MPs to consider their views about their respective constituencies. ... *(Interruptions)*

I would like to bring it to the notice of the Minister of Railways, through you, that the Minister made an announcement regarding the PRS, that is the Passenger Reservation System.

There is a Passenger Reservation System facility. But, till today, they failed to do so in my constituency.

Moreover, my constituency headquarters in Narasaraopet has been declared as Adarsh railway station. But so far no fund allocation has been provided there. So, whatever commitments made by the hon. Minister of Railways, she has failed to do so.

Sir, in the present Budget Speech, the hon. Minister has announced to construct 200 ROB and RUB. But in my constituency in between Kurnool and Guntur State Highways, nearly 300 vehicles per day cross the level crossings. There, they are constructing ROB's at a cost of about Rs. 22 crore. In this way, they are wasting public money. In pursuance of Railway guidelines, to construct either ROB or RUB, there shall be 50,000 crossings per day. Then only they can construct the ROB. So, I would request the hon. Minister that before providing any RGBs or ROB's, the hon. Minister should consider the views of each and every hon. Member of Parliament.

Sir, as we are all aware, the world wide average speed of train is above 150 kilometres per hour, but the India's fastest train is confined to only 80 kilometres per hour. In my constituency, the passenger trains shuttling between Macherla and Guntur are maintaining a speed of 20 kilometres per hour. Sir, for a distance of 130 kilometres, the Andhra Pradesh Road Transport Corporation is charging Rs. 70 and the Railways are charging only Rs. 20. In spite of that, the people are opting to travel by road transport. It is because the Railways are not maintaining the time schedule. As a result, people are going through road transport.

Sir during 2009-10, the Ministry of Railways has introduced a train between Machilipatnam and Yeshvantpur. The duration of the journey is almost 14 hours. Subsequently, from 1st July, 2010, the journey time has been increased by four hours. That is why most of the people are opting to travel by the Andhra Pradesh Road Transport Corporation buses. In this way, there is a huge loss to the South Central Railways. So, I would appeal to the hon. Minister to consider this suggestion.

Sir, the total transportation of goods in India is 70 per cent by road and 30 per cent by railways. Even though the cost by the road comes double as compared to the railways, but the goods transporters are opting to the road transport. So, kindly examine this issue.

Sir, I am thankful to you for giving me an opportunity to participate in the discussion.

\*SHRI SAMEER BHUJBAL (Nashik): May I also take this opportunity to congratulate our Railway Minister, Kumari Mamata Banerjee and her efficient colleagues for cleverly packaging the 'Rail Budget (2011-12)' as it, prudently balances the 2010-11 accounts with a projected operating ratio of 92.1%, notwithstanding unanticipated increase in expenses of Rs. 5,700 crore for rise in fuel rates and higher wage bill. In spite of the deficit of as much as 20 million tones of freight, it claims to have achieved the budget level of earnings. Again, the surplus show at Rs. 4,105 crore would evidently leave little for the Capital Fund and Development Fund. The same holds good for the excess projected at Rs. 5,258 crore for fiscal year



(2011-12), which, no doubt, is but a paltry amount for essential capital expenditure as well as improvement and augmentation of facilities besides compromising with aspects related to 'Rail safety'. The railway minister would need to ask herself how Indian Railways (IR) can accomplish the "imperative" of faster than 8-9% growth with no strategy spelt out to exponentially enhance capacity on its saturated corridors and at terminals.

The question of increasing the 'freight carrying capacity' of Indian Railways has been ignored at the cost of introducing host of Trains to one region" The grave deficiencies can be redressed not merely by policy platitudes, grandiose declarations of intent, daily flagging off new passenger trains or laying foundation stones for ambitious projects. It is no secret that IR has been teetering and faltering with competition outside and complacency within. IR's share for freight, where substantial last-mile road transport is required, is insignificant.

I would like to point out that it is disheartening to see that our State Maharashtra, contributes maximum to the country's growth, is treated in a biased way. In fact, I have been raised issue-related to my constituency, Nashik but I am disheartened to say that one of them have been met and even genuine demands have not been met. Hon'ble Railway Minister will do well to realize that keeping promises is the real test, not just making new promises; and I would therefore request through you that Hon'ble Minister for Railways should seriously ponder this time how the "several business-oriented" policy initiatives which she catalogued have elicited little effective response?

The railway budget has favoured Maharashtra with announcement of new Mumbai Central-New Delhi AC Duranto (Bi-weekly) but don't know whether it will go by Nashik-Khandwa-Bhusawal-Itarsi or by another route? The announcement of trains linking Nagpur-Kolhapur, Pune-Nanded, Nagpur-Bhusawal, Mumbai-Sawantwadi and the 'Rajya Rani Express' - Mumbai-Manmad Express (Daily) via Nashik is significant. However, there has been a persistent demand for a train from Nashik to Mumbai as because nearly 8 to 10 thousand people including businessman, private and Government employees commute daily to Mumbai-Nashik. This year we are celebrating the birth centenary of Poet Kusumagraj, and people of Nashik feel that it would be a befitting tribute if we name a Train on his name originating

from Nashik to Mumbai. Such a demand from people of my Constituency would strengthen the rail network in the state.

Hon'ble Minister for Railways informed this august House that 190 surveys have been completed or will be completed by the end of this financial year, besides Dhule-Amalner; Nashik-Dahanu Road and Pune-Nashik would be taken up in the 12th plan. Hon'ble Railway Minister also has been kind enough to consider Bhusawal-Jalgaon-3rd Line and based on our continuous request among the 117. Surveys, Daman-Nashik would also be taken-up during the 2011-12 Plan outlays.

In fact, I would like to attract the attention of Hon'ble Minister of Railways that a Survey of Nashik-Pune Railway line has been carried out on the basis of Census data for 2001 assuming the 'Passenger Traffic' instead of consideration of 'demand for heavy Goods Traffic' and the data on ongoing Census for 2011. Even I have suggested an alternative route which allows a decrease in the actual proposed route. I have also informed on earlier occasion including the Consultative Committee Meeting of Railways that this project is also supported by State Government of Maharashtra and they are willing to fund 50% of the project cost in the light of development of this area as SEZ and also concentration of automobile hubs falls on the said route, besides MIDC with the help of private firm upto nearly 30 Kms. a Railway Line is also putting-up from Nashik to Sinner, thereafter if the revenue from Goods and Freight is included then building the Nashik-Pune Railway Line would be profitable venture' but it disheartening to note that still the Railway Ministry has not considered this Project. I hope now this would be considered in 12th Plan and funds would be allocated through the proposed PM Rail Vikas Yojana (Para 94 of Budget 12).

Today, Nashik is one of the most important pilgrimage centers of India and the third largest city of Western Maharashtra requires overall upgradation. In spite of upgradation of the Nashik Road Railway Terminus, the present three platforms should be increased to six and additional provision of 12/12 coach rake and workshops for cleaning and washing be constructed at Nashik Railway Station. I have also raised the issue of 'Modernization of Nashik Road Railway Station' likely to be taken under Public Private Partnership

(PPP) but it has not been addressed yet. I have personally addressed this aspect through letters addressed to Hon'ble Minister of Railways and raised this issued twice in the meeting of the 'Consultative Committee on Railways'.

I would like to point out that Nashik is a big industrial as well as an agricultural hub. Perishable items like Onions, Grapes, Pomegranates as well as vegetables are shipped to the far flung areas of the country. Therefore, it would be practicable to have anew 'Goods Shed/Terminal' at Nashik Odha Railway Station where large Railway lands are easily available. I have been placing this Demand before Hon'ble Minister of Railways for kind consideration and to therefore, request you to accord on priority.

There has been a huge demand and shortage of wagon coach factory and therefore, I have requested in the 'Consultative Committee Meeting' of the Ministry of Railways earlier on 02nd Dec., 2010 and through various reminders to establish a 'Wagon Coach Factory' at Igatpuri ( Nashik), however, I fail to understand that this has not been included in this year's 'Railway Budget' while Hon'ble Minister has announced two more wagon units under JV/PPP mode ( Para 21 of Budget speech), on each in Kerala and Buniadpur.

I also bring it to the Notice of Hon'ble Minister of Railways the condition of 'Igatpuri Railways Hospital' which lacks basic facilities and therefore, its condition is very poor. On earlier occasion also this was brought to kind notice of Hon'ble Minister of Railways but I fail to understand why not allocation/ steps have been taken to improve the condition of this 'Railway Hospital'.

The revenue of the Railways has been to the tune of Rs. 1.6 lakh crore while the budget presented was of Rs. 74,000 crore only. Despite the surplus amount, it is difficult to understand why 25 delayed rail projects in Maharashtra have not been given funds.

The common man is happy because fares have not been increased and at the same time many amenities are made available to the passengers. I would like to believe that given the enormous importance of the Indian Railways in the lives of the common people, the objectives of proving a safe, secured, affordable and comfortable rail services are always

challenging and there is a vast scope for improvement. We must endeavour to do our best, so that Indian Railways enjoys a pride of place in the socio-economic life of the nation.

I have highlighted some of the problems that are reasonable demands emerging from the people of Nashik region which impinge upon their every-day life. I shall be grateful to the Railway Minister if she could fulfill these small yet significant demands of my constituents. Hence, I would request the Hon. Minister to bestow her attention to implement these demands as early as possible.

With these words, I conclude.

SHRI R. DHARUVANARAYANA (Chamrajanagar): Sir I take this opportunity to appreciate and convey our sincere thanks on behalf of people of Karnataka and entire country to the hon. Minister of Railways, Ms. Mamata Banerjee and the hon. Minister of State for Railways, Shri Muniyappaji for their third consecutive people-friendly budget with strong economic focus with equal emphasis on social inclusion with a human face.

We can also notice several good initiatives taken for the first time in the history of Indian Railway's Budget in which the decision on no hike in passenger fare and freight rates conveys two strong messages to the entire country.

Sir concerning to my constituency Chamarajnar in Karnataka State, it is an under-developed area.

It is an under-developed area. So, I would request the hon. Minister to take care of my constituency. The utmost required railway infrastructure facilities in my constituency are these. So, I request our hon. Railway Minister to provide the Budgetary allocation for the establishment of a new railway line between Chamarajanagar and Bangalore via Kanakapura and Kollegal. This new railway line is both economically viable and a socially desirable project for the Indian Railways.

My second request is about the extension of Mysore-Bangalore Intra-City Train up to Chamarajanagar. It provides the opportunity to people to reach the State Capital for having better education, accessibility to available goods and getting medical facilities at Bangalore. It also provides the opportunity for the youth to find better job opportunities.

My third demand is about the extension of Mysore-Shimoga Express Train up to Chamarajanagar. This will help mainly the areca-nut farmers for better agricultural product marketing.... (Interruptions)

My fourth request is about the extension of Mysore-Hubli-Dharwad Express Train up to Chamarajanagar. It helps mainly the farmers in procuring agricultural implemental like tractors, tillers, etc. This would also help the merchants to have better business opportunities.

Now, I come to my last point. My humble request to the hon. Minister is about the long-standing demand of the Chamarajanagar-Mettupalayam line which is the oldest demand as far as the railway lines are concerned. I would request the-hon. Minister that that project has to be considered sincerely.

With these words, I conclude.

[Translation]

SHRI K.D. DESHMUKH (Balaghat): Hon'ble Chairman, I rise to speak on the rail budget presented by Hon'ble Minister of Railways.

Sir, Madhya Pradesh has been grossly neglected in the rail budget. I have been elected from Naxal affected Balaghat and shivani district. I had already said that we have to make all round development in Naxal affected districts then we have to widen the rail network there. Balaghat and Shivani are very backward districts. Balaghat is naxal affected district. Hon'ble home Minister had recently convened a meeting of Members of Parliament from Naxal affected districts wherein I had said that it was necessary to widen the rail network in these districts to fight the problem of naxalism. This would address the problem to a great extent. In continuation of the same, Hon'ble Minister of Railways has included laying new railway line to Aamgaon, Lanji, Kirnapur and from Katangi to Tirodi in the Budget and I thank her for the same.

Sir, my constituency falls under South-Eastern Railway. Work of gauge conversion was sanctioned in the year 1996-97. Gauge conversion work from Balaghat to Jabalpur has been undertaken during 15 to 16 years. Gauge conversion has come to a halt. Minister of Environment and Forests has

not given clearance to rail line on 75 hectare land as it would hamper the movement of wildlife on Pench and Kanha Corridor. This is why gauge conversion work from Balaghat to Jabalpur has come to a halt. I want to request Hon'ble Minister that after consultation with the Ministry of Environment and Forests, the objections raised by the said Ministry should be addressed. This rail line connects two states. Jabalpur-Balaghat fall in Madhya Pradesh whereas Gondia falls in Maharashtra. People of Balaghat district will have great convenience if there is rail link between two states.

Mr. Chairman, Sir, gauge conversion work from Chhindavada to Sivani, Nainpur and Mandlafort was sanctioned in the last rail budget. People were pleased that gauge conversion work from Chhinadavada to Sivani, Nainpur and Mandlafort had been started but no construction work has been sanctioned so far. In the present rail budget of year 2011-12, no fund have been allocated for the purpose.

Mr. Chairman, Sir, two districts fall into my Parliamentary constituency and both of them are Naxal affected and extremely backward. People have been demanding for many years that Railway line be laid from Sivani district to Chhapra-Lakhnadoun and from Sivani to Barghat. Similarly, the biggest copper project of Asia is located in Malazkhand of Balaghat district of Madhya Pradesh and raw material from there are transported to Khetari Copper Complex in Rajasthan. Malazkhand comes under the naxal affected district of Balaghat. The copper project of Malazkhand is situated amidst dense forest. It will be very convenient to lay Railway line upto Baiyar Malakhand and it will also generate revenue for the Railways and it will also be beneficial from the transportation point of view. People of Balaghat district have been demanding since long for extension of Railway line upto Malazkhand.

Mr. Chairman, Sir, people of Balaghat district had expected for introduction of Express train from Balaghat to Raipur and from Balaghat to Nagpur but this demand of the public has remained unfulfilled. The Minister of Railways is requested to provide facility of an express train to Raipur from Balaghat and from Balaghat to Nagpur in the Railway Budget. Such a facility will go a long way in developing the currently Naxal affected and extremely backward district of Balaghat.

Mr. Chairman, Sir, I am thankful to you for giving me an opportunity to speak.

\*SHRI BRIJBHUSAN SHARAN SINGH (Kaiserganj):

1. This budget with an annual plan of Rs. 57 thousand 630 crore has not been able to break a different path from the earlier pattern. This populist Rail budget is nothing but an attempt to seek political mileage.
2. Hon. Minister of Railways has not been able to keep this budget free from the shadow of ensuing elections in West Bengal despite all efforts. Many a former Railway Ministers have favoured their own states but Mamtaji has broken all the past records.
  - (i) Announcement for introduction of 50 new sub-urban (local) trains only for Kolkata and 2 non-stop trains between Vardhman and Hawra. In addition to these introduction of dozens of new important trains.
  - (ii) Metro Rail factory in Bengal.
  - (iii) Construction of new passenger terminal.
  - (iv) Top priority to West Bengal in construction of new rail lines, gauge conversion, doubling and electrification.
3. If only hon. Railway Minister has bothered at all to look beyond West Bengal, she has focussed on the states just going to assembly polls in new future.
4. Current Rail budget has been prepared at the Rail Bhawan, but on seeing its contents it seem hon. Railway Minister will get it implemented by sitting in the Writer's Building. Most of the Railway affairs have been managed more from Kolkata than from the Rail Bhawan, till date.
5. It would have been better if on the lines of the detail of expenditure made against various heads in the Rail Budget, the hon'ble Rail Minister had given full details of the time spent in Rail Bhawan during the present tenure and also of the total expenses borne on payment of TA-DA in respect of officers and staff who had carried the files from Delhi to Kolkata.

6. Hon'ble Minister of Railways might not have given enough time because of political compulsions but the system in the Railway Board could not be streamlined which is truly responsible for running Indian Railway.
7. In the Railway Board favourite officers are appointed arbitrarily by ignoring Seniority and rules in this regard, as happened in case of Member(Electric).
  - (i) The post of the Member (Traffic) in the Board is vacant for long, and the search of a favourite officer is still going on.
  - (ii) The Chairman of the Railway Board and the Member(Electrical) will retire in June 2011.
  - (iii) Who knows whether any suitable officer has been searched else these posts will also remain vacant in future.
8. Without addressing the basic problems of railways, the hon. Minister of Railways has put the burden of approximately 200 new trains on the old network, which will also run on 30 years old tracks.
 

\* By next year all the passengers fed up with difficulties will know the outcome of the promises made by the hon. Minister of Railways regarding the late running of trains, sanitation and catering facilities in the Railways, will get how much relief.
9. Hon'ble Minister of Railways has not mentioned anywhere in her speech that what will be the fate of the more than 250 pending projects, relating to network expansion. Railway Offices estimate that at this speed it will take one decade to complete these projects.

\*In the Eastern Railway, the work of doubling and electrification of Barabanki-Barauni Railway Section is going on for the last 15 years, which is still in complete.

The survey of the new Railway line up to Faizabad from Barhaj Bazar *via* Dohrighat was completed 5 years ago, but constitution work has not been started as yet.

In the Eastern Railway, the work of proposed gauge conversion of Railway lines from Gonda Jn. to Gorakhpur *via* Anand Nagar-Nautanwa and from Gonda Jn. to Lucknow *via* Bahraich-Sitapur is pending for many years.

10. In spite of all these pending works, the hon. Minister of Railways proposed in the next years Budget to start Survey of 107 new Railway lines; 4 gauge conversion and 16 doubling. To complete these projects is a big question, because :-
- (i) The income of the Railways has decreased in comparison to last many years and its financial condition is not well.
  - (ii) Approximately 96 percent of total income of the Railways is spent on its operation, rest of 4 percent is spent on other works.
  - (iii) The contractors who supply construction equipments have not received their money since last 8 months. In the Western Railway contractors are taking away their equipments.
  - (iv) In the whole Indian Railways neither there is any stock of signal cables, nor any tender is advertised for it.
11. In her Budget Speech the hon. Minister of Railways have, however, promised to give priority to the Railway Safety, but that is confined only to installation of Anti Collision devices only in 8 zones out of 17 zones and to post chowkidar at all unmanned level crossings.
- (i) The initiative to protect trains from collision is limited upto Konkan Railway.
  - (ii) Anti-Collision Devices worth crores of rupees were bought but it has come to knowledge that these machines are not functioning.
12. In the Budget Speech construction of many over bridges and underpasses has been announced, but completion of these projects is doubtful, because in the Railways there are many overbridges that continue to be under construction for more than 10 years.
13. The construction work of rail wagon factories announced in the previous rail budgets is lying incomplete. Even tender has been invited, but announcement of opening new factories has been made even in the present rail budget also just to garner praise and take political mileage.
14. Incidents of theft, dacoity, poisoning and snatching have increased in the railways during the last few years. No special attention has been paid in this regard also. No change is possible just by making an announcement for recruiting 17000 new personnels in the RPF. Involvement of RPF has been found in most of the incidents.
15. The state of passenger amenities in the Railways is very poor. There are heaps of garbage at platforms and in the trains. The crowd of persons roaming at the platforms without ticket creates disorder and the passengers suffer as a result thereof. Therefore, effective arrangements should be made to check the unauthorized entry of such persons. Railway Stations and trains have been crowded by unauthorized vendors, who not only sell unhygienic food items and contaminated water but also steal belongings of the passengers and spread garbage also. Is the hon. Minister aware of the persons at whose behest this business is going on unabatedly.
16. There is no arrangement of water even in the toilets of the sleeper class of the long distance express and superfast trains and in the general coaches. Stray cattle roam on the railway platforms and rats and cockroaches roam in the trains freely. There is no improvement in the quality of food even after taking the catering arrangement back from the IRCTC. The prices of food items are increasing continuously while their quality is going down.
17. Hon. Minister had assured relief to the small catering licensees in the Catering Policy 2010, but gradually they are becoming unemployed, because discrimination is being made between the reserved and general category in the case of transfer of shop/ stall to the heirs of the licensee in case of his death.
- I demand from the hon. Minister that Duronto trains should be introduced from Delhi to Barauni via Lucknow-Gorakhpur. Janshatabdi trains should be introduced between New Delhi and Gorakhpur. New Express trains should be introduced from Gorakhpur to New Delhi, Mumbai and Varanasi via Gonda-Ayodhya. The doubling and electrification of the Barabanki-Barauni rail section should be completed at the earliest. Gauge conversion work of the railway lines.

[English]

\*SHRI NILESH NARAYAN RANE (Ratnagiri Sindhudurg): when I heard the Railway Minister making her Budget speech on the 25th of the last month, I said to myself that it was perhaps one of the most challenging portfolios in the government. Managing the affairs of Indian Railways is a mammoth task. Quite rightly, ever since Independence, the role of Indian Railways has been visualized as a harbinger of balanced development, as an engine for inclusive growth and a symbol of national integration. This was emphasized by the Railway Minister time and again with her conscious efforts to give primacy to social responsibility against commercial viability.

The Railway Minister with a fair blend of efficiency and sensitivity, vision and dexterity has tried her best to bring cheers to the commuters by not raising passengers fare. Even the freight tariff has not been touched. This she has done in succession, there is an added thrust on expansion of railway network and infrastructure, passenger amenities, cleanliness, improved railway catering, safety and punctuality. I compliment the Railway Minister for her concern on the basic passenger amenities. I only hope that Indian Railways revives its economic health and address its resource concerns. The Railways' finances have been squeezed by a 90% increase in salaries dictated by the sixth Pay Commission, a rise in diesel prices and disruption in commodity freight movements by protesters who block tracks. As such, for this Railways need not be blamed. To attract more resources, the railway minister must set the pitch for public-private partnership, or PPP, even though most of the schemes announced during this fiscal have not elicited much interest from corporate. At this juncture, it is a prudent step for the Indian Railways to create a fund to implement the socially desirable projects during the 12th Plan under the umbrella of a non-lapsable fund, named, *Pradhan Mantri Rail Vikas Yojana*. I wish this scheme all success.

Improving rail connectivity is a core area. Resource crunch can severely affect many such projects. The route network of Indian Railways has expanded slowly in the past, averaging an annual 180 Km since 1947. The Railways had inherited 53,996 Km of rail network, which was built during the British rule. But since independence, the Railways has managed to

expand it by only 10,419 Km. But against a national average of 180 Km, Indian Railways have added 700 Km this year. This is commendable. Against this backdrop, I take this opportunity to know from the Minister about the status of the promise made by her during the last budget to undertake a feasibility study to provide rail connections from Sawantwadi (Konkan Maharashtra) to Belgaum (Karnataka border).

Given the importance of the Railways in the lives of the common man, it is but natural that the discussions on the Rail Budget always generate a lot of passion in the House. We all, cutting across political parties, expect the Railway Minister to be little generous to our demands, though it is not possible to accommodate all demands within a budgetary exercise. I had brought to the notice of the Railway Minister the problems being faced by the people of my constituency that is Konkan in Maharashtra, one of the backward regions in the country, in so far as the Railways is concerned. I know, my demands are not out of her frame. There are a lot we can hope, beyond this budget exercise.

Before me, my learned colleagues have reflected on various important issues facing Indian Railways. I would not like to repeat them. I would rather like to present an overview of the state of Konkan Railways, which has been the lifeline of my constituents the people of Konkan in Maharashtra. With several on going projects and schemes to modernize the Indian Railways and with steps augmenting number of train services, streamlining and gearing up freight movement and increasing the connectivity of the Railways to the flung corners, Hon'ble Minister for Railway is doing a commendable job and I request her to give some priority to Konkan Railway in her scheme of things.

Konkan Railway though meant to serve the people of Konkan, is hardly catering to the needs of the people of this region. The saddest part is that most mail/express trains do not stop in many important stations of the region and there is hardly any reservation quota for the people of Konkan region in the trains that pass through this region. As a result, the majority of people of this region who are below poverty line (BPL), are facing insurmountable difficulties. Besides, Konkan has rich tourism potential because of its natural resources. Rail facilities must help tap the potential for the economic well-

being of the people of the region and also the country. Therefore, I seek the special attention for Konkan from our Railway Minister from economic and tourism points of view.

I take this opportunity to compliment the Rail Minister for granting a daily Rajya Rani Express from Sawantwadi Road to Mumbai. This is a huge favour she has done to the people of Maharashtra Konkan who commute daily for earning their livelihood in Mumbai. I would like to draw the kind attention of the Railway Minister to several other long-felt demands of the people of Konkan. I am sure, the Railway Minister, being sensitive to the needs of the common people, would certainly meet them

- Firstly, the number of coaches in each train passing through this region to be increased to 18;
- Secondly, all long distance trains should stop/halt at stations -Nandgaon, Vaibhavwadi, Kankavli, Sawantwadi, Kudal, Sindhudurgnagari, Oros, etc;
- Thirdly, the ticket reservation counters at Sawantwadi, Kundal, Oros, and Kankavli should be computerized;
- Fourthly, the tourist destinations in Ratnagiri and Sindhudurg attract sizeable foreign tourists; therefore, more First AC, Two-tier-AC, three-tier-AC coaches should be attached to all the long distance trains that passes through this region.

These are reasonable demands emerging from the people of Konkan which impinge their every-day life. I shall be grateful to the Railway Minister if she could fulfill these small yet significant demands of my constituents.

Konkan region has been neglected for many years. Despite the Konkan Railway, people of the region are not getting any priority. Hence, I would request the Hon. Minister to bestow her attention to implement these demands as early as possible.

With these words, I conclude.

\*SHRI YASHWANT SINHA (Hazaribagh): For decades, the people of Hazaribagh have wanted a railway line to connect

Hazaribagh, which is the Divisional headquarters of the north Chotanagpur division of Jharkhand state. This dream of the people of Hazaribagh was finally fulfilled when a proposal to construct a new railway line was included in the Railway Budget of 1998-99. The foundation stone of this line was laid by the then Prime Minister of India Shri Atal Bihari Vajpayee in early 1999. The new railway line was to connect Hazaribagh with Koderma on the one hand and Ranchi on the other. The total distance involved is 189 Km. The construction of this new railway line was a joint venture of the Ministry of Railways and the State Government of Jharkhand, with the state Government of Jharkhand contributing 67 percent and the Railways contributing the remaining 33 percent. The railway line was to be completed by 31st March, 2007.

Unfortunately, the work on the railway line has proceeded very slowly over the years on account of various reasons including the problem created by the Left Wing Extremisms. The latest estimated cost of this project is Rs. 1157.81 crore. The expenditure incurred so far is Rs. 749.66 crore. The budget provision for 2011-12 is Rs. 70 crore and the balance amount required to complete the work is Rs. 338 crore. According to the Explanatory Memorandum on the Railway Budget (page 8), the date of opening of the Hazaribagh- Koderma portion of the railway line is stated to be 31st March, 2011. This is completely misleading because a lot of work remains to be done even now in this portion of the railway line.

I, therefore, put the following demands before the Railway Minister through you:

1. The budget provision of Rs. 70 crore for 2011-12 is completely inadequate. It should be raised to at least Rs. 200 crore.
2. The work on the Hazaribagh-Koderma portion of the railway line should be undertaken on a war footing so that it is completed at the earliest and well before March 31, 2012.
3. The work on Hazaribagh-Ranchi portion of the line should also be completed latest by 31st March, 2012.
4. The proposal of the Jharkhand Government to share the cost of this railway line on a 50:50 basis should be

accepted as against the present the 2/3rd //3rd . I would like to point out that for the new railway line connecting Hansdiha with Godda in Jharkhand, this formula has already been accepted. There is no reason, therefore, why it should not apply to this pending project.

The decades old dream of the people of Hazaribagh deserves to be fulfilled without any further delay now. I hope the Railway Minister will give adequate attention to the demands that I have placed in the House today and, fulfill this wish of the people of Hazaribagh at the earliest from the Gonda Junction to Gorakhpur via Anandnagar-Nautanwa and from the Gonda Junction to Lucknow via Behraich-Sitapur should be completed at the earliest.

[Translation]

\*SHRI KISHANBHAI V.PATEL (Valsad): We have expectations from the Railway Ministry under the guidance of UPA'S Chairperson Hon. Sonia Gandhi ji, able leadership of Prime Minister Dr. Manmohan Singh and Railway Minister Mamta ji who has an indomitable personality.

Railways is heading in that direction itself. With the expansion of the Railways, least burden on the people, expansion of passenger facilities and security, the Department of Railways and the Hon. Minister only try to see as to how get things done through efficient coordination. The Railways are marching ahead in true spirit with true heart and integrity to provide this very impetus and take further its expansion process. The Indian Railways Network holds an important place in the world. We should note that the previous Government have kept making efforts to expand the railway network existing at the time of independence to run the trains, but the Railway Ministry and the hon. Minister have now started accelerating it and prepared the Railway's vision 2020 and for that resolved that we should expand our network upto 25000 kms. And how work is going on in that very direction.

Hon. Railway Minister is very kind as far as passenger amenities are concerned. We can see that today new trains are being introduced on the occasion of 150th birth anniversary of Swami Vivekanand ji and Kavi Guru Rabindranath Tagore. It is a praiseworthy effort to introduce new trains connecting the major cities/ towns of the States with their capitals. Efforts

have been made to promote railway tourism with these efforts and introduction of special trains in the name of 'Janmabhoomi Gaurav' is also a good effort, which will connect important historical and educational sites with each other. I expect from the hon. Minister that she will soon start the Janmabhoomi Gaurav trains on the Mumbai-Ahmedabad-Bhavnagar-Gir/ Diu-Somnath-Rajkot-Mumbai route.

I demand from the hon. Railway Minister that the Gujarat Queen Express and Valsad-Vadodara Intercity should be extended upto Vapi and Ahmedabad. Vapi is a major industrial city of the State and railway services there are less than expected. Similarly, Vadodara-Bhilad Intercity should also be extended upto umargam and Mumbai-Dhahanu DMU upto Bhilad. This will facilitate movement of lakhs of people in the State. At present many important trains cross valsad station without stopping. I expect from Hon. Minister that she would take steps in the direction of giving stoppage to Shatabdi, Mumbai-Rajdhani, Mumbai-Nizamuddin Garibrath, Swaraj Express, Suryanagri, Mumbai-Jaipur Superfast, Udaipur-Ajmer, Golden Temple and Aravali ; Express trains at Valsad station. Similarly, arrangement should be made to give stoppage to Mumbai-Nizamuddin Garibrath, Jaipur-Mumbai, Gandhidham-Nagarkuel, Virar-Trivendrum, Okhla Express trains at Vapi railway station. Arrangement should be made to give stoppage to Loksanti Express at Umargam and Gujarat Express, Saurashtra Express, Intercity and Flying Rani Express at Bhilad railway station. Stoppage be given for Bhilad, Vadodra, Saijee Nagri and flying rani at Udvara railway station. Arrangement should be made to give stoppage to Gujarat and Saurashtra Express trains at Sanjan railway station which lies on Surat-Mumbai main line. Madam Speaker, I hope that the Minister would make arrangements for giving stoppage to these trains keeping in view the needs of the people of Gujarat.

There is no server line from underbridge no. 329 to 331 at Valsad station. A ridge be constructed at Mogravadi Khelgram/ Sipward (10.330) Kapri level crossing no. 101, Chakla. Arrangement should be made for setting up ticket booking counter at east side and constructing a road on both sides of platform number 2-3. Similarly, there is an urgent need for constructing overbridge no. 262 railway reservation office and foot overbridge at Bhilad railway station. Passengers are facing problems due to lack of sheds and toilets at Udvara



railway station. There is an urgent need of ticket counters on both sides along with toilet and shade at Padri railway station. There is a need to expand and develop the Atul Faileg station similarly. Need is being felt for ROB no. 102 at Durgri also.

I expect from Hon. Minister that she will not neglect these demands relating to Valsad, Gujarat.

I support the rail budget with the hope that hon. Minister would consider our demands carefully.

\*SHRI R.K. SINGH PATEL (Banda): I am making demand from hon. Minister of Railwas for inclusion of the following demands pertaining to Bundelkhand region of Uttar Pradesh in the rail budget 2011-12 so that development of backward regions including Chitrkut Dham of Bundelkhand can happen.

1. Train No. 12176/12177 Chambal Express which runs four days a week from Hawrah to Gwalior/ Agra should be made daily and extended upto Ajmer *via* / Jaipur from Agra.
2. Train No. 18203/18204 Betwa Express which runs two days a week from Durg to Kanpur should be made daily and extended upto Haridwar from Kanpur so that Chitrakut could be directly linked to Haridwar.
3. Train No. 11069/11070 Tulsi Express, which runs from Allahabad to Lokmanya Tilak Terminal (Mumbai) two days a week should be made daily.
4. Train No. 12535/ 12536 Lucknow-Raipur Garib rath which runs two days a week from Raipur to Lucknow should be made daily.
5. Railway lines from Manikpur Jn. *via* Chitrakut Dham Karbi, Banda to Jhansi and Banda to Kanpur lines of North-Central Railway should be doubled.
6. Chitrakut Dham Karbi railway station and Manikpur Jn. of North-Central railway be developed into Model railway station and modernization of the station building should be included in the Budget.
7. Overbridge at railway crossing on Karbi-Rajapur rail route in Chitrakut Dham Karbi of North-Central Railway be constructed.
8. Train no. 12427/12428 New Delhi-Reeva Express which runs *via* Allahabad- Manikpur to Reeva be run *via* Kanpur-Banda-Manikpur since there are several trains for travelling from New Delhi to Allahabad but a very few trains run on Kanpur-Banda-Manikpur route.
9. Earlier the name of Shivrampur Railway Station under North Central Railway was Chitrakoot which was changed to Shivrampur in 1971. Since, the place pilgrimage 'Chitrakoot' is very near from this station so Shivrampur Station should be renamed as 'Chitrakoot Dwar'.
10. Bundelkhand Express train should also be given stoppage at Shivrampur station of North-Central Railway earlier, so that passengers can easily visit the pilgrim centre of Chitrakoot.
11. Kanpur-Chitrakoot Intercity should be given stoppage at Shivrampur Station of North-Central railway so that passengers can easily visit Chitrakoot.
12. Train No 15159 / 15160, Sarnath Express from Durg to Chapara should be given stoppage at Karimuddin Station of Eastern Railway as earlier.
13. The extension of Train No. 11717 Satna Manikpur DMO passenger Train to Banda *via* Chitrakoot Dham-Karbi will benefit the passengers and traders of Manikpur, Chitrakoot and Banda to travel to Satna.

SHRI LALU PRASAD (Saran): Mr. Chairman, Sir, I do not want to speak a lot, I will put my points in brief. Officers and staff of Railway, who had been during my tenure, are still working. Some changes have taken place. Hon. Minister is new and I have nothing to comment upon her because it is against decorum. Everybody has his own way of working. Every minister has his/her own style of working. Whatever Mamta Ji has done, I have nothing to comment upon that. The people of the country, lacs of employees and officers of Railway all know what is going on in the Railway.

Mr. Chairman, commitment before the parliament is very imporeant for Parliament and the cabinet. Charges are labeled against states like Bihar. We have head such thing regarding Bengal also. Shri Basu Deb Acharia Ji is not sitting here at present but he knows about it. We had taken cared of all peoplerof the country. It was due for the people of Bihar, therefore I already got 56000 crore rupees sanctioned for the people of Bihar for the construction of bridges on the rivers and laying of new rail-lines and setting up five-six new factories which are future requirement of India railways, as it has a vital role in the country's infrastructure. It was not meant only for Chhapra and Bihar rather it was for the whole country because it will cater the demand of wheels and coaches of the whole country.

Six, we use coaches we use engines whether it is diesel engine or an electric engine, we decided to set up their factories because a lot of money was being spent on their import. Keeping in view of the poverty and helplessness of the country, we thought it better to save country's money, to utilize our skill and invest the money in the country. Hence we decided to set up a diesel locomotive factory in Saran district. We decided to set up this factory at Madhaura situated in the erstwhile united Saran district of the time of Deshratan Dr. Rajendra Prasad Ji. We got it sanctioned and we got it passed from Parliament and we have acquired land for the factory without any pain farmers. We did that work under PPP mode, but I experienced that actually PPP mode is meaningless. When there was boom in the economy it had impacted India also. At that time the rich people all over the world wanted to invest in the country under PPP mode. I invited tenders but we experienced a lot of problems in it and proved unsuccessful. The rich people who wanted to invest in India also wanted to impose their terms and conditions. Therefore, we decided to set up a couch factory at Raebareli the parligmentary constituency of Sonia Gandhi, a diesel locomotive factory at Madhaura and an electric locomotive factory at Madhepura, the parliamentary constituency of Shri Sharad Ji.

That is the area of Kosi and we all know about the havoc caused by Kosi. The land at Dehri-on-Sone, which is our main line, did not belong to the Railways. The land was being

auctioned and we purchased it. The Railways has also made the payment for the same. Even if spare parts of the private factories that were set up on the said land are sold as scrap then would fetch at least rupees 300 crores. It was not a loss making deal at all.

Sir, it was decided to set up electric locomotive factory at Madhepura and wheel factory at Madhaura and Hardiya Chaur. I am happy that 90 per cent work of the wheel factory is going to be completed. Hon. Prime Minister, Smt. Sonia Gandhi and we all went to see the couplerson-cum-bogey, on which is bogey placed But, when it was reported in a newspaper through an officer and when we went through the newspaper that these factories are not feasible, I immediately called Ms. Mamata Banerjee in Kolkata to know the fact. I made a call to Shri Shah, the then Chairman of the Railway Board because confusion was being created there. If there is any confusion between people of Bihar and the Railways, then no political party can be prevented from protesting for our national assets like the Railways and anybody can protest for the same. Ms. Mamata Banerjee said that the project is not going to be abandoned but it is a technical matter and the issue of outsider participants in the Public Private Partnership are being sorted out. Then, I told the press that I had talked to her and this work would continue. So, we had taken over Madhepura, Madhaura and Dehri on some Couplerson bogey and Kachra Para in Kolkata. It was also discussed there. So I, the people of the state and the country want to know its status. Therefore, Mamata Didi is requested to clear the status of the said project while replying to the discussion on the Rail Budget.

Sir, besides this, construction of rail bridge between Digha and Sonepur has been started. I do not want to say that any work is not being carried out during your tenure. We have got 39 ROBs constructed by the Railways. There is no shortage of funds from your side. I request you to complete the same soon. There was a coach foctory at Dehri-on-Sone and Mokama, where you people might be visiting under Ministry of Heavy Industries which was non functional.

The Railways took over that factory alongwith two factories at Mujaffarpur. The Cabinet took decision, charges

were handed over and taken over but this work could not be executed due to the carelessness of the officers. Every work is not done by the Minister himself. He is dependent on bureaucracy. This work has not been done so far. Thousands of employees from there come to me and say how they are losing confidence in all of us.

It is on record that a DMU train *via* Ring Road Sonapur, Barauni and Mokama was proposed to be run but we do not know what has happened in this matter. I am not aware of this Hon. Minister will look into it. These issues must be taken care of.... *(Interruptions)* I will also come to that all our colleagues of JD (U) were agitated on the issue of the bridge at Nirbali, in Munger. The work at Patna is being executed, rail line is laid. A bridge has been completed on Bailey Road and all overbridges have been constructed rapidly. All have been constructed by the Railways and IRCON has installed the lights on the bridge and constructed the approach road. But, the people of Bihar, who have been working abroad and are absentee for the last 10 years, when they come back and see that a number of overbridges have been constructed in Patna then they think that all this work has been done by Nitish Kumar. They do not think about the Railways because they do not know about this .....*(Interruptions)* Our points should be taken care of. Please listen to me.

The rail line from Gonda in Uttar Pradesh to Guwahati *via* Barauni, which is the lifeline of North East India, was to be electrified. Prices of diesel are increasing in the world everyday so we had decided to electrify. The electrification upto Barauni has been completed. Electrification work at Chhapra, Siwan, Gopalganj and Gonda is in progress. Poles erected for electrification are lying idle and we want that concerned officers should put up this file to the Hon. Minister, inform her and work should be expedited. If huge investment has been made in the project, then why is work not functional? Therefore, power station should be set up so that you could take electricity from these stations.. ....*(Interruptions)* A new railway division was created in Bhagalpur which is the Parliamentary Constituency of Shri Shah Nawaz and foundation stone was duly laid in Bhagalpur and a new division was also created in Thale of Gopalganj district. This

should be completed on time.

Besides this, I thank Mamata Ji, in her first budget she had said to set up colleges. You see the first budget. Sonapur is under North-Eastern Railway. We got this college taken over and due process was observed in taking over. But till date, I have made many phone calls to the officers to attend their problems. The Minister does not perform all the works himself. The policies of the Parliament are to be implemented by officers and officials of the Board. Therefore, we want that Mamataji may please through the cabinet, find a solution to the problems of the college, adjacent to heavy industry of Muzaffarpur and Mokamah, which has already been taken over.

It is a good thing that the work is being done by that departmental in Raebareli in the constituency of Sonia Ji. If the work under PPP is not feasible in Madhepura and Madhora, then you may complete it departmentally as we did it earlier in the Railways, because we need coaches, bogies, electric engines, electrification in the country ...*(Interruptions)* The wheels for diesel engine are being made and 90% work of the wheel factory is nearing completion now.

Therefore, we don't want to interfere in the if squabble between CPM and them. One of the Hon. Member was speaking from this side that "Gali-Gali Main Shor Hai....." if such thing is there in the proceedings, then please get it expunged. Such matters should not be recorded. I want that Hon. Minister should give a clear reply to the points I have raised.

With these words, I am thankful to Hon. Railway Minister for her efforts and I conclude.

\*SHRI RAMESH BAIS (Raipur): When the Minister of Railways presented the budget, it seemed more like a budget for some state than for the country. Only the states having big railway networks and sufficient train services have been sanctioned new railway lines and new trains in the present budget and the remaining states have been ignored. But, it

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\*Speech was laid on the Table.

would have been better if the states lacking Railway facilities had been focused in this Budget.

Prior to this, the hon. Railway Minister had presented two budgets and the maximum works announced earlier in those budgets could not be started. It is doubtful whether new works would be started. Representatives try their best to set maximum projects Sanctioned for their constituency. When their demands are not fulfilled, they feel disappointed.

Chhattisgarh is also a backward state and it is extremely backward in respect of Railway facilities. MPs of Chhattisgarh have had been submitting their demands to the Hon. Minister from time to time. When the budget was presented, the MPs of Chhattisgarh felt disappointed.

Raipur is the capital of Chhattisgarh but basic facilities which are required in the capital could not be provided till date. The demand was made for many trains to connect Raipur with the rest of the country which are as under:-

1. People go to Haridwar from Chhattisgarh in huge numbers. There is no train from Chhattisgarh to Haridwar. The passengers have to go to Haridwar via Delhi and they face lot of difficulties in this journey. If at the time of arrival of Chhattisgarh Expresse at Delhi two bogies of this train are attached to any train directly at this station the pilgrims would feel comfortable.
2. A new capital is being established 25 Kms away from Raipur. A proposal was made to develop Mandir Hasod railway station and provide a rail link to connect Raipur Station and the sanction to connect new capital after Amanpur via Mandir Hasod and new capital, but no amount has been allocated for this purpose.
3. Mandir Hasod is situated at 15 Kms distance from Raipur city. Importance of Mandir Hasod station will increase due to the extension of city areas alongwith the setting up of new capital. Presently, this station is being used for the good trains. Mandir Hasod station is only 15 Kms away from Raipur city and, after some time, will be connected with the urban area, but the problem is that the Mandir Hasod station is not under the Raipur division

or Bilaspur zone and this station is being ignored because it falls under Sambhalpur zone.

Therefore, I demand to include the area from Mandir Hasaud to Mahasamund in the Raipur Division, so that the problem can be solved from Raipur or Bilaspur.

4. It has been plan of the Government to connect each state Capital with each state. But there is no train from Raipur to many states. A large number of people from Raipur visit Gujarat, but this demand has not been fulfilled so far. Therefore, a new train should be introduced without any delay.
5. People face problems due to non-availability of direct train from Raipur to Rajasthan. Hence, a new train should be introduced. A mention for the introduction of new trains and construction of new railway lines is made in the Budget, but there is no mention for improving the system. Now, no attention is paid on sanitation, cleaning of curtains and provision of catering services in the trains. Condition is very pitiable. Even the food served therein is not worth eating. Curtains, bedsheets and blankets are so much dirty that the passengers can not use them as they fear about coming in contact with any disease. Special attention is required to be paid towards sanitation.

Raipur station was declared as the Model Station seven years ago. Construction work started, but due to paucity of funds construction is not going on as per desired level and speed.

Raipur station should be developed following the capital station norms.

SHRI NEERAJ SHEKHAR (Ballia): Sir, I am grateful to you for giving me an opportunity to speak. I have been listening to speeches of both the hon. Ministers of Railway Shir Lalu Ji and Mamata Ji for the last four years. Ballia and Ghazipur are under my constituency. I urge upon her to atleast include name of these areas once in the Budget. I have been urging him and even now urging Didi to atleast include the name of my constituency Ballia and Ghazipur once in the Budget, but I have not been succeeded in getting included

even once the names of these two areas for last four years. Lalu Ji was speaking. Last time Mamata Ji made a mention about the construction of a hospital. At that time also I had requested her for the construction of a Railway hospital in Ballia or Ghazipur. Distance from Ballia and Ghazipur to Patna is 160 kilometers whereas the BHU hospital at Banaras is also 160 kilometers away from them. We have to travel 160 kilometers for taking a patient to hospital in emergency. My request is that, it will be very convenient to us if a hospital is opened in Ballia or Ghazipur. In case a factory is setup there, it will be very beneficial as what to talk of Railway factory in Ballia, Ghazipur and Deoria in Purvanchal, there is no factory. Our youngsters go to Kolkata and Mumbai in search of job. All of you are very well aware about how they are treated there. I would like to talk about Ballia. I have been demanding for the providing a halt of any of the train which crossed from there during the last 6-7 years but even that has not been promised. I had requested Didi for introduction of a new train. I have also written a letter to her requesting for Providing a train for Eastern region. A large number of traders go to Assam, Guwahati, therefore they should be provided train services via Ballia and Ghazipur. We felt very pained to see that every train passing via Chhapra, but not via Ballia. Hon'ble Lalu Ji is present in the House, I had urged him two-three times for doing something for Ballia. Some work were carried out when my celestial father hon'ble Chandra Shekhar Ji was alive. The then Minister of Railways had done some developmental works, but during the last seven years nothing has been done in Ballia, except that announcement of Ballia station as model station by Didi last time. The people of that area have been demanding since long for renaming a station of that area after the name of hon. Jaiprakash Narain Ji. We had urged this to former Minister of Railways Shri Lalu ji also, because he is the leader emerged from the J.P. movement. I have always been requesting him for renaming that station after the name of hon. Jaiprakash Narain, but is has not been done as yet. We both the Memebrs of Parliament from Ghazipur and Ballia had met the hon. Didi and gave her some suggestions that some deveiopmental work should be carried out at the stations of that areas.

The stations built up by the britishers a re continuing even today and no improvement has been brought about therein. Small stations were built up at Balia and Ghazipur in the year 1930 and 1940 and these stations are still continuing. They are in such a dilapidated condition, that we find it difficult to even stand there. We are always apprehensive lest should the building might collapse. I would like to urge that such dilapidated stations should be renovated. I would like to request Didi to ask the officers of Railway board sitting here, not to travel in special coaches. Sometimes they should travel with common man in order to understand their problems.

Thirdly, human beings can not travel in unreserved coaches. I once tried to travel in it, but get down from the train within half-an-hour. Even ten people were travelling in the toilet. I would like to say that there is a need to increase number of unreserved coaches, because common Indian travels in that only. I would like to urge Didi, I know she is a little busy in Bengal, but your officers can surely see this. There is no cleanliness on stations, whether the stations is in Delhi or Ballia. I agree that we can not make stations of international standard, but we can atleast keep them clean. We always talk about green coaches, but it has not been materialised yet.

There was a proposal for installation of anti-collision devices. They are not working. Everytime we come to know that somewhere accident has occurred. I think we started talking about anti-collision devices during hon. Lalu Yadav's tenure, but so far nothing has happened....(Interruptions)

[English]

MR. CHAIRMAN: You made your point. Please sit down.

....(Interruptions)

[Translation]

SHRI NEERAJ SHEKHAR: I will conclude in one minute. ....(Interruptions)

All Samajwadi party members of Parliament have given a letter to hon. Mamta Ji for a stoppage at Shahjahanpur of Lucknow-Delhi Shatabdi train. I would request Didi if that's not possible then please start a new train upto Shahjahanpur. I have already demanded a train to Ballia. I had also requested

hon. Lalu Ji for a Garib Rath or some other train...(Interruptions)

[English]

MR. CHAIRMAN : Please wind-up.

...(Interruptions)

[Translation]

SHRI NEERAJ SHEKHAR : I am thankful to you that you gave me the opportunity to speak. Thank you.

SHRI BHUDEO CHOUDHARY (Jammui): Honourable Chairman Sir, I am greatly thankful to you that you have given me opportunity to participate in the debate on rail budget 2011-12. When the parliament is in session, the 120 core people of the country have expectations from this House. But the rail; budget passed in this house is very much the clear reflection of regionalism. I would not like to comment on the rail budget. Many honourable members of parliament have expressed their grievances regarding Bihar. Honourable Member of Parliament Shri Dinesh Chandra Yadav has expressed his views on the Budget elaborately and I associate myself with his views regarding my Parliamentary constituency Jammui that comes under East Central Railway and I would like to attract the attention of the minister towards the problems of the constituency.

Jammui is a railway station at Jammui District headquarters. You would be surprised to know that there is no shed over Platform at the Jammui Railway station even after passing of 63 years and it goes without saying the difficulties being faced by the passengers under the sun and the rain at the station. They have to face a great deal of difficulty in the sun and the rain but the shed has not been constructed so far. Also there is no public address system to-know the delayed arrival of the trains. I, through you, would like to request the Minister of Railways to take the matter seriously and get the shed constructed and public Address is installed there at the earliest.

Jhajha is an important station. The work of loco maintenance used to be done there but unfortunately the said workshop is lying closed for a long time.

15.00 hrs.

Chairman Sir, the then Minister of State late Shri Digvijay Singh had put his demand. He not only put demand but also proposed that an RPF training center be opened at Katauna village that falls between Jammui and Jhajha. He had himself laid the foundation stone for the same and the then Vice President of India Shri Bhairon Singh Shekhawat was also present there. After the laying of foundation stone there, work had been started with an amount of Rs. 20 lakhs but now the work has stopped there. No further development has taken place there. After laying of the foundation stone all the trains had started halting at Katauna. The trains still do stop there but it is unfortunate that there is no shed and booking counter for tickets.

Sir, I want to say that the foot overbridge installed at Jhajha platform changing the platform is very narrow and passengers have to face a lot of difficulties. I would like to request the minister through you that the foot overbridge be widened immediately.

Sir. You are well aware of Gaya city. Gaya is a tourist place, Trainsjrjn from Gaya Kiul via Shekhpura. The people of the place have long pending demand for doubling of the railway line as the said line is waiting to be doubled for a long time. The rail route of Jammui-Giridih via Chakaya Sona has been, surveyed but the work has not been started so far. In the same way the survey work of Sultanganj-Devgarh where more than 50 lakh pilgrims visited Devgarh on foot and offered 'Jalabhishek' to Lord Shiva, has been completed but no work has been started so far.

Sir, I through you, request the honourable Minister of Railways to take immediate action because lakhs of people expect this to be done. With this I would like to say that I have full faith and belief in you and expect you not to betray the same and I hope that you will live up to the expectations of the people of Bihar.

Sir, thanks to you for giving me the opportunity to express my views.

[English]

SHRI RAJIAH SIRICILLA (Warangal): Mr. Chairman, Sir, I thank you very much for giving me this opportunity to participate in the discussion on the Railway Budget.

At the very outset, I would like to congratulate the hon. Railway Minister for presenting a very practical and people-oriented Budget.

15.03 hrs.

(SHRI SATPAL MAHARAJ *in the Chair*)

At the time when the masses are burdened by rise in prices, the hon. Minister restrained her from further burdening the people by increasing the fare and freight rates. She has, on the other hand, knowing the dire need of the Railways to increase the rolling stock, has enhanced the Plan outlay for Railways. Today, in view of the eleven-fold rise in the freight and passenger movement since 1950-51 on the one hand and moreover three-fold rise in wagons, coaches and railway lines on the other, the rail network today, is under tremendous pressure. Realizing this, the hon. Railway Minister has put the thrust on the expansion of the rail network with higher targets and larger allocations for new lines, gauge conversions, doubling, electrification and acquisition of rolling stock. This is to be appreciated.

We have to put all our efforts to realize the enhanced targets. We cannot ignore the fact that while China constructed around 2,000 kilometres new rail lines per year during 1997-2007, India's performance remained dismal, that is, less than 200 kilometres per year.

The Vision 2020 document lays a roadmap for development of the Indian Railways. Keeping in view the targets stipulated in the Vision document, what we have achieved in the 62 years of our Independence will have to be achieved by the end of the Twelfth Five Year Plan. This is really a tremendous task. Today, the finances of the Railways are under tremendous pressure. Payment of wages, pension, and fuel consume 75 per cent of its receipts. So, where is the money for the development projects?

Sixty-five per cent of the total earnings of the Railways cover from freight and 26 per cent from passengers.

Passenger trains utilize nearly 60 per cent of rail network capacity, leaving less space for freight movement. The situation is further aggravated by slow moving of passenger trains. Railways require to complete the dedicated freight corridor project at higher speed. Network capacity expansion and live capacity augmentation are the biggest challenges facing the Railways today.

The Indian Railways operates in a highly competitive market. The share of railways in the movement has gone down from 89 per cent in 1950-51 to 31 per cent in 2007-08 while the share of the roadways has increased from 11 per cent to 61 per cent during this corresponding period. While freight earnings and its declining share is a matter of great concern, the trend has to be reversed. Completion of dedicated freight corridors will help the Railways to run longer trains with higher axle loads at higher speed thus enhancing carrying capacity of the Railways.

The Indian railways carry 22 million tonnes freight and 2.5 million passenger daily. As many as 18,820 trains crisscross 7,083 stations daily with the help at 1.4 million employees. As the economy accelerates on a higher growth rate, pressure on the Railways increases. The Railways are required to meet social obligations also which constitutes 18 per cent of its expenses. The Railways' proposal to create non-lapsable fund for socially desirable projects under the name of "Pradhan Mantri Rail Vikas Yojana" is really a novel one. In this context, construction of new line connecting Gudur and Durgajapuram in Andhra Pradesh is a welcome gesture. Yet, another novel feature of the Railway Budget is the announcement for the States guaranteeing trouble free rail movement entitlement of two new trains and two new projects.

Now, I come to my Constituency. I am very thankful to the hon. Railways Minister for providing us a coach manufacturing unit in Kazipet, Warangal. She has also given me two Adarsh Stations. One is at Ghanpur and the other is at Raghunathapalli in my constituency. I am happy to know that the Railways have proposed to take up a new railway line from Karimnagar to Hassanparthi during the year in 2011-12.

On the whole, the hon. Railway Minister Ms. Mamata Banerjee has done a commendable job and I support the Railway Budget.

Thank you very much for giving me this opportunity.

[Translation]

\*SHRI SYED SHAHNAWAZ HUSSAIN (Bhagalpur): This Rail Budget presented by the hon. Minister of Railways has more to disseminate political messages than for railways itself. I do not want to repeat what had been stated by our earlier Speaker pertaining to railways. I love Bengal too, yet would like to remind the hon. Minister of Railways that she is not a leader of Bengal only but of entire country, especially the Eastern India and since Bihar is a neighbouring state to Bengal, it can ask for a certain privilege from her. It may be true that Bihar has given several Minister pertaining to Railways but still Bihar lacks better rail services. I would also like to draw your attention towards inordinate delay in arrival and departure of trains and non-compliance of its time table. Justice has not been meted out to the people of Bihar in this Budget. Yet I thank you for the attention you have given to Bhagalpur. You and me had been colleagues in the cabinet, I remember. I submitted the matters concerning Bhagalpur before you and you listened to it carefully. Let me thank you for declaring three railway stations, *i.e.* Bhagalpur, Kahalgaon and Thana Bhipur as model station in my constituency Bhagalpur. I also welcome the declaration of doubling of Bhagalpur-Pirpeti rail line and Pirpeti-Jasidih new rail line. I also thank you for providing a multi-functional complex at Bhagalpur alongwith budget hotel there and I also thank you for allotting a sum of Rs. 12 crore for construction of goods-shed at Sabore station of Bhagalpur as it will lessen people's problems. I also welcome the introduction of a weekly train from Bhagalpur to Ajmer.

You may remember that while replying to the Discussion on the Rail Budget last time, you had promised to create a DRM office at Bhagalpur which was already announced subject to the availability of land and for which the Malda DRM was appointed OSD.

I am happy to inform you that 50 acres of Railways land are available in Bhagalpur itself and more than 100 acres of land is also available in the adjoining Jagdishpur area, which is enough to set up the DRM office. I have also got the site inspected by the DRM Malda, Shri Mattur. So, I request you to

please keep your promise, which you have given in the Parliament, and order for construction of the DRM office there without further any delay. I look forward you to please fulfill this long-standing demand of the people of Bhagalpur as Bhagalpur is the second biggest city of Bihar after Patna and setting up the DRM office there is a very old demand.

I would like to draw the attention of the honourable Minister of Railways to Nougachhia Railway Station on the side of the Ganga river in Bhagalpur city. Nougachhia railway station was declared a model station in the recent past by the Minister but a little more work is still to be completed. A new railway station building is required to be built on the NH side. I am constrained to say that I have been raising this issue since long but still it remains unnoticed. There are two railway lines in Bhagalpur-one is Jamalpur-Howrah route passing through Bhagalpur city and the other is Katihar-Barauni route passing through Nougachhia. A number of trains runs on this route but no one stops here. Many a time I have requested honourable minister to provide stoppage of all the trains running on this route at Nougachhia so that the people of Bhagalpur city, which stands to be the biggest city of Bihar after Patna, do not have to face difficulties. Even after a number of assurance given by you to this effect a number of trains do not stop here. You should provide the stoppage of all the trains at Nougachhia which the people of Bhagalpur rightly deserve.

There was a loco-shed in Thanabihpur which has been not in operation since long. The railway quarters in the premises of the locoshed are also lying vacant. I would like to request you that the premises may be developed as the hub of East Central Railways. Now I am coming to my demands.

There was a pandemonium in the house on the construction of Munger bridge being built with a snail's pace. I want you intervene the matter get the said bridge constructed by the end of 2012 so that southern Bihar and Bengal may be benefited from it.

The construction of DRM office should be started forthwith. A weekly Ajmer-Bhagalpur Express train has been introduced. There is a famous Shahbaajia Shrine in Bhagalpur and hence I would like you to rename the train as Shahbajia Garibnawaz Express.



The Ang Express (2253-2254) should be run everyday.

2335-2336 Bhagalpur-Lokmanya Tilak Express should also be run everyday and a pantry car and some ac coaches be added to this train.

5203 and 5204 Lucknow-Barauni should be extended upto Bhagalpur.

The Patna-Pune Express (12140-12150) should also be extended to Bhagalpur.

The Rajdhani Express should be introduced on the Jamalpur-Howrah route or the stoppage of the Rajdhani Express should be provided at Nougachhia station for the people of Bhagalpur.

I would like to request you that the stoppage of the following trains should be given at Nougachhia station:-

5903-5904 Dibrugarh-Chandigarh Express, 5667-5668 Gandhidham Kamakhya Express, 5651-5652 Lohit Express (Gohati Jammu Tawi Express), 5933-5934 Dibrugarh-Amritsar Express, 5223-5224 New Jalpaiguri-New Delhi Express, 2501-2502 Purvottar Sam park Kranti Express, 5635-5636 Okha-Guwahati Express, 5631-5632 Barmer-Guwahati Express, 2487-2488 Seemanchal Express, 2407-2408 Jalpaiguri Amritsar Express.

Earlier Vikramshila Express which need to originate from New Delhi is now originating from Aanand Vihar. The originating point of the Vikramshila Express should be restored back to New Delhi. The stoppage of the Rajdhani Express should be provided at Nougachhia station. This will benefit the people of the entire southern Bihar.

I, on behalf of myself and the people of Bhagalpur express my gratitude to you for taking my demands into your serious consideration. I hope that this time also she will oblige me by meeting my demands.

SHRIMATI POONAM VELJIBHAI JAT (Kachchh): Sir, you have given me an opportunity to speak on a very important matter. First of all, I would like to say something about my constituency Kachchh. It is a very beautiful place and it falls under Gujarat. There is no other place in our country which

boasts of all the three things- desert, river and mountains together except Kachchh. It is a very beautiful place with nature all around. I would like to thank the hon. Railway Minister for giving three trains to Kachchh this time. As far as Kachchh is concerned, we have suffered many problems as this area has had always been struck by earthquake and other calamities. But, in the last 10 years, when Modi Saheb became the CM of Gujarat, a lot of work has been done for Kachchh. Kachchh has made huge progress economically and today all kinds of industries are there. Cement industry, iron industry, steel industry, etc. all industries exist there.....(Interruptions). People from all the regions of the country, be it Bengal or Odisha, live there. I have to say it with deep regret that a direct train to Bengal was provided to Kachchh in the last railway budget but it runs only once in a week. I demand from the Railway Minister Mamta ji to wake it daily.

There were two trains from Kachchh to Mumbai earlier and now one more train has been given by the Govt. in this railway budget. There are 15 lakh people from Kachchh living in Mumbai. There is a bi-weekly train for Mumbai from there presently. I demand that its frequency should be increased to daily which will facilitate the people a lot. A large number of people from Punjab are living in Kachchh but there is no district train to Punjab from here. I demand from the hon. Railway Minister to kindly provide a train from Kachchh to Punjab. There is a very old Sikh Gurudwara in Luptha in our area. A number of Sikh tourists from Punjab visit it. They have to face a lot of inconvenience in reaching there via Ahmedabad. I, therefore, request the hon. Railway Minister to provide a direct train to Punjab from our area.

Though, we have got some new trains but I have one more request to the hon. Railway Minister. There are two important ports Kandla and Mundra in Kachchh. A number of goods trains originate from there. A local train and Inter city, which runs between Bhuj and Ahmedabad, have been discontinued. I demand from the hon. Minister to resume these train services so that the people going upto Ahmedabad do not face inconvenience. There are many salt industries in Kachchh from where salt has to be brought to other parts of the country for which wagons are needed. We get fewer wagons, around 5 to 10 wagons only. I demand from her that

it should be raised upto 50 or 60 wagons which will immensely benefit the salt industry there.

Work on Bhuj-Nalia has not been started yet; it should be started. It will immensely benefit the industries in Nalia as people would then be able to send ~ their goods outside by rail. She had made an announcement in the last railway budget to open a railway hospital in Bhuj but work has not started on it. I request her to open that hospital soon so that the people there get relief.

Trains from other places to Kachchh should also be started. An announcement was made by the hon. Railway Minister in the last railway budget speech to make Bhuj station a model station but work has not been started on it. There are other industries also at other places in Kachchh for which train services should be provided. A weekly train has been provided from Gandhidham to Puri, its frequency should be increased to facilitate a large number of people. In addition to this, a new train should also be introduced for South. The number of coaches in the local trains should be increased. One of our friends was telling just now as to how much trouble passengers face in such train. Therefore, arrangements should definitely be made to increase the number of coaches.

MR. CHAIRMAN: Please, conclude your speech.

SHRIMATI POONAM VELJIBHAI JAT: Mr. Chairman, Sir, it is my maiden speech in the House, so please give me some more time. I will conclude by being brief. Sanjay Nirupam ji is also sitting here, he also knows about our area very well. My area in Morvi which has many ceramic and sanitaryware industries but there is no direct train to Mumbai from there. I demand from the hon. Railway Minister that a direct train to Mumbai from there should be provided. Hon. Minister has given three trains for Kachchh for which I thank her but local people would feel quite relieved if a train from Morvi to Mumbai.

Secondly, there is a place called Mandvi in my constituency. You will be surprized to hear that the people of Mandvi have not seen a train even till now. It has no railway station. The work being started for Nalia should be extended a little upto Mandvi so that the people of Mandvi will also have the facility of a railway station.

Mandvi is very pleasant beach along these a court. If you provide each reach to the tourists from various parts of the country, it will surt tourism also. There are many handicrafts industries in Kutch and it is very beautiful place. So if you give one more train to that area, it will be tourism promoting Thanks a lot.

[English]

SHRI H.D. DEVEGOWDA (Hassan): Mr. Chairman, I would like to express my deep sorrow for not completing some of the works which were sanctioned in the years 1996-97 and 1997-98. Just now Hon. Railway Minister enquired about some of the issues pending insofar as my constituency is concerned. I am really grateful to her for at least showing some interest to consult me about the pending issues. One of the pending lines is Bengaluru-Satyamangalam for which we had cleared Rs.901 crore.

All these works that I am going to mention have been sanctioned in the expanded Railway Board and cleared by the Planning Commission. In those days it was mentioned in, what we called, Pink Book. Works in respect of which all formalities have been completed were brought in the Pink Book. I am not going to say that in those ten or eleven months we had taken up works only in Karnataka. Even in Kashmir, the national project that we are talking today was cleared by my Government. I do not want to go into all those issues.

Gulbarga-Bidar line was also cleared at a cost of Rs.369 crore. The Hassan-Bengaluru line costs Rs.412 crore. Kindly understand that this Mangalore major port line is going to connect Chennai major port. Just a small bit of about 45 to 50 kms. railway line will have to be laid in Hassan-Bengaluru line. There is no terrain, there are no major bridges. The cost is so cheap because it is going to connect two major ports - Chennai and Mangalore. Business activities will be extensively increased by this. I do not say more, your good self can consider this.

Shri Atal Bihari Vajpayeeji had come and laid the foundation stone for the Hubli-Ankola line. Unfortunately, nothing has happened. When Madam Indira Gandhi contested the by-election in Chikmagalur, she had announced the Kadur-Chikmagalur line. I had cleared it. I am not going to make any

comment here. Railway is a vast issue. Everybody has demands. The Railway Minister has done her best to fulfill as much as possible within the limits. She has gone beyond her limits by announcing double deckers and all other things without increasing the passenger fares. I do not want to go into what all you have done. So many things could be discussed, but I do not want to do that because the time is very short.

Munirabad-Mehboobnagar is one of the best railway lines which I have thought over connecting Karnataka and Andhra Pradesh, an amount of Rs.497 crore was cleared. All these projects which I am saying have been cleared. Mysore-Chamarajanagar, first phase with extension to Mettupalayam, Bengaluru-Whitefield, Bengaluru-Krishnarajapuram double line, Kengeri-Ramanagar first phase and then to Mysore-Bengaluru, Yashwantpura-Tumkur double line, Jwalarpet-Guntakal double line. These are the lines that I want to press as they are all cleared. I do not want to make any comment.

From 1996-97 till today not a single work has been completed. I felt so bad that I went to the Prime Minister when the UPA-II Government started.

I represented only once that these are the pending works. Madam had shown the gesture by saying not to come to her office, but to send her senior officer. According to the promise she had made, she sent a senior officer to me to collect all the details. I gave this list to him also, but unfortunately, nothing has happened. They have allotted Rs. 10 crore, Rs. 30 crore and like that. I can understand that. I have gone through the Budget papers here. With these small amounts of Rs. 10 crore and Rs. 15 crore nothing is going to happen to these projects. Everything has been cleared. I do not know what procedure they have adopted now because Shri Nitish Kumar had changed certain things. He had his own idea about how to calculate the rate of return when a project is considered. Unless a project is completed and infrastructure is created, no development will take place. Actually, the Railways have more importance.

Sir, I do not want to make a lengthy speech. There are two other projects. There is a big issue about the Railway Zones. What has happened has happened. I do not want to comment on that. You also know and I also know all these

things. It is politics. Just leave it at that stage.

I had taken a decision about Hubli workshop. There is a workshop at Hubli and more than 4,000 employees are working there. Unfortunately, it is now almost on the verge of collapse. What decision I had taken was to have that project. I gave Rs. 50 crore the same year. They have spent about Rs. 30 crore to build wagons. Now, you have thought of about six such projects, which have been proposed in your current year's Budget Speech.

There is a very extensive railway network because so many new trains -five, six or seven - you have now allowed to run in Karnataka. I can understand that. So, railway wagons are much more important. There are two workshops one at Hubli and one at Mysore. Mysore Railway Workshop is there not from my days, but from the days of Maharaja. There is so much of space and the workers are also there. Unfortunately, the implementation of the decision I had taken, was stopped then and there. After I relinquished office, within ten months, it was stopped. It is a painful job. The Prime Minister had promised me that he would see to it that everything was cleared and there was no need for me to go again to him with this request. This is the promise made by the Prime Minister about three years back. Madam had also sent a senior officer.

Madam had said that she would be here for another six months. If you were the Railway Minister, we would be happy. We do not want that you should go as Chief Minister, but once you go as Chief Minister, we will congratulate you. That is not the issue, but your goodself had said that you would stay here for six months. I do not want to say on what occasion you had said. You are doing your best.

The only thing is that the Minister of State for Railways is sitting by your side. You have started several new trains. I had requested for a fast moving train between Mysore and Hasan. Why do so much of passengers travel by railways? Shri Jaffer Sharief had cancelled Mysore-Arsikere line terming it as not feasible. Now six trains are running. There is so much of rush because the buses charge between Rs. 141 and Rs. 150 while the fare in train is Rs. 25 only. So, everybody wants to travel by a train.

Sir, I do not want to make many comments. I would request

for two or three stops. We ultimately got one stop at Kadur with the permission of the Madam. Similarly, there are another two or three stops, for which you should take a decision. I wrote a letter also in this regard. I would also request for a train Mysore-Arsikere and Arsikere-Mysore. These are some of my requests. Kindly consider them.

I would like to express my sincere thanks to the Chair and also the Railway Minister. Thank you very much.

SHRI FRANÇISCO COSME SARDINHA (South Goa): Sir, I would be very brief.

Firstly, I must congratulate the hon. Railway Minister for presenting a people-friendly Budget. I remember that last year some proposals were there, which have been included in this Budget. Last year, I was happy when the Minister included Madgaon as a world-class station along with other stations. The work has still not started, but I know that she has cleared it. This year, we are happy that Vasco has been included for upgradation to an Adarsh station. I would also request the hon. Minister to include Karmali, which is next to the city of Panaji. It is only 3-4 kms from Panaji.

Goa is an international and world-class tourist destination, and people expect cleanliness and good sanitation on every station over there. I would request the hon. Minister to pass on the instructions to the Railway Department so that all the stations that are there in Goa and nearby areas are clean as the people expect cleanliness. I remember that some months back I went to Mangalore and I went by train, and I happened to go to Madgaon. I found the station — I would not say dirty — not clean. So, I would request the hon. Minister to see that the station is clean even before it is made a world-class station.

I must thank the hon. Minister for giving us a train going from Goa to Velankanni. We have a lot of Christian population. I must make a request to the hon. Minister. Thousands of Goans go to Velankanni shrine in the month of September. Last year, she has already given us a lot of trains. I would like to request her that we will need more trains — along with these trains — to go to Velankanni in the month of September.

There are lots of people who have lost their fields, and many of them have been given jobs and some of them have

\*Speech was laid on the Table.

been given shops on the railway station. Now, all those who have jobs, they remain there perennially for ever or till they retire. But what happens to those who have been given shops? I think that their period is 10 years. My request is that in case there are no obstacles, then if somebody has completed 10 years, in that case also they should be allowed to continue.

Now, Goa has become an educational hub. So, I would request the hon. Minister to start one railway institution in Goa. This is my request to the hon. Minister because we cannot ask for other things for Goa, but, at least, an educational institution belonging to the Railways could be started in Goa.

We still do not have the recruitment centre. Goa should be considered as a centre whenever there is recruitment, and some reservation should be given to Goans. If one goes to any other State, then one will see other people from the State working there in normal jobs, but when one comes to Goa, then one will hardly come across any Goans working there. So, I would also request for this. Though it is the Central Government, yet I would request for some reservation to be given to Goans.

\*SHRI SANJAY SINGH CHAUHAN (Bijnor): I would like to bring to your kind notice the facts that in the last 62 years of independence not a single line has been added in Western U.P. which is the first attraction and necessity of all the tourists coming from abroad and throughout the country, as Pilgrims like Haridwar, Badrinath, Kedarnath, Rishikesh, etc. are visited by lakhs of people daily. Institutes like IMA, CBRJ and IIT Roorkee, FRI Dehradun and near about 100 educational Institutes in Dehradun and Mussorie where lakhs of children from abroad and India are studying are here. Moreover, tourist place like Mussorie, Nainital and all other important places of Himachal Pradesh and Utrakhand is directly linked with Delhi through West U.P. only. So in light of the fact that since the independence a social injustice could be wiped off by your kind consideration I humbly suggest the following measures:

1. Double and Electric line from Delhi to Haridwar
2. A day time train between Delhi-Gajraula-Bijnor-Nazibabad-Kotdwar be introduced which should reach Delhi in morning and leave in evening for convenience of daily passengers.

3. A track from Panipat-Shamli-Muzaffar Nagar-Bijnor. (Already surveyed)
4. A track from Saharanpur to Dehradun. (Already surveyed)
5. A track from Luksar-Baksar-Kasganj (left over patch Tarallel to river Ganga). (Already surveyed)
6. Doubling and Electrification of Shahdra-Shamli-Saharanpur, Khurja-Meerut-Saharanpur be taken up urgently.
7. Nathore city be connected by joining existing Haldaur and Dhampur Railway Stations by New line of 30 Km. Length
8. Stoppages at Lucknow mail, Rajdhani Ranikhet Express and Shramjivi Express to be provided at Amroha Stations.
9. Electrification of Ghaziabad-Moradabad Section should be taken up early for early introduction of EMU& other electric trains.
10. All existing radial to Delhi be strengthened and new required to be undertaken on priority in coordination with National Capital Region Planning Board. At present Sahadara-Shamli is the only radial having single and non electrified route.
11. Inter city and long distance trains to far off important places to be introduced on Shahdra-Shamli, Gajraulta-Najibabad, Moradabad-Aligarh-Agra, Meerut-Hapur-Khurja and other branch lines. It is surprising that no long distance trains are running through these lines.
12. Sanctioned Brijghat & Gafarpur Stations on Moradabad-Ghaziabad section which were dropped from Budget Book recently. Be re-included be built on priority as major scheme of Ghats and other religious institutions on the pattern of Haridwar are under development in the Brijghat (Garhmukteshwar) area.
13. Hastinapur Wild Life Sanctuary encompassing areas of Bijnor, JP Nagar & Ghaziabad district has been formed. To exploit its full potential, it is important that rail connection to the area and proper halts are introduced urgently.
14. New halts on various lines in the area of mitigate the difficulties of the people and meet their long standing demands, be introduced as under:
  - Bharsi, Jasala-Pinjokhra & Usmanpur on Shahdra-Saharanpur line.
  - Kazampur, Tabitta and Vasundhra on Delhi-Ghaziabad-Meerut and other sections.
15. Local trains of Shahdra-Shamli and other sections from Western up be extended up to Rewari. Rohtak and Jaipur to facilitate easier movements for trade and social purposes.
16. Road over bridge to be provided at Gajraula and other stations on L-zings having heavy vehicular traffic. The level crossing No. 45 near Gajraul stations (Distt. J.P. Nagar) on Ghaziabad- Moradabad section connects Delhi-Lucknow NH-24 to Haridwar-Bareilly NH-74 and other roads going to Distt. Bijnore and is entry to Uttranchal state. At present number of vehicles passing through this crossing is more than 7 lakh which is enormous and daily traffic is increasing day by day. To avoid traffic jams at crossing, it has become absolutely necessary to provide subway/underpass with ROB at this location which will facilitate smooth passage of traffic as well as result in saving of precious resources.
17. All level crossings be manned and kept open to road traffic till the time ROB/RUB are constructed.
18. Restricted height under bridges should not be provided where these restrict movement of tractors, bullocks carts, trucks and buses specially in rural areas.
19. Encroached land at various stations be got vacated and suitably utilized.
20. All stations be provided proper circulating area and metalled approach road.
21. Passenger reservation system center be provided at Dhanora, Sambhal and Gajraula Stations.

SHRI SHIVARAMA GOUDA (Koppal): Hon. Chairman, Sir, I am very thankful to you for giving me an opportunity to speak something on the Railway Budget.

I welcome this Budget and thank the hon. Minister of Railways and also the Minister of State in the Ministry of Railways for including Koppal under 'Adarsh Railway Stations'. Koppal, which is my constituency, has been included in the list for 2010-11, but it will now be implemented in 2011-12. Whatever it may be, you have included Koppal under 'Adarsh Railway Stations', as we have requested you.

[Translation]

Devegowda ji mentioned about Mehboobnagar-Munirabad. But the work is held up there for the last 20 years, you have to speed up.

[English]

You have to take very serious action to fast-track the electrical and other civil works for the development of railway network concerning Munirabad and Mehabubabad.

[Translation]

I represent Hyderabad of Karnataka. My constituency is very backward. We are very neglected in respect of railway amenities and not a single railway station in our area has proper light arrangement. There is virtually black-out when the trains comes at the platform and there is nobody to take care of this! I have personally visited, Koppal, Munirabad and two other railway stations thrice or more but personally I am very sorry to say that no arrangements are made there to face an emergency situation. I want to tell you something regarding the historical heritage place, Humpi. The Humpi Express runs from Hubli to Bangalore and vice-versa, but the State of maintenance in this train is very bad. I have said to Muniappa Saheb also that once you make a journey in this train and you will know everything yourself. Foreigners visit Humpi but there is no proposal for its improvement. A single bogey in the train provides for both the first and second class. I demanded for new coaches as the train carries many foreign tourists. I have repeatedly sought one full 1st AC coach, but nothing has happened till date. Rats and mice enjoy their time in the coaches! The condition of this train has worsened but no one

is there to take care. They provide you its torn and tattered beddings, blankets and bedsheets you cannot bear that

[English]

For the past 10-15 years. final decision about ROB is pending.

[Translation]

Provision regarding this has been made in this budget but there is still no decision for Koppal gate no. 62. It is pending for last 10 years. You have stated in the Budget to cover Koppal-Lal Mitti and Gadakvadi in the 12th Five Year Plan, so it may please be included at the earliest. The survey for this has already been done so the work can begin soon. Koppal has a magnitude of cement industry, fertilizers and furniture works, etc. But, there is no goods-set available for loading and unloading, so, there should be the goods-set provision. Granite is dispatched from here so and there should be an open yard for its loading. I have repeatedly demanded for stoppage of Howrah Express here. I have been demanding for the said stoppage of Howrah Express right from the time since I became the Member of this House, but you are not sanctioning it. You sanction such demands from other places at the fall of the hat but in this case you are doing it despite my repeated pleas. I have said this repeatedly. I have also been raising the matter regarding a Guntakal-Hubli passenger train, but the South-Central railways is not making any provision for it. I also demand to run Bangalore-New Delhi, Mumbai-Chennai and Chennai-Shirdi Express trains on weekly basis. My district is backward, Muniappa Saheb, please do something for it as there is only one railway station in my area. There is only one train-stoppage in my constituency, so please make some additional provision thereof in this Budget.

SHRI SUSHIL KUMAR SINGH (Aurangabad): Mr. Chairman, I am grateful to you for giving me an opportunity to speak on Railway Budget. I don't want to speak elaborately and I will put any view in short. I would not want to make a new and a big demand before the hon'ble Railway Minister. First of all, I would like to draw your attention to the announcement made by you in the previous Railway Budget that a PRC will be set up on the recommendation of the member of parliament in the constituency of the respective

Member of Parliament. As far as my experience in this respect in concerned, the PRS has not yet been set up at the Tikri Sub-division headquarters of Gaya district in my Aurangabad constituency despite the recommendation given in time by me for this purpose. The department of Railways replied me that the setting-up PRS there was not feasible.

THE MINISTER OF RAILWAYS (KUMARI MAMATA BANERJEE): Whether there is no availability of land?

SHRI SUSHIL KUMAR SINGH: Every thing is there to setup a PRS. This is not my complaint only, but many hon'ble members have the same complaints ...*(Interruptions)*

SHRI MANGNI LAL MANDAL: Member have not been informed about the site where a PRS was set up.

SHRI SUSHIL KUMAR SINGH: The second point I want to make through you before the hon'ble Minister is about the schedule of the train. The train should run according to schedule. I would not like to say these things in complaining. But is a fact that barring very few trains most of the trains do not run according to their schedule. There is no kind of certainty in the departure and arrival time to the trains. The New Delhi bond Mahabodhi Express passing through my constituency *via* Gaya does not having schedule. This train is scheduled to depart from here at 2:10 pm and to reach Delhi 5 am in the morning. There are only two racks of this train. The same rack of the arriving train is scheduled to depart. But the train reach the destination so late that it can never start at scheduled time from originating point. I have written to this effect to CRB but the matter was not properly addressed to. So, I would like to bring the matter to your notice.

The third point I want to make is about the on-going railway projects in Bihar whether it is ROBs or mega bridge at the Sone river. I would not like to make any new demand.

15.38 hrs.

(MADAM SPEAKER *in the Chair*)

Madam Speaker, eight years have passed since the construction of Mega bridge started across the Sone river. The bridge was to be constructed with the cost of Rs. 248 crores. The then Railway Minister and the incumbent Chief Minister of Bihar, hon'ble Sh. Nitish Kumar had approved this

project, the foundation of this bridge was laid and the work also commenced there on. Whether lack of funds or the lack of will power stands to be reason for the non-completion this important mega bridge even after the lapse of eight years is not known. This mega bridge could not be completed. In the same way, a ROB is under construction since last seven-eight years. The people of that area are facing a lot of problems. Now there is neither an old crossing, nor new ROB is being completed. Likewise an ROB is also under construction at the crossing No. 2 in Ganga since the last ten fifteen years. In the absence of an ROB at eastern crossing in Ara, there is a traffic-jam for hours. There is as also an important issue that the survey for a new rail-line between Bihta to Aurangabad under ECR railway has been and acquisition of land for the said rail-line is in progress. I would like to request to you to allocate funds as much as possible in the budget so that the new rail-line can be laid there and the public can get facilities.

At the same time, I also raise an issue of hours of traffic jam at the railway crossing on national highway no. 98 stretching from Aurangabad to Patna. I request you to approve the construction of an ROB at a crossing at national highway No. 98 between Aurangabad, Anugrah Narayan Road and faser Station. I conclude my speech with these demands. Thanks a lot for giving me an opportunity to speak.

MADAM SPEAKER: Kumar Mamta Banerjee.

....*(Interruptions)*

SHRIMATI KAISAR JAHAN (Sitapur) Hon'ble Madam Speaker, I would like to express thanks to Hon'ble Railway Minister for granting status of Model Railway station to Sitapur Railway Station and request the Minister that Sitapur-Lucknow railway be converted into broad gauge.

I also request to introduce a new Shatabdi train for Lucknow-Delhi-Lucknow *via* Shahjehan pur. It is very important in public interest.

[English]

\*SHRI P.T. THOMAS (Idukki): First of all , I would like to congratulate Hon'ble Railway Minsiter Mamataji for not proposing any hike in passenger fare and freight rates. Secondly, I would like to express my sincere thanks for allotting

\*Speech was laid on the Table.

12 new trains to Kerala. I am sure this would help Malayali population working elsewhere in the country.

Equally important is Minister's proposal to launch one of the wagon units in Cherthala.

Hon'ble Minister's initiative to allot one special route to Kerala as well when they launch tourist trains called 'Janam Bhoomi Gaurav' connecting important historical and educational places is worth special mentioning.

Most important thing about the budget is that, for the last 10 years the budget allocation for Angamali-Sabari Railway was just 87 crores. However, this years' budget allocates 83 crores for the Angamali-Sabari Railway only. I am thankful to Mamataji for her special concern for the expedition of Angamali-Sabari Railway.

Furthermore, for the speedy implementation of Angamali-Sabari Railway, I appeal to Hon'ble Minister to institute Finance and Account Chief Administrative Office back in Kerala. Earlier, the office had been shifted to Tamilnadu from Kerala.

Interestingly, there is an executive engineer's office in Muvattupuzha for the name sake. But, the executive engineer of Ernakulum is looking after the affairs here. Railway has to fill this post permanently at the earliest. Similarly, there is an urgent need of instituting deputy engineer's office in both Pala and Moovattupuzha.

I would like to point out the importance of allotting more stops at Aluva and Thrippunithura as they are at the gateway to Idukki, a high- altitude district which lags behind other districts in terms of its access to railway.

Before concluding, I would like to congratulate Mamataji for taking initiatives to include Dindigal-Kumali, Kochi-Madura and Kottayam-Madura rail routes in the 12 the plan.

\*SHRI SANJAY DINA PATIL (Mumbai North East): I support the Railway Budget 2011-2012 presented by our Railway Minister.

May I also take this opportunity to congratulate our Railway Minister, Kumari Mamata Banerjee for (!) Extension

of trains from Mumbai to Allahabad further to Sultanpur and Shahganj. (ii) Starting of Duronto train from Mumbai to Allahabad (iii) Starting of new train from Dadar to Bhuj. (iv) New train from Mumbai to Ernakulam. (v) Increase of services of Mumbai - Jammu Tawi Express. You have prudently balancing the 2010-11 accounts with a projected operating ratio of 92.1%, notwithstanding unanticipated increase in expenses of Rs.5,700 crore for rise in fuel rates and higher wage bill. The operating ratio is expected to improve only marginally to 91.1% in 2011-12 that depends on gross traffic receipts rising by 12% - with passenger earnings growing by 16% and freight by 9.8% during the year - and limiting the expenditure increase to 10.6%. The Railway Minister would need to ask herself how Indian Railways (IR) can accomplish the "imperative" of faster than 8-9% growth with no strategy spelt out to exponentially enhance capacity on its saturated corridors and at terminals.

The question of increasing the "freight carrying capacity" of Indian Railways have been ignored at the cost of introducing host of Trains to one region *i.e.* West Bengal - like a coach factory at Singur and a software center in Darjeeling, there are special projects for the Northeast- all state capitals are to be connected by rail in 7 years, a diesel loco center is to be set up in Manipur, and an industrial park in Bongaigaon. Around 10,000 homes are to be provided for those living near railway tracks, a wagon unit is to be set up in Kerala (along with 12 new trains), another in Karnataka. .. I would like to point out that it is disheartening to see that Mumbai, which contributes maximum to the country's growth, is treated in a biased way. The trains running in Delhi and West Bengal offer better services...while Mumbai seems to lag behind.

I would like to draw the attention of Hon'ble Minister towards some of the demands for my parliamentary constituency which are as follows:

1. There is an urgent need for construction of Over Bridge at Vikhroli crossing as more than 350 people died due to accidents.
2. There is only one train (2471/2472 Swaraj Express) for the pilgrims visiting Vaishnu Devi which runs only 4 days in a week. So, this train should run daily.



3. All platforms of Mumbai suburban should be upgraded and increasing the heights of railway platforms, new tracks for additional trains, proper sanitation and maintenance of urinals.
4. All stations should be provided with Ambulance facilities to provide immediate relief in case of accidents.
5. Starting of new train from Mumbai-Tirunveli Express *via* Konkan Railway for the tamil people living in Mumbai.

In the present Railway Budget, over a third of the annual plan will be financed through borrowings including tax-free bonds. The Railways must augment future earnings to service these loans. Ideally, Hon'ble Railway Minister should have directed investments to strengthen railway infrastructure to carry more freight. Unfortunately, the bulk of the increased plan allocation has gone not to track renewal, doubling of key routes and electrification, but to new lines. Unlike freight, passenger revenues have been robust with more passengers traveling over longer distances. Freight volumes have actually come down at a time when India is growing at 8.6%. Yet, there is no meaningful effort to involve the private sector to augment investment in the Railways and increase freight volume and revenue. The steady climb in the operating ration; five years ago it was around 76 percent; now it 91 percent and the Ministry of Railways should seriously think on it.

Long-rang planning deals not with future decisions, but with the future of present decisions. Hon'ble Railway Minister will do well to realize that keeping promises is the real test, not just making new promises; and I would therefore request through you that Hon'ble Minister for Railways should seriously ponder, this time how the "several business-oriented" policy initiatives which she catalogued have elicited little effective response?

I congratulate Hon'ble Railway Minister for allocating something to Maharashtra in the form of new projects to placate congested Mumbai, but most of them are studies and surveys for new lines and better connectivity.

The railway budget has favoured Maharashtra with announcement of new Mumbai Central-New Delhi AC Duranto (Bi-weekly) but don't know whether it will go by Khandwa-

Bhusawal-Itarsi or by another route? Maharashtra would also benefit by introduction of Shatabdi Express and 47 more services of suburban local trains and the proposal to convert nine-coach local trains into 12-coach trains.

I would like to congratulate Hon'ble Railway Minister for announcing pre-feasibility study for the western leg (Delhi-Mumbai) of the Golden Rail Corridor that would start early next year. The study is being undertaken with the help from Japan, with the objective of raising speed of passenger trains to 160-200 km/ph. Similar studies will be initiated for other corridors including Mumbai-Kolkata, Chennai-Bangalore, Delhi-Jaipur and Ahmedabad-Mumbai.

Hon'ble Minister for Railways informed this august House that 190 surveys have been completed or will be completed by the end of this financial year, besides Dhule-Amalner; Nashik-Dahanu Road and Pune-Nashik would be taken up in the Bhusawal-Jalgaon-3rd Line and based on our continuous request among the 117 Surveys, Daman-Nashik would also be taken up during the 2011-12 Plan outlays.

I also congratulate Railway Minister for announcement of Vadasa-Gadchiroli train. It is for the first time that the Gadchiroli would reflect on the railway map of the country. People of Maharashtra would have been happy, if the train would have been extended up to Charmusha and Mul.

The actual announcements include 47 new suburban services, as against the 101 started last year, and upgradation of 107 nine-car trains to 12-car ones. The key focus of the connectivity projects in the city has been over the Mumbai Metropolitan Region area around Panvel, where the new airport has been planned. "Keeping this in mind, the minister has allocated money for studies for a fast corridor on the harbour line and has given a significant amount of funds for the Belapur-Uran line and more trains for the Virar-Panvel section.

The Mumbai Rail Vikas Corporation compared to Rs. 660 crore in the last budget, this year too has received Rs. 638 crore. MRVC wanted between Rs. 600-800 crore to wrap up projects under the first phase of the Mumbai Urban Transport Project (MUTP-I) and continue those started under the second phase. Indian Railways and the Government of Maharashtra

were to contribute equally. Of the Rs. 638 crore, Rs. 190 crore will be used for the 5% projects pending under MUTP-I like completion of the Virar carshed and procurement of 20 nine-car rakes. The remaining amount is for MUTP-II projects including laying fifth and sixth lines between CST and Kurla and between Thane and Diva; a new sixth line on the Mumbai Central-Borivli route; extension of Harbour line from Andheri to Goregaon; and acquiring new AC-DC rakes.

Hon'ble Minister for Railways also deserves appreciation for sustaining the cash inflow for the Mumbai Urban Transportation Project and allocating around Rs. 319 crore for both the phases. "The deadline for the first phase is June 2011 but still 5% of work is now pending. However, all these are long-term plans and construction projects, and the Mumbai commuter struggling in crowded trains hasn't been provided any immediate relief. "Work on the Belapur-Uran line has been frozen by CIDCO, so what is the use of allocating funds for it? The other announcements are simply surveys and studies which will result in fat books, and will take another ten years to implement.

In fact, we would have expected the conversion of all nine-car trains into 12-car ones or suburban trains to Dahanu. By limiting new services to just 47 local services, 40 are in Western railway itself and it would not be exaggerating to say that Railway Minister has been too modest and today more local train services are expected on Central Railway as the fifth and sixth line between Kurla and Thane is almost complete and will take the load off trains from Kurla. But there is no mention of this in the budget. The revenue of the Railways has been to the tune of Rs. 1.6 lakh crore while the budget presented was of Rs. 74,000 crore only. Despite the surplus amount, it is difficult to understand why 25 delayed rail projects in Maharashtra have not been given funds.

The common man is happy because fares have not been increased and at the same time many amenities are made available to the passengers. I would like to believe that given the enormous importance of the Indian Railways in the lives of the common people, the objectives of providing a safe, secured, affordable and comfortable rail services are always challenging and there is a vast scope for improvement. We must endeavour to do our best, so that Indian Railways enjoys a pride of place in the socio-economic life of the nation.

\*DR. SANJEEV GANESH NAIK (Thane): First of all I would like to thank you for taking opportunity to be take part in the discussion on the Railways Budget for 2011-12. I rise to support the Railway Budget 2011-12 presently by Hon'ble Railway Minister.

I would like to thank the Hon'ble Minister for undertaking the following works related to my Parliamentary Constituency Thane.

- (i) First of all I want to thank the Hon'ble Minister for upgrading Thane Railway Station into World Class Station and two Railway Station namely Meira Road and Bhayandar in the category of Adarsh Railway Stations.
- (ii) Increase of coaches running between Thane-Vasi and Thane-Parvel have been increased from 9 coaches to 12 coaches and 12 coaches into 15. Starting of new ladies special on these lines. I am thankful for this.

I would like to draw the attention of Hon'ble Minister towards some of the demands for my parliamentary constituency which are as follows:

1. Thane Railway Station has to be converted into World Class Station. Rs. 5 crores have been already sanctioned for feasibility study report of tenders but it has not been started uptill now.
2. Mera Road and Bhayandar Railway station has been declared to be Adarsh Railway Station but no work has been started uptill now.
3. As Thane is the important station for people, all important trains should have stoppage at Thane Railway Station.
4. The work of foot over bridges at Thane Railway Station is very slow. So, it should be completed very fast. Old Foot Over Bridge at Platform No. 1 and 2 is very small in width so first of all it has to be extended.
5. Change of names of Railway Stations
  - i. Rabale to Rabale Gothiwali,
  - ii. Airoli Railway station to Airoli Deva.

6. A new railway station named Digha between Airoli and Thane Railway Station as the population of Digha area is increasing day by day.
7. The construction work of Subway bridge at Vitawa is very slow and if possible a new fly over may kindly be constructed.
8. Transfer of Khandi Cha Talab situated in Iltanapada area of Digha in Navi Mumbai to Navi Mumbai Municipal Corporation for supplying water in the region.
9. Construction of subway at Bhayandar and Mira Road Station as soon as possible.
10. Ramp or lift facilities to be provided at F.O.B. for patients, handicapped and old passengers at Bhayandar and Mira Road Railway Stations.
11. Increase in breadth of F.O.H. (Virar side) at Bhayandar Station and there is only side to get down on the platform no. 3 and 4, so to make an additional staircase on the other side as there is huge load on this an additional staircase on the other side as there is huge load on this bridge during peak hours.
12. The old bridge on Bhayandar creek is not operational Asset worth crores of rupees is lying idle with no use either to railways nor the passengers. We suggest that either the same should be used for road traffic between Bhayandar and Naigaon or the entire asset can be sold in scrap and the amount generated can be used for development work in the area by the railways.
13. Availability of shuttle/express tickets of Gujarat trains to be provided at Mira Road and Bhayandar Station and Reservation counters to be started at Mira Road Station.
14. Increase in the number of coaches and First Class Coaches of the lines.
15. Opening of PRS center at Zila Parishad Thane
16. Permission of Mega Block for repairing of water line at Kopari Bridge
17. Stoppage of Express/Mail trains at Bhayandar which are going to Gujarat, Rajasthan, Madhya Pradesh, Delhi states.
18. Survey of vacant land of Thane Mental hospital for construction of new Railway Station.
19. Special trains should be started for students in peak hours for Thane-CST, Bhayandar-Churchgate, Thane-Vashi and Thane-Panvel.
20. Work of Nerul-Uran railway lines should be started at the earliest.
21. High Speed Trains between Sahar Airport Mumbai and proposed Navi Mumbai Airport.
22. Special train between Mumbai - Velankani has already been sanctioned. It has to be started earliest possible.
23. New trains from Navi Mumbai to Konkan Railways. 24. Stoppage of trains at Thane Railway station which are covering the following states Kerala, Andhra Pradesh and Karnataka.
25. Surveys for installing new tracks at Kalyan, Kasar, Malshej Ghat.
26. Work of track no. 7-8 at Thane-Kurla line should be completed at the earliest.
27. Mumbai-Kolhapur, Shayadri Express, Kurla - Bangalore trains should halt at Thane Railway Station.
28. All fast trains departing from vita to Kas+ara/Kajrat should be extended upto Ambernath/Asangaon instead of Kalyan.

THE MINISTER OF RAILWAYS (KUMARI MAMATA BANERJEE): Madam, I am very obliged for giving me this opportunity. I am grateful to all of my hon. colleagues ....(Interruptions)

[Translation]

SHRI ARJUN RAM MEGHWAL (BIKANER): Madam, I am on a point of order ....(Interruptions)

MADAM SPEAKER: Let us know the rule.

...(Interruptions)

SHRI ARJUN RAM MEGHWAL: Madam, it is under the Article 113 of the constitution. Under the Article 113 (2) it has been mentioned that unless the Budget is passed in the House any kind of foundation stone cannot be laid. We thank for the guage conversion in Rajasthan but how could the foundation stone was laid there before passing it in the House. It should have been passed in this House also. The dignity of the House should have been maintained ...*(Interruptions)*

MADAM SPEAKER: All right. Thank you.

KUMARI MAMATA BANERGEE: This relates to the previous Budget it is not related to this Budget ...*(Interruptions)*

SHRI ARJUN RAM MEGHWAL: Madam, this relate to this Budget ...*(Interruptions)*

MADAM SPEAKER: All right.

....*(Interruptions)*

SHRI ARJUN RAM MEGHWAL: The dignity of the House should maintained ...*(Interruptions)*

KUMARI MAMATA BANERJEE: Nothing has happened like that ...*(Interruptions)*

MADAM SPEAKER: All Right. You please listen to her.

...*(Interruptions)*

*[English]*

KUMARI MAMATA BANERJEE: I am grateful to all of my hon. Colleagues from all sides for their valuable suggestions, valuable recommendations, and valuable advice; and also I would like to record that everybody has given positive and constructive suggestions also. I appreciate the concern of hon. Members from both the sides.

Railways is a vast network; our country is a vast country; and it is the lifeline of the nation. It is not only the lifeline of the nation, it is also the lifeline of the national integration. Railways connects from grass root to everywhere. If you see from South to North, North to South, East to West, everywhere - Himachal to Kanyakumari, Vindhyachal Parvat to Dwarka, Ajmer to Phulwari Sharif, Punjab to Amritsar - Railways connects the people; Railways connects the hearts; Railways connects the transportation. It is our only major transportation in our country. I appreciate the demands. Hon. Members of Parliament always

meet me and ask me, give me this train, or give me this stoppage or give me this PRS, or give me this line. I appreciate their concern as they belong to a particular constituency and it is ,the people's desire. We appreciate that. One or two of my friends said.

*[Translation]*

Coaches are very old. This is true that coaches are very old, but the coaches cannot be purchased from outside. The coaches have to be manufactured. The railway coaches are not purchased from outside. The aeroplane is also not purchased it has to be manufactured. Firstly it is cleared by RDSO research development wing, thereafter we prepare a model then it is manufactured. I have talked about rail based industry. I have seen that

*[English]*

Kolkata Metro is the only Metro which is with us.

*[Translation]*

I have seen that their demand is high but coaches are not these. Then I found out where the coaches are. Firstly, I was told that two racks will come after six months, then they told that two coaches will come after one year and since then lot of time has passed they are yet to be provided. I asked the reasons therefor. I do not get complete information, everybody asks as to what the matter is I asked thereto tell the truth?

*[English]*

I am ready to confess the situation because I think this House should know the situation. Criticism is very good but we have to where we are.

Madam I was told that if door is available in India then the window is brought from Switzerland. We do not have any indigenous set-up in our country. We still need coaches in large number. We have to go outside. *[Translation]* sometimes they supply sometimes they don't and if they give it then it's not on time: In this case we do not get coaches. It is fact that coaches have gone outdated. You all say that whatever I have done is meant for the benefit of Bengal only I would like to tell you that no new coach from Delhi was provided to Bengal, but we people never said' anything like that. There is a huge demand for coaches and racks. *[English]* Railways is a ready-made business. *[Translation]* There is hus dehsand. *[English]*

In this business, India can do better things and India can do better business. This is the only ready-made area where we can go faster and faster. But there must be some planning for that; there must be some vision for that; there must be some action for that.

[Translation]

Some Minister of Railways come for six months some for one and half year and if someone is lucky then they serve for five years. This work cannot be completed in one day. Madam we have done a work and it is upto you whether you support me or not for that ....(Interruptions)

[English]

I am telling you the situation.

[Translation]

That is why I have taken up the vision - 2020. If you have huge demand for coaches or racks then how will that be met? We want to give you but how to give? Coaches are not available. It is a fact that the need of the coaches are being fulfilled somehow or the other. You demand six trains, but we are unable to give even a single train Due to the Department of Railways their business was in good shape and there was no need to bother about the income of railways but it is not like that, even after the sixty years of independence there is on industry ICF and RCF and DLW & CLW is also there and any other industrial setup is not available for making supplies to the railways.

[English]

I appreciate them; for Kerala, I have given some trains last year.

[Translation]

They say that DEMU coachas are not available I asked why the coaches are not available. Then they replied that this year 20 coaches have been manufactured but all those coaches were sent to Sri Lanka under an agreemen between Government of India and Sri Lanka. As a result thereof we could not get even a single coach. Please don't say that only Bengal's coffers has been enriched with this budget and the rest has been left deprived. We never think like that and this is not a right way of speaking I have heard. You can say.

[English]

It is your political speech; you can always do that. It is your prerogative.

[Translation]

But this is not true. The fact is that there is nothing, so we have to build up something. Hence we have given 1 6 railway industries to the state in the last one your. If they start operating in 2-3 years then these will no shortage of coaches in India. I have made provision for the manufacturing of axle metro coaches, DMU, locomatives and wagon. We all have provided these things because there will be no development of the area without all these things. I have said in connection with Raibareilly coach factory that it will start manufacturing coaches within a year, hence first coach will come out from there by April. But how many coaches should be made still remains a question. 100, 200 or 500 coaches will not cater to our needs. Our demand for coaches is as many as 50,000. But that many coaches we not available with us. We need one lakh bogies, which we don't have. We are working somehow. I am ready even to beg you of your pardon and say that I have a heart to offer to you but how I can offer something, we don't have. So, we want to have such an arrangement, which will tell you in the coming one and a half year that the railway is changed completely and so colorfully. [English] We are going faster in this respect.

[Translation]

We say that the financial health of railway is bad. What is bad? The Pay Commission came two years before.

[English]

We are proud of our employees. Why not? They are doing their jobs and putting their maximum for the country; they are also doing their job day and night. You can compare the railway staff with the army. I am always proud of them.

[Translation]

They are also working day and night. But when the pay commission comes, all the burden falls on us. When the fifth pay commission came out, I was with the NDA Government. At that time, I saw that Rs. 6000 crores was used in our internal generation.

[English]

At that time, even our operating ratio was 98.3 percent. I am telling you again, this time also, it was like this.

[Translation]

It was Rs. 6000 crores then but now the burden is Rs. 73000 crores. If it were not deducted it would be even Rs. 73000 crores plus. We will have to give it to the employees. But even in accord to it, our operation ratio was 92.3 percent.

We have revised it to 92.1 percent. It was 98 percent ten years ago. We were able to reduce it to 91 percent even then. If Rs. 73000 crore were not paid, the operation ratio would be 74 percent. Your argument is good for the politics but,

[English]

Our performance is not bad; our loading is good; our passenger earning is also good.

[Translation]

But, you see, I want to tell you about three or four places. We can take examples of Punjab and Rajasthan where bandhs were organized. Any agitation brings the railway to a halt. So, the Rail stops. An incident happened in Karnataka, so a problem occurred there regarding iron ore. Loading of iron ore worth Rs. 2000 crore was not given to the railway.

[English]

It is not that the fault of Railways; we are victims of the circumstances.

[Translation]

There was problem of iron ore mining in Odisha, as a result of which we had a revenue loss of Rs. 2000 crores. Sometimes there is Jaat agitation and sometimes there is Gurjar agitation. We respect these agitations because we have democratic system. But why do you stop trains for any issue like reservation? It only hampers our loading activity planned earlier. Now, you see, there was an agitation arising out of the transfer of an O.C. of a police station in Bihar, but due to that a rail engine was separated from the bogies. As the railway is largely a visible resource, it is not the people's mistake. Railway network is everywhere, so for any agitation, they prefer to affect its operation and which blocks railway's income....(Interruptions) Yes, we observe this in Bengal very much. Don't you know it? You want both punctuality and to stop trains; how can these two things go together? It is

necessary to enact a law that can prevent the hampering of the operations of trains for any movement. [English] Railways is an essential service. [Translation] Our democracy stops when we stop the rail-operation. [English] Only the Railways are passenger friendly. [Translation] You have to pay only one-third fare in the rail compared to that in a bus. [English] It is very cheap. [Translation] In this regard we made a survey for up to 100 kilometers, which revealed that the fare in the bus for that distance was Rs. 50 while in the train it was only Rs. 15. Rail is cheap and fast. So, there is need to help the railways. I am here today, may not be tomorrow, some other minister will come, but the rail system needs to be developed for the democracy and the country.

Madam Speaker, I have received several complaints from the honorable Members of Parliament regarding PRS. [English] I am giving instructions to do it within a month and whatever PRS is pending will have to be completed. I have told them that I do not know how to do it but you have to do it....(Interruptions). [Translation] I have recommended a computer reservation center for every Member's Constituency and We will be providing it to each and every Member.

Madam, the other thing is related to the Model Railway Station. We had selected 500 stations to be upgraded as Model Stations, out of which about 450 stations have been upgraded as the model stations and the work at rest of such stations will be completed by March. Moreover, whosoever hon. Members-of Parliament has a recommendation for any Model Station, in their Constituency, he or she may please send it directly to me, I will include it ...(Interruptions). We are facing difficulties in the work for the world-class stations. We had invited global tenders for world-class stations. But only consultancy thereof costs Rs. 25-30 crores. That is why, we could not do it. We will review it and will give advantage to the domestic companies. We have not been able to undertake the world-class station projects only due to policy review.

Madam, the Railway has provided concession to the Madarsa students. It has given concession to the Junior class and higher class students of madarsas, other students, press-people, cancer-patients, senior citizens and physically challenged persons. We have taken many such charitable steps. We have honored people's self-respect. Now, the poor can travel upto 100 km. in just Rs. 25 with self-respect. Is not 100 km. a good distanced. [English] Can you imagine? [Translation] It is no mean distance. [English] It is good for unorganized sector, BPL families and all the poor people.

[Translation] Now, more than such 4 lakh people can travel by train with self-respect.

Madam, we had said to change the recruitment policy. We have formulated recruitment policy wherein we have given priority to regional language.

Examination will be conducted in all States in regional language...(Interruptions) somebody says that he/she is good in his regional language but not in English. Somebody in Bihar knows Hindi well but he/she can be weak in Bangla. If someone lives in Odisha, he/she will good in his/her language. (English) He/She can give their interviews in their good local language. [Translation] We have done it. We have given economic share to industrial house. [English] If industrial houses want to invest, then they will get economic share. [Translation] We have also formulated R31 Policy, New Catering Policy and Recruitment Policy. We have formulated many such policies for this, (English) within this short time. [Translation] Madam, through you, I want to tell the House at present that our requirement in this that Projects worth Rs. 1.5 Lakh Crore are pending. Mr. Dewegowda was saying. (English) I respect him very much. [Translation] What should we do? We have not done it. That project has been pending for long. Time of some projects have been over-run because circumstances are so, where do we get money for them? Can we carry out our these projects on the earning from passangers and freights? We cannot do so much [English] Railways have both commercial as well as social obligation. [Translation] Railways work without money in natural calamity, disaster, flood or draught. Ministry of Railways grant concession but we cannot carry out the projects with passangers', earnings and freight earnings. Disruptions of trains discourages loadings. Cess on diesel has made more pressure on us even then we have not made any increase in the fare so that common men do not face any hardship. [English] I have already discussed this matter with both the hon'ble Finance Minister and also the hon'ble Prime Minister. The projects, which are pending, are socially desirable projects, they are pending for long. They have become like a chronic disease because they are pending for long. We will have to do something for them. We have discussed the issue with Planning Commission. We have to find out some solution for them. Planning Commission have said that they will do something after discussion. The number of socially desirable scheme we declared during the Year 2009-10 and 2010-11, will be taken up in 12 Fifth Year Plan which will be started in next year and we will include Prime Minister Rail Development Scheme in the said schemes. For this Finance Ministry. Planning Commission

[English] All will sit together and take a decision on it. [Translation] We have given permission to conduct 131 survey and provided 345 trains and demand for more trains is being made but what should we do if we do not have adequate number of tracks and coaches. If we do something, it will dearrange the system. So we cannot do anything as of now.

Madam, through you I want to tell the House that some of our hon'ble Members want more stoppages, how many stoppage we would provide. We cannot provide stoppage because Rail cannot be local bus and people like that it should run fast. If we provide stoppage everywhere, it would be local and passenger bus and Rajdhani, Rajyarani, Duranto, Shatabdi and Intercity etc. would exist no longer...(Interruptions) We can provide one or two stoppages but not so many because rail would be disturbed ...(Interruptions)

MADAM SPEAKER: You are requested to listen all points of hon'ble Minister.

KUMARI MAMATA BANNERJEE: Madam, we have started taking safety related issue. Rs. 17,500 crore was/ allocated in the year 2001-02 and the said amount was spent on track renewae and all safety materials. 99 per cent of said amount has been spent. The recent decision taken by us is related to unmanned level crossing. [English] This is an area of concern. [Translation] Last year, we had taken three thousand unmanned level crossing and this time we will take one thousand five hundred unmanned level crossings and thereafter, there will be no unmanned level crossing left. Even if any level crossing is left, we will take care of the same. [English] We will man them and also regarding RGBs and underpasses if you have any suggestion. [Translation] We can undertaken it with State Government jointly. I had visited Madgaon, Goa ten years back and thereafter, konkan Railway had devised anti-collision device, its name is ACD. It took ten yars to test whether the same is successful or not. After that, we have decided now to carry it out.

16.00 hrs.

[English]

MADAM SPEAKER : I was only in North Frontier Railways these under date but now seven more Zones home been covered [English] Out of 17 Zones, if eight Zones are covered within these areas, then I think it will be a great achievement for the Indian Railways from the safety point of view. Regarding TPWS and SIMRAN, I am grateful to Mr. Sam Pitroda. He has given some train system programme for SIMRAN. That also has been covered under this Budget.

Regarding the industries, whatever industries we have announced including Madhepura and Raebareli, will be covered. Within April, new coaches will be started and I would request. Shrimati Sonia Gandhi to inaugurate it. It is her constituency and her desire.

[Translation]

In the month of April, first new coach will emerge from Raebareli after the commencement of manufacturing. All the factories being established at Madhupura, Madhara, Chhapra and Dankini, Kachara Para and all such locations are in 3-p Model. Kachapara is already in process. PPP is a new idea in the Railways.

Undue haste will affect the work, then a hue and cry will be raised that some irregularity has been committed and you will ask for resignation level charges of committing scams. Therefore, we have adopted the policy of wait and watch and are moving ahead slowly. A six member committee has been constituted to streamline it and to bring it in conformity with the system. Once the recommendation of the committee are received the work will start and come into process. It is not that I stopped the works in Bihar or you stopped in West Bengal. Please don't say so. I never do like that.

There are some proposals. Kishore Da has given a proposal for a survey. A suggestion has been given for proposal Nander-Latur Road line and one more survey. An hon'ble Member has given a proposal for survey of Ginapur-Narsipattam via Kadupam-Parwattipuram-Mukabha-Salura and Akiryu and Padero and then that of Ambikapur-Jharasgura. A new proposal is for Diatra-Kuara-Mandala-Jabalpur-Rajnandgaon etc.also. Besides this, we have got a proposal of Nirmal Khatriji regarding doubling of Barabanki-Faizabad-Ayodhya-Jafrabad lines etc. We can do survey. There is no problem in understaking surveys. We will do that. Budget is also spent on surveys. You might be aware that it takes Rupees 1 to 3 crore rupees in undertaking a survey.

As far as stoppages of some trains are concerned, Shri Harin Pathakji was requesting for Amritsar and Gujarat. Other hon. Members also requested me. One hon. Member has requested to name a train running from Mumbai to Nasik after the name of a poet. I said the train will be introduced in the name of a poet. Girijaji and Vilas Muttemwarji also said something. I will try to complete all works ...*(Interruptions)* Surveys have been completed....*(Interruptions)*

[English]

MADAM SPEAKER: Nothing will go on record.

....*(Interruptions)\**

KUMARI MAMATA BANERJEE: Madam, we will give detailed replies to all the hon. Members. There are some requests for DRM office also. That will be examined and we will let you know about it.

An. hon. Member said that without the approval of the Planning Commission we are doing all these things. It is not like that at all. Without the approval of the Planning Commission, I have not done anything. Whatever I do is within the jurisdiction of the Constitution and the Railway Board. I do them with the approval of the Planning Commission and the Ministry of Finance. I do everything within the norms laid down and not outside the norms. Anybody can fight with me politically but we should not play dirty politics in development work.

With these words, Madam, I request all the hon. Members to support the Railway Budget, Supplementary Demands for Grants and adopt the Report of the Railway Convention Committee.

... *(Interruptions)*

MADAM SPEAKER: The question is:

"That this House approves the recommendations contained in Paras 55, 56, 57, 58 and 62 of the First Report of the Railway Convention Committee (2009), appointed to review the rate of dividend payable by the Railway Undertaking to General Revenues etc., which was presented to Lok Sabha on 10th December, 2010."

*The motion was adopted.*

MADAM SPEAKER: I shall now put the Supplementary Demands for Grants (Railways) for 2010-11 to the vote of the House:

The question is:

"That the respective supplementary sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President of India, out of the Consolidated Fund of India to defray the charges that will come in course of payment during the year ending the 31st day of March, 2011, in respect of the heads of Demands entered in the second column thereof against Demand Nos. 1,3,4, 6 to 13 and 16."

\* Not recorded



Supplementary Demands for Grants (Railways) for 2010-11 submitted to the Vote of the Lok Sabha

No. of Demand	Name of Demand	Amount of Supplementary Demands for Grants to be submitted to the vote of the Lok Sabha (Rs.)
1	2	3
1	Railway Board	9,01,00,00
2	General Superintendence and Services on Railways	148,54,78,000
4	Repairs and Maintenance of Permanent Way and Works	222,29,66,000
6	Repairs and Maintenance of Carriages & Wagons	53,28,39,000
7	Repairs and Maintenance of Plant & Equipment	64,07,13,000
8	Operating Expenses — Rolling Stock and Equipment	362,42,55,000
9	Operating Expenses — Traffic	577,21,86,000
10	Operating Expenses-Fuel	594,83,64,000
11	Staff Welfare and Amenities	185,46,35,000
12	Miscellaneous Working Expenses	260,81,19,000
13	Provident Fund, Pension and Other Retirement Benefits	531,24,13,000

1	2	3
16	Assets-Acquisition, Construction and Replacement Capital Railway Funds	968,48,72,000  1,000
Total		3977,69,41,000

*The Motion was adopted.*

[English]

MADAM SPEAKER: A number of cut motions have been moved by Members to the Demands for Grants (Railways) for 2011-12. Shall I put all the cut motions to the vote of the House together or does any hon. Member want any particular cut motion to be put separately?

SEVERAL HON. MEMBERS: Please put all the cut motions to the vote of the House together.

MADAM SPEAKER: I shall now put all the cut motions which have been moved together to the vote of the House.

*All the cut motions were put and negatived.*

MADAM SPEAKER: I shall now put the Demands for Grants (Railways) for 2011-12 to the vote of the House. The question is:

"That the respective sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President of India, out of the Consolidated Fund of India, to complete the sums necessary to defray the charges that will come in course of payment during the year ending the 31st day of March, 2012, in respect of the heads of demands entered in the second column thereof against Demand Nos. 1 to 16."

*Demands for Grants on Account (Railways) for 2011-12 submitted to the Vote of the Lok Sabha*

No. of Demand	Name of Demand	Amount of Demands for Grants on Account submitted to the vote of the House (Rs.)
1	2	3
1	Railway Board	32,71,17,000

1	2	3
2	Miscellaneous Expenditure (General)	113,83,83,000
3	General Superintendence and Services on Railways	832,67,00,000
4	Repairs and Maintenance of Permanent Way and Works	1359,10,77,000
5	Repairs and Maintenance of Motive Power	610,19,44,000
6	Repairs and Maintenance of Carriages and Wagons	1378,97,87,000
7	Repairs and Maintenance of Plant and Equipment	778,82,71,000
8	Operating Expenses-Rolling Stock and Equipment	1074,67,91,000
9	Operating Expenses-Traffic	3592,48,82,000
10	Operating Expenses-Fuel	2881,41,36,000
11	Staff Welfare and Amenities	652,71,09,000
12	Miscellaneous Working Expenses	614,12,38,000
13	Provident Fund, Pension and Other Retirement Benefits	2746,62,36,000
14	Appropriation to Funds	4678,06,83,000
15	Dividend to General Revenues, Repayment of loans taken from General Revenues and Amortization of Over-Capitalisation	4,28,83,000

1	2	3
16	Assets-Acquisition, Construction and Replacement	
	Revenue	9,96,67,000
	<b>Other Expenditure</b>	
	Capital	8916,89,47,000
	Railway Funds	3647,61,67,000
	Railway Safety Fund	33,06,67,000
	<b>Total</b>	<b>34258,26,85,000</b>

*The Motion was adopted.*

16.07 hrs.

APPROPRIATION (RAILWAYS) BILL, 2011\*

[English]

MADAM SPEAKER: The House will now take up Item no. 14 A.

Hon. Minister to introduce the Bill.

THE MINISTER OF RAILWAYS (KUMARI MAMATA BANERJEE): I beg to move for leave to introduce a Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 2010-11 for the purposes of Railways.

MADAM SPEAKER: The question is:

"That leave be granted to introduce a Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 2010-11 for the purposes of Railways."

The motion -was adopted.

KUMARI MAMATA BANERJEE: I introduce\*\* he Bill.

\* Published in the Gazette of India, Extraordinary, part-II, Section-2 dated 07.03.11

\*\* Introduced with the Recommendation of the President

MADAM SPEAKER: The House will now take up Item no. 14 B. Hon. Minister.

KUMARI MAMATA BANERJEE: I beg to move:

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 2010-11 for the purposes of Railways, be taken into consideration."

MADAM SPEAKER: The question is:

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 2010-11 for the purposes of Railways, be taken into consideration."

*The motion was adopted.*

MADAM SPEAKER: The House will now take up clause-by-clause consideration of the Bill.

The question is:

"That clauses 2 and 3 stand part of the Bill.

"The motion was adopted.

Clauses 2 and 3 were added to the Bill.

*The Schedule was added to the Bill.*

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

MADAM SPEAKER: The Minister may now move that the Bill be passed.

KUMARI MAMATA BANERJEE: I beg to move:

*"That the Bill be passed."*

MADAM SPEAKER: The question is:

"That the Bill be passed."

*The motion was adopted.*

APPROPRIATION (RAILWAYS) NO. 2 BILL, 2011\*

[English]

THE MINISTER OF RAILWAYS (KUMARI MAMATA BANERJEE): Madam, I beg to move for leave to introduce a Bill to authorize payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 2011-12 for the purposes of Railways.

MADAM SPEAKER: The question is:

"That leave be granted to introduce a Bill to authorize payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 2011-12 for the purposes of Railways."

The motion was adopted.

KUMARI MAMATA BANERJEE: Madam, I introduce\*\* the Bill.

KUMARI MAMATA BANERJEE: Madam, I beg to move:

"That the Bill to authorize payment and appropriation of certain sums from and out of the Consolidated fund of India for the services of the financial year 2011-12 for the purposes of Railways, be taken into consideration."

MADAM SPEAKER: The question is:

"That the Bill to authorize payment and appropriation of certain sums from and out of the Consolidated fund of India for the services of the financial year 2011-12 for the purposes of Railways, be taken into consideration."

*The motion was adopted.*

MADAM SPEAKER: The House will now take up clause-by-clause consideration of the Bill.

The question is:

"That clauses 2 and 3 stand part of the Bill.

*The motion was adopted.*

Clauses 2 and 2 were added to the Bill.

The Schedule -was added to the Bill. Clause 1, the Enacting Formula and the Long Title were added to the Bill.

KUMARI MAMATA BANERJEE: I beg to move: "That the Bill be passed."

MADAM SPEAKER: The question is:

"That the Bill be passed."

*The motion was adopted.*

\* Published in the Gazette of India, Extraordinary, part-II, Section-2 dated 07.03.11

\*\* Introduced with the Recommendation of the President

[English]

MADAM SPEAKER: Now, the House will take up 'Zero Hour'. Shri P.T. Thomas.

... (Interruptions)

MADAM SPEAKER: Let us have order in the House

... (Interruptions)

SHRI P.T. THOMAS (Idukki): Madam, I am to draw the attention of this august House towards the urgent need of implementing Report of Justice G.R. Majithia Wage Board on journalists and non-journalists employees working in newspapers and other news agencies. Justice G.R. Majithia Board submitted its report on 31st December 2011, but till now it is under the consideration of the Ministry of Labour. I strongly feel that the Government should take a sympathetic stand towards the aspirations of journalists and non-journalists employees who have been waiting for wage revision for more than six years. Needless to say, the enforcement of the Wage Board Report is also equally important. A survey conducted by Justice Majithia Wage Board portrays that out of the 1,453 newspaper establishments surveyed, only 467 had fully implemented the provisions of previous Justice R.K. Manisana Singh Wage Board Award. I hope the Government may favourably consider the current Report and enforce the recommendation without delay, taking into account the aspirations of journalists and non-journalist employees of our country.

16.14 hrs.

(DR. GIRIJA VYAS *in the Chair*)

SHRI S.S. RAMASUBBU (Tirunelveli): Madam, in our country, more than 70 per cent of our total workforce used to depend on Agriculture. Agriculture is an important industry in our country. They produce food materials for our nation and also foreign exchange is earned by this industry. However, in the last few years, our food production was greatly reduced and is not in proportion to population explosion and export of agricultural commodities reduced. We were forced to import wheat, sugar, pulses and onion, etc. which were produced plenty in our country earlier.

This has greatly affected the common man and this pushes the prices of vegetables, fruits and all other food materials. There is much imbalance in the demand and supply position and inflation rate has reached the double digit level. The farmers are not getting adequate support price for their produce and the middlemen are profiteering.

With the launching of the MNREGS, we have provided livelihood to millions of our workforce, the farm labourers also slowly switched over to it. Now, our Government has handsomely hiked the wages under the Scheme. For example, in Tamil Nadu, the labourers are getting about Rs.119 under our MNREGS. The small farmers are not in a position to afford that much amount to the labourers and they are not able to retain the labourers. So, the labour force in the agricultural field is reduced tremendously. That is why, the small and marginal farmers are finding it difficult to get the labourers. To arrest this trend, our Government may consider deputing the MNREGS labourers to farming. For them, an amount of Rs.50 may be paid as the small farmers' contribution over and above the amount fixed by MNREGS. The small farmers and the medium farmers, who are owning land below five acres, can provide Rs.50 for these labourers and the residual amount paid by MNREGS. Now, under the MNREGS, we are giving Rs.119. With the amount of Rs. 50, the total will be Rs. 169. So, we can provide this amount to the agricultural labourers. If we provide this to the labourers, then, the labour force will come forward to work in the field. This is a support for the small farmers. At the same time, the farmers will also be getting more remuneration by increased production. So, they can produce more agricultural produce because our Government needs, our people need more food materials, cereals, vegetables, fruits. So, all these things can be produced more.

The small farmers, who are owning land below five acres, can get more remuneration by increased production and they can produce more. So, it is a three-dimensional progress for our country. It is a very important point that our agricultural labourers will be getting Rs.169. They will be encouraged to work in the agricultural field. They will come forward to produce more food materials. At the same time, the agricultural labourers will also be benefitted. The farmers will get the benefit of the work force. More food materials can be produced and prices will also come down.

Hence, I would request our Government to consider this. It is a very important point. Our Government can introduce this new concept in the MNREGS. This labour force can be diverted to agriculture. By this way, we can produce more. Thank you.

[Translation]

SHRI JAGDAMBIKA PAL (Domarigaganj): Madam Chairman, I am grateful to you providing me an opportunity to express my views on a very important and burning problem. The railway traffic at Lucknow-Delhi section via Moradabad has totally come to a halt due to track jam since last Saturday. Because of this, 80 trains, which link Delhi to various places got disrupted as a result of which people who had taken reservation for disposing off necessary works at the Supreme Court, All India Institute of Medical Sciences or other places have faced problems in reaching their destinations. The issue is of reservation. The issue, for which supporters of reservation who are sitting on railway tracks, is not doubt important. The Chief Minister of Haryana also had written to the Government of India regarding reservation to Jats. The Central Government has referred the matter to the backward class commission for consideration. On the one hand the matter of reservation is pending before the Backward class commission and on the other today Mamata jee had told while making reply on rail budget that railway tracks are a very soft target. It is because of this, a number of agitation be it belong to Gurjar Andolan, Kisan Andolan, Jat Andolan, Maoist Andolan in Chhattisgarh and Jharkhand used to target railway tracks for their agitation resulting in incurred huge losses to the tune of about Rs. two thousand crore to railways. She proposed to introduce two new trains in those states that refrain jamming the tracks. In order to dissuade them from jamming tracks, she further told that she will set up a rail project in such state as per their requirement. At the one side the hon. Minister of Railways goes on giving such assurances where as the other side, agitators continue to jam the rail tracks resulting in cancellation of 21 trains on Saturday and 10 trains on Monday ....(Interruptions). Since our M.P. belong to Moradabad. Railway tracks have been uprooted there. It is a huge national loss. As many as 51 trans have been diverted which are now running from Lucknow via Saharanpur as a result of jamming tracks on Hapur, Pilkuva or Kaphupura.

I think thousands of people have been affected due to this. It is a matter of urgent public importance. Therefore, the State Government should also interfere in this. People have been on strike for three days there and they have blocked the tracks. Railway track has been kept blocked for the last 24 hours but no efforts have been made by the State Government to remove them from the tracks. Today, the matter of reservation is pending before the Backward class commission. The commission should take a view on this. The Government of India will consider it only when the backward class commission sends its recommendations by duly considering it in time.

Today, we appreciate the fact that wherever the demand for reservation arises we can express ourselves emphatically in a democratic and Satyagrahi manner. But if on the issue of reservation, they try to disrupt train services by jamming the tracks, be that in the capital of India or Lucknow or to that matter in every place, as they are planning to gherao entire Delhi on 9th, it affects the normal life. The disruption of almost 80 trains in the last three days has severely affected the life of common people. Because of this, people are reaching the capital late.

I think that it is a very important question. I would like to make an appeal keeping in view the convenience of lakhs of passengers of the country, their needs and their traveling during emergency condition, the movement of trains should be restored. That we have got them evicted from the tracks. As far as the question of reservation is concerned, the action should be taken with regard to the latest position and it should also be ascertained what progress has been made by backward class commission in this regard.

With these words, I would express my thanks to you for giving me permission to raise the important matter.

SHRI K. D. DESHMUKH (Balaghat): Madam Speaker, my parliamentary constituency in Madhya Pradesh is a naxalite-affected district. The Government of Madhya Pradesh has sent a proposal regarding setting up of seven new ITI's and strengthening of the three existing ITI's in the blocks of Balaghat district to the Union Government for clearance, which is pending with the them. It is still waiting for approval. The said proposal involving setting up of new ITI'S in the seven

blocks of the Balaghat district as well as strengthening of the three existing ITI'S sent by the Madhya Pradesh Government to the Planning Commission, Government of India need to be approved for the welfare of the unemployed youth of this district and in the lesser interest of the State.

Therefore, I demand through you, that the said proposal sent by the Madhya Pradesh Government may please be approved by the Union Government.

SHRI SATPAL MAHARAJ (Garhwal): Madam , I would like to draw the kind attention of the House to the issue of Shikshamitras across the country particularly Shikshamitras of Uttarakhand, State, who are serving to spread knowledge. Thousands of Shikshamitras were holding a dhorna and demonstrating peacefully on 28 February, 2011 for with the demand of regularization of their job. But the State government resorted to lathicharge them with the use of and water canno with is very regrettable and condemnable. These Shikshamitras have been demanding for their regularization for the last ten years. To regularize these Shikshamitras, it had been decided earlier to impart to these Shikshamitras guidelines issued by the NCTE, now, these Shikshamitras are to be considered as working teachers and their direct regularization is permissible. So, these Shikshamitras are liable to be appointed as Assistant teachers at their present place of posting, i.e. the school they are working in. But, when these Shikshamitras of Uttarakhand went to call on the Chief Minister with a memorandum of their demands regarding their regularization, the State Government received them with lathi charge and they were beaten black and blue. It is their right to demand for regularization, but to lathi charge them is sheer injustice.

Madam, I request the Union Government through you that they may direct the Government of Uttarakhand to take necessary steps to regularize the said Shikshamitras working there.

Soch badlo, sitare badal jayenge, nazar badlo, nazare badal jayenge. Kishtiyen badalane se kya hota hai yaro, disha badlo kinare badal jayenge.

[English]

SHRI PRALHAD JOSHI (Dharwad): Thank you, Madam. Recently, on 14th of January, a major accident took place near Sabrimalai, Kerala. Many of the pilgrims from Karnataka also died and sacrificed their lives in that stampede. Out of the many who died, seven were from my constituency. The Central Government and the Kerala Government announced a sum of Rs.5 lakh and Rs. 1 lakh respectively as compensation.

Madam, compensating by money the life cannot be brought back because many of the pilgrims, who died, especially from my constituency and of which I have the personal knowledge, were the only earning members of their families. Their families have been striving for one square meal today because they have lost their earning member of the family.

That is why, I would urge upon the Central Government to interact with the State Government of Kerala to dispense the compensation immediate that they have announced after the accident. As I have already told they were the only earning members of their family and their families are really suffering. I am thankful to the State Government of Kerala that they handed over the bodies, after getting all the documents that were needed, and sent them to their respective villages. But unfortunately, after one-and-a-half month not a single paisa was given to the families of the deceased. Madam, they were all coolies and were very ordinary people. They were daily wage earners. Unfortunately, they had been there and lost their lives there. Their families are suffering very severely.

So, I would urge the Central Government to take a note of it and interact with the Kerala Government to fulfill the commitment on their part immediately that they made after the accident. It is my very sincere request to the Central Government.

SHRI SHIVARAMA GOUDA (Koppal): Madam, I associate with what Shri Joshi has submitted.

SHRI R. DHROVANARAYANA (Chamrajanagar): Madam, I would also like to associate with this.

MADAM CHAIRMAN : All right.

SHRI MANISH TEWARI (Ludhiana): Madam Chairperson, I rise to draw the attention of this House to a very serious and a sensitive matter which has been engaging the attention of the country for the past one week, that is, the tragic plight of Aruna Shanbagh, who has been in a hospital in Mumbai since 1973.

The petition which was filed in the Supreme Court by the next of kin pleading for passive euthanasia which has been rightly and correctly dismissed by the Supreme Court today does raise certain very important questions which merits the consideration of not only the Government but also merits the consideration of the House. The issue is with regard to the ethicality of continuing or withdrawing life support systems.

There are two sides of the argument. One side of the argument is that allegations have repeatedly been made, correctly or erroneously, that patients who are clinically dead are continued on life support systems by hospitals essentially to get the relatives to pay more.

The other side of the argument is that, the hospitals submit that, if they were to withdraw a patient from a life support system, this would open them up to an entire body of criminal culpability and subsequent litigation. It is possible that both sides of the argument may be correct.

Therefore, it is important that the Government constitutes a multi-disciplinary Committee consisting of doctors, lawyers, civil society activists, relatives of patients who have unfortunately gone through this trauma, to really come out with a code of ethics on continuing or the withdrawal of life support systems. It is because, as we go forth, I think these are areas of medicine which need to be now regulated by a proper body of law because the constitutional mandate is very clear. Article 21 states that nobody can be deprived of his life or liberty except by the due process of law. In this particular instance, I think, the time, possibly, has come for Parliament and Government to really lay down a code of conduct which can then be translated into a statutory law. Thank you very much, Madam Chairman.

SHRI PRALHAD JOSHI: Madam Chairman, I said, compensation may be treated as *ex gratia*.

[Translation]

MADAM SPEAKER: Raghuvansh Prasad Singh Ji.

Raghuvansh Ji, let me request you not to use that particular word of casteista nation in your speech which you have used in your notice regarding the Matter of urgent Public Importance.

DR. RAGHUVANSH PRASAD SINGH (Vaishali): I will only quote what is already there is the document and historical evidences. Madam Chairman, I demand from the Government to reinstate regiment in the India army. Why do I say so? Because according to the policy of the Government of India, the caste and creed.

MADAM CHAIRMAN: Didn't I request you not to use this word?

DR. RAGHUVANSH PRASAD SINGH: Please have an understanding of the history first of all. Please listen to me.

MADAM CHAIRMAN: This word will go into the record.

DR. RAGHUVANSH PRASAD SINGH: There are nine regiments in the Indian army like named after castes Rajput regiment, Jat regiment, Mahar regiment etc. Now, the Government of India considered the fact that since there regiments have a glorious history of more than 100 years, so in spite of having a caste nation, the name of these regiments be not changed. In this context, may I say that...\* regiment was not up in 1942.

MADAM CHAIRMAN: Hence forth whenever this very word be used, it will not be recorded.

DR. RAGHUVANSH PRASAD SINGH: Madam, please listen to me first.

MADAM CHAIRMAN: Let me instruct you.

DR. RAGHUVANSH PRASAD SINGH: When the World War II broke out in 1942 during the British regime, it needed have an army. Therefore, the ...regiments was setup. This regiment in forcer form 1942 to 1946 and when the war ended, the British did away with it regiments. And, this is my question whether the ....regiments was not in existence in the history of

India army from 1942 to 1946? Let the government tell us whether this regiment was there or not from 1942 to 1946? It was set up by the British and they later did away with it.

I don't want to add any fresh caste in this list or want to make a mention of it. Also, I am not against the policy of the Government of India, but my point is that when there were regiments in the name of nine castes and they still exist, why there is no regiment in the name of this tenth caste; which earlier did exist. The Britishers spoiled all these things and left. We have crores of people belonging to this Scheduled caste in the country, if we do this then it will boost their moral and self-respect to serve the nation. So I raise this point that when there are regiments in the name of nine castes then why there is no regiment in the name of this tenth caste. This regiment existed earlier from 1942 to 1946. The government should tell us whether it existed or not and if it was there, why it does not exist now. If this regiment existed, so it can be revived. If it was in existence 100 years ago from 1941 to 1946, then why can it not exist now? We want and it is our demand that the government should clear the status on the same. Babu Jagjivan Ram was the defence minister, during the time of Indira Gandhi, he was known as Babuji. Dr. Ram Manohar Lohiya once said referring to Pandit Jawahar Lal Nehru.

"Had I belonged to the Ahir or caste, I would have taught Pandit Jawahar Lal Nehru how the country should run". When there did exist a regiment of the caste, the people which are in every corner of the country why can we not revive it now? The government should explain this to the House and to this country.

**MADAM CHAIRMAN:** The unparliamentary words should be expunged, wherever they are mentioned.

**SHRI VIRENDRA KUMAR (Tikamgarh):** Madam, I would like to bring one very sensitive matter before the House and it is my good fortune that the moment I want to bring it to the House, you are in the Chair. Honourable Krishna Tirath Ji is sitting here.

The reports of children go missing in our area at a large scale have been coming into light for some days. Children are the future of the country and the children who are kidnapped or abducted, are prone to fall into wrong hands. According to

the official figures of the National Human Right Commission, as many as 45 thousand children go missing every year but the actual figures in this regard is much higher in the country. The number of such children is more in Delhi constituting 6-7 percent of it. About 4 to 6 children go missing in Delhi everyday and majority of them are the children who come to the contractors seeking for some work. These children mostly come from Uttar Pradesh, Madhya Pradesh, Jharkhand and Bihar. When the children of the labourers go missing and their parents approach the police to report the same, they are victimized and finally they leave the city. The report for the same is not registered and such missing remains unreported. Some organized gangs are involved in abducting these children these children and they put them into begging; blue films are produced with them, their body organs, say hearts and kidneys are sold and they are forcibly engaged into hazardous industrial units; in the houses cheap labourers and are engaged for begging, adoption, forceful marriage and human organ-trafficking. The incident of Nithari is a grievous blot on the humanity, which our society has not forgotten even now.

Many children are deported to Arabian countries where they used as sport-toys. They are tied with the camels who run and when these children cry, the spectators are filled with evil joy. As per the official records; there are 7 crore-child labourers in the country and several lakhs among them are missing and kidnapped ones. More than thirty lakhs children are forced to live on the roadside and there are six thousand railway stations in the country where in such orphans live in groups with other such children and their image in the society is of drug-addicts and thieves. But, the People are not aware of the other side of their plight. These children are the victims of the gross exploitation; and they are made to toil without any wages and are forced to join criminal activity.

Here, I narrate the story of a child of Tikamgarh. A boy of 6-7 years of age was kidnapped from Tikamgrah and brought here. He was kept into a water-pouch making factory for about 7 to 8 years. Finally, when he escaped and went back to his home he was of 14 years of age. Only God knows how many such unfortunate children are still there in Delhi! Therefore, I request the Union Government to judiciously implement the laws in place regarding.



Due to the lackadaisical approach of our system, this situation has worsened. The law can be effective only when the police and administration take strict steps to implement it with full sensibility and the Central Government should coordinate with the State Governments in this regard. As far as setting up to monitoring system in this regard, honourable Krishna Tirath is sitting here, may I say that unless such monitoring system is implemented effectively the number of incidents of child abduction and their go missing is not expected to come down.

At the end, let me say: you are a woman and as a woman, you can feel the pain of a mother very well. I request that the Union Government may take this matter seriously and also take stick steps on the incidents of child abduction and human-trafficking. Thank you very much.

MR. CHAIRMAN : Shri Virendra Kashyap and Shri Arjun Ram Meghwal are associated with the subject raised by Shri Virendra Kaumar.

\*SHRI C. SIVASAMI (Tiruppur): Madam Chairperson, in the Union Budget for the year 2011-12 presented to this House by the hon. Finance Minister, a levy of excise duty to the tune of 10 per cent on finished garments under brand name specifically the readymade knitwear goods has been announced. It has been stated that all such finished goods with a label having a trade mark would attract this increased excise duty. I would like to point out that it is a tradition to have a label even for small garment units that come under both under cottage industries and SSI units. All the units that sell their goods with a label are not to be treated as big trading houses. For instance, Schedule 61 refers to under garments like banian, trunks, socks and gloves. I would like to point out that most of the garment units that manufacture these Schedule 61 items in the knitting industry are small units. The proposed levy of 10 per cent excise duty will seriously affect the small industrial units manufacturing banian, trunks, gloves and socks that come under Schedule 61. It may be noted that many of the small units in Tiruppur, Kolkata, Kanpur, Delhi and Ludhiana are mainly dependent on manufacturing these items that come under Schedule 61. At this juncture, I would like to point out that the knitting industry in Tiruppur has been greatly affected

by the closure of several dyeing units, rise in cotton price and hike in yarn price. This has resulted in rendering many of the workers jobless. Under these circumstances, the Union Government is adding to the duty burden on small units also on par with big trading houses with big trade mark labels. As this would greatly affect families of thousands of workers and also majority of poor people who are dependent on these essential under garments, the Central Government must ensure that there is no price rise on these essential goods due to the proposed increase of excise duty. Hence, I urge upon the Union Government, especially the Finance Minister, to give exemption to small industrial units manufacturing under garments under Schedule 61.

[Translation]

SHRI SAJJAN VERMA(Dewas): Madam, discussions are going on future trading in the Houses of States and in various fora. The Parliamentary Standing Committee on Agriculture, entrusted with the task of recommending from time to time, on the various aspects of agriculture, held the future trading responsible for the artificial increase in the agriculture produce in its report presented to the House in July, 2008. The Middlemen take away the benefits of the future trading as farmers are not aware of its technical know-how and the these middlemen are responsible for the artificial increase in the prices of foodgrains in the country. The future trading of India is badly in the grip of speculators. The Big companies and industrial houses involved in this trading have continued to maintain their dominance and farmers are incurring loss because of this. The working group on consumer affairs constituted by the Central Government have submitted a similar report unanimously recommending that future trading should not be allowed for essential commodities such as wheat, pulse, edible oil, rice, sugar, gram, soyabean, cotton, black pepper, turmeric, cumin seed, mustard, green cardamom etc. as the prices have gone up in the country since the future trading of the essential commodities was started. Therefore, the Government is requested to exempt essential commodities from future trading. Future trading in the country should be stopped immediately. Thanks.

MADAM CHAIRMAN : Shrimati Botcha Jhansi Lakshmi and Dr. Prabha Kishor Taviad are associating themselves with the issue raised by Shri Sajjan Verma.

\* English Translation of the speech originally delivered in Tamil

SHRI RAJENDRA AGRAWAL (Meerut): Madam Chairman, through you, I would like to draw your attention to a big problem of farmers. The day after tomorrow, *i.e.*, on 9th March, 2011 farmers have declared NCR bandh. You might recollect that farmers were forced to demonstrated before the Parliament after making gherao in Delhi but their problems have not yet been sorted out effectively. The farmers are not getting remunerative prices for their produce even today. The interest rates on the loan being given to farmers are very high, although the said rates are being declared even today yet they have to pay high rate of interest on the purchase of agricultural implements. The biggest problem is arbitrary acquisition of the farmers' land. This is why, many farmers in the country especially in Western Uttar Pradesh are very much agitated. Lacs of hectares of land, which is much fertile, is purchased from unorganized and poor farmers forcibly. They cannot face the system and put their signature in compulsion and administrative officers say that they have acquired land with the will of farmers lacs of hectares of fertile land is purchased and hold to colonizers after State Governments use their power arbitrarily in the matter. If the business of land acquisition continues to go on in the same way, the purpose of the Food Security Bill which is likely to be voted to an Act will stand defeated. I request you to direct the Government to sort out the problems of farmers and the Land Acquisition Bill lying pending for many years should be presented to House for immediate consideration and the existing laws related to land should be amended so that farmers could not be exploited and they are not forced to make gherao of the Parliament. Thanks.

[English]

SHRIMATI INGRID MCLEOD (Nominated): Madam Chairperson, I would like to draw the attention of the Government towards rampant increase in female infanticide in various parts of the country.

The death of girl children is rising in alarming proportions. It is a national shame when the Media reports such cases. There are a number of cases where new born baby girls are either strangled or thrown in garbage bins, where couples abandon their new born baby girls in hospitals. Recently, there was a case of a 10-day old baby girl, who was buried alive.

This is a matter of concern.

Causing the girl child to die by premeditated efforts by both literate and illiterate mothers alike is an offence perpetuated on humanity and also on the nation's women. Motherhood does not allow a woman or accomplices to cunningly constrict the girl's chances of survival. The death of girl children already born, is a reflection of the determination to kill or abandon this country's future. It is time to frame effective laws in this direction to ensure survival of the girl child.

[Translation]

SHRI DEVJI M. PATEL (Jalore) : Madam Chairman today, Dr. C.P. Joshi is also present here and I would like to draw your attention to MNREGA and Pradhan Mantri Sadak Yojana...(Interruptions) I know that he holds the portfolio of Road Transport and Highway, it is a good thing that the condition of our roads will improve. Corruption in the State of Rajasthan has increased manifold with connivance of officers. Hon. Minister appointed an MP from his party the Chairman of District Vigilance and Monitoring Committee. I looked into the Pradhan Mantri Gram Sadak Yojana and NREGA roads. I looked into some of the plantation projects. Rajiv Gandhi Health centres were also looked into. Inexplicably, the irregularities were prevalent to a great extent. The officers do not know what sort of raw material and how many rods should be used in the construction work. I found that there were only four rods where six rods were required. A number of loopholes were found in the Pradhan Mantri Gramin Sadak Yojana, When I looked into it with the senior government officer, AC. He also accepted the fact. After two months, he submitted a report in this respect but no loopholes were reported therein. He was transferred just after the submission of the said report. I checked the roads constructed under the NREGA Scheme and found that the works worth Rs. 42 lacs were shown completed but the expenditure incurred on the works actually completed might hardly amount to as low as Rs. 7 lacs. But what makes the situation farcical is that the contractor, who should have been blacklisted for ever, has been blacklisted merely for six months. If he is blacklisted for six months then the construction of NREGA road stands halted for six months only but after the expiry of this period the same

contractor will construct the road.

Madam, 13 lakh plants were to be planted but when I checked, even thirteen plant were not found there. When asked, the officers replied that they were not able to check so far. I would like to say through you that if an MP or MLA is appointed as Chairman, then make it mandatory for the people's representative to sign the report so that before the preparation of the final report they may check the implementation of the project at the ground level in order to prevent the officers from adopting the sharp practices. The officers indulged in graft should be suspended on the spot. The process of suspension or APO is so time consuming that either the officer is transferred or the portfolio of the minister is changed in the meantime. Where should all of them be looked for? We request you to eradicate the corruption.

[English]

SHRIMATI BOTCHA JHANSI LAKSHMI (Vizianagaram): Madam, I would like to bring to the kind attention of the Ministry of Health and Family Welfare, Government of India to grant financial assistance to the District Hospital, Vizianagaram to set up a Trauma Care Centre, as National Highway No.5, which is situated 20 kilometres away from the hospital, is prone to a lot of accidents. National Highway No.5 has a stretch of 90 kilometres in my parliamentary constituency. National Highway No.43 covers the entire Vizianagaram district. It is also prone to accidents. About 80 lives have been lost in these accidents. The District Hospital, Vizianagaram is already providing first aid, acute medical care services, orthopedic, and surgical specialist services to the RTA cases round the clock. If a Trauma Care Centre is sanctioned, it would help the hospital authorities it save a lot of precious lives of the accident victims.

I humbly request, through you, Madam, the Central Government to sanction financial assistance to the District Hospital, Vizianagaram in Andhra Pradesh to open a Trauma Care Centre so as to take care of the accident victims of NH-5. Thank You.

[Translation]

SHRI JAI PRAKASH AGARWAL (North East Delhi):

Madam, I am very grateful to you for giving me an opportunity to speak, as I was not expecting that while laying Private Members Bill for compulsory voting in the House, I had mentioned that if we want to keep our country strong by loving it, then no religious slogans should be given especially by any political person. It is not proper to talk about regionalism or religion. It hurts the people, diverts their mind and also divides the society. No hon. Minister related to this issue is present in the House. I want that a strict law should be enacted to deter those who use religion for politics or for demanding votes. As has happened in Mumbai, some people who had come from outside were beaten/burnt alive, and their vehicles were put on fire. Similar incident happened in Gujarat also. I hope that the Government will enact a strict law so as to stop such incidents and teach a lesson for future to those responsible therefor. Their party should be banned. Fissiparous slogans should not be allowed to undermine the strength of developing India.

MADAM CHAIRMAN: Shri J.M.Aaron Rasheed is associated with this subject.

SHRI RAVINDRA KUMAR PANDEY (Giridih): Madam Chairman, I, through you, would like to bring an issue pertaining to four and half lac workers of Coal India Ltd., a public sector undertaking, to the notice of the House. The Ninth Pay pact for Four and half lac workers under the Ministry of Coal is to be implemented *w.e.f.* 01.07.2011. But notification has not so far been issued by the Union Ministry of Coal in this regard. The Chairman of Coal India is continuously giving this statement in the newspapers that ninth pay pact is likely to be delayed due to on-going disputes among trade unions.

I urge upon you that if there are any disputes among the trade union, it does not affect the strength of JBCCI. Since Confederation of Unions consists of six members from INTUC, three from AITUC, three from HMS, three from BMS and three from CITU. At present, for reasons for which ninth pay pact is against the workers, the Ministry of Coal will have to pay special attention therein so that notification for ninth pay pact can be issued in time.

Madam, since I belong to coal producing area, presently

the plight of the labourers is so pitiable that if this pact is not implemented on time, the coming time for them will be more troublesome.

**MADAM CHAIRMAN:** The name of Shri Basu Deb Acharia is associated with this subject.

**DR. SANJAY JAISWAL (Paschim Champaran):** Hon'ble Madam, I want to draw your attention to the free trade agreement going to be signed between India and European Union in the month of March. If this agreement is finalized, after that the prices of medicines and agrochemicals will be sky-rocketing and Indian pharmaceuticals and agrochemicals companies will be at the verge of closing down in the name of patent. As per WTO guidelines, all the countries are free to do trade with each other. The European Union wants to do FTA with India out of its perview. It has put forth three demands for this. First is to include IPR chapter in Trade pact, second is liberalized patenting standards and third is Data exclusivity and supplementary protection certificate. The most strange thing of it is that Ministry of Commerce and the Department of Industrial Policy and Promotion, both are totally refusing about these three provisions by making it Trip plus. In spite of that, they are very concerned for getting it passed from prime Minister's office. We are already hearing hedio latent law, 2005 which is in compliance with W.T.O. and TRIPS.

In spite of this, why are these new provisions to be considered or being considered; we are unable to grasp this.

16.59 hrs.

(DR. M. THAMBIDURAI *in the Chair*)

Because, all the medicines including agrochemicals will become expensive after this.

Besides this, the European Union also wants that there should be automatic injunction in the Indian courts in patent infringement cases. It means they want that the injunction should be without any hearing. The most gruesome is the demand of the EU, that they want the removal and dilution of the section 3(d) of The Indian Patent Act, which says that no medicine will be patented if it is not rich in efficiency. But with the pretext of data exclusivity only, how can the European

Companies can earn their windfall money for years together and without any patent. Yes, we will also get some benefits from this provision. Things like, our Kohlapuri chappals, Nagpuri oranges, and Agra's petha; there all will be patented. But, in turn, all the medicines in India will be costing very high.

All the agro-medicines will get too expensive. In opposition of this very thing, the Waxman Committee in America got all these provisions changed while signing an agreement with Peru.

The countries like Canada and Australia are opposing these provisions in their agreements with European Unions. But, why are we so eager to support this. I am unable to comprehend? On the recommendation of the Sanatan Committee, Data Exclusivity for three years has been recommended in Agro-chemicals sector in our country and on the basis of which, the Government is going to bring a new bill extending this period to five years. If the data-exclusivity is allowed for five year's period, all the companies making small formulations will end and if the PMO approves this move to sign the pact with the European Union, all the medicines in India will get costlier by five times of the current price. All the European Companies will beat higher profit in the name of royalty and data exclusivity and the medicines will not be available to the common man in India. Thanks.

[English]

**MR. CHAIRMAN :** Shri Shivkumar Udasi, Shri Devji M. Patel, Shri Rajendra Agrawal, Shri Arjun Ram Meghwal, Shri Shivraj Bhaiya and Shri Virender Kashyap are also associating on this issue.

**SHRI S. SEMMALAI (Salem):** Mr. Chairman, thank you for giving me this opportunity to raise an important public issue regarding the plight of textile industries, sufferings of handlooms, powerlooms and garment units. Now, textile manufacturers are facing turmoil. The textile industry is one of the largest employment providers and highest revenue earners. Next to agriculture sector, textile sector provides more employment.

One of the prime reasons for this situation is the wrong

export policy of this Government. Despite knowing the fact, the Government is keen on exporting raw cotton, cotton yarn and waste cotton. If there is surplus, there is nothing wrong in exporting these raw materials, but while there is shortage in the country, then why is cotton yarn being exported and why is the Government encouraging such type of detrimental acts? It is because of this that the yarn prices are soaring high. So, the policy of the Government should be changed. We export raw cotton at lower prices and import finished products and fabrics at higher prices, resulting in consumers paying higher prices.

So, I would like to say that the Government should declare raw cotton under the Essential Commodities Act. There should be a total ban on export of raw cotton and cotton yarn. Cotton Corporation of India should be the exclusive agency to procure cotton directly from the farmers. Centre should ban purchase of cotton by private intermediaries. The Government should also ban future trading and speculative trading as far as cotton is concerned. So, the Government should come forward to achieve these objectives.

SHRI BASU DEB ACHARIA (Bankura): Mr. Chairman, the Government of India had constituted a Committee under the Chairmanship of Justice Ranganath Mishra to examine the issue of providing reservation to the minorities. Ranganath Mishra Committee submitted its report and because of our persistent demand, the report was laid on the Table of the House on the last day of the Winter Session of 2009. It was for the first time that a report of a Committee was presented to the House, without any Action Taken Report. After the lapse of more than one year, the Action Taken Report on the recommendations of the Ranganath Mishra Committee has not been laid on the Table of the House.

This Committee has recommended to provide reservation to the minorities, those who are socially, educationally and economically backward because under the Constitution, reservation cannot be given on the basis of religion. Hence, the Committee recommended that 10 per cent reservation should be provided to the minority communities. The Government of West Bengal is the only Government, which has not only taken a decision, but they are providing one crore and forty lakh OBC certificates to Muslim minorities and 10

per cent reservation is being provided to the Muslim minorities as well as other minorities.

I demand that as the Committee was constituted by the Government of India during the United Progressive Alliance (UPA-I) regime, the Government should come forward with the Action Taken Report to inform the House about the action that has been taken by the Government of India in regard to the recommendations of Justice Ranganath Mishra Committee. Thank you, Sir.

DR. RAM CHANDRA DOME (Bolpur): Sir, I would like to associate myself with the issue raised by Shri Basu Deb Acharia.

SHRI BANSA GOPAL CHOWDHURY (Asansol): Sir, I would like to associate myself with the issue raised by Shri Basu Deb Acharia.

SK. SAIDUL HAQUE (Bardhaman-Durgapur): Sir, I would like to associate myself with the issue raised by Shri Basu Deb Acharia.

DR. RAM CHANDRA DOME : Sir, the Government should respond on this important issue.

MR. CHAIRMAN: Nothing will go on record.

....(Interruptions)\*

SHRI BASU DEB ACHARIA : Sir, the Minister is here. He should respond to it. ... (Interruptions) How long will we have to wait for the Action Taken Report on the recommendations of the Ranganath Mishra Committee? ... (Interruptions) MR. CHAIRMAN: Please sit down.

... (Interruptions)

SHRI BASU DEB ACHARIA : How long will we have to wait for it? ... (Interruptions)

[Translation]

SHRI UDAY PRATAP SINGH (Hoshangabad): Mr. Chairman, Sir, I thank you for giving me an opportunity to speak in the Zero Hour. I would like to draw your attention to the comprehensive irrigation project namely Tawa project in

\*Not recorded

Madhya Pradesh. This project is located in my Parliamentary constituency, Hoshangabad. This project was sanctioned and got implemented by the former Prime Minister late Shrimati Indira Gandhi concretisation of canals was not done 35 years ago due to which there are leakages at many places resulting into the leakage of water causing damage to the crops. It would not be possible to save this comprehensive irrigation project of Madhya Pradesh unless work is started on the linings of the canals in was future. As there are different government in the centre and in the states, this important irrigation project is facing an untimely death due to the difference in their views.

Through the hon. Mr. Chairman, I would like to urge the Union Government that cementing of the canals is very much needed to keep this heritage of late Shrimati Indira Gandhi continue to be in existence and to maintain the prosperity of the workers and farmers of the area. If there is any area which produces maximum wheat in the country after Punjab and Haryana, then it is Hoshangabad parliamentary constituency which produces huge quantity of wheat. The farmers of the area is very hard working and has a high self-respect. The canal being Kucha water does not reach the other end of the canal which causes damage to he crops and affects production too. I request the Government to take this important project under its control and make farmers free from this serious problem. I expect that our area gets the lift in the form of living of the canals.

SHRI ARJUN RAM MEGHWAL (Bikaner): Mr. Chairman, Sir, I thank you for allowing me to speak on a very important issue.

Mr. Chairman, Sir, national census is going on in the country from February 9, 2011. The guidelines for the column of a format given to the enumerators say that any child below the age of 6 years has to be shown as illiterate. Through you, I would like to tell the Government, that in the culture prevailing in this country presently, a three-year-old child goes to a school and there are separate classes for the children in private schools. Some have LKG, UKG and first class and some have prep, also. In many schools, children happen to pass class first by the time they reach the age of 6 years. Guidelines have been given to the persons carrying out census to show such children only as illiterate. When this issue reached my

parliamentary constituency of Bikaner, I spoke to the concerned official of the Rajasthan Government.

When I spoke to the commissioners then he said that it was the guidelines of Govt. of India and they cannot do anything in this respect. I, through you would like to say that there is an anomaly in it. This anomaly should be removed otherwise this census will not be accurate. The six-year-old children attending school definitely read 8-10 books then how can they be declared illiterate? It is a big anomaly and I am unable to understand it. It should be rectified otherwise the census will not be accurate. I through you, want to make this request only.

SHRI NARAYAN SINGH AMLABE (Rajgarh): Mr. Chairman, Sir, constant declining water table in western part of Madhya Pradesh adjoining Rajasthan border especially in my constituency 'Rajgarh'. This is a matter of concern. About a decade ago water could be extracted after boring 70-80 feet deep, but now it is hardly possible to extract water ever after boring 400-700 feet. Even if we get ample water, the same not potable. If the government has not taken appropriate measures in this regard, at the earliest, the western part of Madhya Pradesh adjoining Rajasthan border will convert into desert. The signs of conversion into desert is now visible in Tanwarwad area Rajgardh district of this part.

Mr. Chairman, Sir, there is a saying this western part of Madhya Pradesh, which is called Malwa that "Malaw dharti, dhir gambhir, pag-pag roti dag-dag nir". This greenery part will soon become thing of past and convert into desert and its greenery will become a myth.

SHRI GANESH SINGH (Satna): Mr. Chairman, Sir, I through you, would like to attract the attention of the Union Government towards a very important issue.

Sir, the Government of India has launched a scheme to include ongoing irrigation projects in the states in the national project. Bargi dam project is a very important project of Madhya Pradesh. The canal or right side of this dam will irrigate a large area covering 245010 hectares stretched in four districts namely Jabalpur, Katni, Rewa and Satna. But the pace of work under this scheme is very due to paucity to funds. The Government of Madhya Pradesh after all norms fulfilling has

forwarded proposal to the Union Government for including this project in the national project. Last time also I had raised this issue. I had also met the then Minister of Water Resources, Shri Pawar Kumar Bansal. The leader of opposition Smt. Sushma Swaraj had also recommended him for this. This issue is under consideration of the Cabinet, I had also met Smt. Sushma Nath, Secretary, Ministry of Finance. She told that they had submitted this proposal to the Cabinet under consideration there.

Sir, I, through you, demand the Union Government to include this project, which is lifeline for Madhya Pradesh, in the national project and to accord its approve at the earliest, that water for irrigation could be supplied to the farmers of 1450 villages of that area and it can helpful in eradicating poverty of this area.

[English]

DR. MIRZA MEHBOOB BEG (Anantnag); Mr. Chairman, Sir, during the tenure of UPA-I, the hon. Prime Minister had constituted various Committees to look into the aspect of political alienation that we have in the State of Jammu and Kashmir and other problems that are there in the State. I would like to draw the attention of the Government to the recommendations that were made by various Committees.

One of the Committees, the Rangarajan Committee, asked the NHPC to hand over the Dulhasti Power Project to the State of Jammu and Kashmir. However, it has not been implemented. The Rangarajan Committee, which was constituted by no less a person than the hon. Prime Minister, said that because of the Indus Waters Treaty, which was signed between our late Prime Minister Pandit Jawaharlal Nehruji and an army ruler in Pakistan President Ayub, all our water resources with which the nature had endowed the State of Jammu and Kashmir are being given to Pakistan. So, the Rangarajan Committee report said that because of the heavy losses which the State of Jammu and Kashmir is facing because of the treaty, it should be heavily compensated. It has still not been done.

There was another Committee which was headed by Justice Sageer and it said that the Government of India should

have a look at restoration of political autonomy, which the State of Jammu and Kashmir enjoyed when it became a part of this great Union, and should try to restore the fully autonomous position to the State of Jammu and Kashmir. That has still not been done.

Very recently, the Rangarajan Committee submitted a report to the State of Jammu and Kashmir which talks about how to handle a big crisis in the State of Jammu and Kashmir, the unemployment crisis. Unfortunately, Government is the only job provider in Kashmir Valley and there is no private sector. The Committee had recommended that jobs should be provided to unemployed Kashmiri youths in various sectors in this whole country. Very recently, Prime Minister in reply to the Motion of Thanks to the President's Address said that we will give one lakh jobs to Kashmiri youth. The beauty of that would be if Kashmiri youths are adjusted in various parts of the country, they get involved and the alienation problem can also be addressed.

I would very humbly submit that all the recommendations, because it would otherwise lead to further alienation, which were given by the Committees formed by the Prime Minister should be fully obliged and should be taken care of.

[Translation]

SHRI HUKMADEO NARAYAN YADAV (Madhubani) : Mr. Chairman, Sir, the Pradhanmantri Gramin Sarak Yojana was started during the tenure of Shri Atal Bihari Vajpayee for connecting the villages having population of more than 1000 with all weather roads. It was decided at that time to connect 2 to 2-5 lakh villages with all weather roads. Even after more than one decade not more than 1/3 of this work has so far been completed. If this work continues with the same pace it will take another 50 years to connect all villages having more than 1000 population with all weather roads. Many generations will disappear by then. I would like to draw attention of the Government for giving more focus thereon.

The roads constructed in the first phase have been lying uncompleted since the year 2003. They are damaged due to floods in Binar. As no provisions were made for their repair, therefore, neither Bridge or culvert could be constructed on

such roads nor other department can carryout any kind of maintenance thereof. They are lying defunct. These roads are lying incomplete even after spending crores of rupees therein. Government should pay attention towards it. These roads should be repaired and made operational. For your information, I am giving some examples, there are hundred of roads such as Bhairwa to Sakrari in Madhubani, Kokla Chowk to Baingra Kothi in Salempur Madhawapur, Khajrainpali to Tariya in Dharbhanga, which are in dilapidated conditions and are lying defunct.

Mr. Chairman, Sir, through you, I would like to inform the Government that five agencies have been engaged in Bihar to carry out maintenance of such roads.

Mr. Chairman, Sir, they were instructed for carrying out this work. The consultants, they have appointed are not at all having any knowledge of Geography, History and Society. Anyhow they prepared D.P.R. There is lot of resentment among the villagers due to it. The roads are being constructed in an unplanned manner. Hence, they are neither useful for the villagers nor they connect the villages. This was done by the Central agency *i.e.* consultants appointed by the Centre. Hon'ble Joshiji was holding that portfolio earlier. Now, he is looking after National Highways instead of State Highways. We continue to write him there also to get the work done.

Sir, I would like to request the Government to review the Pradhanmantri Gram Sadak Yojana associating the Members of Parliament therein. Provisions for improvement and repair and maintenance should be made and incomplete roads should be completed. Government should immediately provide an amount of Rs. 1000 crores to Bihar Government, as per their demand so that this work could be completed. We have defeated the Congress Government in Bihar and the Union Government should not take revenge of that defeat from the people of Bihar.

[English]

MR. CHAIRMAN : Shri Ganesh Singh, Shri Virender Kashyap, Shri Ramesh Vishwanath Katii, Shri Shivkumar Udasi, Shri Arjun Ram Meghwal, Shri Devji M. Patel, Shri Maheshwar Hazari are associating with the issue raised by

Shri Hukmadeo Narayan Yadav.

SHRI J.M. AARON RASHID (Theni): Thank you for giving me the opportunity to speak in the "Zero Hour" and to raise an important matter of my parliamentary constituency.

Vaigai dam was built 40 years back when late Kamaraj was the Chief Minister of Tamil Nadu. Vaigai dam is catering to the needs of the prime irrigation and drinking water source for the five southern districts. Storage of water level is 70 feet. But if the water level is down to 40 feet, water cannot be useable because of silt and sands. The remaining water cannot be used even for cattle. This 40 feet has become a death storage. Local agriculturists in the Valley are facing big difficulties even to raise seedlings which delayed further their agriculture processes. Hence, I would request through you the Government to allot funds to remove the stranded silts and sands from the Dam so as to store more water to cater to the needs of drinking and agricultural activities of the local area. A few thousand acres have been acquired from the local people of that area have already been compensated but still they are evicted. They are again doing farming in these places. Water channels are coming from the adjoining hills which have been encroached by the bushes. Hence, water channels have to be cleaned to ensure water flow into the Dam freely and the situation in the area is worsening due to water logging. Silts and sands have to be removed.

I urge the Government to release necessary funds for deepening the Vaigai Dam and also to evict the already compensated encroachers.

[Translation]

SHRI BISHNU PADA RAY (Andaman and Nicobar Islands): Hon. Chairman Sir, through you, I would like to draw the attention of the House towards a very important issue related to Andaman & Nicobar Island. Half of Andaman has gone in Buffer zone. There is no state in India other than Andaman & Nicobar Islands where buffer zone has been created within the state. This reminds me of draconian law enforced during emergency. What is the intention of and what it is going to do, they have made a booklet in this regard, which I brought here. This booklet was made in 1990 wherein



it has been stated that Jarwa caste and villages should be developed and it has been mentioned in Master Plan. It has been stated in the booklet at page No. 176 that there will be a forest 500 metres ahead of it. There after 8-meter wide buffer zone would be there and after that stretch Zarwa will reside. Settlers people living in villages will go in forest and bring bamboos and bali by going inside 500 meters in forest but they will not enter into Jarwa area by crossing the buffer zone.

The master plan has been prepared after taking into account the population estimated to be there between the year 1 999 to 2021 but Andaman & Nicobar administration didn't pay any attention to this mater plan, nor was any action taken thereon. Suddenly hon. Lt. Governor of Andaman Nicobar made such a law that half of Andaman went into the buffer zone. I will show you the map. The population of 1.5 lakh has been put into buffer zone in the name of Zarwa. On 15 of September 2004, the area of 5 km. in ocean and the area of 5 km. of rural areas, which comprises half of Andaman were declared reserved for Jarwa. Again on 30th October the area of 5 km. in the ocean was further placed under the buffer zone. If anyone is found fishing there then he will be imprisoned for three years ...*(Interruptions)*.

*[English]*

MR. CHAIRMAN : What do you want?

SHRI BISHNU PADA RAY : Please allow me. I am coming from a very far-flung area.

MR. CHAIRMAN : I am allowing you. But you tell us, what you want.

SHRI BISHNU PADA RAY : I have no Assembly in Andaman and Nicobar Islands. The matter is very serious. Out of four lakh people, half of them are affected. Please bear with me.

MR. CHAIRMAN : I will allow you. But please be specific as to what you want. Otherwise, tomorrow we are taking up the General Budget for discussion. You can speak whatever you want to speak in the Budget and you will be allowed. Now, it is 'Zero Hour'; you have to be specific in what you want to say. Do not go on explaining everything.

SHRI BISHNU PADA RAY: Okay, Sir, I will take 2-3 minutes only.

*[Translation]*

On 15 September 2004, 5 km. radius of sea was declared Zarwa area. Thereafter on 30 October, 2007, 34 villages, which is almost half of the Andaman was declared buffer zone in the name of Zarwa. There will be no hotel, restaurant, lounge, guest house in this area as it falls in the buffer zone.

Today, a population of 1.5 lakh people resides in this buffer zone. Whether people of Andaman & Nicobar are second-class citizens? I would like to know from this Government as well as from the Governor of Andaman & Nicobar Islands. We had requested them, but they have not paid any heed to it. This law is illegal and draconian. Without doing any discussions with Andaman Nicobar committee, IDA committee of Ministry of Home Affairs, Ministry of Tribal Affairs and Prime Minister or any Government committee, they set up buffer zone.

Even the Chief Secretary, Secretary, revenue of Andaman & Nicobar administration, D.C. have requested to Lt. Governor not to formulate such law as it is illegal and will not be implemented. But the Lt. Governor did not pay any heed to their views and formulated this draconian law and created this buffer zone. I have written letters to the Hon. Prime Minister, Hon. President, Minister of Home Affairs along with all Ministers but I only received acknowledgement, no action was taken. I have written a letter to Narayan Swamiji also and requested him and meet him also, but to no avail. Recently, Social Justice and Empowerment committee of Parliament under the chairmanship of Dara Singh visited Andaman Islands and he also agreed that buffer zone is illegal and it is not right thing. They have also accepted that buffer zone is illegal, which is not justified.

We also want that Jarwa should be developed, but there should also be the development of the people of the islands. I met the Minister of Home Affairs and in connection with this law the Home Secretary on 24th February and showed them the map. They have been given information and requested that they should think on this issue whether creating buffer zone is essential or not. In this regard a demonstration was

held in the streets of Billi Ground, Togapur, Baratang, Dnshuabad, Kadamtala alongwith the MPs'. The administration sees that the roads are blocked but they don't arrest. What sort of a Law is this regard Narayan Swamiji? ...*(Interruptions)*

*[English]*

MR. CHAIRMAN: He is already taking down notes. You may conclude.

*[Translation]*

SHRI BISHNU PADA RAY: In the end, I would like to put my demand The Minister in the Government of India, Shri Narayan Swamiji, The Parliamentary Committees, the Committee on Home Affairs should visit Andaman Nicobar islands immediately and see the condition of the Jarwa Community and the village people and then decide whether the creation of buffer zone is necessary or not and whether it is illegal.

The second point I would like to make is that a committee report on the issue of development of the Jarwa Community has been submitted. Dara Singh Chauhan Ji had visited the

area and suggested to bring the community into the mainstream. I recalled the statement of Soniajee. Her personal secretary Dheeraj Shrivastava had also visited there, and accepted that the community should be brought in to the mainstream instead of creating the buffer zone. Therefore, I would like to request the Prime Minister of India that his right hand and M.P. from my neighbouring UT. Puduchery, Shri V. Narayanasamy should be sent to Andman and Nicobar Islands. He should visit Andman and Nicobar Islands and take action to remove the buffer zone. I have a request through you that the government should issue an order in this regard. The Minister is present in the House and he should explain what the government would do in this regard.

*[English]*

MR. CHAIRMAN : The House stands adjourned to meet tomorrow, the 8th March, 2011 at 11.00 a.m.

17.30 hrs.

*The Lok Sabha then adjourned till Eleven of the Clock on Tuesday, March 8, 2011/Phalguna 17, 1932 (Saka).*

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