

# LOK SABHA DEBATES (English Version)

(Thirteenth Session)  
Fifteenth Lok Sabha



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# LOK SABHA DEBATES

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## LOK SABHA

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Monday, March 11, 2013/Phalgun 20, 1934 (Saka)

*The Lok Sabha met at Eleven of the Clock*

[MADAM SPEAKER *in the Chair*]

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### OBITUARY REFERENCE

[English]

MADAM SPEAKER: Hon. Members, it is with great sense of anguish and shock that we have learnt of the untimely demise of Mr. Hugo Chavez, President of Venezuela on the 5th March, 2013.

Mr. Hugo Chavez was a popular and charismatic leader of Venezuela who always strived for uplifting the underprivileged masses. We cherish our close relationship with Venezuela which was greatly strengthened under the leadership of President Chavez.

We deeply mourn the loss of Mr. Hugo Chavez and I am sure the House would join me in conveying our condolences to the bereaved family and the people of Venezuela and in wishing them strength to bear this irreparable loss. We stand by the people of Venezuela in their hour of grief.

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

**11.01 hrs.**

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

---

[English]

MADAM SPEAKER: Q. No. 181 Shri Suvendu Adhikari.

[Translation]

SHRIMATI SUSHMA SWARAJ (Vidisha): Madam Speaker, I have given a notice. ...*(Interruptions)*

MADAM SPEAKER: Sushma ji, I have received your notice.

[English]

PROF. SAUGATA ROY (Dum Dum): Madam Speaker, the main accused in the Delhi gang rape case committed suicide in Tihar Jail today. ...*(Interruptions)*

SHRIMATI SUSHMA SWARAJ: The main phase of Yamuna Pad Yatra. ...*(Interruptions)*

MADAM SPEAKER: We all are worried and concerned about the present condition of Yamuna ji. This is a serious matter. If you raise this serious matter in zero hour at 12 V clock, then it will be right.

SHRIMATI SUSHMA SWARAJ: Madam Speaker, if you oblige me then I may raise this matter by requesting for adjournment of question hour.

MADAM SPEAKER: Please allow the question hour because I feel that some other members may also like to speak on this. You can speak at that time.

---

**11.03 hrs.**

### ORAL ANSWERS TO QUESTIONS

[English]

MADAM SPEAKER: Q. No. 181 - Shri Suvendu Adhikari.

#### **Investment in Textiles**

+  
\*181. SHRI SUVENDU ADHIKARI:  
SHRI M. KRISHNASSWAMY:

Will the Minister of TEXTILES be pleased to state:

(a) the contribution of the textile industry in terms of percentage to industrial production, Gross Domestic Product and export earnings during each of the last three years and the current year;

(b) the estimated number of people being provided direct employment by the textile industry in the country;

(c) whether the Government proposes to formulate any scheme for fresh investment in various sectors of

textile industry in view of the large employment potential of the sector;

(d) if so, the details thereof along with the steps taken by the Government in this regard, sector-wise; and

(e) the steps taken by the Government during the last three years to increase the export of textile products?

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

#### Statement

(a) The contribution of the textile industry in terms of percentage to industrial production, Gross Domestic Product and export earnings during each of the last three years is given below:

Particulars	2009-10	2010-11	2011-12	2012-13
Industrial Production	12	12	12	12
Gross Domestic Product	4	4	4	4
Export Earnings	12.39	10.91	10.73	*10.00

\* April-November 2013

(b) Textile industry provides direct employment to over 35 million people.

(c) and (d) The Union Budget 2013-14 has proposed continuation of the Technology Upgradation Funds Scheme (TUFS) for the textiles sector in the 12th Plan with an investment target of Rs. 1,51,000 crores. The major focus would be on modernization of the powerloom sector. Government has allocated Rs. 2400 crores in 2013-14 for TUFS.

(e) Government has taken several steps to enhance textiles exports under the Foreign Trade Policy. These include 2 per cent interest subvention scheme on ready made garments, additional incentives on incremental exports to USA, EU and Asian countries, inclusion of new Markets under Focus Market Scheme and extension of Focus Product Scheme to cover more textiles sector items.

SHRI SUVENDU ADHIKARI: Madam, I would like to know as to what steps the Union Government is taking or has taken to tackle the stiff competition faced by the Indian

cotton textile goods in foreign markets from the textile goods of Taiwan, South Korea and Japan and how far they have been successful.

SHRI ANAND SHARMA: Madam, I would like to inform the hon. Member that the Government is conscious of the importance of the textile sector which is the second largest employer in the country employing close to 105 million people. Therefore, the Government has taken a number of measures to ensure that the textile industry as a whole remains in good health, the cloth production increases, the yarn production increases and we increase our presence in the global market. As is clearly indicated in my reply too, we have announced various schemes. Even in the present Budget presented by the Finance Minister, we have announced continuation of Technology Upgradation Funds Scheme (TUFS) for the textiles sector in the 12th Plan. Under the 11th Plan, TUFS had attracted an investment of Rs. 2,10,000 crore and the industry, as such, is in a healthy state.

I can give the details to the House. The total cloth production in India is 410 lakh sq.m. in 2008-09. Now it is 625 lakh sq.m. When it comes to the foreign markets, our exports, as such, are increasing. Though there is stiff competition and there has been contraction in the global trade, but the projected exports of this year would be 37 billion dollars. Though we will fall short of the target, yet it is still an increase of 5 billion and it accounts for 11 to 12 per cent of the total exports of the country.

The steps that have been announced in the Budget include interest subvention for the handloom weavers. Earlier they were getting credit at 11 per cent. We brought it down to 6 per cent, that is, the cost of borrowing of the banks. Therefore, an interest subvention of 8 per cent has been given.

There are a number of schemes for exports. For the US and for the European Union we have given special incentives to enhance exports, that is, the 2 per cent scrip which is given to the apparel industry. We have further increased the coverage under the Focus Market Scheme and Focus Product Scheme and also 5 per cent incentive is there particularly for those exports which are related to materials which are produced by agriculture.

SHRI SUVENDU ADHIKARI: Madam, I would like to ask the hon. Minister as to what policy the Union

Government is adopting or has adopted to import long stable cotton in large scale from its major suppliers like Pakistan, Kenya, Uganda, Sudan and USA to overcome the difficulties of getting this type of cotton in Indian market for smooth as well as healthy growth of textile industry.

SHRI ANAND SHARMA: Madam, there is no restriction when it comes to special type of material which is required as the hon. Member has said and that does get imported in small quantities as per the needs of the industry. But I would like to inform the hon. Member that India is also the second largest producer of cotton, the second largest producer of silk and spindles and we are the largest producer of jute. Therefore, availability of cotton is adequate in the country, only specialized material which the industry needs gets imported. There are no restrictions and the Government has, therefore, facilitated access to imports.

SHRI M. KRISHNASSWAMY: Madam, in the recent Budget presented by the hon. Finance Minister, he has given a boost to the textile industry and he has also given some incentives and announced some relief measures to the textile industry such as continuation of the Technology Upgradation Funds Scheme (TUFS), incentives for setting up of Integrated Textile Parks and reduction in the base customs duty for import of machines and parts related to textile industry from 7.5 per cent to 5 per cent, extending optional route to central excise duty for the fibres, finished goods and value chain. I thank the hon. Finance Minister for giving this relief.

Madam, textile industry in Tamil Nadu is a major industry. Once, Coimbatore was known as the 'Manchester of South India' in the textile industry. Of course, now some sick industries are there. For modernization of textile industry also, the Government has allocated Rs. 2,400 crore. I thank the Government of India for giving such relief.

In Tamil Nadu, silk saris are famous and that too Kancheepuram silk saris are famous throughout the world. Next comes Arani silk saris. Arani is my parliamentary constituency. There, predominantly weavers are doing their textile business. Due to the old methods adopted by these people, they are not able to compete with the market. My district Tiruvannamalai is a backward district both industrially as well as agriculturally. To improve the textile industry in my parliamentary constituency, I had already

requested the then Textiles Minister Shri Dayanidhi Maran to set up a Silk Park in Arani town so that infrastructure facilities can be improved there. He sent the officials of the Silk Board to Arani town. They came and surveyed a piece of Government land for setting up the Silk Park. Thereafter, nothing happened. So, I would like to request the hon. Textiles Minister to set up a Silk Park in Arani town in Tiruvannamalai district of Tamil Nadu in order to improve the infrastructure facilities.

MADAM SPEAKER: Please ask the question. Why are you prolonging it so much?

SHRI M. KRISHNASSWAMY: Madam, I would like to know from the hon. Minister whether the Government has got any proposal to set up a Silk Park in Arani town in Tamil Nadu.

SHRI ANAND SHARMA: Madam, you have heard the hon. Member, he has explained about the difficulties faced by the silk industry in his constituency. We do recognise that Tamil Nadu is a State which produces beautiful silk saris. It has been a tradition which has been nurtured over centuries. I will consider the proposal.

The Silk Board has a number of developmental schemes. Yes, we do establish parks in the textile sector and also clusters. We will have the possibility examined as to what can be done in his parliamentary constituency.

As it would be appreciated this is not part of the original Question, but I assure the hon. Member that whatever best can be done, we will be able to do that. We have set up silk parks for Kanjivaram saris and also under the stuff in silk sector 25 per cent capital subsidy is given. But specifically about a park in his constituency, we will examine the possibility.

MADAM SPEAKER: Please call him to your office and tell him everything. We are all concerned about the Kanjivaram saris.

SHRI ANAND SHARMA: Yes, I will do that.

SHRI M. KRISHNASSWAMY: Madam, I will get you Kanjivaram and Arani saris.

MADAM SPEAKER: Yes.

[Translation]

DR. KIRIT PREMJBHAI SOLANKI (Ahmedabad

West): Madam Speaker, I represent Ahmadabad West Parliamentary Constituency in Gujarat. At one time Ahmadabad was known as Textile city. Ahmadabad was considered as Manchester of India. At that time, Parliamentary Dalit labourers used to work in Textile Industry and their condition was very good. Madam, unfortunately, Textile Industry was closed down. About hundred Textile mills in Ahmadabad have closed and as a result thereof the labourers, employees in those mills are in a very pitiable condition. There is no opportunity of jobs for them and their children. They do not have even proper housing to live in.

Madam, through you, I would like to draw the attention of hon. Minister that at one time Ahmadabad was a Textile city. The Textile Mill Industry was booming there. I would like to ask as to whether Government will bring any specific scheme for the education of their children and rehabilitation of those workers because the contribution of Ahmadabad has been very significant? I, through you would like to ask that whether hon. Minister will bring a concrete policy for their rehabilitation, for their children, for their housing and providing them jobs?

SHRI ANAND SHARMA: Madam, I would like to inform hon. Member that during the last year an adverse affect has been there on the Textile Mills not only in Ahmadabad but in other states also. This is a very old problem. Government is giving full attention to it. Therefore, many schemes, about some of which I have mentioned here and hon. Finance Minister has stated in the Budget that some schemes will be started in the 12th Five Year Plan. Government has done this work. As far as workers are concerned, it is correct that it is a matter of great concern. There is scheme of the Government by his name of Textile Workers Rehabilitation Fund Scheme through which funds are being provided for their rehabilitation and to help them. Under this scheme those who were on temporary basis, for only three years, 75 percent of wages for first year, 50 percent for second year and 25 percent for third year to be given to the workers. This is an old, scheme. This has been partially implemented for closed mills also. I have given directions regarding whole rehabilitation scheme that we have seen that the money which the workers should not being given to them on time. We will soon give a final shape to this new scheme.

SHRI DARA SINGH CHAUHAN: I would like to

congratulate hon. Minister that he is trying to provide adequate opportunities for jobs in this sector. You have told that and also saying that the second most job opportunity area is textile and weaving after agriculture. Particularly Uttar Pradesh from where I come elected. Lakhs of weavers work in my Parliamentary Constituency. ...*(Interruptions)* I have said about whole of Uttar Pradesh ...*(Interruptions)* Bhadoi, Akbarpur, Tanda, Faizabad, Banaras and Mau are there. ...*(Interruptions)* The Banarasi Sari of Mubarakpur is famous not only in India but world over. ...*(Interruptions)* The polishing of Benarasi Sari is done in Benaras but it is made in Mau. ...*(Interruptions)* Hon. Minister, Sir, I would like to know from you that the Parliamentary Labour Committee went there on a tour. It had been there to know the condition of weavers. Today the weavers are migrating from there on a large scale to foreign countries and the reason therefore is that the poor weavers who work on one or two looms earn very less and are facing a lot of difficulties to pull on their life. Those who install 25 ampere or half horse power motor to save the physical labour, they are put in the power loom category. Whereas the whole assistance given by the Government is given in the name of handloom but if a 25 ampere or half horse power motor is installed to save the physical labour it is put in the power loom category whereas 90 percent work is done manually by their hands whether it is the work of filling 'Nali', work of Jakat, work of weaving. I cannot term it as conspiracy because it is in the definition of power loom. Today, the weaver who makes a sari, if he misses a thread from that sari, the owner deduct his whole labour. They are migrating because of being on the verge of starvation. ...*(Interruptions)*

MADAM SPEAKER: Please ask your question.

SHRI DARA SINGH CHAUHAN: Hon. Minister, Sir, would you include them in the definition of handloom. Earlier, when this work was done on handloom then the Sari used to be purchased from UP handlooms. There was a marketing system for that. I am not talking about man only. Such weavers are there all over India, therefore, do not see them from the point of view of Surat and Bhiwandi. The weaver who run the loom with the help of any improvised arrangement for temporary use cannot be called a power loom. Therefore, I would like to know from the hon. Minister as to whether he will try to provide jobs to all those weavers of the State who earn his bread

through those improvised arrangement and include them in the definition of handloom weavers in the days to come?

SHRIMATI ANNU TANDON: I associate myself with the subject raised by Shri Dara Singh Chauhan during question hour.

SHRI ANAND SHARMA: Madam, hon. Member has a good knowledge about handloom weavers and he is sensitive also. He has special interest in it and gives his suggestions from time to time. I have to inform the hon. Member that in view of the condition of weavers particularly their low income, labour part by them and adverse affect on their health, the Government brought two packages in the year 2011. Skill development and skill training are two separate schemes for them which are running smoothly. When two packages were brought, one of those was loan waiver, package of 3884 crore rupees and the other was of 2350 crore rupees which was for providing them loans. New Credit cards are being issued to weavers so that they get loans through those cards. Government is also giving margin money, credit also and interest subvention is also in that. The value of loan has been reduced.

You raised a third question that there is part mechanisation and low horse power motor put up to lighten the physical labour in handloom sector.

It is correct, when we met with weavers, their representatives then this demand was raised in Varanasi and Mau also. But there are two thinkings in this regard. Some weavers are traditional who have their own views and they don't want any dilution in handloom sector. Ten days ago a big conference was called in Delhi. In the Conference, representatives of all the country, representatives of State Government, weavers of the country, master craftsmen, craftsmen all were invited, this subject was also discussed therein. Some of the people opposed it and they are very respected persons. They said that you should not bring such situation slowly and slowly which causes handloom is converted in powerloom. However, we had constituted committee and it was considered that out of first three motions one should be allowed to be mechanised. *...(Interruptions)* It is under consideration that any one out of first three motions, what they had said about small horse power an specific expert committee is reviewed this and the Government will decide to implement the final recommendation in the interest of

weavers. *...(Interruptions)* I would like to tell the Hon. Member that whatever we do, when we have given assurance then we implement it in time bound manner.

SHRI P. KARUNAKARAN: Madam, as stated by the hon. Minister, the second to agriculture is the textile sector which gives maximum employment to our people. But at the same time, due to various reasons, nowadays, especially in Kerala, the cooperative sector and also the small and the medium sectors are facing very serious financial difficulties due to shortage of working capital and due to shortage of funds for renovation, etc. All the trade unions and the State Government itself have represented this issue to the Central Government. The Government has earlier given suggestion that they are going to bring in a special package scheme with regard to renovation and other financial assistance.

I would like to know through you, Madam, whether the Government has decided or would like to give any special package scheme, especially, to this sector. As far as the cooperative sector is concerned in Kerala there was a rebate earlier but it was stopped by the Government. This rebate was really an incentive to the consumers who purchased goods from the cooperative sector. This is also one of the reasons for the stagnation in this cooperative sector.

SHRI ANAND SHARMA: Madam, there are a number schemes when it comes to bringing in new technology and to assist the sector as such through innovation. As I had mentioned, it is not only the mechanisation which is moving at fast pace, the Indian textile industry as such has grown from strength to strength considering the number of people it employees. The production, as such, is increasing on year to year basis. If I heard the hon. Member correctly, he is talking about the sector as a whole. But when it comes to the Government's intervention to ensure that the sector as such benefits - if it is about the cooperatives of the weavers - that the cooperatives do get covered through the package as I had mentioned, it is expected to benefit 15,317 handloom cooperatives throughout the country. We have been in touch with all the State Governments because the State Governments have a major role to play, particularly, in large States or States where handloom and textile sector is very strong.

The Textile Ministry is in regular touch with the State

of Kerala. The camps have been held and the credit has been disbursed. There has been a slow movement when it comes to disbursement of the credit cards to the weavers. I was seriously concerned about this. At my level, I have taken three meetings - in the last meeting, the RBI officials, the CEOs, the CMDs of all the banks and the representatives of the State Governments have attended - to ensure that there is monitoring and monthly report is given to us about the disbursement.

MADAM SPEAKER: Q. No. 182 - Shri S. Semmalai.

**Sports Promotional Schemes**

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\*182. SHRI S. SEMMALAI: Will the Minister of YOUTH AFFAIRS AND SPORTS be pleased to state:

(a) the details of the sports promotional schemes being implemented by the Sports Authority of India (SAI);

(b) the funds spent by SAI on the maintenance of stadia during the last three years along with the names of stadia for which these funds were spent, stadium-wise;

(c) the details of the grants released to the States' Sports Development Authorities during the last three years and the current year, State-wise; and

(d) the manner in which these schemes help in enhancing the sport skills of youths in the country?

THE MINISTER OF STATE OF THE MINISTRY OF YOUTH AFFAIRS AND SPORTS AND MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI JITENDRA SINGH): (a) to (d) A Statement is laid on the Table of the House.

**Statement**

(a) The Sports Authority of India (SAI) is implementing the following sports promotional Schemes:

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

(vi) Come & Play Scheme.

Under these schemes, sports talents in the age group of 8 to 25 years are trained in 28 disciplines to enable them to excel at National and International level. The trainees are provided various facilities such as financial assistance, boarding and lodging, playing facilities, sports kits, competition exposure, insurance, medical etc.

(b) Details of funds spent by SAI on the maintenance of stadia in Delhi during the last three years are as under:

Sl. No.	Name of Stadium	(Rs. in crore)		
		2010-2011	2011-2012	2012-2013 (upto Dec, 12)
1.	Jawaharlal Nehru Stadium Complex	1.95	8.51	10.95
2.	Indira Gandhi Stadium Complex	1.99	12.10	9.93
3.	Major Dhyan Chand National Stadium	1.53	4.29	5.28
4.	Dr. Shyama Prasad Mukherjee Swimming Pool Complex	0.49	1.89	4.86
5.	Dr. Karni Singh Shooting Ranges Complex	0.35	2.75	3.54
Total		6.31	29.54	34.56

(c) Ministry of Youth Affairs & Sports is providing financial assistance to States/UTs for development of playfields in village/block panchayats and conduct of annual sports competitions under the scheme of "Panchayat Yuva Krida Aur Khel Abhiyan (PYKKA)" and for upgradation/modernization of existing sports facilities under "Urban Sports Infrastructure Scheme (USIS)". The funds released under these two schemes to States/UTs for the last three years and the current year upto 31st January, 2013 are under:

(Rs. in crore)

Year	Release of grants to States/UTs under		
	PYKKA	USIS	Total
2009-10	98.90	—	98.9
	—	—	
2010-11	243.11	12.50	255.61
2011-12	121.33	40.00	161.33
2012-13	128.34	21.00	149.34
<b>Total</b>	<b>591.68</b>	<b>73.50</b>	<b>665.18</b>

\* USIS has been started on pilot basis in 2010-11

The state-wise details of grants released under

PYKKA are given at Annexure-I and II. The state-wise details of grants released under USIS are given at Annexure-III. The Government of India does not provide grants or assistance directly to any State Sports Development Authority.

(d) The Young trainees under SAI schemes are provided with best possible sporting facilities of both indoor and outdoor; and appropriate competition exposure both at National and International level. In addition to scientific backup, the trainees are provided with services of national coaches & foreign Coaches to hone their skills. They are also given foreign exposure to make them conversant with latest playing techniques & strategies. The infrastructure created under PYKKA and USIS and the competitions organized under PYKKA also help youth to enhance their sports skills.

#### **Annexure-I**

*State-wise grant released under PYKKA scheme for development of playfields during 2009-10, 2010-11, 2011-12 & 2012-13 (upto 31.1.2013)*

Sl. No.	Name of State/ UT	* Funds released 2009-10	Funds released* 2010-11	Funds released* 2011-12	Funds released* 2012-13 (upto 31.01.2013)
1	2	3	4	5	6
1.	Andhra Pradesh	12.99	25.98	25.98	10.63
2.	Arunachal Pradesh	4.44	10.51		
3.	Assam	3.85			10.28
4.	Bihar	5.02			
5.	Chhattisgarh				25.27
5.	Goa	0.18			0.18
6.	Gujarat	7.10	02.55	13.43	
7.	Himachal Pradesh	2.01	08.80	3.66	6.34
8.	Jammu and Kashmir	2.10		0.56	
9.	Jharkhand	2.39		2.40	
10.	Karnataka	3.12	14.86		9.61

1	2	3	4	5	6
11. Kerala		0.80	11.17		10.36
12. Maharashtra		4.86	41.94		
13 Madhya Pradesh				39.99	
14 Meghalaya		1.06	01.19	1.72	
15 Mizoram		0.21	02.27	2.07	2.07
16 Nagaland		0.30	02.96	4.70	
17 Odisha		8.05	05.98	7.34	11.86
18 Punjab		6.27	26.66		
19 Rajasthan		4.72		2.75	
20 Tripura			4.09		
21 Tamil Nadu		1.91			
22 Uttrakhand		5.90	19.43		3.38
23 West Bengal		2.32	02.32		
24 Andaman and Nicobar Islands		-	01.06		
25 Lakshadweep			00.51		
26 Puducherry			00.69**		
Total		79.6*	178.88#	108.69	89.98

\*It includes release of grants approved for the previous year(s) (i.e. 2008-09 and 2009-10)

\*\*Funds to UT of Puducherry have been released by SAI out of unspent balance.

#It excludes transfer of Rs. 5.00 crore to NSDF-PYKKA.

#### Annexure-II

*State-wise details of proposals approved for conduct of annual competitions under PYKKA Scheme during the years 2009-10, 2010-11, 2011-12 and 2012-13 (upto 31.01.2013)*

(Rs. in crore)

Sl. No	Name of State	2009-10 Amount released	2010-11 Amount released	2011-12 Amount released	2012-13 (as on 31.01.2013) Amount released
1	2	3	4	5	6
1.	Andhra Pradesh	0.95	11.26	-	11.50

1	2	3	4	5	6
2. Arunachal Pradesh		-	2.05	-	
3. Assam			3.34	-	
4. Bihar		3.42	6.19		
6. Goa			0.26	-	
7. Gujarat			2.69	-	
9. Himachal Pradesh		0.71	1.33	1.23	1.26
10. Jammu and Kashmir		-	2.10	-	
11. Jharkhand			3.16		
12. Karnataka		1.42	2.94	2.17	3.27
13. Kerala			1.32	0.23	
14. Madhya Pradesh		2.64	4.79	4.92	4.75
15. Maharashtra			4.36		3.44
17. Meghalaya			0.79	0.09	0.67
18. Mizoram		0.37	0.71	0.10	1.29
19. Nagaland		0.56	0.13	-	1.03
20. Odisha		2.11	4.27	-	4.39
21. Punjab		1.18	1.85	-	0.24
22. Rajasthan		1.93	-	1.72	3.88
24. Tamil Nadu		2.62	5.10	-	0.44
25. Tripura		0.36	0.78	0.79	0.92
27. Uttarakhand		1.03	1.47	1.39	1.28
28. West Bengal		-	3.31	-	
UTs		-	-	-	
29. Andaman and Nicobar Islands		-	-	-	
30. Chandigarh		-	0.03	-	
31. Lakshadweep		-	-	-	
32. Puducherry		-	-	-	
<b>Total</b>		<b>19.3</b>	<b>64.23</b>	<b>12.64</b>	<b>38.36</b>

**Annexure-III**

*State-wise release of grant under the Urban Sports Infrastructure Scheme (USIS) for creation/up-gradation of sports infrastructure projects for the years 2010-11, 2011-12 and 2012-13 (as on 31st October, 2012)*

**2010-11** (Rs. in crore)

Sl. No.	State	Project	Grant released
1	2	3	4
1	Himachal Pradesh	Laying of Synthetic Hockey Field at Indira Stadium, Una	3.50
2	Mizoram	Laying of Synthetic Hockey Field at Boys' Hockey Academy, Kawnpuri	4.00
3	Punjab	Construction of Multi-purpose Indoor Hall at Tarn Taran	2.00
4	West Bengal	Renovations/modification and modernization of Indoor Sports Complex at Khudiram Anushilan, Eden Garden, Kolkata	3.00
Total			12.50

**2011-12**

Sl. No.	State	Project	Grant released
1	Odisha	Laying of synthetic Hockey Surface at Kalinga Stadium, Sports Complex, Bhubaneswar	5.000
2	Madhya Pradesh	Laying of Synthetic Hockey Surface at Ranital Sports Complex, Jabalpur	3.620
3	Rajasthan	Construction of Multi-purpose Indoor Hall at Ummed Stadium, Jodhpur	4.500
4	Nagaland	Laying of Synthetic Athletic Track at Indira Gandhi Stadium, Kohima	3.000
5	Mizoram	Construction of Multi-purpose Indoor Hall at at Mualpui, Aizawl	4.500
6	Meghalaya	Laying of Synthetic Athletic Track at JN Sports Complex, Shillong	4.300
7	Assam	Construction of Multi-purpose Indoor Hall SAI-SAG centre Tinsukia	3.200
8	Jammu and Kashmir	Construction of Football Turf Ground at TRC Ground, Srinagar	4.465
9	Puducherry	Construction of a Multi-purpose Indoor Hall at Tagore Arts College Ground, Lawspet	3.540
10	Kerala	Construction of a Multi-purpose Indoor Hail at Nehru Stadium at Kottayam	3.875
Total			40.00

**2012-13** (Rs. in crore)

Sl. No.	State	Project	Grant released
1	2	3	4
1	Haryana	Laying a synthetic Hockey playfield (with normal lighting) at Sports Complex, Hisar.	3.75

1	2	3	4
2	Manipur	Construction of Multi-purpose Indoor Hall at Senapati Dist. HQs.	1.80
3	Haryana	Laying of Artificial Turf for Football at Dariyapur, Fatehabad District	3.50
4	Chhattisgarh	Construction of Multi-purpose Indoor Hall at Kondagaon, Dist. Kondagaon.	1.80
5	Rajasthan	Construction of Multi-purpose Indoor Hall at Karauli, Dist. Karauli.	1.80
6	Odisha	Construction of Multi-purpose Indoor Hall at Kalinga State Sports Complex, Bhubansewar.	1.80
7	Tamil Nadu	Construction of Multi-purpose Indoor Hall at Vaduvur Higher Secondary School, Thiruvarur District.	1.80
8	Odisha	Laying of football turf at Kalinga State Sports Complex, Bhubaneswar.	3.50
9	Arunchal Pradesh	Laying of Astro-Turf Hockey field at Sports Complex Chimpu Itanagar	1.26
Total			21.00

SHRI S. SEMMALAI: Madam, the Statement given by our hon. Minister is partly satisfactory.

Our nation is a big nation having a high percentage of youth population. It is our nation's strength. If they are not harnessed or groomed properly, they may go astray. So, they have to be shown a proper way. Sport is the best avenue to mould them properly.

In this line there is a proposal under the consideration of the Ministry to establish 628 district level sports school as a PPP mode over the period of ten years. For the year 2013, the budget allocation to the Ministry was Rs.1,219 crore, an increase of Rs.214 crore over the previous year. With such poor allocation, I doubt very much, Madam, whether sports schools will be eked out.

I would like to know through you, Madam, from the hon. Minister at what stage the proposal to start the district level sports schools as a PPP mode in a phased manner stands at present; what would be the current year's allocation for this Scheme; and how many schools are proposed to be started in the year 2013-14.

SHRI JITENDRA SINGH: Madam, I share the concern of the hon. Member. He is right that the Government is planning to start such schools. The biggest challenge which faces the sports persons and the young people of the country is identification of talent and then later nurturing

of talent and steady career progression for the sports persons in the country.

As the hon. Member has said, the project is at a very rudimentary stage. We have hired a consultant to see the logistics of how we can develop this project, where we can have a school in every district which is sports-friendly, a sports school, move those young sportsmen to the Centres of Excellence and from the Centres of Excellence give them world-class training at the national level. We will be moving to the Cabinet, the EFC and the Finance Ministry, and hopefully as discussed with the hon. Finance Minister we will be able to get funds for it.

SHRI S. SEMMALAI: Madam, some days before my revered leader, the Chief Minister of Tamil Nadu, hon. Puratchi Thalaivi Amma has written to the Asian Athletics Association, Singapore seeking the Sri Lankan team to be desisted from the participation in the 20th Asian Athletics Championship to be held in July at Chennai as a protest to the merciless killing of a 12-year old boy, Balachandran. The copy of this letter has already been communicated to both the Ministry of Sports and the Ministry of External Affairs.

In this regard, may I ask the hon. Minister to state whether the Centre has taken up this issue with the Asian Athletics Association? ...(*Interruptions*)

MADAM SPEAKER: How is it associated with this

Question? We have had a debate on it already.

...(Interruptions)

SHRI S. SEMMALAI: Madam, this is a fact.  
...(Interruptions)

MADAM SPEAKER: We have had a full-fledged discussion on this.

...(Interruptions)

SHRI S. SEMMALAI: What is this?

MADAM SPEAKER: Your Supplementary does not arise out of this.

...(Interruptions)

SHRI S. SEMMALAI: What the Centre has done.  
...(Interruptions)

MADAM SPEAKER: Please stick to what it is. Do not argue with me.

...(Interruptions)

MADAM SPEAKER: Ask the Supplementary, which arises out of the original Question. All right?

...(Interruptions)

SHRI JITENDRA SINGH: Madam, it is very unfortunate that the Government of Tamil Nadu has mixed politics and sports. ...(Interruptions)

SHRI BABU LAL MARANDI: No. ...(Interruptions)

MADAM SPEAKER: All right. Thank you so much.

...(Interruptions)

SHRI JITENDRA SINGH: There are places like Delhi, Pune and Ranchi. We have written to the MEA to give us permission to change the venue either to Delhi or Pune or Ranchi.

[Translation]

SHRI KIRTI AZAD: Thank you Madam, in the part-B of the question, you know that when Commonwealth Games, 2010 were held, then large scale scams were exposed. In this regard, I would like to give example of Jawahar Lal Nehru Stadium only. Rs. 970 crore were spent on its renovation. Commonwealth Games were organised in October, 2010. But you will see that what

expenditure they have made on maintenance it was one crore ninety five lakh rupees, about two crore rupees, in the year 2010-2011 only. If we add next three years, then it comes about thirty crore rupees. So far I know, stadiums have also been constructed, when money is spent thereon at one time, like Rs. 970 crore were spent on Jawahar Lal Nehru Stadium, after that no maintenance is required about upto five years. But you see from serial number one to five, wherein names of five major stadiums have been given, 70 crore rupees have been spent thereon, whereas in Commonwealth Games the scams of 70 thousand crore rupees had been revealed. Thereafter, cases have been filed at many places.

Hon. Kalmadiji is sitting here and he will support me on this issue. Once thousands crore of rupees have been spent on stadium, then how such a money was spent on maintenance. Leave the talk the sports, the types of games have been included and the type of equipments are provided we will tell about the quality of material is supplies for the purpose. These are my two basic questions. After constructing stadium in seventy thousand crore rupees, seventy thousand crore rupees you have spent on its maintenance, whereas not a single paisa should have been spent, at the same time we will tell something about the quality of sports material supplied. ...(Interruptions)

MADAM SPEAKER: How are you asking through Kalmadiji? Ask through the Chair.

...(Interruptions)

SHRI KIRTI AZAD: Madam, I am sorry.

SHRI. JITENDRA SINGH: Madam, I would like to tell Hon. Member that when stadium is constructed then expenditure has to be made on its maintenance. Security is to be provided therefor. ...(Interruptions) Expenditure is made on electricity bill. ...(Interruptions) I am giving break up to Hon. Member. ...(Interruptions) you listen it. ...(Interruptions)

MADAM SPEAKER: Do listen the whole reply.

SHRI JITENDER SINGH: Hon. Member, you listen to me. I am giving you full breakup. Only in Jawahar Lal Nehru Stadium about one crore thirty lakh rupees have been spent on civil maintenance. Two crore rupees have been spent on electrical maintenance, fifty three lakh rupees

on horticulture and about one crore rupees have been spent on sanitation. ...(*Interruptions*)

SHRI KIRTI AZAD: Stadium was completed in the year 2010 only. ...(*Interruptions*)

SHRI JITENDRA SINGH: After construction of stadium electricity expenditure is also occurred therein, painting and polishing is also done, water expenditure is also made and expense on security is also made. ...(*Interruptions*)

MADAM SPEAKER: How is it going so? Why you have stand up now?

...(*Interruptions*)

SHRI JITENDRA SINGH: Once a stadium is completed, expense on security, water, electricity etc. is to be made. I am requesting you this that expenses on stadium are made. ...(*Interruptions*)

SHRI DEEPENDER SINGH HOODA: Thank you, Madam Speaker. As you know Haryana has emerged in the country as a mine of sports persons for the last five or six years. Be it any competition of international level, in Commonwealth Games 21 out of 40 gold medals were won by the sportspersons of Haryana. In Asian Games, every third medal was won by a sportsperson of Haryana. In Olympic games, our delegation of 81 sportspersons went to participate out of them 20 sportspersons were from Haryana alone. Out of six medals won by our country in Olympic out of them four medals were won by sportspersons of Haryana. I think our country has lot of potential, has very hidden talent. My question is for Hon. Minister, we have been getting very cooperation from him. The people of Opposition are talking this thing lightly. ...(*Interruptions*)

MADAM SPEAKER: You ask your question.

...(*Interruptions*)

MADAM SPEAKER: Shri Deepender Singh Hoodaji, you ask your question.

...(*Interruptions*)

MADAM SPEAKER: What is this going on.

...(*Interruptions*)

[*English*]

MADAM SPEAKER: No, this will not go on record.

...(*Interruptions*)\*

[*Translation*]

MADAM SPEAKER: You ask the question.

SHRI DEEPENDER SINGH HOODA (Rohtak): Madam, today in Boxing the name of Bhiwani is known. For Kabaddi Jind and Panipat is known, when we talk of wrestling the name of Jahazar and Sonipat comes. ...(*Interruptions*)

MADAM SPEAKER: You ask the questions.

SHRI DEEPENDER SINGH HOODA: Today the members in the Opposition are taking it lightly for which I feel sorry. ...(*Interruptions*)

MADAM SPEAKER: Ask the question.

SHRI DEEPENDER SINGH HOODA: It has only been possible with the cooperation of the Minister and also due to our certain schemes in the last few years. He has had great support in it. I want to ask the question. ...(*Interruptions*) I want to ask the Minister whether there is any special scheme for Haryana, because much talents are hidden in Haryana whether the Minister will come with any scheme of national level Sports University for Haryana, so that the talents here could get opportunities in future too and they may bring fame to the country.

SHRI JITENDER SINGH: Madam, I fully agree with the Hon. Member. There are great talents in Haryana and the sport persons of Haryana bring good number of national and international medals for the country. I am informing the Hon. Member with great pleasure that a new facility of SAI is being opened in District Rohtak. Beside this, we are going to make the Regional Centre of Excellence, Sonipat in Haryana as center of excellence; where we will provide the facilities of International level. Coaches will be engaged from outside. We are specially doing these facilities for Haryana. In addition to it, we are upgrading the existing STCs in Bihwani and Hissar. ...(*Interruptions*)

MADAM SPEAKER: You please sit down.

...(*Interruptions*)

[English]

MADAM SPEAKER: That will not go on record.

...(Interruptions)\*

[Translation]

SHRI RAMKISHUN: Madam Speaker, the hon. Minister is youth and he looks after the Youth and Sports Ministry. The answer he has given was in the year 2010-11, 2011-12, 2012-13. Uttar Pradesh is a big State. Large number of youths have talents there. They have not done anything for the help of that State. You have just referred Haryana. You have won many gold medals, but in Olympic games, the wrestling is being outlisted. I want to know from the Minister through you, what efforts he is making to stop the conspiracy which is being done to outlist the wrestling at international level? I want to know the efforts being made to harness the talent of the youths of backward regions, especially the naxalites areas, viz. district Chandauli, Poorvanchal, Western areas of Bihar and whether efforts will be made to open new and modern stadia in Uttar Pradesh and also to protect the wrestling in the International sports?

SHRI JITENDER SINGH: Madam Speaker, I would like to submit that the entire country and the whole House agree with the sentiments of the Hon. Member, that outlisting wrestling from the Olympic sports was a matter of regret for us. ...(Interruptions)

SHRI GHANSHYAM ANURAGI: Wrestling is being confirmed. ...(Interruptions)

MADAM SPEAKER: Let him Speak, what are you doing this. You sit down.

SHRI JITENDER SINGH: We will not allow the wrestling to be outlisted. I want to say that I myself has written letter to the Sport Ministers of 70 countries, who took part in the wrestling in last London Olympics. Beside this I have requested the IOC. Wrestling was the first sports, and when in 1894 the first Olympic sports were started in the world, wrestling was included in it and since

\*Not recorded.

then it remained as a part of Olympic sports. In addition to it, I have requested the External Affairs Ministry to take up the matters with the Ambassadors and Sports Ministries of these 70 countries.

So far Uttar Pradesh is concerned, we will upgrade the Lucknow Center to the status of Center of Excellence. Besides this STC will be in Itawa, Bareilly and Raibareilly.

[English]

MADAM SPEAKER: Shri Brijbhushan Sharan Singh - Not present

Shri Prataprao Ganpatrao Jadhao

#### Export of Processed Agricultural Products

[Translation]

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\*183. SHRI PRATAPRAO GANPATRAO JADHAO:  
SHRI BRIJBHUSHAN SHARAN SINGH:

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

(a) whether there has been a decline in the export of processed/value added agricultural products;

(b) if so, the details thereof and the reasons therefor along with the total processed/value added agricultural products exported and the foreign exchange earned therefrom during each of the last three years and the current year, country-wise;

(c) whether the Government has taken decision to permit the export of processed/ value added agricultural products even in the event of restriction/ban imposed on export of the basic farm produce;

(d) if so, the details thereof and the reasons therefor along with the impact of such policy on the prices of such goods in the domestic market; and

(e) whether such a policy is likely to reduce wastage of perishable products in the country and if so, the details thereof along with the steps being taken by the Government to boost the export of processed/value added agricultural

products and control the prices of such products in the domestic market?

THE MINISTER OF COMMERCE AND INDUSTRY AND MINISTER OF TEXTILES (SHRI ANAND SHARMA):

(a) to (e) A Statement is laid on the Table of the House.

**Statement**

(a) No, Madam.

(b) The details of total processed/value added agricultural products exported and the foreign exchange earned therefrom during 2009-10, 2010-11, 2011-12 and 2012-13 (Apr. to Dec. 2012) are as under:

Year	Quantity (MT)	Value (US\$ million)
2009-10	20,00,690.69	2261.65
2010-11	30,71,987.00	3647.51
2011-12	45,64,664.62	7827.61
2012-13 (Apr.-Dec.)*	36,85,311.30**	7872.71**

Source: APEDA/MPEDA

\*Provisional/\*\* includes figures for processed marine products for Apr. to Nov. 2012)

The top five destinations for India's export of processed agricultural products are USA, Indonesia, Vietnam, UAE and China. The top five destinations for India's export of processed marine products are USA, France, Italy, South Africa and Spain. A statement showing details for top five destinations for India's exports of processed food products and processed marine products is at Annexure-I.

(c) and (d) Yes, Madam. The Government has, vide notification no. 31(RE-2012) dated 04th February, 2013, decided to allow the export of 14 commodities/product groups of processed/value added agricultural products like cereal flours/meals, preparation of cereals etc., milk products like casein and caseinates, butter, cheese, curds etc., value added products of onion, and peanut butter

even in the event of possible restriction/ban on the export of its basic farm produce in future.

The export of above mentioned processed/value added agricultural products constitute a miniscule portion of overall exports of agriculture commodities, and would therefore have no impact on their prices in the domestic market. Such a decision has been taken to ensure a consistent and stable policy for processed and /or value added agri products and for enabling India to move up the value chain in export of agricultural commodities. This would also ensure better realization to farmers, minimizing post harvest losses, employment generation in food processing industries, ensuring investments in creation of infrastructure facilities for agricultural produce.

(e) It is expected that the adoption of above policy would stimulate much required investments in the processing sector and cold chain infrastructure in the country which would ultimately result in reduction of wastage of perishable products. The Government is taking steps to encourage exports of agro products, including processed food products through measures and incentives under Plan schemes of the Commodity Boards and Export Promotion Councils. Agricultural and Processed Food Products Export Development Authority (APEDA) and the Marine Products Export Development Authority (MPEDA) under the administrative control of the Department of Commerce are also implementing various schemes to extend financial assistance to the eligible exporters registered with it to boost the overall agri/marine product exports. Besides these measures, 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. to provide assistance to encourage exports in general. Trade delegations are also mounted to penetrate foreign markets and Buyer -Seller Meets are organized to assist the potential exports.

**Annexure-I***Top 5 destinations for India's Export of Processed Agri Products*

Product Group: Dried and Preserved Vegetables, Mango Pulp, Other Processed Fruits and Vegetables, Pulses, Ground Nuts, Guar gum, Jaggery and Confectionery, Cocoa Products, Cereal Preparations, Alcoholic Beverages, Miscellaneous Preparations, Dried Eggs, Dairy Products and Processed Meat

Qty in MT, Value in US\$ Mill

Country	2009-10		2010-11		2011-12		2012-13 (April-Dec.)	
	Qty	Value	Qty	Value	Qty	Value	Qty	Value
USA	245523.22	275.65	386574.95	578.81	654578.01	2852.62	400244.97	3945.62
Indonesia	147630.22	130.78	242840.80	249.70	284232.32	366.34	162077.11	191.19
Vietnam	24303.38	10.30	8310.83	11.63	248341.02	325.59	139161.60	197.90
United Arab Emirates	109196.94	139.90	169240.25	199.70	294605.16	310.56	322432.35	277.33
China	33723.01	35.78	89122.12	79.24	112770.34	269.45	41374.84	216.27

Source: APEDA/DGCI&amp;S

*Top 5 destinations for India's Export of Processed Marine products*

Qty in MT, Value in US\$ Mill

Country	2009-10		2010-11		2011-12		2012-13 (April-Nov. 2012)	
	Qty	Value	Qty	Value	Qty	Value	Qty	Value
USA	8,815	60.09	10,085	71.09	11,500	92.87	7,970	67.93
France	8,654	45.17	9,450	55.93	8,994	59.52	5,435	32.27
Italy	7,832	29.33	8,291	32.17	6,121	26.80	3,205	14.76
South Africa	4,570	24.67	4,291	26.93	5,204	33.30	2,557	12.84
Spain	8,489	23.84	8,939	29.31	6,671	19.82	4,393	14.08

Source: MPEDA

*[Translation]*

SHRI PRATAPRAO GANPATRAO JADHAO (Buldhana): Madam Speaker, even today; in the country the vegetables, grains and fruits worth three billions are spoiled. The Minister knows that India is mainly an Agriculture country. The agriculture products in great number can be processed and exported. This export is declining for the last many years, whereas the exports of minerals is increasing and the country is becoming hollow

in the matter of minerals. The agriculture produces are not being processed in a well manner, due to which farmers are not getting fair prices for their produces. We should process the agriculture produces and export them, to cut down the trade deficits, which is increasing instead of decreasing. Devaluation of rupee is taking place in the country. In 2008-09 the export of agriculture produces were 49 lakh metric tons and its cost was Rs. 16000 crores. Now in 2011-12 it has come down to 46 lakh

metric tones and the value of it has come down to Rupees 11000 crores. It means that we suffered a loss of rupees 5000 crores of foreign exchange. The Govt, say that APEDA is engaged in the export of agriculture produces. It is so engaged that the graph on both the sides is on decline day by day. My question to the Minister is why the facts relating to APEDA are not investigated and why separate policy for the export of agriculture produces is not formulated? Whether Government has framed any separate policy for the export of processed agriculture produces, if not the reasons therefore?

SHRI ANAND SHARMA: Madam Speaker, I want to inform the Hon. Member that there has been no short fall in the export of our agriculture produce. The original question of the Hon. Member is related to the export of processed agriculture produces, but you have asked about the policy of the government, so I want to tell that the export from the country is made under the Foreign Trade Policy.

Our agriculture production under the Foreign Trade Policy is at number two in the world. It is correct that production of fruits and vegetables take place in India, post harvest process, which was elaborately discussed in the House in the month of December, is about 35 per cent, and a number of steps have been taken to reduce it. This matter is not related to this question, but so far the export of agricultural produces is concerned, to give incentive to it, 5 percent incentive on agriculture produce for export is available under special Krishi Gramodyog Yojana, whether it is fruits, vegetables, rice, wheat all are being exported at present under OGL. There is no restriction on it. In the year 2012 it is estimated that more than 32 trillion dollar agriculture produce have been exported.

*[English]*

The agricultural produce accounts for 11 per cent in our total export which includes processed food of worth more than 4 billion. Our exports include fruits, vegetables alongwith bovine meat, marine products. Agricultural and Processed Food Products Export Development Authority (APEDA) is doing its work efficiently. Alongwith APEDA there is Marine Products Export Development Authority which has its own resources and schemes. The Government is taking all the steps to benefit the farmers and ensure the remunerative prices for their produce.

Within the county the items are sold on the basis of demand and supply but the surplus is exported. Apart from this I had earlier mentioned the issue of post harvest losses in the House. To reduce the post harvest losses we should utilise our investments, whether it be domestic investment, FDI etc. to build cold storages, introduce modern technology, set up processing industries to prevent the wastage of fruits and vegetables. They should be sold in our country as well as abroad and generate the much needed foreign exchange.

*[Translation]*

SHRI PRATAPRAO GANPATRAO JADHAO: Madam Speaker, I would like to ask the Hon. Minister something about the export policy which he has just talked about. When the farmers take their produce to the market the Government bans its export and alongwith this the farmers do not get remunerative prices for their produce. The traders buy their produce and when they have the stock, the ban on export is lifted and the trader benefits from it economically. Therefore, I would like to suggest the Hon. Minister with regard to export policy that in all the states across the county, the Government should not ban the export of the community, when the farmers bring it into the markets. Later on, the exports can be banned or imports increased when the farmer has sold his produce. At present farmers get low prices while traders/ middlemen take all the profits. What is the Hon. Minister thinking about its export?

SHRI ANAND SHARMA: Madam Speaker, I have informed the Hon. Member and the House that Government is taking every possible step to increase the agricultural produce and also increase its export. I have submitted the figures. If we talk about fruits and vegetables exported from India, India ranks second in the global market with regard to processed vegetables. I have all the figures and I can forward them to the Hon. Member.

As far as the question of banning is concerned, there is no ban of any kind on any item. It is true that once we had to stop the export of wheat. It was done a few years ago because the produce was low that year. We have also included wheat under Open General License (OGL) last year and more than 4 million tonnes of wheat has been exported within a few months last year. Indian wheat is getting premium price in the global market today.

Earlier there was a problem in acceptance. India has become the world's largest exporter of non-basmati rice within one year. ...*(Interruptions)* This is the Government policy. The question is related to policy. We have promoted exports. I would like to tell the Hon. Member that whenever the Government controls anything, it is done keeping in view the necessity within the country. Today, we have sufficient stock, therefore, there is no ban on export and the Government has no such intentions either.

*[English]*

DR. K.S. RAO: Madam, hon. Minister was telling that all efforts are being made by the Government to encourage the production of agricultural products by our farmers either for earning foreign exchange or to substitute import of food products. Here is one item, palm oil, which is imported into this country worth Rs. 50,000 crore every year. It is found by our agriculturists that the same product can also be made by our own agriculturists in this country. In this House, the hon. Minister of Agriculture had given a guarantee that remunerative price would be paid to the farmers growing palm oil, not once but twice or thrice. The price of palm oil has come down from Rs. 7,800 to Rs. 5,300 in a span of two months. There was uproar among the farmers. They are not able to come forward. They say that earlier, they were bringing pressure on them, and giving plants, to grow more and more and now nobody is coming. So, they are removing the gardens of palm oil. In this context, I approached the Agriculture Minister as well as the Commerce Minister and requested them to levy some customs duty on imports so that we can save Rs. 50,000 crore of foreign exchange for ever. The hon. Minister was telling that now the international prices have come down a little, he would be saving some foreign exchange, which is one time effort. Next year, when there is shortage, once again, the international prices would go up.

My humble request to the hon. Minister of Commerce as well as the hon. Minister of Agriculture and Shrimati Sonia Gandhi is to give a commitment here that there will be at least 25 per cent customs duty levied on import. So, I wish to know from the hon. Minister whether he would do this immediately or not.

SHRI ANAND SHARMA: Hon. Speaker, I would like to inform the hon. Member that it is true that his concerns

have been registered both by the Agriculture Minister and me, and we have discussed this matter in great detail.

India, being a country where majority of the people are dependent on agriculture for sustenance, would like to be self-sufficient in all the agricultural produces. Unfortunately, there is a shortage of edible oils and pulses. We are forced to import eight million tonnes to nine million tonnes of edible oils every year. We are also forced to import three million tonnes to four million tonnes of pulses from various countries of the world. In the case of edible oils, we have not allowed import of oils in respect of which we are self-sufficient, but at the same time, in the case of palm oil, both the crude and the refined palm oil is imported into the country. Though the bound tariff is very high, yet the applied tariff is deliberately kept low for one reason, namely, the import duties. It is because imported edible oil is further subsidised and it goes to the Public Distribution System (PDS).

I would like to explain that if we impose very high import duties, then the cost of import will go up, and eventually it will be a burden on the exchequer. It is because we have to subsidise that much more, and then give it in the PDS. However, when it comes to the remunerative prices for those who are being encouraged to grow edible oil plants ...*(Interruptions)* Please allow me to complete.

DR. K.S. RAO: Hon. Minister, the revenue is with the Government only.

SHRI ANAND SHARMA: Madam, if you make it ...*(Interruptions)* After all, for imports we pay in foreign exchange. There is a pressure on the trade account and there is a pressure on the current account. The Government has to take a judicious and balanced view of these matters, but I do appreciate it. The Agriculture Minister too is present here, and we are seized of this matter. We have discussed it, and the import duty has been increased recently both on palm oil after the hon. Member had made his representation. I am sure that the Government, as a whole, will do everything to encourage palm oil cultivation, and we register fully what has been said here.

SHRI M. VENUGOPALA REDDY: Thank you, Madam, for giving me an opportunity. I hail from Narasaraopet Parliamentary Constituency of Guntur District. My District is a hub of commercial crops like tobacco, chilies, cotton

and turmeric. The Government of India is to set up an Agri Exports Zone (AEZ) across the country for boosting of agricultural exports from India. Is there any proposal to set up either AEZ or APEDA for export industries related to export of chili-based crops? I would like to know this from the hon. Minister.

SHRI ANAND SHARMA: Madam, all the agriculture produce export is supported and encouraged including chillies, and chillies do get exported in large quantities. APEDA is the authority or the body for the entire country, and APEDA has a number of schemes to set up dedicated parks; processing centres; and packaging centres.

As I have mentioned earlier, we also give 5 per cent export incentive to agricultural produce under the VKGUY. So, the hon. Member should be assured that all the schemes and interventions are very much in place. If there is anything specific where Member feels that in his Region implementation is to be strengthened, then he can write to me, and I assure him that we will do what is correct and what is required.

#### Modernisation of Employment Exchanges

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\*184. DR. PADMASINHA BAJIRAO PATIL:

SHRI BALI RAM JADHAV:

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

(a) the total number of employment exchanges in the country, State-wise;

(b) the present status of upgradation and modernisation of employment exchanges in the country, State-wise;

(c) the funds allocated, released and utilised for the purpose during the last three years, State-wise;

(d) whether the progress of the said modernisation work is as per the targets set in this regard; and

(e) if not, the reasons therefor along with the corrective steps taken by the Government in this regard?

THE MINISTER OF LABOUR AND EMPLOYMENT (SHRI MALLIKARJUN KHARGE): (a) to (e) A Statement is laid on the Table of the House.

#### Statement

(a) The total number of employment exchanges in the country, State-wise is given at Annexure.

(b) and (c) Modernization and Upgradation of Employment Exchanges has been taken up as one of the Mission Mode Projects (MMP) under National -e-Governance Plan (NeGP) of Government of India. It is under process of approval and therefore, no funds could be allocated/released to any State/UT under the project so far.

(d) and (e) The Project is expected to be completed in 22 months from the date of approval.

#### Annexure

##### State-wise Number of Employment Exchanges

Sl. No.	Name of State/UT	Number of Employment Exchanges
1	2	3
1	Andhra Pradesh	31
2	Arunachal Pradesh	11
3	Assam	52
4	Bihar	37
5	Chhattisgarh	18
6	Delhi	14
7	Goa	1
8	Gujarat	41
9	Haryana	56
10	Himachal Pradesh	15
11	Jammu and Kashmir	17
12	Jharkhand	41
13	Karnataka	40
14	Kerala	89
15	Madhya Pradesh	58
16	Maharashtra	47

1	2	3
17	Manipur	11
18	Meghalaya	12
19	Mizoram	3
20	Nagaland	8
21	Odisha	40
22	Punjab	46
23	Rajasthan	38
24	Sikkim*	-
25	Tamil Nadu	34
26	Tripura	5
27	Uttarakhand	24
28	Uttar Pradesh	92
29	West Bengal	77
30	Andaman and Nicobar	1
31	Chandigarh	2
32	Dadar and Nagar Haveli	1
33	Daman and Diu	2
34	Lakshadweep	1
35	Puducherry	1
Total		966

\*No employment exchange is functioning in the State.

DR. PADMASINHA BAJIRAO PATIL: Hon. Speaker, Madam, I would like to ask this from the hon. Minister. Is the National Policy on Employment ready with the Government? If so, when is it likely to be announced?

SHRI MALLIKARJUN KHARGE: Madam, though we have got a policy for computerization in the entire country, it is the duty of the State Governments to modernize all the employment exchanges. At the Centre, the Government is thinking and we have also got a proposal for modernization by computers, but we have not got the approval from the Planning Department. We are trying our best to coordinate with the Finance and Planning Departments. I hope that

we are able to convince them shortly, and we will try to get the funds in the Twelfth Five-Year Plan. As soon as we get it, definitely we can request all the States to modernize. However, at present, many of the States are doing it on their own, but they are not connected centrally. Therefore, if this project is approved, then, definitely, we will do something.

## WRITTEN ANSWERS TO QUESTIONS

### Environmental Clearances to Projects

[Translation]

\*185. SHRI VIJAY BAHADUR. SINGH:  
DR. MAHENDRASINH P. CHAUHAN:

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

(a) whether the Government proposes to speed up/ review the existing procedure related to environmental and forest clearances to various projects in the country;

(b) if so, the details thereof along with the time frame stipulated, if any, in this regard;

(c) whether the Government has constituted an expert committee for evaluation and assessment for grant of environmental clearances to the large projects in the country;

(d) if so, the details 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 (SHRIMATI JAYANTHI NATARAJAN): (a) and (b) The cases of environment and forest clearances to various projects are dealt with as per statutory provisions under the Environment Impact Assessment (EIA) Notification, 2006 issued under the Environment (Protection) Act, 1986 and the Forest (Conservation) Act, 1980 respectively. There are timelines prescribed for processing such cases.

The improvement in systems, so as to facilitate qualitative, sustainable, holistic early decision making in a transparent and objective manner, is a continuous process.

Various steps taken by the Ministry to fast track the environment clearance process without compromising the quality of the appraisal or the integrity of the environment include continuous monitoring of status of pending projects, regular and longer duration meetings of Expert Appraisal Committees for consideration of projects in various sectors, etc. To expedite forest clearances, the Forest Advisory Committee meetings are being held regularly and for longer durations. Further, the Ministry has taken a number of reform measures in the recent past with a view to further improving the holistic appraisal and streamlining the environment and forest clearance process.

(c) to (e) There are sector-specific Expert Appraisal Committees, notified as per the provisions under the EIA Notification, 2006 and the Forest (Conservation) Act, 1980 respectively to appraise the projects including large projects, in different sectors and make appropriate recommendations to the Ministry on granting environment and forest clearance to the projects.

#### **Construction of Rail Over Bridges by NHAI**

\*186. SHRI BHOOPENDRA SINGH: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the National Highways Authority of India (NHAI) has been assigned the work to construct Rail over Bridges (RoBs) in different States;

(b) if so, the details thereof for the last three years and the current year, State/UT/location-wise along with their present status;

(c) the details of the over bridges where the construction work has been delayed or yet to be started, State/UT and location-wise along with the reasons therefor; and

(d) the steps being taken to get the work expedited?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (DR. C.P. JOSHI): (a) to (d) National Highways Authority of India (NHAI) undertakes construction of National Highways under different phases of the National Highways Development Projects (NHDP) which also includes construction of Road Over Bridges (ROB) and Road Under Bridges (RUB). Details of ROB/RUBs undertaken by the NHAI during the last three years and

the current year and the details of projects where the construction work has been delayed or yet to be started, State/UT and location-wise along with the reasons thereof are available at the website of NHAI at URL <http://www.nhai.org/rob.html>. All NHAI field units have been instructed to adopt standardized General Arrangement Drawings (GAD), Temporary Arrangement Drawings (TAD) and Launching Scheme. Regular meetings are held with Railway authorities to speed up the requisite approvals. Regular monitoring is being done of the Contractors/Concessionaires for timely completion of ROB/RUBs. Monthly coordination meetings are also held between NHAI and Zonal Railways Chief Bridge Engineers. Regular monitoring of progress of all assigned ROB/RUBs is also done both at the field and headquarter level in the NHAI.

#### **Smuggling of Endangered Species**

[English]

\*187. SHRI ABDUL RAHMAN:  
SHRI D.B. CHANDRE GOWDA:

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

(a) the number of incidents of poaching of wild animals, bio-diversity thefts and smuggling of endangered species that have come to the notice of the Government during the last three years and the current year, State/UT and National Park/Sanctuary-wise;

(b) whether it is a fact that poachers have been active in several National Parks/Wild Life Sanctuaries armed with highly sophisticated arms and the forest officials find themselves helpless against such sophisticated arms; and

(c) if so, the steps taken by the Government to arm the forest officials with sophisticated arms and other equipment to check dwindling number of wild animals particularly the endangered species?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRIMATI JAYANTHI NATARAJAN) (a) Implementation of the provisions of laws relating to protection of wild animals and their habitats including the endangered species and bio-diversity is the responsibility of the concerned State/Union Territory Governments. Some incidences of poaching and smuggling

of wildlife do come to the notice of the Central Government. The State/UT and National Parks/Sanctuary-wise details of poaching incidents, smuggling of wildlife are not collated in the Ministry. However, the data available with Central agencies on such incidences related to Project Tiger, Project Elephant, National biodiversity Authority are given in the enclosed Statement-I, II and III respectively.

(b) As per information received from the State Government of Assam, AK 47 guns have been used by the poachers for rhino poaching in Assam.

(c) The Ministry provides financial assistance to the State Governments under the Centrally Sponsored Schemes of 'Integrated Development of Wildlife Habitats', 'Project Tiger' and 'Project Elephant' to undertake works as per the Annual Plans of Operation submitted by them. Purchase of arms and ammunition for the field staff, in addition to other items, is supported under the above mentioned Schemes as and when demands are received from the State/Union Territory Governments.

**Statement-I**

*Details of tiger mortality, as reported by States, during last three years and current year*

Sl. No.	State	2010		2011		2012		2013 (as on 05.03.2013)	
		Poaching/ Under Scrutiny including seizure	Natural & other causes	Poaching/ Under Scrutiny including seizure	Natural & other causes	Poaching/ Under Scrutiny including seizure	Natural & other causes	Poaching/ Under Scrutiny including seizure	Natural & other causes
1	2	3	4	5	6	7	8	9	10
1	Andhra Pradesh	0	0	0	0	0	0	0	0
2	Arunachal Pradesh	0	0	0	0	1	0	0	0
3	Assam	2	6	3	3	3	3	3	0
4	Bihar	1	0	0	1	0	1	0	0
5	Chhattisgarh	2	0	2	0	1	0	0	0
6	Jharkhand	0	0	0	0	6	0	0	0
7	Karnataka	5	2	3	3	10	4	7	0
8	Kerala	2	1	1	3	4	1	1	0
9	Madhya Pradesh	3	5	0	5	10	5	1	1
10	Maharashtra	5	3	4	2	9	4	3	1
11	Mizoram	0	0	0	0	0	0	0	0
12	Odisha	0	0	0	1	1	0	1	0
13	Rajasthan	3	1	0	1	1	0	0	0
14	Tamil Nadu	2	2	0	3	6	2	1	0

1	2	3	4	5	6	7	8	9	10
15	Uttarakhand	1	4	2	0	6	6	2	0
16	Uttar Pradesh	1	1	1	15	5	1	1	0
17	West Bengal	1	0	0	0	1	2	0	0
18	Haryana	0	0	0	3	1	0	0	0
19	Delhi	0	0	0	0	0	0	0	0
20	Goa	0	0	0	0	0	0	0	0
Total		28	25	16	40	59	29	20	2

**Statement-II**

*Details of elephant mortality for the last three years and current year, as reported by States*

**Elephant casualties in train accidents**

Sl. No.	State	2009-10	2010-11	2011-12	2012-13 (upto 31-01-2013)
1.	Assam	8	2	0	0
2.	West Bengal	1	13	2	4
3.	Tamil Nadu	1	0	0	0
4.	Jharkhand	0	1	1	0
5.	Kerala	3	0	0	0
6.	Odisha	0	0	1	10
7.	Tripura	0	1	0	0
8.	Uttarakhand	0	0	0	2
Total		13	17	4	16

**Elephant death due to poaching**

Sl. No.	State	2009-10	2010-11	2011-12
1	2	3	4	5
1.	Andhra Pradesh	0	0	0
2.	Arunachal Pradesh	0	0	0
3.	Assam	4	2	0
4.	West Bengal	1	0	0

1	2	3	4	5
5. Uttarakhand		0	0	0
6. Uttar Pradesh		0	0	0
7. Tamil Nadu		3	0	1
8. Jharkhand		0	0	1
9. Kerala		4	0	0
10. Odisha		3	17	8
11. Karnataka		3	7	3
12. Nagaland		0	0	0
13. Meghalaya		-	0	0
<b>Total</b>		<b>18</b>	<b>26</b>	<b>13</b>

### **Statement-III**

Information regarding alleged misappropriation of biological resources received from the National Biodiversity Authority:

- i. Karnataka: A complaint has been received on 19.2.2010 regarding violation of Biological Diversity Act on development of Bt Brinjal by M/s Mahyco and their collaborators for accessing and using the local brinjal variety for development of Bt Brinjal. A criminal complaint has been filed in the Court of Principal Judicial Magistrate of the First class (Junior Division), Dharwad on 24.11.2012 (C.C. No. 579/2012).
- ii. Andhra Pradesh: Reported transport of Ongole breed bull named 'Siva' to Brazil was noticed on 24.1.2011.
- iii. Odisha: A case of transport of antigen and antibodies to foreign country from the body of rabbit and rat by M/s, Imgenex India received on 9.2.2011.
- iv. Gujarat: Reported export of embryos of Gir breed cattle to Brazil by a lab in Bhavnagar, Gujarat received on 5.4.2011.

[Translation]

### **Global Warming**

\*188. SHRI GOPINATH MUNDE: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the abnormal weather conditions resulting in tsunami, excessive rains and drought in various parts of the country are the impact of global warming;

(b) if so, the details thereof along with the names of the regions in the country most affected by climate change;

(c) whether the Government proposes to launch a scheme to increase forest cover to address the problems arising due to global warming; and

(d) if so, the details thereof along with the funds allocated for the purpose, Statewise?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRIMATI JAYANTHI NATARAJAN): (a) to (d) There is no direct and clearly established cause and effect relationship between global warming on the one hand and natural phenomenon like tsunami, and extreme weather events, such as excessive rains and drought, on the other. While a degree of variability in extreme weather phenomena including rainfall has been noticed, these phenomena cannot always be related to global warming.

Government has conducted a scientific study to assess the impact of climate change on four key sectors of India in four climate sensitive regions of India namely the Himalayan region, the Western Ghat, the Coastal Area and the North-East region and published the assessment

results in the report titled "Climate Change and India: 4X4 Assessment - A Sectoral and Regional Analysis for 2030s" in 2010. As per the report, annual temperature and precipitation for all the regions is projected to increase for 2030s with respect to the base year 1970. The occurrence of drought is projected to be more pronounced for those areas of various regions that have either projected decrease in precipitation or have enhanced level of evaporation and transpiration. All regions show an increase in the incidence of flood varying from ten per cent to thirty per cent of the existing magnitudes.

Government is implementing the National Action Plan on Climate Change (NAPCC) which includes Green India Mission (GIM) as one amongst the eight National Missions. The GIM focuses, inter alia, on increasing the forest and tree cover on an area of 5 million hectares and improving quality of forest cover on another 5 million hectares area, and enhancing eco-system services such as carbon sequestration, biodiversity and hydrological services. While resources for implementing the Mission are part of the agreed outlay of the 12th Five Year Plan, Rs. 49.94 crore has been released, in the interim to 21 States for preparatory activities including capacity building of implementing entities at the State level. Details of funds released to the state governments are given in the enclosed Statement.

**Statement**

Sl. No.	Name of the State	Amount released (Rs. in lakhs)
1	2	3
1.	Maharashtra	405.77
2.	Jharkhand	147.00
3.	Kerala	194.60
4.	Tamil Nadu	72.15
5.	Gujarat	133.80
6.	Rajasthan	275.25
7.	Himachal Pradesh	126.50
8.	Jammu and Kashmir	64.00
9.	Odisha	107.50

1	2	3
10.	Punjab	125.50
11.	Haryana	375.00
12.	Chhattisgarh	972.00
13.	Assam	130.00
14.	Andhra Pradesh	89.53
15.	Manipur	40.50
16.	Nagaland	141.50
17.	Tripura	350.50
18.	Karnataka	267.45
19.	Madhya Pradesh	823.50
20.	Uttar Pradesh	119.50
21.	Uttarakhand	51.00
Total		4994.55

**Indigenous Defence Production**

[English]

\*189. SHRI M.B. RAJESH:  
SHRI SUBHASH BAPURAO WANKHEDE:

Will the Minister of DEFENCE be pleased to state:

(a) whether the country has become self-reliant in defence production and if so, the details thereof and if not, the reasons therefor;

(b) the details of funds spent on procurement of weapons from foreign countries during the last three years and the current financial year, country-wise;

(c) the investment made by the Government for indigenous development and manufacture of weapons in various Ordnance Factories, Defence Research and Development Organisation and the Public Sector Undertakings; and

(d) the steps taken / proposed to be taken by the Government to enhance defence production in the country and to check the role of middlemen in arms deals?

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

(a) to (d) With a view to achieving self-reliance in defence production, Government has set up Ordnance Factory Board comprising of 39 factories and 9 Defence Public Sector Undertakings (DPSUs). These are modernised on continuous basis and make substantive investments including in research and development. Defence Research & Development Organisation (DRDO) which has more than 50 laboratories. DRDO is primarily engaged in design and development of strategic, complex and security sensitive systems for the Armed Forces. The Government has also taken several steps to promote participation of private sector in defence production. These measures, *inter-alia*, include promulgation of Defence Production Policy 2011; opening of Defence Industry sector upto 100 per cent for Indian Private Sector participation with FDI permissible upto 26 per cent, both subject to licensing; promulgation of Make and Buy & Make (Indian) procedures; provision of offset obligation in all capital acquisitions categorised as Buy (Global) and Buy and Make with TOT where the estimated cost of the acquisition is Rs.300 crores or more; Joint Venture Policy for Defence Public Sector Undertakings, etc.

Imports have to be resorted to, whenever indigenous capabilities are not available, in order to ensure timely operational preparedness of the Armed forces to meet the threat perceptions. Government is in the final stage of amending the Defence Procurement Procedure.

The expenditure made on import of weapons / equipments during the last 3 years and the current financial year is as follows:

	(Rs. in crores)
Year	Amount
2009-10	13411.91
2010-11	15443.01
2011-12	24193.83
2012-13	25126.10

(provisional - upto February 2013)

Defence weapons / equipments have been imported from various countries including USA, Russia, France,

Israel, United Kingdom, Germany, Italy etc. The country wise figures are being compiled and shall be placed subsequently on the Table of the House.

The Capital investment made by Government during 2011-12 in OFB & DRDO is Rs.767 Crore & Rs.4616.25 Crore respectively. Further, DPSUs have made a total capital investment of Rs. 1741.28 Crore during 2011-12.

All capital procurements are carried out as per procedure laid down in the Defence Procurement Procedure (DPP). DPP contains provisions of penalties to be imposed if any seller engages any individual or firm, whether Indian or foreign, to intercede, facilitate or in any way recommend to Government of India or any of its functionaries, whether officially or unofficially, for the award of the contract to the seller. These provisions are in place to check the role of middlemen and to ensure the highest degree of probity, public accountability and transparency in defence acquisition cases. Besides this, the Pre-Contract Integrity Pact, signed with the vendor, provides for invocation of contractual provisions in case any wrong doing is established in addition to any action that may be required under the relevant provisions of the Prevention of Corruption Act and Indian Penal Code.

#### **Capacity of Ports**

\*190. SHRI C. RAJENDRAN:  
SHRI MANICKA TAGORE:

Will the Minister of SHIPPING be pleased to state:

- (a) the details of the present level of capacity of ports in the country, port-wise;
- (b) whether the available capacity is not adequate to handle the movements of cargo at various ports;
- (c) if so, the details thereof and if not, the reasons therefor; and
- (d) the steps taken by the Government for the capacity expansion of ports along with the funds earmarked for the purpose, port-wise?

THE MINISTER OF SHIPPING (SHRI G.K. VASAN):

(a) to (c) The Capacity as well as Capacity Utilization of the Major Ports in the country, port-wise, is as under:

(Figures in Rs. to 28.02.2013)

Sl. No.	Major Port	Capacity (In Million Tonnes)	Capacity utilization (%)
1	Kolkata	67.89	57.46
2	Paradip	106.30	52.76
3	Visakhapatnam	67.33	87.40
4	Ennore	31.00	56.83
5	Chennai	83.19	63.80
6	V.O. Chidambaranar	33.34	83.86
7	Cochin	44.66	44.36
8	New Mangalore	68.97	53.16
9	Mormugao	41.90	43.51
10	Mumbai	44.53	129.84
11	J.N.P.T.	64.00	100.26
12	Kandla	91.22	102.87
Total		744.33	

As is evident, capacity augmentation is required at Mumbai, JNPT and Kandla Ports. However, there are limitations to capacity expansion at the Mumbai Port.

(d) The steps taken by the Government for capacity expansion of ports are as under:

- (i) Upto 100% FDI under the automatic route is allowed for Port development projects.
- (ii) Income tax incentives are allowed as per Income Tax Act, 1961.
- (iii) Bidding documents like RFQ, RFP and Concession Agreement have been standardized.
- (iv) Enhanced delegation of financial powers to Shipping Ministry to accord investment approval for PPP projects.
- (v) Streamlining of security clearance procedures.
- (vi) Close monitoring of developmental projects in the Major Ports.

The funds earmarked for capacity expansion of the Major Ports in the 12th Five Year Plan is listed in the Statement.

**Statement***Ministry of Shipping**(Rs. in Crores)*

Sl. No.	Name of the organization	Year-wise Allocation										Total for 12th Plan		
		2012-13 (BE)		2013-14 (BE)		2014-15 (Projection)		2015-16 (Projection)		2016-17 (Projection)				
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
<b>Major Ports</b>														
1	Kolkata	2.00	44.98	0.00	38.03	200.00	129.84	250.00	135.19	48.00	25.19	500.00	374.23	874.23
2	Paradip	0.00	174.09	0.00	96.91	0.00	7.53	30.00	10.00	63.00	70.80	93.00	359.33	452.33
3	Visakhapatnam	77.00	232.40	50.00	132.34	0.00	155.87	0.00	84.50	0.00	407.80	127.00	1012.91	1139.91

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
4	Ennore	0.00	125.00	0.00	600.00	0.00	10.00	0.00	130.00	0.00	135.00	0.00	1000.00	1000.00
5	Chennai	37.82	120.00	15.00	92.00	40.18	220.00	56.00	443.05	24.00	63.10	173.00	938.15	1111.15
6	V. O.- Chidam- baranar	100.13	88.75	200.00	347.82	0.00	35.50	0.00	290.54	99.87	46.82	400.00	809.43	1209.43
7	Cochin	25.00	83.44	30.00	93.05	30.00	60.40	65.00	93.16	60.00	28.95	210.00	359.00	569.00
8	New Mangalore	0.00	36.00	0.00	75.00	0.00	122.10	0.00	128.87	100.00	82.20	100.00	444.17	544.17
9	Mormugao	0.00	58.78	110.00	0.00	240.00	28.88	25.00	15.00	22.47	35.03	397.47	137.69	535.16
10	Mumbai	0.00	377.11	0.00	427.60	0.00	264.29	0.00	159.50	0.00	216.31	0.00	1444.81	1444.81
11	JNPT	0.00	419.76	0.00	1559.10	0.00	359.01	0.00	366.17	0.00	147.01	0.00	2851.05	2851.05
12	Kandla	0.00	111.97	0.00	145.45	0.00	182.00	0.00	444.39	0.00	109.88	0.00	993.69	993.69
Total for Major Ports		241.95	1872.28	405.00	3607.30	510.18	1575.42	426.00	2300.37	417.34	1369.09	2000.47	10724.46	12724.93

### Child Labour

\*191. SHRI ASHOK TANWAR:  
SHRIMATI SUPRIYA SULE:

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

(a) the number of child labourers in the country at present, State/UT-wise, including Haryana;

(b) the approximate number of children working in hazardous occupations or processes, out of the above children, including Haryana;

(c) the details of the States covered under the National Child Labour Project (NCLP);

(d) the number of children who have been mainstreamed from NCLP schools to formal education system in the country during the last three years and the current year, State-wise, including Haryana; and

(e) the other steps being taken by the Government to completely abolish child labour from the country?

THE MINISTER OF LABOUR AND EMPLOYMENT (SHRI MALLIKARJUN KHARGE): (a) and (b) As per 2001

census, the total number of working children between the age group 5-14 years in the country was 1.26 crore out of which there were approximately 12 lakh children found working in the hazardous occupations/processes which are covered under Child Labour (Prohibition & Regulation) Act, 1986. However, in the Survey conducted by NSSO, in 2004-05 the numbers of working children were estimated at 90.75 lakh. As per NSSO survey 2009-10, the working children are estimated at 49.84 lakh. The state-wise details of working children (including the State of Haryana) as per NSSO Survey 2009-10 are given in the enclosed Statement-I.

(c) The State-wise details of the NCLP districts (including Haryana) are given in the enclosed Statement-II.

(d) No. of child labourers rescued, rehabilitated and mainstreamed through National Child Labour Project scheme during the last three years and current year, State-wise (including the State of Haryana) are given in the enclosed Statement-III.

(e) The Government is following a multi-pronged strategy to tackle the problem of child labour. It comprises of statutory and legislative measures, rescue and

rehabilitation, universal primary education alongwith social protection, poverty alleviation and employment generation. The objective is to create an environment where families are not compelled to send their children to work. The Child Labour (Prohibition & Regulation) Act, 1986, prohibits the employment of children below the age of 14 years in 18 Occupations and 65 Processes. The Act regulates the working conditions of children where they are not prohibited from working. Any person who employs a child in any occupation or process where employment of children is prohibited under the Child Labour Act, is liable for punishment with imprisonment or with fine. The Government has also proposed certain amendment in the Child Labour (Prohibition & Regulation) Act, 1986 to make it more effective. The Child Labour (Prohibition & Regulation) Amendment Bill, 2012 has been placed in the Parliament and is under examination with Standing Committee. The Amendment Bill inter-alia covers (i) complete prohibition

on employment of children below 14 years and linking the age of the prohibition with the age under Right to Free and Compulsory Education Act, (ii) prohibition of working of Adolescent (14 to 18 years) in Mines, Explosives and hazardous occupations set forth in the Factories Act, 1948, (iii) more strict punishment to the offenders and making the offences under the Act cognizable. For rehabilitation of child labour the Government is implementing the National Child Labour Project Scheme since 1988. The scheme seeks educational rehabilitation of children working in hazardous occupations and processes. Under the Project, children rescued/withdrawn from work are enrolled in the special schools, where they are provided with bridge education, vocational training, nutrition, stipend, health care, etc. before being mainstreamed into formal education system. The Ministry is also running the awareness generation programme against the evil of child labour.

**Statement-I**

*Data on Child Labour based on Employment Unemployment Survey during NSS 66th Round (2009-10)*

Sl. No.	Major State all India	Age group 5-14			
		Rural Male	Female	Urban Male	Female
1	2	3	4	5	6
1	Andhra Pradesh	88156	110191	20767	15548
2	Assam	144655	31909	11833	757
3	Bihar	224292	38665	11017	2548
4	Chhattisgarh	3669	7321	636	0
5	Delhi	-	-	18576	0
6	Gujarat	150487	207973	15945	16282
7	Haryana	22664	17471	28073	3988
8	Himachal Pradesh	2300	2942	2156	0
9	Jammu and Kashmir	11274	16872	1139	0
10	Jharkhand	63684	14661	4123	0
11	Karnataka	89796	113429	20793	2479
12	Kerala	1182	0	0	1583
13	Madhya Pradesh	91454	32812	57688	9063

1	2	3	4	5	6
14	Maharashtra	66370	127996	54230	12077
15	Odisha	54390	38288	36522	5363
16	Punjab	16802	6433	15664	9937
17	Rajasthan	93055	261871	43184	7826
18	Tamil Nadu	0	13880	3471	0
19	Uttarakhand	14810	7239	3219	2103
20	Uttar Pradesh	1012294	546320	147820	68899
21	West Bengal	357265	134657	31946	27716
All India		2511101	1727271	546897	198602

**Statement-II***List of Districts where Special Schools are in operation*

Sl. No.	Name of States	No. of Districts	Name of the Districts
1	2	3	4
1.	Andhra Pradesh	20	Ananatapur, Chittoor, Cuddapah, Guntur, Hyderabad, Karimnagar, Kurnool, Khammam, Nellore, Nizamabad, Prakasam, Rangareddy, Srikulam, Vizianagaram, Vishakhapatnam, Warangal, West Godavari, Mehbubnagar, Adilabad and Krishna
2.	Assam	3	Nagaon, Kamrup and Lakhimpur
3.	Bihar	24	Nalanda, Saharsa, Jamui, Katihar, Araria, Gaya, East Champaran, West Champaran, Madhepura, Patna, Supaul, Samastipur, Madhubani, Darbhanga, Muzaffarpur, Nawada, Khagaria, Sitamarhi, Kishanganj, Begusarai, Banka, Saran, Purnia and Bhagalpur
4.	Chhattisgarh	7	Durg, Bilaspur, Rajnandgaon, Surguja, Raigarh, Raipur and Korba
5.	Gujarat	9	Surat, Panchmahals, Bhuj, Banas Kantha, Dahod, Vadodara, Bhavnagar, Ahmedabad and Rajkot
6.	Haryana	3	Gurgaon, Faridabad and Panipat
7.	Jammu and Kashmir	2	Srinagar and Udhampur
8.	Jharkhand	8	Garwah, Sahibganj, Dumka, Pakur, West Singhbhum (Chaibasa), Gumla, Palamu, and Hazaribagh

1	2	3	4
9.	Karnataka	15	Bijapur, Raichur, Dharwad, Bangalore Rural, Bangalore Urban, Belgaum, Koppal, Devangere, Mysore, Bagalkot, Chitradurga, Gulbarga, Bellary, Kolar and Mandya.
10.	Madhya Pradesh	21	Mandsaur, Gwalior, Ujjain, Barwani, Rewa, Dhar, East Nimar(Khandwa), Rajgarh, Chhindwara, Shivपुर, Sidhi, Guna, Shajapur, Ratlam, West Nimar (Khargon), Jhabua, Damoh, Sagar, Jabalpur, Satna and Katni
11.	Maharashtra	15	Solapur, Thane, Sangli, Jalgaon, Nandurbar, Nanded, Nasik, Yavatmal, Dhule, Beed, Amravati, Jalna, Aurangabad, Gondia and Mumbai Suburban.
12.	Nagaland	1	Dimapur
13.	Odisha	24	Angul, Balasore, Bargarh, Bolangir, Cuttack, Deogarh, Gajapati (Udayagiri), Ganjam, Jharsuguda, Kalahandi, Koraput, Malkangiri, Mayurbhanj, Nabarangpur, Nuapada, Rayagada, Sambalpur, Sonapur, Jaipur, Keonjhar, Kendrapada, Khurda, Nayagarh and Sundergarh.
14.	Punjab	3	Jalandhar, Ludhiana and Amritsar
15.	Rajasthan	27	Jaipur, Udaipur, Tonk, Jodhpur, Ajmer, Alwar, Jalor, Churu, Nagaur, Chittaurgarh, Banswara, Dhaulpur, Sikar, Dungarpur, Bharatpur, Bikaner, Jhunjhunu, Bundi, Jhalawar, Pali, Bhilwara, Ganganagar and Barmer, Dausa, Hanumangarh, Kota, Baran.
16.	Tamil Nadu	17	Chidambaranar (Tuticorin), Coimbatore, Dharmapuri, Vellore, Salem, Tiruchirapalli, Tirunelveli, Krishnagiri, Chennai, Erode, Dindigul, Theni. Kanchipuram, Thiruvannamallai, Tiruvallur, Nammakkal and Virudhunagar
17.	Uttar Pradesh	47	Varanasi, Mirzapur, Bhadohi, Bulandshahar, Saharanpur, Azamgarh, Bijnour, Gonda, Kheri, Bahraich, Balrampur, Hardoi, Barabanki, Sitapur, Faizabad, Badaun, Gorakhpur, Kushinagar, Kannauj, Shajahanpur, Rae Bareilly, Unnao, Sultanpur, Fatehpur, Shravasti, Pratapgarh, Basti, Sonebhadra, Mau, Kaushambi, Banda, Ghaziabad, Jaunpur, Rampur, Bareilly, Lucknow, Meerut, Etawah, Agra, Ghazipur, Mathura, Etah, Moradabad, Allahabad, Kanpur Nagar, Aligarh and Ferozabad.

1	2	3	4
18.	Uttarakhand	1	Dehradun
19.	West Bengal	18	Burdwan, North Dinajpur, South Dinajpur, North 24-Parganas, South 24-Parganas, Kolkata, Murshidabad, Midnapore, Maldah, Bankura, Purulia, Birbhum, Nadia, Hugli, Howrah, Jalpaiguri, Cooch Bihar, East Midnapore.
20.	Delhi	1	NCT of Delhi
Total		266	

**Statement-III**

*No. of child labourers rescued, rehabilitated and mainstreamed through National Child Labour Project scheme during the last three years and current year, State-wise*

Sl. No.	State	No. of children Mainstreamed			
		2009-10	2010-11	2011-12	2012-13 (up to Dec. 2012)
1	Assam	3685	274	227	10848
2	Andhra Pradesh	13689	1858	13202	7840
3	Bihar	7998	8552	19673	1162
4	Chhattisgarh	1063	5164	4914	2004
5	Gujarat	1437	2129	609	569
6	Haryana	1354	1293	1895	1722
7	Jammu and Kashmir	Nil	43	184	132
8	Jharkhand	1816	1015	2216	4003
9	Karnataka	3217	135	3761	742
10	Maharashtra	5,150	5113	4532	4328
11	Madhya Pradesh	9,692	13344	17589	5044
12	Odisha	10,585	14416	13196	10309
13	Punjab	1,023	123	168	0
14	Rajasthan	12,326	4415	1020	4155
15	Tamil Nadu	6,321	6325	5127	3537
16	Uttar Pradesh	40,297	28243	29947	10617
17	West Bengal	13,187	2215	7456	3117

**Quality of Roads**

192. SHRIMATI ANNU TANDON: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Government has received complaints regarding the quality of construction work on National Highways (NHs) of the country;

(b) if so, the details thereof, State/UTwise during the last three years and the current year along with the action taken thereon;

(c) whether there is any mechanism put in place to inspect the quality of construction of roads/NHs in the country;

(d) if so, the details thereof along with the findings of the inspection carried out by them during the last three years and the action taken thereon; and

(e) the steps taken by the Government to ensure quality of construction of National Highways?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (DR. C. P. JOSHI): (a) to (e) Complaints regarding quality of construction work on National Highway (NH), whenever received, are examined and action taken as per extant policy and in accordance with the provisions

of the contract agreements. The State/Union Territory (UT)-wise details of complaints regarding poor quality of construction works on NHs along with action taken against the agencies involved on such complaints during last three years and the current year are enclosed as Statement. Action on the cases under investigation shall depend on the outcome of the investigation. There is no time frame for such investigations.

All NH projects are constructed as per quality standards specified in Indian Roads Congress (IRC) / Ministry of Road Transport & Highways (MoRT&H) specifications. Supervision / Independent Consultants are appointed for closely monitoring the quality of construction through regular checks and tests. Besides, quality of construction is also closely monitored by field officers executing the project and Regional Officers (ROs) of the Ministry including Officers from headquarters.

Further, Vigilance Division of National Highways Authority of India (NHAI) conducts surprise checks to examine the quality of material used in road construction. Such checks are conducted at construction sites without prior information to the field officers as well as contractors and the samples of materials collected are tested independently.

**Statement**

*The State/Union Territory (UT)-wise details of complaints regarding poor quality of construction works on NHs along with action taken against the agencies involved on such complaints during last three years and the current year*

Sl. No.	State / Union Territory	No. of complaints	Name of work	NH No.	Action taken
1	2	3	4	5	6
1.	Andhra Pradesh	1	4 lane NH road from Islampur to Kadthal	7	Under investigation.
2.	Bihar	1	Mokama-Munger project	80	Under investigation.
3.	Bihar	1	Six laning from Varanasi to Aurangabad	2	Material got tested at IIT BHU, which was found conforming to the project specification.
4.	Bihar	1	2 laning with paved shoulder from Piprakothi to Raxaul Section	28A	Material got tested from NIT, Patna and found to

1	2	3	4	5	6
					be in accordance with Specifications.
5.	Bihar	1	2 lane with paved shoulder from Muzaffarpur to Sonbarsa	77	Material tested from NIT, Patna and found to be in accordance with specifications
6.	Bihar	1	Construction of bridge on NH-57 and NH-107	57 & 107	Under investigation.
7.	Chhattisgarh	2	4-laning of Bhilui-Raipur section of NH-6	6	Under investigation.
8.	Rajasthan	1	NH-76 in district Baran	76	Under investigation.
9.	Rajasthan	1	Widening and Strengthening of Jodhpur-Pokhran section of NH-114	114	Defects rectified by the concerned contractor at its own cost.
10.	Odisha	1	NH bypass on NH-5 from Sunakhala to INS Chilika through Balugaon town	5	Under investigation.
11.	Jammu and Kashmir	1	Samba-Kunjwani-Narwal stretch in Jammu District	44	Minor defects noticed during inspection and notified to the construction agency for rectification during DLP. The damaged existing Devak Bridge and newly constructed Balole Bridge are under repair.
12.	Delhi/Haryana	1	Badarpur to Saiita Vihar NH-2	2	Recovery and rectification has been proposed.
13.	Uttar Pradesh	1	NH-24 in UP	24	Recovery and rectification has been proposed.
14.	Uttar Pradesh	2	NH-25 Orai-Bara section (BOT Annuity)	25	Inspection reveals that work has been executed as per standard specifications and norms of IRC.
15.	Madhya Pradesh	1	Four lanning of Jhansi Lakhandon section in District Narsinghpur	26	The stretch for which complaint has been

1	2	3	4	5	6
					made is outside the scope of work of the contractor.
16.	Madhya Pradesh	2	Rehabilitation and upgrading to Four lane divided carriageway configuration of km. 15.00 to km. 49.600 of NH-25 including ghat section and Sindh. Bridge in the State of MP.	25	Recovery of amount has been made accordingly and defect was repaired by Contractor at his cost.
17.	Karnataka	2	Mulabagal-Kolar-Bangalore section of NH-4	4	Rectification work has been carried out and for certain items reduced rates proposed.
18.	Karnataka	1	New Mangalore Port	17,48 & 13	Contractor instructed to improve finishing which is in progress.
19.	Jharkhand	1	4-laning of NH-2 from km. 320.0 to 398.750	2	Defects rectified by the concerned contractor.
20.	Gujarat	1	Strengthening/raising between km. 152 to 161. km. 167.75 to 180.76. km. 192 to 209 of NH-8E.	1	Agency debarred and works carried out at the risk and cost of the agency.
21.	Uttar Pradesh	1	Development of Jhansi-Mirzapur section of NH-76	76	Under investigation.

### Exclusion of Wrestling from Olympic Games

\*193. SHRI GURUDAS DASGUPTA:  
SHRI PURNMASI RAM:

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

(a) whether the International Olympic Committee (IOC) has decided to drop wrestling from Olympics 2020;

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

(c) whether the Government has discussed the matter with the wrestling federations of other countries;

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

(e) the other initiatives taken by the Government to take up the matter with IOC to reconsider this decision?

THE MINISTER OF STATE OF THE MINISTRY OF YOUTH AFFAIRS AND SPORTS AND MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI JITENDRA SINGH): (a) International Olympic Committee (IOC) Executive Board (EB) has at its meeting held on 12.02.2013 recommended 25 core sports for 2020 Olympic Games. The recommended sports are: athletics, rowing, badminton, basketball, boxing, canoeing, cycling, equestrian, fencing, football, gymnastics, weightlifting, handball, hockey, judo, aquatics, modern pentathlon, taekwondo, tennis, table tennis, shooting, archery, triathlon, sailing and volleyball.

The EB has recommended that wrestling, governed by the International Federation of Associated Wrestling Styles (FILA), not be included in the said list of core sports. Wrestling will now join the seven shortlisted sports - baseball/softball, karate, roller sports, sport climbing, squash, wakeboarding and wushu - vying for inclusion in the 2020 Olympic programme as an additional sport.

The eight sports are scheduled to make presentations to the Executive Board at its meeting in St. Petersburg, Russia, in May. The EB will select which of the eight sports to recommend to the 125th IOC Session for inclusion as an additional sport in the 2020 programme.

(b) to (e) The Ministry of Youth Affairs & Sports has taken up the matter with the International Olympic Committee (IOC) requesting it to reconsider the decision of its Executive Board (EB) to exclude Wrestling from the 25 core sports it will propose for the 2020 Summer Olympic Games during the 125th IOC session to be held in September in Argentina and to retain Wrestling in the category of core sports for Olympic Games.

The Minister of State (I/C) for Youth Affairs & Sports has also written to Sports Ministers of other countries, where wrestling is popular and wrestlers from which participated in London Olympics, 2012, requesting their support in the efforts of the Government of India to convince the IOC by way of taking up the matter with the IOC and impressing upon them to reconsider its decision and retain wrestling among the core sports in Olympic Games.

The Ministry of Youth Affairs & Sports has also written to the Ministry of External affairs for enlisting its support and directing the Indian Ambassadors and High Commissioners in countries, whose wrestlers participated in London Olympics in 2012, to call on respective Sports Ministers and convince them to take up the matter with IOC in right earnest.

The Government will continue to make all efforts including building international opinion on this matter.

*[Translation]*

**Crashes of IAF Aircrafts**

\*194. SHRI PASHUPATI NATH SINGH:  
SHRI SANJAY DHOTRE:

Will the Minister of DEFENCE be pleased to state:

(a) the details of the fighter planes of the Indian Air Force (IAF) crashed during each of the last three years along with the rate of air crashes in the Air Forces of other countries of the world;

(b) the details of loss of life and property caused in these accidents, including that of pilots / personnel and

the amount of compensation paid by the Government in each case;

(c) whether the Government proposes to increase the amount of compensation and other benefits given to the families of the deceased pilots;

(d) if so, the details thereof; and

(e) the outcome of the investigation in each of the cases and the remedial measures being taken to check recurrence of such incidents?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY):  
(a) to (e) During the last three years (2009-10 to 2011-12) and current Financial Year 2012-13 (up to 19.02.2013) twenty nine fighter planes of the Indian Air Force (IAF) have crashed. The details of these crashes are as follows:

Sl. No.	Financial Year	Category of aircraft
1	2	3
1.	2009-10	SU 30 MKI
2.	2009-10	MIG 27 UPG
3.	2009-10	MIG 21 BISON
4.	2009-10	MIG 21 FL
5.	2009-10	MIG 21 M
6.	2009-10	MIG 27 ML
7.	2009-10	SU 30 MKI
8.	2009-10	MIG 27 ML
9.	2009-10	MIG 27 ML
10.	2009-10	MIG 21 FL
11.	2010-11	MIG 21 M
12.	2010-11	MIG 27 ML
13.	2010-11	MIG 27
14.	2010-11	MIG 27 UPG
15.	2010-11	MIG 21 BISON
16.	2010-11	MIG 21 M
17.	2011-12	MIG 21 M

1	2	3
18.	2011-12	JAGUAR
19.	2011-12	MIG 21 BISON
20.	2011-12	MIG 21 M
21.	2011-12	MIG 29
22.	2011-12	MIG 21 BISON
23.	2011-12	SU 30 MKI
24.	2011-12	MIRAGE 2000
25.	2011-12	MIRAGE 2000
26.	2012-13	MIG 21 BISON
27.	2012-13	JAGUAR
28.	2012-13	MIG 27 ML
29.	2012-13	SU 30 MKI

Since authenticated information on rate of air crashes of other Air Forces is not available, comparison of rate of IAF air crashes with those of other Air Forces is not possible.

In the above accidents a total of 06 pilots and 06 civilians have lost Their lives. Apart from the loss of aircraft, 39 civilian properties were damaged. Compensation paid for loss of lives of pilots and for civilians killed/injured/property damaged is Rs. 60 lakh and Rs. 40.04 lakh respectively.

Compensation is paid to the next of kin of the deceased/injured pilots and civilians as per extant Government instructions which are reviewed from time to time.

Every accident/incident is followed by Court/Board of Inquiry and the recommendations of all the completed Court/Board of Inquiry have been implemented. IAF has taken various remedial measures like invigoration of Aviation Safety organization, streamlining of accident/incident reporting procedure, analytical studies and quality audits of the aircraft fleets to identify vulnerable areas to reduce aircraft accidents. Ornithology cell, which carries out bird surveys at flying bases and suggests bird

prevention modules, has been established at the Directorate of Flight Safety. Visit of all flying bases by Senior Aviation Safety functionaries of the IAF has been undertaken to apprise and caution the operating units about the causes of the accidents and to get views towards enhancing aviation safety. Accident prevention programmes have been given an added thrust to identify risk prone/hazardous areas specific to the aircraft fleets and operational environment to ensure safe practices / procedures.

#### **Modernisation of Indian Army**

\*195. DR. BHOLA SINGH:  
SHRIMATI JAYAPRADA:

Will the Minister of DEFENCE be pleased to state:

(a) whether the Government proposes to modernise the Indian Army;

(b) if so, the details thereof along with the funds provided for the same and the progress made so far in this regard;

(c) whether modernisation of the Indian Army is being delayed/hampered due to inadequate budgetary provisions;

(d) if so, the details thereof; and

(e) the steps taken/proposed to be taken by the Government to provide adequate funds for the purpose?

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

(a) to (e) Modernisation of the Armed Forces is a continuous process based on threat perception, operational challenges, technological changes and available resources. The process is based on a 15 year Long Term Integrated Perspective Plan (LTIPP), five year Services Capital Acquisition Plan (SCAP) and Annual Acquisition Plan (AAP). The LTIPP 2012-27 and Twelfth Five Year Plan 2012-17 for the Armed Forces have been approved by Defence Acquisition Council.

The budget estimates (BE), revised estimates (RE) and the actual expenditure on Capital acquisition for modernization of Indian Army for the last five years is as under:

(Rs. in crore)

Year	Budget Estimates	Revised Estimates	Actual Expenditure	% Utilisation w.r.t. RE
2008-09	10176.07	8032.57	7714.78	96.04
2009-10	13153.95	9486.84	11651.76	122.82
2010-11	12386.36	10841.36	11717.09	108.08
2011-12	14252.49	10832.87	10865.93	100.31
2012-13	13724.14	11568.76	8204.16*	70.92
2013-14	73444.59			

\*Upto February, 2013

The non-availability of funds has not constrained the requirements of defence forces for modernisation.

Review is carried out periodically and the requisite funds are made available either with re-adjustments within or additional allocations made at the revised estimate stage.

### **Migrant Labourers**

*[English]*

\*196. SHRI HASSAN KHAN:  
SHRI BHAKTA CHARAN DAS:

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

(a) whether the plight of migrant labourers has engaged the attention of the Government and if so, the efforts made to collect relevant data in this regard;

(b) the details of the welfare measures provided to these labourers including payment of equal wages;

(c) whether the Government is contemplating fresh steps to address welfare and social security issues relating to migrant labourers; and

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

THE MINISTER OF LABOUR AND EMPLOYMENT (SHRI MALLIKARJUN KHARGE): (a) and (b) The Government is aware of the problems and plight of migrant labourers. In order to regulate the employment of inter

state migrant workmen and to provide for their conditions of service, the Government has enacted the Inter-State Migrant Workmen (Regulation of Employment and Conditions of Service) Act, 1979. The Act inter-alia, provides for payment of journey allowance, displacement allowance, residential accommodation, medical facilities and protective clothing, etc. to these workers. As per Section 13 of the Act, the wage rates, holidays, hours of work and other conditions of service of an inter-State migrant workman shall be the same as those applicable to other workman and an inter-State migrant workman shall in no case be paid less than the wages fixed under the Minimum Wages Act, 1948. The provisions of various labour laws like the Employees Compensation Act, 1923, the Payment of Wages Act, 1936, the Industrial Dispute Act, 1947, the Employees State Insurance Act, 1948, the Employees Provident Funds and Miscellaneous Provisions Act, 1952 and Maternity Benefit Act, 1961 are also applicable to migrant workers.

Every citizen has a right to migrate to any part of the country. However, Government's effort has been to prevent distress migration.

The Government has enacted Mahatma Gandhi National Rural Employment Guarantee Act, 2005 which aims at enhancing the livelihood security of people in rural areas by guaranteeing hundred days of wage-employment in a financial year to a rural household, whose adult members volunteer to do unskilled manual work. According to the Act, employment shall be provided within a radius of five kilometres of the village where the applicant resides at the time of applying. In case the employment is provided outside such radius, it must be provided within the Block and the labourers shall be paid 10% extra wages. As such, providing local employment, on demand by the household, mitigates distress migration.

Further, the Government has enacted the Unorganized Workers' Social Security Act, 2008 to provide for social security and welfare of unorganised workers including migrant workers. The Act has come into force w.e.f. 16th May, 2009. The Act provides for formulation of schemes by the Central Government for different sections of unorganised workers on matters relating to:

- (a) Life and disability cover;
- (b) Health and maternity benefits;

(c) Old age protection; and

(d) Any other benefit as may be determined by the Central Government.

The Act also provides for formulation of schemes by the State Governments relating to provident fund, employment injury benefits, housing, educational schemes for children, skill upgradation, funeral assistance and old age homes by the State Governments.

(c) and (d) The Government has launched Rashtriya Swasthya Bima Yojana (RSBY) to provide health insurance coverage for certain categories of unorganised workers which include migrant workers. The objective of RSBY is to provide protection to eligible households from financial liabilities arising out of health shocks that involve hospitalization.

Inter state migrant workers constitute a sizeable portion of workers engaged in building and other construction activities. Since RSBY has been extended to building and other construction workers, these interstate migrant workers will have entitlement under the scheme.

The Central Government and some of the States have signed MoUs to facilitate strengthening of inter-state coordination mechanism for smooth implementation of the activities in source and destination areas of migrant workers. The project approach includes: (a) Social protection to brick kiln workers by converging government schemes at source and destination states (b) Improving workplace facilities (c) Promoting collective bargaining by imparting rights based education to workers (d) Social dialogue for improving labour recruitment and working conditions and (e) Focused approach towards elimination of child labour in brick kilns.

#### **Diversion of Forest Land**

\*197. SHRI A. SAMPATH:  
SHRI P.K. BIJU:

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

(a) whether the Government has made any provision that diversion of forest land for developmental activities

require prior approval of the Government;

(b) if so, the details thereof along with the number of such proposals received by the Government during the last three years and the current year, State-wise;

(c) the number of proposals cleared and rejected during the said period and the details of the pending projects along with the reasons therefor; and

(d) the time by which all the proposals are likely to be granted clearance by the Government?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRIMATI JAYANTHI NATARAJAN): (a) The diversion of forest land for non-forestry purposes including developmental purposes require prior approval of the Central Government under the provisions of the Forest (Conservation) Act, 1980.

(b) and (c) The details of proposals received by the Central Government in the years 2010, 2011, 2012 and 2013 along with details of projects approved/ rejected by the Central Government is given in the enclosed Statement-I. Details of proposals under consideration of the Central Government is given in the enclosed Statement-II.

Detailed site inspection is required in proposals involving more than 100 ha of forest land. Quite often the proposals received are not complete in all respects and the Central Government has to seek further details/ documents from the concerned State Governments. These are the main reasons of pendency of the proposals.

(d) The proposals for diversion of forest land are processed in the Ministry of Environment & Forests and then considered by the Forest Advisory Committee constituted under the provisions of the Forest (Conservation) Act, 1980. The Ministry takes a decision after considering the recommendations of the Committee. Proposals involving 100 ha or more forest land are also inspected in detail by the officers of the concerned Regional Office of the Ministry. The Ministry takes prompt action to consider the projects for forest clearance when proposals complete in all respects are received.

**Statement-I**

Sl. No.	States/Union Territories	No. of proposals received during the year	No. of proposals approved*	Closed/Rejected/Returned/Withdrawn*
1	2	3	4	5
<b>Year 2010</b>				
1	Andaman and Nicobar Island	3	1	0
2	Andhra Pradesh	31	25	15
3	Arunachal Pradesh	24	14	0
4	Assam	1	0	0
5	Bihar	13	12	06
6	Chandigarh	3	0	01
7	Chhattisgarh	19	17	06
8	Dadar and Nagar Haveli	03	01	03
9	Daman and Diu		0	0
10	Delhi	03	02	0
11	Goa	03	03	03
12	Gujarat	86	75	32
13	Haryana	204	236	05
14	Himachal Pradesh	160	144	05
15	Jharkhand	56	38	10
16	Karnataka	35	22	17
17	Kerala	04	02	04
18	Madhya Pradesh	40	28	15
19	Maharashtra	48	37	20
20	Manipur	07	04	0
21	Meghalaya	01	02	01
22	Mizoram	02	01	01
23	Odisha	19	19	06
24	Punjab	264	254	03
25	Rajasthan	28	22	12

26	Sikkim	21	21	0
27	Tamil Nadu	13	10	05
28	Tripura	14	06	0
29	Uttar Pradesh	167	143	39
30	Uttarakhand	317	242	74
31	West Bengal	11	09	0
<b>Total</b>		<b>1600</b>	<b>1390</b>	<b>283</b>

\*Includes proposals received during the previous years and decided in the year under consideration.

Sl. No.	States/Union Territories	No. of proposals received during the year	No. of proposals approved*	Closed/Rejected/Returned/Withdrawn*
1	2	3	4	5

**Year 2011**

1	Andaman and Nicobar Island	03	03	03
2	Andhra Pradesh	46	24	29
3	Arunachal Pradesh	9	13	0
4	Assam	04	02	0
5	Bihar	38	26	0
6	Chandigarh	03	04	02
7	Chhattisgarh	21	07	36
8	Dadar and Nagar Haveli	11	07	02
9	Daman and Diu		0	0
10	Delhi	01	01	0
11	Goa	01	0	01
12	Gujarat	122	83	11
13	Haryana	341	295	33
14	Himachal Pradesh	124	84	44
15	Jharkhand	14	08	07
16	Karnataka	35	14	26
17	Kerala	08	04	04

1	2	3	4	5
18	Madhya Pradesh	58	32	07
19	Maharashtra	65	57	12
20	Manipur	02	0	00
22	Meghalaya	01	0	01
21	Mizoram	01	01	01
23	Odisha	22	16	03
24	Punjab	316	253	68
25	Rajasthan	25	14	31
26	Sikkim	07	09	0
27	Tamil Nadu	09	07	05
28	Tripura	01	01	
29	Uttar Pradesh	133	114	26
30	Uttarakhand	232	94	81
31	West Bengal	04	04	3
Total		1657	1177	404

\*Includes proposals received during the previous years and decided in the year under consideration

Sl. No.	States/Union Territories	No. of proposals received during the year	No. of proposals approved*	Closed/Rejected/Returned/Withdrawn*
1	2	3	4	5
<b>Year 2012</b>				
1	Andaman and Nicobar Island	05	04	0
2	Andhra Pradesh	22	29	15
3	Arunachal Pradesh	06	12	
4	Assam	01	02	
5	Bihar	27	26	
6	Chandigarh		01	01
7	Chhattisgarh	14	13	04
8	Dadar and Nagar Haveli	03	04	02
9	Goa			01

1	2	3	4	5
10	Gujarat	59	66	10
11	Haryana	52	199	02
12	Himachal Pradesh	22	80	01
13	Jharkhand	27	36	04
14	Karnataka	18	19	29
15	Kerala	02	07	05
16	Madhya Pradesh	25	34	04
17	Maharashtra	33	45	14
18	Manipur	01	01	
19	Meghalaya		03	01
20	Mizoram	03	01	
21	Odisha	12	18	
22	Punjab	14	106	01
23	Rajasthan	07	11	13
	Sikkim			
24	Tamil Nadu	07	09	05
25	Tripura		02	
26	Uttar Pradesh	30	49	19
27	Uttarakhand	20	73	101
28	West Bengal	02	04	
Total		412	853	233

\* Includes proposals received during the previous years and decided in the year under consideration.

Sl. No.	States/Union Territories	No. of proposals received during the year	No. of proposals approved*	Closed/Rejected/Returned/Withdrawn*
1	2	3	4	5

#### Year 2013

1	Andaman and Nicobar Island	01	02	
2	Andhra Pradesh		14	16

1	2	3	4	5
3	Arunachal Pradesh		01	
4	Assam		01	
5	Bihar	05	04	
6	Chandigarh			01
7	Chhattisgarh	03	05	03
8	Dadar and Nagar Haveli			02
9	Goa			01
10	Gujarat	02	10	
11	Haryana	01	01	01
12	Himachal Pradesh		03	
13	Jharkhand	02	06	03
14	Karnataka		02	14
15	Kerala		01	04
16	Madhya Pradesh	04	08	03
17	Maharashtra	01	03	10
18	Meghalaya			01
19	Mizoram			01
20	Odisha	03	07	
21	Punjab		04	01
22	Rajasthan	02	04	04
23	Sikkim		01	
24	Tripura	01		
26	Uttar Pradesh	01	12	
28	Uttarakhand	02	50	04
29	West Bengal	02		
Total		28	131	79

\*Includes proposals received during the previous years and decided in the year under consideration.

**Statement-II**

Sl. No.	State	Under consideration of the Central Government	Pending with the Central Government due to non-receipt of essential information sought from the State/ UT Govt.	Total
1	2	3	4	5
1	Andaman and Nicobar Island	4	6	10
2	Andhra Pradesh	12	46	58
3	Arunachal Pradesh	9	18	27
4	Assam	3	7	10
5	Bihar	15	25	40
6	Chandigarh		6	6
7	Chhattishgarh	21	28	49
8	Dadar and Nagar Haveli	4	4	8
9	Daman and Diu		2	2
10	Delhi		2	2
11	Goa		3	3
12	Gujarat	64	70	134
13	Haryana	50	431	481
14	Himachal Pradesh	35	296	331
15	Jharkhand	12	40	52
16	Karnataka	6	38	44
17	Kerala	2	5	7
18	Madhya Pradesh	27	99	126
19	Maharashtra	27	48	75
20	Manipur	1	6	7
21	Meghalaya		5	5
22	Mizoram	3	3	6
23	Odisha	9	25	34
24	Punjab	46	515	561
26	Rajasthan	8	35	43

1	2	3	4	5
28	Sikkim		2	2
29	Tamil Nadu	5	5	10
30	Tripura	1	18	19
31	Uttar Pradesh	27	39	66
32	Uttaranchal	6	55	61
33	West Bengal	3	1	4
Grand Total		400	1883	2283

[Translation]

**Inoperative EPF Accounts**

\*198. SHRI RAJIV RANJAN SINGH ALIAS LALAN SINGH:  
DR. MURLI MANOHAR JOSHI:

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

(a) whether there is a large amount of money of the employees lying in inoperative accounts in the Employees Provident Fund;

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

(c) whether the amount in this Fund is not being claimed and if so, the facts and reasons therefor;

(d) whether the Government has formulated any proposal to utilise this unused amount; and

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

THE MINISTER OF LABOUR AND EMPLOYMENT (SHRI MALLIKARJUN KHARGE): (a) and (b) An amount of Rs. 22,636.57 Crore (as on 31.03.2012) is lying with the Employees' Provident Fund Organisation, which is classified as 'Inoperative Accounts'.

(c) The amount lying in inoperative accounts have definite claimants. Members whose amount is lying in the inoperative accounts can claim their dues at any point of time by filing claim for settlement.

Members do not withdraw their amount from the

fund due to the following reasons:

i) The interest earned on the deposits with EPFO is exempt from Income Tax.

ii) Such deposits are safe investments and cannot be attached even by decree of any Court.

iii) In case of frequent change in employment, the members sometimes do not apply for transfer of their provident fund balance from their previous account to the new account opened under the new employer.

(d) and (e) There is a definite claimant to each account. Therefore, the amount available in inoperative accounts can not be used for any other purpose.

**Border Roads Organisation**

\*199. SHRI HARSH VARDHAN:  
SHRIMATI USHA VERMA:

Will the Minister of DEFENCE be pleased to state:

(a) the details of the total length of roads in kilometre constructed by the Border Roads Organisation (BRO) and under construction in the border areas of strategic importance;

(b) whether the pace of construction of roads is not satisfactory and if so, the details thereof;

(c) whether the BRO is equipped with necessary machinery and helicopter facility for carrying men and materials for road constructions; and

(d) if so, the details thereof?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY):  
 (a) and (b) Border Roads Organisation (BRO) has constructed approximately 49,300 Kms. of roads of strategic importance. 21002 Km. of roads are under construction in various packages. The progress of some of the projects was constrained due to various reasons which include time taken in forest / wild life clearances, unprecedented cloud bursts, limited working season in high altitude areas and non availability of sufficient labour.

(c) and (d) Yes, Madam. BRO is adequately equipped with vehicle / equipment and plants for executing works. Equipment required for construction like hydraulic excavators, dozers, wet mix macadam plants, stone crushers etc. have been inducted. The air efforts required in connection with expediting progress of works is provided by the Indian Air Force (IAF).

[English]

#### **National Manufacturing Policy**

\*200. SHRI ANAND PRAKASH PARANJPE:  
 DR. SANJEEV GANESH NAIK:

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

(a) whether the Government has started a single window clearance mechanism under the National Manufacturing Policy;

(b) if so, the salient features and objectives thereof along with the number of jobs likely to be generated in the next decade through this policy;

(c) whether the United Kingdom and other countries have shown interest in setting up of industrial townships and developing new cities in the country and if so, the details of the countries which have shown interest in this regard along with the estimated investment to be made by them and the time by which these projects are likely to be taken up and completed;

(d) the number of proposals received from various States including Uttar Pradesh for setting up of National Investment and Manufacturing Zones (NIMZ) under the National Manufacturing Policy; and

(e) whether the Government proposes to relax land requirement norms for NIMZs in States and if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF COMMERCE AND INDUSTRY AND MINISTER OF TEXTILES (SHRI ANAND SHARMA):  
 (a) and (b) The Government of India has notified a national manufacturing policy on 4th November, 2011 with the objective of enhancing the share of manufacturing in GDP to 25% and creating 100 million jobs over a decade or so. It also seeks to empower rural youth by imparting necessary skill sets to make them employable. Sustainable development is integral to the spirit of the policy and technological value addition in manufacturing has received special focus. Recognizing that the manufacturing sector has a multiplier effect on the creation of jobs, even in allied sectors, the government has brought out this policy. Salient features of the policy are: National Investment and Manufacturing Zones (NIMZs); rationalization and simplification of business regulations; simple and expeditious exit mechanism for manufacturing units; incentives for SMEs; industrial training and skill upgradation measures; financial and institutional mechanisms for technology development, including green technologies; and leveraging government procurement to strengthen manufacturing and value addition.

The policy provides *inter alia*, for rationalization and simplification of business regulations with the objective of reducing the regulatory burden on industry. The policy envisages the NIMZ and/or industrial clusters to be governed by a Special Purpose Vehicle (SPV) headed by a senior government official. The SPV is envisaged to have delegated power of clearances under relevant laws and regulations wherever possible. The policy also provides for the entire process of clearances to be made web enabled; timelines to be specified; multiple returns to be simplified; and combined application forms to be developed as far as practicable.

(c) Government has sought participation of investors, *inter-alia* from Germany and Britain in the National Investment and Manufacturing Zones (NIMZs). Countries like Japan and USA have also shown interest in the National Manufacturing Policy implementation. However, no specific proposals for collaboration in respect of NIMZ have been received from these countries.

(d) The Government has received nine proposals for setting up of NIMZ outside the Delhi-Mumbai Industrial Corridor region, including for two NIMZ from Uttar Pradesh.

(e) There is no such proposal under consideration of government. As stated in the policy, the NIMZ have been conceived, as large integrated industrial townships with state-of-the-art infrastructure; clean and energy efficient technology; skill development facilities; and other necessary social infrastructure to provide a conducive environment for manufacturing industry.

[Translation]

#### **Check on Deaths of Wildlife**

2071. SHRI BADRI RAM JAKHAR: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the number of cases of deaths of wildlife such as Black buck, Chinkara, Peacock etc. due to water pollution is on rise in Western Rajasthan;

(b) if so, the details thereof and the number of complaints regarding water pollution received from the said region to the Government;

(c) whether the Government has taken steps to check the water pollution;

(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 (SHRIMATI JAYANTHI NATARAJAN): (a) to (e) As per information received from the State Government of Rajasthan, no death of wildlife such as Black buck, Chinkara, Peacock etc has been reported due to water pollution in Western Rajasthan.

The Ministry has received complaints on various aspects of water pollution from Bhiwadi, Sanganer and Bandi areas apart from pollution problems of Canals in Rajasthan. The Rajasthan State Pollution Control Board has been monitoring the water quality in the State. The State Board has also identified water pollution sources such as industries and have taken actions against defaulting units.

#### **Surveillance in Coastal areas**

2072. SHRI MAHABALI SINGH: Will the Minister of DEFENCE be pleased to state:

(a) whether the Government proposes to procure surveillance aircrafts for security of the sea coast of the country;

(b) if so, the details thereof;

(c) the amount of funds proposed to be spent by the Government for this purpose; and

(d) the time by which these aircrafts are likely to be provided to the Indian Coast Guard?

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

(a) Yes, Madam.

(b) and (c) A contract has been signed with M/s HAL in March, 2010 for procurement of 12 surveillance aircrafts fitted with state of the art sensors, at a total contract cost of Rs. 1102 Crore.

(d) Six aircraft have already been delivered to ICG and the remaining six are scheduled for delivery by March, 2014.

[English]

#### **Number of Asiatic Lions**

2073. SHRIMATI DARSHANA JARDOSH: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether there has been increase in the number of Asiatic Lions in the country;

(b) if so, the details thereof;

(c) whether the Government has prepared any plan for providing funds for protection of Asiatic Lions in the Gir Forests which is the only habitat of Asiatic Lions in the State of Gujarat;

(d) if so, the details thereof along with the funds likely to be allocated in this regard; and

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

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRIMATI JAYANTHI NATARAJAN): (a) and (b) Yes, Madam. The number of Asiatic Lions in the country has increased from 359 ± 10 in 2005 to 411 in 2010.

(c) and (d) The Government of India is providing financial assistance annually to the State Government of Gujarat for conservation of Asiatic Lions in Gujarat under the Centrally Sponsored Scheme 'Integrated Development of Wildlife Habitats'.

Further the State Government of Gujarat has submitted a focused project proposal titled 'Consolidating Long Term Conservation of Asiatic Lion in Greater Gir Region, Gujarat' for a period of five years amounting to Rs. 262.36 crores for financial assistance. The Ministry forwarded the project to the Planning Commission for its approval. The Planning Commission approved the project subject to compliance with the provisions of Scheduled Tribes and Other Traditional Forest Dwellers (recognition of Forest Rights) Act, 2006. The Ministry released financial assistance amounting to Rs. 674.541 lakh during the financial year 2010-11 and Rs. 675.859 lakh during 2011-12 under the above scheme to the State Government of Gujarat for undertaking part of the activities under the project.

(e) The steps taken to conserve lions in the country includes:

1. Threatened species of wildlife are placed in the Schedules of the Wild Life (Protection), Act, 1972, thereby according them the highest degree of protection. Lion is included in Schedule I of the Act.
2. The Wild Life (Protection) Act 1972 has been amended from time to time and made more stringent against wildlife related offences.
3. The concept of Greater Gir has been adopted and additional suitable habitats for lion are being developed for the conservation of lion.
4. Beside Gir National Park and Sanctuary, Girnar, Pania and Mitiyala have been notified as sanctuaries to widen the protected area network and home of lion.
5. The manpower and infrastructure have been strengthened for intensive protection and conservation of lions and their habitats.
6. Habitat improvement measures like afforestation, creation and maintenance of fire-lines, construction of point, check dams, gully plugging etc have been

undertaken by the State Government.

7. Modern information and communication technology has been introduced for the better protection of the Gir area.

### Export of Pesticides

2074. SHRI P.C. GADDIGOUDAR: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) the details of the total pesticides and manures exported and imported along with the total foreign exchange earned there from during each of the last three years and the current year;

(b) the steps being taken by the Government to reduce the dependency on import and promote the export of pesticides and manures from the country;

(c) whether there have been instances of companies illegally importing pesticides particularly banned pesticides in the country and other irregularities in the import of pesticides in the country; and

(d) if so, the details thereof along with the action taken by the Government in this regard?

THE MINISTER OF COMMERCE AND INDUSTRY AND MINISTER OF TEXTILES (SHRI ANAND SHARMA):

(a) The details of total export and import of manure and pesticides during the last three years and the current year are as under:

(Value in Rs. Crores)

Year	Manure		Pesticides	
	Export	Import	Export	Import
2009-10	5.3	42.14	5254.34	2225.96
2010-11	13.76	44.58	5184.31	2871.70
2011-12	22.75	61.55	6888.90	3400.93
2012-13 (April- December)	15.14	38.05	6868.58	3313.61

Source: DGCI&S

(b) The Central Insecticides Board & Registration Committee in the Department of Agriculture & Cooperation

has devised liberal guidelines for registration of pesticides for export. The Insecticides Act, 1968 has provisions to facilitate easy registration of pesticides under Section 9(4). This provision in the law allows "Me Too" registration of a pesticide under a relaxed regime of date requirement where a pesticide has already been registered under the Act. This has provided fillip to indigenous manufacture of pesticides by a large number of firms, thereby reducing dependence on imports.

(c) and (d) The Customs formations have seized 4255.446 M.T. illegally imported pesticides valued at Rs.15.67 crore from 2009 to November, 2012. Action has been taken against the persons found guilty under the provisions of Customs Act read with Foreign Trade Policy for imposition of penalty and fine, including launching of prosecution. All the Customs formations including DRI have been sensitized to prevent illegal import of pesticides.

#### **Conservation of Wetlands**

2075. SHRI JAYANT CHAUDHARY: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Government has any proposal to promote bio-diversity of national water bodies in the country;

(b) if so, the details thereof;

(c) whether the National Bio-diversity Authority maintains a systematic record of the biological diversity in water bodies;

(d) if so, whether there is data to indicate that bio-diversity of rivers has deteriorated during the last three years;

(e) if so the details thereof; and

(f) the central assistance provided by the Government for the promotion and restoration of bio-diversity in rivers and other water bodies in the 12th Five Year Plan in the country?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRIMATI JAYANTHI NATARAJAN): (a) and (b) The Government has undertaken several measures for conservation of biodiversity of water bodies in the country through various programmes. These inter alia include the following:

- National Plan for Conservation of Aquatic Ecosystems (NPCA). The principal objectives of this scheme are: holistic conservation and restoration of lakes and wetlands for achieving desired water quality enhancement and improvement in biodiversity and the ecosystem, through an integrated and multidisciplinary approach.

- National River Conservation Programme (NRCP)  
The centrally sponsored National River Conservation Plan (NRCP) presently covers 38 rivers in 178 towns spread over 20 States. River conservation activities 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 schemes.

- Conservation of Rivers under National Ganga River Basin Authority (NGRBA) Government of India has given Ganga the status of a National River and has constituted the National Ganga River Basin Authority (NGRBA) on 20th February 2009 under Section 3(3) of the Environment (Protection) Act, 1986. The NGRBA is a planning, financing, monitoring and coordinating body of the centre and the states. The objective of the NGRBA is to ensure effective abatement of pollution and conservation of the river Ganga by adopting a river basin approach for comprehensive planning and management. The Authority has both regulatory and developmental functions. The Authority takes measures for effective abatement of pollution and conservation of the river Ganga in keeping with sustainable development needs.

(c) to (e) The National Biodiversity Authority does not maintain a systematic record of the biodiversity in water bodies. However, the Central Pollution Control Board (CPCB) is monitoring rivers for various parameters including physicochemical and biological indicators species. Based on the monitored data, no trend on deterioration of biodiversity in the rivers is indicated.

(f) For the promotion and restoration of biodiversity in rivers and other water bodies, the Government has made a plan allocation of Rs. 1500 crore for conservation

of river under NRCPC and NGRBA during the 12th Five Year Plan. The NPCA scheme has an allocation of Rs.900 crore on 70:30 cost sharing between the Central Government and respective State Governments (90:10 for North-East States) during the 12th Plan period.

[*Translation*]

### **Pollution by Steel Plants**

2076. SHRI JAGDISH SINGH RANA: Will the Minister of STEEL be pleased to state:

(a) whether there have been study/reports regarding environmental pollution caused by the various steel plants under the public and private sectors;

(b) if so, the facts in this regard along with the names of the steel plants which are causing environmental pollution across the country;

(c) the details of the steel plants where pollution control mechanisms have been installed during the last three years along with the amount incurred thereon;

(d) the details of the steel plants where no mechanism for pollution control has been installed along with the reasons therefor;

(e) the time by which these steel plants are likely to install the pollution control mechanisms; and

(f) the steps taken/being taken by the Government to ensure that such pollution control mechanisms are installed in all steel plants?

THE MINISTER OF STEEL (SHRI BENI PRASAD VERMA): (a) to (f) Central Pollution Control Board carries out surprise inspections of industries including Iron and Steel Plants, under Environmental Surveillance Program.

According to available information from Central Pollution Control Board (CPCB), 63 Iron & Steel Plants were inspected by them during 2007 - 2012, and 24 plants were found to have major non-compliance. Directions under Section 5 of Environment (Protection) Act, 1986 were issued to 08 plants, and under Section 18 (1) (b) of Air Act, 1981 and Water Act, 1974 were issued to the concerned State Pollution Control Boards in respect of 16 plants.

Government has been pursuing adoption of latest environment friendly technologies. The report of the

Working Group on Steel Industry for the 12th Five Year Plan enlists such measures. Under the ongoing modernization/ expansion programme of Steel Authority of India Limited (SAIL), about Rs.5000 crores are being spent on Environment Management Schemes. Similarly, Rashtriya Ispat Nigam Limited (RINL) has also been investing about Rs.1283 crores on such measures during ongoing modernization/expansion programmes.

### **Delhi-Jaipur Expressway**

2077. SHRI DEVJI M. PATEL: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the alignment, feasibility study and Detailed Project Report (DPR) of Delhi-Jaipur Expressway have been completed;

(b) if so, the details thereof and if not, the present status thereof; and

(c) the time by which the said project is likely to be started?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI SARVEY SATYANARAYANA): (a) No, Madam.

(b) The project is in pre-feasibility stage.

(c) No time frame can be specified at this stage.

[*English*]

### **Handloom/Handicraft Exhibitions**

2078. SHRI RAMSINH RATHWA: Will the Minister of TEXTILES be pleased to state:

(a) whether handloom and handicraft exhibitions and fairs are organised for the benefit of weavers/artisans;

(b) if so, the number of such fairs organised during the last three years and the financial assistance given to them, Statewise;

(c) whether the Government has assessed the benefit to the artisans by promoting articles and artifacts exhibited by them; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI): (a) and (b)

Yes Madam. Handloom and handicraft exhibitions/fairs are organised under various schemes for the benefit of weavers/artisans. Statements showing year-wise and State-wise number of exhibitions and fairs organized and financial assistance provided to the State Governments and eligible organisations during the last three years in case of handloom weavers under the Marketing and Export Promotion Scheme and handicrafts artisans under Marketing Support & Services Scheme and Baba Saheb Hastshilp Vikas Yojna (AHVY) are given in the enclosed Statement-I, II and III respectively.

(c) and (d) The Marketing Support & Services

Scheme, which provides direct marketing outlet to artisans, has been assessed by conducting a study, which has revealed the following outcome:

- (i) Increase in income has happened for the artisans due to implementation of the scheme;
- (ii) The scheme has helped artisans to push forward their brand of products into the market; and
- (iii) Participation in the marketing events at various places especially international markets have helped artisans in making links with private parties and foreign customers etc.

#### **Statement-I**

*State-wise details of number of Handloom exhibitions/fairs approved and financial assistance given during the last three years under the Marketing and Export Promotion Scheme (Handloom Sector)*

Sl. No	Name of the States	Details of exhibition/fairs approved and releases made during 2009-10 to 2011-12 under Marketing Export Promotion Scheme Plan Scheme					
		2009-10		2010-11		2011-12	
		No. of exhibitions/fairs	Financial assistance released	No. of exhibitions/fairs	Financial assistance released	No. of exhibitions/fairs	Financial assistance released
1	2	3	4	5	6	7	8
1.	Andhra Pradesh	59	2.10	70	2.04	71	3.26
2.	Arunachal Pradesh	01	0.00	06	1.75	07	0.38
3	Assam	76	4.11	82	5.73	89	4.60
4.	Bihar	—	0.05	06	0.04	11	0.39
5.	Chhattisgarh	12	0.37	12	1.12	16	2.07
6.	Delhi	03	0.62	08	0.16	06	0.09
7.	Gujarat	01	0.76	09	0.27	08	0.89
8.	Haryana	04	0.28	06	0.33	00	0.15
9.	Himachal Pradesh	27	0.51	32	0.61	32	0.58
10.	Jammu and Kashmir	00	0.00	05	0.28	06	0.35
11.	Jharkhand	06	0.02	07	0.18	10	0.00
12.	Karnataka	32	1.20	32	1.37	38	1.86

1	2	3	4	5	6	7	8
13. Kerala		05	0.00	04	0.00'	08	0.21
14.. Madhya Pradesh		17	0.68	15	0.93	15	0.74
15. Maharashtra		23	1.37	19	0.99	23	1.84
16. Manipur		10	0.47	14	1.64	18	1.72
17. Meghalaya		05	0.89	07	0.42	10	0.58
18. Mizoram		07	0.00	13	0.05	12	0.14
19. Nagaland		57	3.73	50	2.33	50	2.37
20. Odisha		25	0.74	27	1.09	30	0.59
21. Punjab		00	0.00	00	0.00	00	0.00
22. Rajasthan		11	0.73	11	0.38	01	0.11
23. Sikkim		03	0.04	04	0.13	13	0.52
24. Tamil Nadu		46	0.80	67	1.44	67	1.70
25. Tripura		09	0.36	20	0.44	23	1.10
26. Uttar Pradesh		49	1.73	57	2.09	66	2.49
27. Uttrakhand		13	0.45	13	0.43	14	0.38
28. West Bengal		21	0.60	31	1.80	25	0.46
Total		522	22.61	627	28.04	669	29.57

**Statement-II**

*Details of Exhibitions/Fairs organized and funds released under Marketing Support & Services Scheme during the last three years*

(Rs. in lakh)

Sl. No.	State	2009-10		2010-11		2011-12	
		No. of exhibitions/fairs	Financial assistance released	No. of exhibitions/fairs	Financial assistance released	No. of exhibitions/fairs	Financial assistance released
1	2	3	4	5	6	7	8
1.	Andhra Pradesh	23	192.69	35	228.66	38	162.17
2.	Andaman and Nicobar Island	--	--	--	--	--	--
3.	Arunachal Pradesh	01	--	01	--	--	--
4.	Assam	19	577.49	37	585.04	119	434.87

1	2	3	4	5	6	7	8
5.	Bihar	07	84.59	14	81.97	15-	43.23
6.	Chandigarh	--	--	01	--	--	--
7.	Chhattisgarh	03	7.02	03	16.52	03	43.76
8.	Delhi	20	711.90	28	246.51	29	158.57
9.	Goa	01	22.24	02	29.14	--	12.02
10.	Gujarat	11	43.14	09	130.78	18	121.23
11.	Haryana	01	34.01	05	45.28	09	85.85
12.	Himachal Pradesh	11	56.81	11	58.52	15	51.82
13.	Jammu and Kashmir	02	2.76	08	19.30	10	25.60
14.	Jharkhand	05	55.65	05	51.24	08	20.16
15.	Karnataka	11	69.60	16	90.31	17	28.48
16.	Kerala	04	36.81	07	22.56	07	19.76
17.	Madhya Pradesh	12	92.99	19	144.34	25	107.67
18.	Maharashtra	07	35.75	09	59.49	18	85.97
19.	Manipur	12	118.65	21	241.35	25	152.60
20.	Meghalaya	--	--	02	6.75	02	22.03
21.	Mizoram	01	--	--	1.15	--	--
22.	Nagaland	04	17.25	03	13.26	16	109.80
23.	Odisha	13	133.26	27	213.56	25	53.50
24.	Punjab	02	9.72	04	27.12	08	30.18
25.	Puducherry	02	26.24	02	14.09	02	11.34
26.	Rajasthan	15	214.41	09	179.96	15	171.95
27.	Sikkim	01	17.64	01	16.71	06	11.36
28.	Tamilnadu	22	131.43	18	199.08	09	97.30
29.	Tripura	03	4.12	--	--	04	41.53
30.	Uttar Pradesh	28	79.19	55	567.03	78	385.08
31.	Uttarakhand	06	26.12	04	22.37	08	41.82
32.	West Bengal	05	6.20	15	149.31	12	34.12
		252	2807.68	371	3461.40	541	2563.77

**Statement-III**

*Details of State-wise Exhibitions sanctioned under AHVY scheme of Office of the Development Commissioner (Handlooms) from 2009-10 to 2011-12*

(Amount in Rupees)

Sl. No.	Name of State/UT	2009-10		2010-11		2011-12	
		No. of exhibitions/fairs	Financial assistance released	No. of exhibitions/fairs	Financial assistance released	No. of exhibitions/fairs	Financial assistance released
1	2	3	4	5	6	7	8
1	Andhra Pradesh	5	6,92,089	-	-	-	-
2	Arunachal Pradesh	-	-	-	-	-	-
3	Assam	3	3,52,352	-	-	1	138750
4	Bihar	2	2,51,215	1	138750	4	551314
5	Chhattisgarh	-	-	-	-	-	-
6	Delhi	1	1,38,750	-	-	-	-
7	Goa	-	-	-	-	-	-
8	Gujarat	18	24,20,248	1	138750	-	-
9	Haryana	2	2,77,500	-	-	-	-
10	Himachal Pradesh	1	1,38,750	-	-	-	-
11	Jammu and Kashmir	2	3,70,000	-	-	-	-
12	Jharkhand	-	-	-	-	-	-
13	Karnataka	-	-	-	-	-	-
14	Kerala	4	5,24,218	3	416250	-	-
15	Madhya Pradesh	2	2,72,069	-	-	-	-
16	Maharashtra	-	-	-	-	-	-
17	Manipur	3	4,92,500	-	-	1	138750
18	Meghalaya	-	-	-	-	-	-
19	Mizoram	-	-	-	-	-	-
20	Nagaland	-	-	-	-	-	-
21	Odisha	1	1,38,750	-	-	-	-
22	Puducherry	-	-	-	-	-	-

1	2	3	4	5	6	7	8
23 Punjab		-	-	-	-	-	-
24 Rajasthan		2	2,77,500	-	-	-	-
25 Sikkim		-	-	-	-	2	277500
26 Tamil Nadu		-	-	-	-	-	-
27 Tripura		2	3,38,430	-	-	-	-
28 Uttar Pradesh		19	25,34,173	8	1230939	14	.1942500
29 Uttarakhand		1	1,38,750	3	416250	6	832500
30 West Bengal		1	1,38,750	-	-	1	138750
31 Andaman and Nicobar		-	-	-	-	-	-
32 Daman and Diu		-	-	-	-	-	-
33 Lakshadweep		-	-	-	-	-	-
34 Chandigarh		-	-	-	-	-	-
35 Dadra and Nagar Haveli		-	-	-	-	-	-
<b>Total</b>		<b>96</b>	<b>94,96,044</b>	<b>16</b>	<b>2340939</b>	<b>29</b>	<b>4020064</b>

### Export of Minerals

2079. SHRI NRIPENDRA NATH ROY:  
SHRI NARAHARI MAHATO:

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

(a) whether there has been underselling of minerals particularly iron ore by Public Sector Undertakings (PSUs) to various countries including China, Japan and South Korea;

(b) if so, the details thereof along with the total minerals exported during each of the last three years and the current year, country-wise, quantity-wise, value-wise and mineral-wise;

(c) whether the PSUs have been following the practices which are followed globally;

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

(e) the steps taken/proposed to be taken by the Government to avoid underselling of minerals?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRIMATI D. PURANDESWARI): (a) and (b) No, Madam, MMTC Ltd. is the designated canalised agency for export of high-grade iron ore to Japan & South Korea under Long Term Agreements (LTAs). The sale prices are negotiated on the basis of international benchmark prices. Export of Chrome ore/Chrome concentrate and Manganese ore as well iron ore to » Chinese buyers is decided on global tender basis.

(c) and (d) Yes, Madam. The supplies of iron ore under LTA, by MMTC Ltd. has been based on the international benchmark pricing mechanism.

(e) Does not arise.

### Operational Costs of Shipping Companies

2080. SHRI P. KARUNAKARAN: Will the Minister of SHIPPING be pleased to state:

(a) whether the shipping companies expect a 20 per cent rise in their operational costs;

(b) if so, the reasons therefor; and

(c) the steps taken by the Government to help the shipping companies in this regard?

THE MINISTER OF SHIPPING (SHRI G.K. VASAN):

(a) and (b) The shipping companies are facing the brunt of rising operational costs due to rising bunker costs. Bunker fuel costs on an average, form nearly one-third of the total operating costs for shipping companies. Other factors leading to increase in shipping operating costs include higher port dues, higher wages and salaries etc.

(c) Government has been taking various steps from time to time for the growth of Indian tonnage. Government introduced tonnage tax scheme for shipping sector in 2004 and Policy of Cargo support to Indian flag ships in respect of Government owned/controlled cargoes is being continued.

#### **Delivery of C-17 Aircrafts**

2081. SHRI R. DHARUVANARAYANA: Will the Minister of DEFENCE be pleased to state:

(a) whether the C-17 aircraft of Boeing have been delivered to the Indian Air Force; and

(b) if so, the details thereof and the specialities of the aircraft?

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

(a) and (b) A Letter of Offer and Acceptance (LOA) was signed with US Government under Foreign Military Sales (FMS) on 14th June, 2011 for procurement of 10 C-17 Globemaster III aircraft and associated support. The delivery of C-17 aircraft is scheduled to commence from June, 2013 and complete by June, 2015. The C-17 Globemaster III is an aircraft capable of conveying combat units and their equipment up to a distance of 4,200 km. - 9,000 km. with a load of 40 Tons - 70 Tons in a single hop. This coupled with a short turnaround time and modern avionics allows it to be deployed rapidly to any place within our areas of interest. The procurement of C-17 aircraft will enhance the strategic airlift capability of the Indian Air Force.

#### **Defence Land Scam in Pune**

2082. SHRI HARIBHAU JAWALE: Will the Minister of DEFENCE be pleased to state:

(a) whether a large area of defence land is under encroachment and if so, the State / UT-wise details thereof and the measures taken to retrieve the land;

(b) whether the CBI has registered cases of criminal conspiracy, criminal misconduct and cheating against retired army officers in land scam cases in Pune;

(c) if so, the details thereof; and

(d) whether a land scam has also taken place in kandivali and the CBI is conducting inquiry into the same and if so, the details thereof?

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

(a) About 12364 acres of Defence land (as on 3.9.2012) is under encroachment. The State-wise details of encroachment on defence land are given in the enclosed Statement. Action for removal of encroachment is taken under the provisions of Public Premises (Eviction of Unauthorised Occupants) Act, 1971 as well as under the Cantonments Act, 2006. Detailed instructions emphasizing the need for ensuring vigilance, detection and prevention of new encroachments have been issued by the Ministry.

(b) and (c) Yes, Madam. CBI has registered one Regular Case (RC) No.02(A)/2012-Pune dated 30.1.2012 and one Preliminary Enquiry (PE) No.01(A)/2012-Pune dated 27.12.2012.

(d) Yes, Madam. CBI has registered one Preliminary Enquiry i.e. P.E.1(A)/2012/ACB/Mum dated 12.1.2012 in respect of fraudulent sale of defence land at Kandivali, Mumbai.

#### **Statement**

##### *State/UT-wise details of Encroachment of Defence Land*

Sl. No.	State	Area Under Encroachment (In Acres)
1	2	3
1.	Andaman and Nicobar Islands	0.0414
2.	Andhra Pradesh	213.067
3.	Arunachal Pradesh	36.3
4.	Assam	616.569
5.	Bihar	448.88
6.	Chandigarh	-

1	2	3
7.	Chhattisgarh	165.76
8.	Dadara and Nagar Haveli	--
9.	Delhi	113.5997
10.	Daman and Diu	--
11.	Goa	4.05
12.	Gujarat	303.6407
13.	Haryana	959.0387
14.	Himachal Pradesh	143.9041
15.	Jammu and Kashmir	729.349
16.	Jharkhand	77.7
17.	Karnataka	28.5819
18.	Kerala	0.0665
19.	Lakshadweep	--
20.	Madhya Pradesh	1491.796024
21.	Maharashtra	2487.919933
22.	Manipur	--
23.	Meghalaya	15.4337
24.	Mizoram	--
25.	Nagaland	--
26.	Odisha	45.5646
27.	Puducherry	--
28.	Punjab	495.2892
29.	Rajasthan	367.7256
30.	Sikkim	--
31.	Tamil Nadu	71.1776
32.	Tripura	--
33.	Uttar Pradesh	3079.9108

1	2	3
34.	Uttarakhand	23.574
35.	West Bengal	444.8423
Total		12363.78176
		Or say 12364

**Upgradation of National Highways between  
Kota and Jaipur**

2083. SHRI IJYARAJ SINGH: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the National Highways between Kota and Jaipur are being developed/upgraded under Public-Private- Partnership (PPP);

(b) if so, the details thereof including the funds allocated and utilised for the project;

(c) whether the said project will be completed within stipulated time-period; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI SARVEY SATYANARAYANA): (a) Yes Madam.

(b) The up-gradation of National Highway-12 between Kota and Jaipur has been taken up in two sections viz. (1) Kota-Deoli and (ii) Deoli-Jaipur. Details are given in the enclosed Statement.

(c) and (d) The project of Kota-Deoli is targeted for completion by scheduled date of July 2013 except 1.12 km. of tunnel on account of time taken in forest clearance by Ministry of Environment & Forest.

The project of Deoli-Jaipur is targeted for completion by April, 2013 in place of scheduled completion in December, 2012 on account of time taken in land acquisition and clearance from Railway for construction of ROB.

**Statement***Details of projects between Kota-Jaipur (NH-12)*

Sl. No.	Project	Mode	State	Length (km.)	TPC	Funds Allocated (Rs. Crore)	Funds Utilised (Rs. Crore)
1	Kota-Deoli	BOT (Toll)	Rajasthan	83.04	Rs. 593.38	95.37	80.25
2	Deoli-Jaipur	BOT (Toll)	Rajasthan	148.77	Rs. 792.00	512.07	478.26

[*Translation*]

**Conservation of Vegetation**

2084. SHRI HARISHCHANDRA CHAVAN: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Government has any special scheme for the conservation of Kachchh vegetation on the East coast line of the country;

(b) if so, whether there is a vast area of Kachchh vegetation on the Maharashtra coast;

(c) if so, the details thereof;

(d) whether the Government has received any representations regarding forests with Kachchh vegetation being destroyed; and

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

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRIMATI JAYANTHI NATARAJAN): (a) There is a Centrally Sponsored Scheme for conservation and management of mangroves. Central assistance is extended to all coastal States and Union Territories (including those on the East Coast) who so request, for implementation of their approved Management Action Plans.

(b) As per Forest Survey of India Report 2011, the Maharashtra State has 186 sq. km. under mangrove vegetation.

(c) According to information received from Forest Department of Maharashtra, the mangrove vegetation in the State is located in the six coastal districts. District-wise details are as under:

i) Mumbai City 02 sq.km.

ii) Mumbai Suburban 43 sq.km.

iii) Thane 53 sq.km.

iv) Raigarh 62 sq.km.

v) Ratnagiri 23 sq.km.

vi) Sindhudurgh 03 sq.km.

(d) and (e) The mangroves throughout the coastal regions of country, including Maharashtra, are protected under the provision of CRZ Notification, 2011 and Island Protection Zone Notification, 2011. The State Government of Maharashtra has also informed that it has created a separate Mangrove Cell, headed by Chief Conservator of Forests, for conservation and management of the mangrove areas in the State.

The concerned coastal State governments are taking necessary precautions to avoid encroachments and destruction of the mangrove forests and are involving Departments of Forest, Revenue and Police in this regard.

**Construction of Railway Overbridge on NH-75**

2085. SHRI MADHU KODA: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Government has given its approval for construction of railway overbridge near Chakradharpur on Chakradharpur-Chaibasa section under extension of National Highway (NH)-75;

(b) if so, the details thereof and the progress made so far in this regard; and

(c) the present status of the construction work of approach roads along Chakradharpur railway overbridge

and the time-frame fixed for completion of these approach roads?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI SARVEY SATYANARAYANA): (a) to (c) An estimate amounting to Rs. 656.51 lakhs was sanctioned for the construction of balance work of Road Over Bridge (ROB) at Chakradharpur in km. 117 of NH-75 (E) in 2008-09. Due to non settlement of tenders during last 10 calls, the Estimate was de-sanctioned by the Ministry and the State Government (Executing Agency) was asked to invite fresh tender based on updated Bill Of Quantity (BOQ) as per the latest Schedule of Rates (SOR) for the year 2011-12. Tenders were received on 11th call. Tender price offered by single responsive bidder was 95.45% excess over and above original sanctioned cost. Ministry has returned the tender based Revised Cost Estimate on 05-03-2013 to the State Government to reframe the estimate under Engineering, Procurement and Construction (EPC) mode with updated SOR for approval of the Ministry under current annual plan 2012-13. Once the estimate is received, the time frame can be fixed after sanction and award of the work.

[English]

#### Training to Heavy Motor Vehicle Drivers

2086. SHRI P. VISWANATHAN: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Government imparts refresher training to heavy motor vehicle drivers;

(b) if so, the details thereof and the number of drivers imparted training during the last three years and the current year, State-wise;

(c) whether the Government proposes to extend this facility to other categories of road users; 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 SARVEY SATYANARAYANA): (a) and (b) Yes Madam. Ministry of Road Transport & Highways has a scheme, titled "Two days refresher training to heavy motor vehicle drivers in unorganized sector" to inculcate safe driving habits and to acquaint the HMV drivers with the rules on roads. The

details of training programmes conducted during 2009-10 to 2012-13 are given in the enclosed Statement.

(c) and (d) Institutes of Driving Training & Research (IDTR) set up by the Ministry conduct induction-training course for various categories of drivers and training to trainers. The IDTRs conduct the following training courses:

- (i) Training course for trainers or training instructors.
- (ii) Induction training course in driving of Heavy Motor Vehicles.
- (iii) Induction training course in driving of Light Motor Vehicles.
- (iv) Refresher and orientation training courses for the drivers who are in service-Refresher/Orientation Training courses for short duration of 2-3 days are conducted periodically in the Training Institute for the drivers who are in service not only in State Road Transport Undertakings but also in Private Sector as well as Public Sector Undertakings including Tank/Truck Drivers to inculcate a sense of responsibility on road safety. The State Police and the para-military personnel can also be included in the training schedule.
- (v) Training course for the drivers who carry dangerous/hazardous goods.

#### Statement

*Details of training conducted during 2009-10*

Sl. No.	Name of the Institute	Number of Drivers trained
1.	Krishna District Lorry Owner's Association	2500
2.	Institute of Driver Training (Chennai), Tamil Nadu	1000
3.	Karnataka Goods Transporter's Welfare Association	500
4.	Namakkal Taluk Lorry Owner's Association (Tamil Nadu)	497
5.	Truck Owner's Welfare Society (Delhi)	498

*Training programme sanctioned during 2012-13*

Sl. No.	Name of the Institute	Number of Drivers
1	Drivers Training Institute Dimapur Nagaland	1200
2	Drivers Training Institute Vijayawada, Andhra Pradesh	5000
3.	Drivers Training Institute, Burari, Delhi	1000
4.	Drivers Training Institute, Nammakal, Tamilnadu, Chennai	3000
5.	Drivers Training Institute, Haryana	1000
6.	Drivers Training Institute, Dehradun, Uttarakhand	2000
7.	All Gujarat Institute of Driving Technical, Training & Research, Vadodara Gujarat	500
8.	Drivers Training Institute Delhi	1500

**Modernisation of Sea Ports**

2087. SHRI SURESH ANGADI:  
SHRI PRABODH PANDA:

Will the Minister of SHIPPING be please to state:

(a) whether the Government has any proposal to set up new sea ports in the country including West Bengal;

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

(c) whether the Government has any plans to modernise the sea ports in the country;

(d) if so, the details thereof along with the present status of modernisation programme of such ports, port-wise; and

(e) if not, the reasons therefor?

THE MINISTRY OF SHIPPING (SHRI G. K. VASAN):

(a) and (b) Yes, Madam. The Government has decided to set up two new major ports, one each at Sagar in West Bengal and in Andhra Pradesh.

(c) to (e) Yes, Madam. The Government has plans of modernising and augmenting capacity of major ports in the country. The capacity augmentation/ modernisation projects awarded during the financial years 2010-11, 2011-12 and 2012-13 (up to 28.02.2013) port wise is furnished as per the enclosed Statement.

**Statement****Kolkata Port**

Sl. No.	Project Name	Estimated Cost (In Cr Rs.)	Capacity (MTPA)
1	Mechanisation of Berth No. 5 NSD: Installation of 2 Mobile Harbour Cranes	26.00	2.25
2	Supply, operation and maintenance of 2 nos. Mobile Harbour Crane at Berth No. 4B of Haldia Dock Complex	60	1.45
3	Setting up of Barge Handling Jetty on River Hooghly at Haldia Dock Complex for handling cargo on Captive Basis	98	0.8

**New Mangalore Port**

1	Setting up of SPM facilities off Mangalore coast and Crude Booster Pumping Station.	1143	18.00
2	Setting up of Bulk Cement Handling facility for M/s Ambuja Cement Ltd.	95.00	1.00
3	Construction of Berth No. 13 (POL Berth).	79.17	7.80

**Ennore Port**

Sl. No.	Project Name	Estimated Cost (In Cr Rs.)	Capacity (MTPA)
1	2	3	4
1	Installation of 2 Nos. of Shore based unloaders of capacity 2000 MT/Hr. in Coal Berth-2	82.22	4

**Paradip Port**

1	Mechanization of berth CQ-3	40.00	4.00
2	Multi-purpose Berth at Paradip to Handle Clean Cargo including Containers	387.31	5.00
3	2 SPMs for IOCL refinery	1500	22

**Jawaharlal Nehru Port**

1	Development of stand alone container handling facility with a quay length of 330 m North of NSICT terminal	600	10.00
2	Acquisition of one no. new super post panamax size RMQC at MCB	33.00	2.00
3	Replacement of 1 RMGC on line No. 1&2	22.65	0.01

**Vishakhapatnam Port**

1	Dev. Of EQ7 for mechanised handling facilities	217.58	5.21
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1	2	3	4
2	Development of EQ-1 by replacement of Equity EQ-1 and Part of EQ-2 in Inner Harbour to Handle Steam Coal	323.18	5.95
3	Development of EQ-1A on South side of EQ-1 for Handling Thermal Coal and Stem Coal in the inner harbour	313.39	6.70
4	Relocation of Jetties/ facilities for Tugs/ harbour crafts in SL canal	31.62	1.00

**Kandla Port**

1	Dev. Of Dry Bulk Terminal at Tuna-Tekkera	1060.00	14.11
2	Development of 15th multipurpose cargo berth	188.87	2.00
3	Development of 16th multipurpose cargo berth	188.87	2.00
4	Setting up of Captive Barge Jetty	27.00	1.50
5	Berth No. 14	188.88	2.0
6	Captive Berth for Renuka Sugars	22.00	1.5

**V.O. Chidambaranar Port (Tuticorin)**

1	Construction of North Cargo Berth-II	332.16	5.00
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1	2	3	4
2	Construction of Shallow draft berth for handling cement	86.17	2.30
3	Conversion of Berth No.8 as Container Terminal	312.23	7.20
4	Development of NCB-IV for handling thermal coal & Copper concentrate	355.00	7.28
<b>Mumbai Port</b>			
1	Construction of 2nd Liquid Chemical berth	130.0	2.00
<b>Chennai Port</b>			
1	Development of Barge jetty at Bharathi Dock	27.29	1.00
<b>Mormugao Port</b>			
1	Capital dredging of 3 Nos. Mooring dolphins	50.00	5
2	Mobile Harbour Cranes Project	36.00	0.25
3	Development of 2 MMTPA mechanised Coal Import Terminal at Berth No. 11	204.00	2.00
<b>Cochin Port</b>			
1	Development of Ship Repair facility for 90	785	Nil

1	2	3	4
	small and 120 medium size ships		
2	Procurement of Mobile Harbour Cranes	19.00	2.80

#### **Amendment of Labour Laws**

2088. SHRI HEMANAND BISWAL: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

(a) whether the Government is considering to amend labour laws in the context of the new international trade treaties;

(b) if so, the details thereof;

(c) if not, the reasons therefor; and

(d) the details of recommendations submitted by different interest holders on amending labour laws in the country?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI KODIKKUNNIL SURESH): (a) to (c) Amendment/ review of labour laws is a continuous process in order to bring them in tune with the emerging needs of the economy including the new international trade treaties. The labour laws are amended from time to time after consulting the stakeholders. The recent amendments carried out in labour laws are those under the Payment of Wages Act, 1936, the Payment of Bonus Act, 1965, the Apprentices Act, 1961, the Payment of Gratuity Act, 1972, the Employees' State Insurance Act, 1948, the industrial Disputes Act, 1947, the Plantations Labour Act, 1951, the Maternity Benefit Act, 1961 and the Workmen's Compensation Act, 1923 (now known as the Employees Compensation Act, 1923). In addition, the Government has introduced Bills in Parliament for amending the Labour Laws (Exemption from Furnishing Returns and Maintaining of Registers by Certain Establishments) Act, 1988, the Mines Act, 1952, the Inter-State Migrant Workmen (Regulation of Employment and Conditions of Service) Act, 1979 and the Child Labour (Regulation & Abolition) Act, 1986.

(d) Recommendations were made by different interest holders on amending labour laws which include the Contract Labour (Regulation and Abolition) Act, 1970, the Factories Act, 1948, the Employees' Provident Fund and Miscellaneous Provisions Act, 1952, the Payment of Gratuity Act, 1972, the Payment of Bonus Act, 1965, the Minimum Wages Act, 1948, etc.

#### **Tobacco Trade**

2089. SHRI S.R. JEYADURAI:  
SHRI ABDUL RAHMAN:

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

(a) whether the Tobacco Board has conducted any analysis of the number of buyers for Indian Virginia tobacco at its auction point;

(b) if so, the details thereof and the steps being taken by the Government to ensure that farmers get more choices of buyers to sell their produce;

(c) the steps taken/being taken by the Government to invite foreign buyers and companies to help Indian tobacco farmers; and

(d) the measures being initiated to ensure that the existing monopolies are reduced in the tobacco sector to help the farmers?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRIMATI D. PURANDESWARI): (a) and (b) Yes, Madam. During 2011-12 crop season, 23 exporters, 74 Dealers and 2 Manufacturers participated in the auctions who purchased a quantity of 36%, 8.61% and 66.39% respectively. Various measures are undertaken on a continuous basis to enhance exports like mounting trade delegations, participating in foreign exhibitions, improving product, reducing pesticide residues etc so as to increase demand for Indian Tobacco.

(c) The participation of foreign buyers & companies in the Indian tobacco sector is governed by the extant FDI Policy of the Government.

(d) The Indian Tobacco Association (ITA) a body of the Indian Manufacturers, Exporters and Traders is being continuously persuaded to increase the number of buyers

on the Auction Platforms and the result is the buoyant market trend in the Auction Platforms of Tobacco Board where the farmer's tobacco is marketed.

*[Translation]*

#### **Clearance to Group Housing Townships**

2090. SHRI SURESH KASHINATH TAWARE: Will the MINISTER OF ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the environmental clearance is required for group housing, townships, universities etc. in urban areas of the country; and

(b) if so, the number of applications received from the State of Maharashtra during the last three years along with the number of applications sanctioned?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRIMATI JAYANTHI NATARAJAN): (a) Under the provisions of EIA Notification 2006, as amended in December 2009, projects or activities at 8(a) & 8(b) of the Schedule of the Notification i.e. 'Building and Construction and Township and Area Development Projects' fall under Category B. Therefore, such projects require prior environmental clearance from the concerned State Environmental Impact Assessment Authority (SEIAA).

(b) The SEIAA for Maharashtra is operational and dealing with all Category B projects of the State. Hence, such projects are not considered at the Central level.

#### **Climate Change**

2091. DR. KIRODI LAL MEENA: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Government has signed any agreement in Copenhagen summit on climate change;

(b) if so, the details thereof along with the efforts made by the Government to achieve consensus on India's stand on climate change;

(c) whether the developed countries have agreed to pay for accepting increased limit of emission; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRIMATI JAYANTHI

NATARAJAN): (a) At the fifteenth Conference of Parties (COP) to the United Nations Framework Convention on Climate Change (UNFCCC) held at Copenhagen, the negotiations could not reach an outcome, as mandated under the Bali Action Plan. The Parties decided to continue negotiations in two tracks of the Convention and its Kyoto Protocol for another year so that a conclusion could be reached at the sixteenth Conference of Parties in December 2010. However a non-binding agreement called the 'Copenhagen Accord' was reached amongst a few countries at the initiative of the COP President; the Accord was not adopted by all Parties and was only 'noted' by them.

(b) During the climate change negotiations, India has consistently pursued the strategy of working together with the Group of 77 & China in order to protect the overall interests of developing countries. During the recent Doha Conference held in December 2012 in Doha, Qatar. India raised the issues of equity in climate change related actions and commitments, technology-related Intellectual Property Rights (IPRs) and unilateral measures taken by some countries in the name of climate change. India, with the support of Like Minded Developing Countries succeeded in having these issues included in the ongoing work of various bodies of the Convention. India also defended successfully the nature of its voluntary domestic goal of reducing emissions intensity of its Gross Domestic Product (GDP) by 20-25% by 2020 in comparison with 2005 level and ensure that agriculture, a sensitive sector of our economy, was not included in the mitigation work programme at the global level.

(c) and (d) As part of negotiations under the UNFCCC, the Green Climate Fund has been set up. Parties have also agreed that developed countries will mobilise, in the context of meaningful mitigation actions and transparency on implementation, US dollars 100 billion per annum by 2020 to address the needs of developing countries. This has been further supplemented by a decision to identify sources of finance through a Work Programme on Long-term Finance.

[English]

#### **Substandard Bullet Proof Jackets**

2092. SHRI SAMEER BHUJBAL: Will the Minister of DEFENCE be pleased to state:

(a) whether the bullet proof jackets made by the Defence Research and Development Organisation (DRDO) have miserably failed in the tests conducted to prove their worthiness at Meerut and Azamgarh recently;

(b) whether these jackets are also heavy in weight and affect the operational efficiency of the officers; and

(c) if so, the steps taken/proposed to be taken by the Government in the matter?

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

(a) No Bullet Proof Jacket (Body Armour Jacket) designed and developed by Defence Research and Development Organisation (DRDO) has been subjected to a test at Meerut and Azamgarh.

(b) and (c) The Bullet Proof Jackets developed by DRDO met the Qualitative Requirements (QRs) given by the Users. These Jackets are available in different configurations and provide different levels of protection. These have been designed to ensure proper fitting to enable the wearer to perform his operational tasks without any hindrance as per QRs given.

#### **Norms for Pristine Forest Areas**

2093. SHRI JAYARAM PANGI: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether a Committee set up by the Government has suggested new parameters to pristine forest areas in the country;

(b) if so, the details thereof;

(c) whether the Government has received objections from certain quarters for relaxation of forest norms; and

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

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRIMATI JAYANTHI NATARAJAN): (a) to (d) The Group of Ministers (GoM) constituted to consider the environmental and developmental issues relating to coal mining and other development projects in its fifth meeting held on 20th September, 2011 *inter alia* suggested that identified pristine forest areas where any mining activity would lead to irreversible damage to the forests should be barred from any kind of non-forest activity. The GoM further

recommended that all such forests which can never be regenerated to the desired quality should be protected and suggested that a committee comprising of experts, in the field can be constituted to identify such forests.

Accordingly, Ministry of Environment and Forests (MoEF) constituted a Committee under Chairmanship of the Secretary, Ministry of Environment and Forests to formulate parameters for identification of such areas. The Committee recommended that identification of such areas be based on six parameters namely; forest cover, forest type, biological richness, landscape integrity, wildlife value and the hydrological value. A copy of the report of the said Committee has been placed on website of the MoEF for submission of comments by the stakeholders. Comments from the concerned Ministries/ Departments in the Central Government on the report of the said Committee have also been sought by the MoEF.

The MoEF is receiving comments on the report of the said Committee. No new parameters have however, been suggested by the said Committee for identification of pristine forest areas. No relaxation of forest clearance norms have also been suggested by the said Committee.

[*Translation*]

#### **CSD Depots**

2094. SHRI BHISMA SHANKER ALIAS KUSHAL TIWARI: Will the Minister of DEFENCE be pleased to state:

(a) the details of the Canteen Stores Department (CSD) depots set up in various States;

(b) whether a comprehensive review of the functioning of CSD depots has been carried out recently;

(c) if so, the details thereof and the action taken by the Government thereon;

(d) whether the Government has received requests for setting up of CSD depots from various parts of the country including Uttar Pradesh; and

(e) if so, the details thereof along with the action taken by the Government thereon, State-wise?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY):  
(a) The details of the Canteen Stores Department (CSD) Depots along with their location set up in various States are given in the enclosed Statement.

(b) and (c) Performance Audit of Canteen Stores Department (CSD) was carried out by Comptroller and Auditor General of India (C&AG) in 2008-09. The Public Accounts Committee (PAC) selected the subject for examination and report. The Action Taken Notes (ATNs) on the recommendations of PAC have been submitted to PAC by this Ministry in October 2012.

(d) and (e) Proposals for opening of new depots of CSD are regularly received from various sources and are considered on merit, after ascertain suitability, necessity, economic viability and other administrative aspects. However, no request has been received from Uttar Pradesh as the state already has four CSD Depots.

#### **Statement**

Sl. No.	Name of States	Places of Depots	No. of Depots
1	2	3	4
1.	Uttar Pradesh	(i) Lucknow Depot (ii) Meerut Depot (iii) Agra Depot (iv) Bareilly Depot	04
2.	Uttaranchal	(i) Dehradun Depot	01
3.	Madhya Pradesh	(i) Jabalpur Depot	01
4.	West Bengal	(i) Kolkata Depot (ii) Baghdogra Depot	02
5.	Nagaland	(i) Dimapur Depot	01
6.	Assam	(i) Narangi Depot (ii) Masimpur Depot (iii) Misamari Depot	03
7.	Jharkhand	(i) Ramgarh Depot	01
8.	Gujarat	(i) Ahmedabad Depot	01
9.	Haryana	(i) Hissar Depot (ii) Ambala Depot	02
10.	Rajasthan	(i) Bikaner Depot (ii) Jaipur Depot	02
11.	Delhi	(i) Delhi Depot	01

1	2	3	4
12. Jammu and Kashmir	(i) BDBari Depot (ii) Srinagar Depot (iii) Leh Depot (iv) Udampur Depot		04
13. Punjab	(i) Pathankot Depot (ii) Jalandhar Depot (iii) Bhatinda Depot		03
14. Karnataka	(i) Bangalore Depot		01
15. Tamil Nadu	(i) Chennai Depot		01
16. Kerala	(i) Kochi Depot		01
17. Maharashtra	(i) Khadki Depot (ii) Mumbai Area Depot (iii) Base Depot, Mumbai		03
18. Andaman and Nicobar Islands	(i) Port Blair Depot		01
19. Andhra Pradesh	(i) Secunderabad Depot (ii) Vishakhapatnam Depot		02
Total No. of Depots			35

[English]

### Toll Collection

2095. SHRI S.S. RAMASUBBU: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Government has incurred a potential loss of Rs. 874 crores on account of delays in completion of projects connecting major ports through highways, setting up of Special Purpose Vehicle and loss of toll revenue due to ineffective toll collection;

(b) if so, the details thereof;

(c) whether the Government has taken any steps to retrieve the losses; 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 SARVEY

SATYANARAYANA): (a) to (d) In the draft audit report, issued by Comptroller and Auditor General of India (C&AG) vide their letter dated 30.03.2012, a draft thematic para has been submitted where by potential loss due to delay in completion of Port Connectivity Projects has been shown as about Rs. 874 crore. The matter is under examination.

[Translation]

### Loss of Life and Property by Elephant Menace

2096. SHRIMATI KAMLA DEVI PATLE: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether loss of life and property is being caused by elephant menace in Sarguja, Jashpur and Korba areas of Chhattisgarh;

(b) if so, the details thereof;

(c) whether the Government has given approval for Elephant Sanctuary in Chhattisgarh;

(d) if so, the details thereof and the details of funds approved/released for this project: and

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

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRIMATI JAYANTHI NATARAJAN): (a) Yes, Wild elephants have caused human loss and injury and also damaged properties in Chhattisgarh State including Sarguja, Korba and Jashpur District.

(b) Details of loss/damage is enclosed in the Statement.

(c) MoEF, GOI vide its letter No. 2-13/2002-PE dated 05-10-2007 accorded sanction for creation of two elephant reserves in Chhattisgarh namely

1. Badalkhol-Manora & Tamorpingla
2. Lemru Elephant Reserve

Sarguja-Jashpur Elephant Reserve has been notified by Chhattisgarh State Government on 15-09-2011.

Government has not given any approval for Elephant Sanctuary in Chhattisgarh.

(d) For elephant habitat development in Chhattisgarh State following schemes are running. Details

of allotment and expenditure in the last three years are below:

(Rs. in lakhs)

Major Head	Year 2009-10		Year 2010-11		Year 2011-12		Year 2012-13		Total Amount	
	Released amount	Exp.	Released amount	Exp.	Released amount	Exp.	Released amount (Jan, 2013)	Exp.	Released amount	Exp.
5502 (Project Elephant)	121.00	118.27	75.00	73.3 0	90.00	98.27	108.27	47.7 0	394.00	337.54
6991(Elephant habitat development)	210.00	206.6 6	400.00	241. 06	500.00	478.0 4	600.00	10.67	1710.0 0	936.43

(e) There is no scheduled period for completion of the above schemes.

#### **Statement**

*Details of loss and damage done by the Elephants Sarguja, Jashpur and Korba areas of Chhattisgarh*

(Rs. in lakhs)

Name of District	Loss of life		Loss of Property			
			Crop		House	
	No. of case	Amount paid	No. of case	Amount paid	No. of case	Amount paid
1	2	3	4	5	6	7
<b>Year 2009-10</b>						
Sarguja	12	18.00	4585	48.20	583	8.29
Jashpur	6	9.00	2913	46.12	201	5.66
Korba	1	1.50	654	5.94	20	0.77
Total	19	28.50	8152	100.26	804	14.72
<b>Year 2010-11</b>						
Sarguja	9	16.50	4773	65.46	417	9.31
Jashpur	6	9.50	3747	37.83	303	5.61
Korba	1	2.00	663	5.85	16	0.35
Total	16	28.00	9183	109.14	736	15.27
<b>Year 2011-12</b>						
Sarguja	10	20.00	4139	59.53	639	11.22

1	2	3	4	5	6	7
Jashpur	13	26.00	4632	50.77	263	3.14
Korba	1	2.00	1672	5.12	1	0.02
Total	24	48.00	10443	115.42	903	14.30
<b>Year 2012-13 (till in December 2012)</b>						
Sarguja	6	12.00	4337	51.46	186	1.86
Jashpur	5	8.05	4001	39.45	359	7.64
Korba	-	-	2961	20.31	-	-
Total	11	20.05	11299	111.22	545	9.50

[English]

#### **Maritime University**

2097. SHRI C.R. PATIL:  
SHRIMATI DARSHANA JARDOSH:

Will the Minister of SHIPPING be pleased to state:

(a) whether the Government of Gujarat has asked for the establishment of Maritime University in the State;

(b) if so, whether permission in this regard has been granted;

(c) if so, the present status of the project;

(d) if not, the reasons therefor; and

(e) the progress made so far with regard to the establishment of Maritime University in Kandla Port Trust?

THE MINISTER OF SHIPPING (SHRI G.K. VASAN):

(a) No, Madam.

(b) to (e) In view of (a), do not arise. However, a campus of Indian Maritime University (IMU) is already functioning in the Kandla Port Trust's premises at Kandla, Gujarat.

#### **Ban on Export of Maize**

2098. SHRI RAJAIHA SIRICILLA:  
SHRI SURESH KUMAR SHETKAR:

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

(a) whether the starch manufacturing industry which manufactures starch from maize is facing severe crisis due to non availability of maize in the domestic market;

(b) if so, the details thereof along with its impact on the starch manufacturing industry;

(c) whether the Government proposes to restrict or ban the export of maize from the country in order to protect these industries and to make maize available to them; and

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

THE MINISTER OF COMMERCE AND INDUSTRY AND MINISTER OF TEXTILES (SHRI ANAND SHARMA):

(a) As per the Second Advance Estimates of Production of Foodgrains for 2012-13, there is an estimated 3.2% decline in the production of maize in 2012-13 from 21.76 million tons to 21.06 million tonnes (2012-13).

(b) In a globalised and market determined economy, there is always a competing demand on raw materials from different user industries.

(c) and (d) At present, there is no such proposal to ban or restrict the export of Maize. The export of agricultural products depends on various factors including availability of surplus over and above the requirement of buffer stock including strategic reserve, if any, concerns of food security, diplomatic/humanitarian considerations, international demand and supply situation, quality standards in the importing countries, varieties traded and price competitiveness, need to balance between remunerative

prices to the growers and availability of agricultural products to common man at affordable prices.

### **Capacity Augmentation of Ports**

2099. SHRI KULDEEP BISHNOI: Will the Minister of SHIPPING be pleased to state:

(a) whether the Government has conceptualized capacity augmentation of major and non-major ports in the country in order to meet the traffic of more than 1700 million tonnes during 12th Five year Plan;

(b) if so, the details thereof along with the details of the new ports to be set up during the said period;

(c) whether the Government has formulated any land policy for major ports as well as their captive land in order to ensure level playing field for all stake-holders; and

(d) if so, the details thereof along with the details of consultation made with the stakeholders in this regard and their expectations in the matter?

THE MINISTER OF SHIPPING (SHRI G.K. VASAN):

(a) Yes, Madam.

(b) Cargo handling Capacity of both major and non-major ports is envisaged to reach 2686.66 million tonnes by the end of 12th Plan. Out of this, 1229.24 million tonnes is projected for Major Ports and 1457.42 million tonnes for the non-major ports. The Government has decided to set up two new Major Ports, one each in Andhra Pradesh and West Bengal.

(c) and (d) Yes, Madam. There is an existing Land Policy Guidelines, 2010. Before its finalisation, the same was posted on the website of Ministry of Shipping seeking feedback from all stakeholders and public at large. Comments were received from all the Major Ports, Chambers of Commerce & Industry and other port users, etc, which were taken into consideration.

### **Widening of NH-222**

2100. SHRI DILIPKUMAR MANSUKHLAL GANDHI: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Government proposes to widen the Kalyan-Vishakhapatnam National Highways (NH) No. 222 into four-lane;

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

(c) the details of funds allocated for this project and the time by which the said project is likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI SARVEY SATINYNARAYANA): (a) No, Madam.

(b) and (c) Do not arise.

*[Translation]*

### **Construction of Bar-Bilada-Jodhpur Road on NH-12**

2101. SHRI RAGHUVIR SINGH MEENA: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the State Government of Rajasthan has submitted any proposal to the Union Government regarding construction of Bar-Bilada-Jodhpur road on National Highway (NH) No. 12;

(b) if so, whether the Government has accorded approval to the said proposal;

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

(d) whether there is any delay in release of funds to the Rajasthan Government under the Inter-State Road Project and if so, the reasons therefor; and

(e) whether the Government is yet to release an amount of Rs. 28.95 crore to the State Government despite having submitted utilisation certificate and if so, the details thereof along with the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI SARVEY SATYANARAYANA): (a) to (c) The proposals submitted by the State Government of Rajasthan for construction/improvement of following stretches of Bar-Bilada-Jodhpur road, which is National Highway No. 112, have been sanctioned as given below:

Sl. No.	Name of work	Sanctioned Cost (Rs. in lakh)
1	Widening to 2 lane with geometric Improvements in the re-aligned portion from km 223/500 to 254/800 of (Pachpatra - Bhagundi section, old SH 28 B) including construction of minor bridge work on NH-112	5769.58
2	Improvement including raising in Km 174/00 to 185/00 of NH-112	2335.00
3	Improvement of Riding Quality (IRQ) on existing carriageway from in Km. 269/0 to 307/500 and km 313/0 to 321/0 on NH-112	949.65
4	Periodical renewal/IRQP in Km 0/0 to 18/0 on NH-112	342.55
5	Periodical renewal/IRQP in Km. 36/0 to 50/0 on NH-112	380.41
6	Periodical renewal/IRQP in Km. 140/0 to 143/0 on NH-112	246.76
7	Periodical renewal/IRQP in Km. 114/0 to 117/0 on NH-112	227.20

(d) and (e) No, Madam.

[English]

#### Procurement of Missiles

2102. SHRIMATI SHRUTI CHOUDHRY: Will the Minister of DEFENCE be pleased to state:

(a) whether the Government has any proposal to equip the French Mirage aircraft with 500 air-to-air missile that would be procured from a western consortium; and

(b) if so, the details thereof?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY):  
(a) and (b) A contract was signed with M/s MBDA, France on 30th January, 2012 for the procurement of 493 x Air-to-Air missiles, which will replace the life-expired S-530D and Magic-II missiles procured earlier for the Mirage-2000 aircraft.

[Translation]

#### Silting of Ponds

2103. SHRI JAIPRAKASH AGARWAL: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Government has received any representations from Public Representatives/Non-Governmental Organisations (NGOs) of Delhi regarding the silting of ponds;

(b) if so, the details thereof;

(c) whether due to dumping of waste/waste of building material the ponds have become a permanent source of pollution;

(d) whether the Government/Central Pollution Control Board has undertaken/proposes to undertake any assessment of excessive pollution by silting of ponds in the capital;

(e) if so, the details thereof; and

(f) the action taken or proposed to be taken by the Government in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRIMATI JAYANTHI NATARAJAN): (a) No, Madam.

(b) Does not arise.

(c) to (f) The Central Pollution Control Board (CPCB) had undertaken studies in the capital during 2001-02, which revealed that on account of rapid urbanization and various developmental activities, lakes/ponds in Delhi are facing problems of pollution.

Based on the findings, CPCB has made certain recommendations to the Government of Delhi for protection and development of these water bodies. These include regular de-silting, de-weeding, bank protection, development of green areas, diversion of sewage, reclamation for rain water harvesting and ground water recharge etc.

The Ministry of Water Resources is also implementing the scheme of Repair, Renovation and Restoration of water bodies, where de-silting is one of the main components.

[English]

**Trade with ASEAN Nations**

2104. SHRI RAVNEET SINGH: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether there has been increase in the bilateral trade between India and the ASEAN countries during the last three years and the current year;

(b) if so, the details thereof including the total import and export carried out between India and the ASEAN countries, quantum-wise, value-wise, country-wise and year-wise;

(c) the contribution of the services and the industrial sectors, respectively in the total import and export carried out between the trading partners during the said period;

(d) the priority areas and sectors identified by the Government for expanding of trade and economic cooperation with the ASEAN countries; and

(e) the steps taken/being taken by the Government to promote trade with the ASEAN countries?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRIMATI D. PURANDESWARI): (a) and (b) The details of bilateral trade between India and the ASEAN Countries during the year 2009-10, 2010-11, 2011-12 and 2012-13 (Jan, 2013) (Provisional) are as follows:

(US\$ million)

Country	2009-10			2010-11			2011-12			2012-13 (Jan, 2013)		
	Export	Import	Total Trade	Export	Import	Total Trade	Export	Import	Total Trade	Export	Import	Total Trade
Brunei	24.44	428.65	453.09	23.7	234.17	257.23	895.49	751.68	1647.17	30.38	895.11	925.49
Cambodia	45.54	5.05	50.60	66.94	8.01	74.95	99.45	7.62	107.07	92.57	10.69	103.26
Indonesia	3063.36	8656.66	11720.03	5700.87	9918.63	15619.50	6666.51	14650.11	21316.61	4303.50	12073.19	16376.6
Lao PDR	16.93	20.05	36.98	13.11	0.22	13.33	14.97	89.53	104.50	22.95	117.93	140.88
Malaysia	2835.41	5176.78	8012.19	3871.18	6523.58	10394.76	3977.30	9555.70	13533.00	3205.83	8826.55	12032.3
Myanmar	207.97	1289.80	1497.77	320.62	1017.67	1338.29	543.57	1324.74	1868.31	397.18	1165.35	1562.53
Philippines	748.77	313.07	1061.84	881.10	429.39	1310.49	991.81	455.65	1447.46	952.45	430.43	1382.88
Singapore	7592.17	6454.57	14046.74	9825.44	7139.31	16964.75	16794.68	8576.94	25371.81	11539.30	6312.99	17852.21
Thailand	1740.16	2931.52	4671.68	2274.21	4272.09	6546.31	2951.71	5418.23	8369.94	2942.80	4488.81	7431.60
Vietnam	1838.95	521.81	2360.76	2651.44	1064.90	3716.34	3713.81	1733.44	5447.25	3033.12	1683.69	4716.81
<b>Total</b>	<b>18113.71</b>	<b>25797.96</b>	<b>43911.67</b>	<b>25627.99</b>	<b>30607.96</b>	<b>56235.95</b>	<b>36649.51</b>	<b>42563.63</b>	<b>79213.13</b>	<b>26520.09</b>	<b>36004.73</b>	<b>62524.8</b>

In view of the nature of products being traded, it is not feasible to indicate a uniform unit to measure quantity.

(c) The trade data as given in (a) and (b) above reflects only trade in goods. In India, the only official source of data on Trade in Services is balance of payment statistics published by Reserve Bank of India which does not publish

country-wise balance of payment statistics.

(d) The priority areas and sectors identified by the Government for expanding trade and economic cooperation with the ASEAN countries include Machinery & Machine parts, Transport Equipments, Petroleum and Petroleum Products, Electronic Goods, Agro Industries, Gems &

Jewellery, Steel & Steel products, Oil Cake, Wheat, Meat & Meat Products, Automobiles & Auto Components, Chemicals, Synthetic Textile, Drugs & Pharmaceuticals etc.

With a view to promote trade with ASEAN Countries India has signed Agreement on Trade in Goods under the broader framework of Comprehensive Economic Cooperation Agreement (CECA) between India and the ASEAN on 13.08.2009. India and the ASEAN have also concluded negotiations on Agreement on Trade in Services and Agreement on Investment in December, 2012. India has also entered into Comprehensive Economic Cooperation Agreements with Singapore and Malaysia which came into effect on 01.08.2005 and 01.07.2011 respectively. India and Thailand signed a Framework Agreement (Early Harvest Scheme) on 09.10.2003. India and Thailand are presently negotiating a Comprehensive India-Thailand Free Trade Agreement. India and Indonesia have also agreed for negotiating a CECA.

#### **Carbon Emission**

2105. SHRI PARTAP SINGH BAJWA: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the per capita carbon emission has been on the rise over the past decade; and

(b) if so, the steps taken by the Government to ease the effect of increasing carbon emissions and to achieve the environmental targets set out in the Millennium Development Goals?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRIMATI JAYANTHI NATARAJAN): (a) India's per capita carbon-dioxide emissions were 1.5 metric tonnes in 2007 as against 1.3 metric tonnes in 1994.

(b) Government of India is committed to achieving environmental sustainability, which is one of the Millennium Development Goals. Government is implementing the National Action Plan on Climate Change to support domestic actions for adaptation and mitigation. Government has also announced a domestic mitigation goal of reducing emissions intensity of GDP by 20-25% by 2020 in comparison with 2005 level. The domestic mitigation goal and the objectives of the National Action Plan on Climate Change are part of the sustainable development strategy outlined in the Twelfth Five Year Plan.

[*Translation*]

#### **Recruitment in Ordnance Factories**

2106. SHRI RAKESH SINGH: Will the Minister of DEFENCE be pleased to state:

(a) whether the Government has found the irregularities on the part of ordnance factory administration in the new recruitment process in Grey Iron Foundry, an ordnance factory located in Jabalpur;

(b) if so, the details thereof;

(c) whether the Government has decided to carry out the recruitment process through outsourcing;

(d) if so, the details thereof; and

(e) the steps taken by the Government to ensure transparency and fairness in the recruitment process?

THE MINISTER OF STATE OF THE MINISTRY OF YOUTH AFFAIRS AND SPORTS AND MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI JITENDRA SINGH): (a) and (b) Grey Iron Foundry (GIF), Jabalpur had taken action for recruitment against 70 Semi-skilled vacancies and after following the laid down procedure, the results were declared on 17.5.2012. Subsequently, on 26.9.2012, CBI Jabalpur carried out search at GIF for enquiring into the above referred recruitment process. After conducting the search certain documents were seized by CBI. However, no further communication has been received from CBI, Jabalpur so far.

(c) and (d) Permission was granted to Grey Iron Foundry by Ordnance Factory Board for outsourcing the process of recruitment against 102 vacancies in Semi-skilled tradesmen through limited tender enquiry.

(e) The following steps were taken by the factory to ensure transparency and fairness in the process of recruitment:

(i) Provision has been made for online receipt of applications.

(ii) On line availability of Admit Cards.

(iii) Taking Left Thumb Impression of the candidates during Examination and at the time of joining for duties.

(iv) Trade Test Examination has been made qualifying in nature.

(v) Declaration of the written examination result by Afternoon on the date of examination itself.

[English]

### **Modernisation of Armed Forces**

2107. SHRI MADHU GOUD YASKHI: Will the Minister of DEFENCE be pleased to state:

(a) whether the defence forces of the country are lagging far behind in respect to modernisation; and

(b) if so, the steps taken by the Government to modernise the armed forces keeping in view the activities taking place in the neighbourhood?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY): (a) and (b) The modernisation of the Armed Forces is a continuous process based on threat perception, operational necessity, technological changes and available resources. The process is based on the 15 year Long Term Integrated Perspective Plan (LTIPP), the five year Services Capital Acquisition Plan (SCAP) and the Annual Acquisition Plan (AAP). The Armed Forces remain in a state of operational readiness to meet any eventuality.

[Translation]

### **Setting up of New Wild Life Sanctuary**

2108. SHRI P. L. PUNIA: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Government proposes to set up new Wild Life Sanctuaries and to expand the existing area in the country;

(b) if so, the details thereof;

(c) whether the Government proposes to release Tigers in Kaila Devi Wild Life Sanctuary;

(d) if so, the details thereof; and

(e) the steps taken by the Government for their security?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRIMATI JAYANTHI NATARAJAN): (a) and (b) No, Madam.

(c) and (d) No, Madam.

(e) The initiatives taken by the Government of India for the security of tigers are given in the enclosed Statement.

### **Statement**

*Initiatives taken by the Government of India for security of tigers:*

#### **Legal steps**

1. Amendment of the Wild Life (Protection) Act, 1972 in 2006 to provide enabling provisions for constituting the National Tiger Conservation Authority and the Tiger and Other Endangered Species Crime Control Bureau.
2. Enhancement of punishment for offence in relation to the core area of a tiger reserve or where the offence relate to hunting in the tiger reserves or altering the boundaries of tiger reserves, etc.

#### **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 or home guards, apart from workforce comprising of local people, in addition to strengthening of communication and wireless facilities.
4. Constitution of the National Tiger Conservation Authority with effect from the 4th September, 2006, for strengthening tiger conservation by, inter alia, 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 the 6th June, 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, Pilibhit (Uttar Pradesh), Ratapani (Madhya Pradesh), Sunabeda (Odisha), Mukundara Hills (including Darrah, Jawahar Sagar and Chambal Wildlife Sanctuaries) (Rajasthan) and Satyamangalam (Tamil Nadu). Final approval has been accorded to Kudremukh (Karnataka) for declaring as a tiger reserve. The State Governments 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) Guru Ghasidas National Park (Chhattisgarh), (v) Mhadei Sanctuary (Goa) and (vi) Srivilliputhur Grizzled Giant Squirrel / Megamalai Wildlife Sanctuaries / Varushanadu Valley (Tamil Nadu).

7. The revised Project Tiger guidelines have been issued to State Governments for strengthening tiger conservation, which apart from ongoing activities, inter alia, include financial support to States for enhanced village relocation or rehabilitation package for people living in core or critical tiger habitats (from Rs. 1 lakh per family to Rs. 10 lakhs per family), rehabilitation or 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 and assessment are bench marks for future tiger conservation strategy.
9. The 17 tiger States have notified die core/critical tiger habitat (35123.9547 sq. km.), and the buffer/peripheral area (28750.73421 sq.km.) of all the 41 tiger reserves in die country, under section 38V of the Wild Life (Protection) Act, 1972, as amended in 2006.

#### **Financial steps**

10. Financial and technical help is provided to the State

Governments under various Centrally Sponsored Schemes, such as Project Tiger and Integrated Development of Wildlife Habitats for enhancing the capacity and infrastructure of the State Governments for providing effective protection to wild animals.

#### **International Cooperation**

11. India has a bilateral understanding with Nepal on controlling trans-boundary illegal trade in wildlife and conservation, apart from a protocol on tiger conservation with China.
12. A protocol has been signed in September, 2011 with Bangladesh for conservation of the Royal Bengal Tiger of the Sunderban.
13. A sub-group on tiger and leopard conservation has been constituted for cooperation with the Russian Federation.
14. A Global Tiger Forum of Tiger Range Countries has been created for addressing international issues related to tiger conservation.
15. 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 direction 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.
16. Based on India's strong intervention during the 62nd meeting of the Standing Committw of the Convention on International Trade in Endangered Species of Wild Fauna and Flora (CITES) at Geneva from 23-27 July, 2012, the Convention on International Trade in Endangered Species of Wild Fauna and Flora Secretariat has issued a notification No. 2012/054 dated the 3rd September, 2012 to Parties to fully implement Decision 14.69 and report to the Secretariat by 25 September, 2012 (Progress made

on restricting captive breeding operations of tigers etc.).

17. As a part of active management to rebuild Sariska and Panna Tiger Reserves where tigers have become locally extinct, reintroduction of tigers and tigresses have been done. The successful reintroduction of wild tigers in Sariska is a unique exercise and is the first of its kind in the world. A reintroduced tigress has recently littered and two cubs have also been camera trapped. The tiger reintroduction initiative at Panna (MP) has also been very successful and reintroduced tigers are breeding.
18. 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)**

19. The policy initiatives announced by the Finance Minister in his Budget Speech of the 29th February, 2008, *inter alia*, 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 (STPF), the proposal for the said force has been approved by the competent authority for 13 tiger reserves. The States of Karnataka and Maharashtra have already created and deployed the STPF.
20. 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**

21. Implementing a tripartite Memorandum of Understanding (MOU) with tiger States, linked to fund flows for effective implementation of tiger conservation initiatives.
22. Special crack teams sent to tiger reserves affected by left wing extremism and low population status of tiger and its prey.
23. 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.

24. Steps taken for modernizing the infrastructure and field protection, besides launching 'Monitoring system for Tigers' Intensive Protection and Ecological Status (M-STriPES)' for effective field patrolling and monitoring.
25. Steps taken for involvement of Non-Governmental Experts in the ongoing all India tiger estimation.
26. Initiatives taken for improving the field delivery through capacity building of field officials, apart from providing incentives.
27. The second round of country level tiger status assessment completed in 2010, with the findings indicating an increase with a tiger population estimate of 1706, lower and upper limits being 1520 and 1909 respectively, as compared to the last country level estimation of 2006, with an estimate of 1411, lower and upper limits being 1165 and 1657, respectively. At present, India has the maximum number of tigers and its source areas amongst the 13 tiger range countries in the world, owing to its long history of conserving the species through Project Tiger (2% of country's geographical area spread out in 41 tiger reserves in 17 States).
28. A report on Management Effectiveness Evaluation (MEE) of Tiger Reserves was released on 28th July, 2011, containing the second round of independent assessment based on refined criteria done in 2010-11 for 39 tiger reserves. Out of 39 tiger reserves, 15 were rated as 'very good', 12 as 'good', 8 as 'satisfactory' and 4 as 'poor'.
29. Providing special assistance for mitigation of human-tiger conflicts in problematic areas.
30. Regional Offices of the National Tiger Conservation Authority sanctioned at Nagpur, Bengaluru and Guwahati.
31. A 'Standard Operating Procedure' for dealing with tiger deaths has been issued, based on advisories of Project Tiger / National Tiger Conservation Authority, with inputs from Wildlife Crime Control Bureau, State officials and experts, fine tuned to meet the present challenges.

32. A 'Standard Operating Procedure' for dealing with straying tigers in human dominated landscape has been issued.
33. The Revised Cost Estimates for Project Tiger was approved on 11.8.2011 for an upward revision of the cost estimates for the ongoing Centrally Sponsored Scheme of Project Tiger during the XIth Plan period from 650 crore to Rs. 1216.86 crore of central assistance to support States in village relocation from core areas of tiger reserves. Several new components were added to the Project, viz.:
- (i) Change in the funding pattern in respect of North Eastern States (90:10)
  - (ii) Raising compensation for man-animal conflict to Rs. 2 lakhs
  - (iii) Acquisition of private land for making the core/critical tiger habitat inviolate
  - (iv) Establishment of Tiger Safari, interpretation/awareness centres under the existing component of 'co-existence agenda in buffer/fringe areas', and management of such centres through the respective Panchayati Raj Institutions
  - (v) Re-introduction of Cheetah
34. Launching of Phase-IV tiger reserve level, continuous monitoring of tigers using camera traps and building up data on photo captures of individual tigers.
35. Launching the creation of a national repository of camera trap photo IDs of individual tigers.
36. Notification of the Kawal Tiger Reserve in Andhra Pradesh.
37. In-principle approval for use of CAMPA funds towards village relocation from core areas.
38. Completion of e-surveillance project in Corbett.
39. Comprehensive guidelines under section 380 1 (c) of the Wildlife (Protection) Act, 1972 issued for Project Tiger and Tourism in Tiger Reserves on 15th October, 2012.
40. Under active management, permission accorded for translocation of two tigresses from Ranthambhore

to Sariska (Rajasthan), besides one straying sub-adult male tiger from Panna to Satpura (Madhya Pradesh).

41. A bilateral arrangement has been recently formalized with Bangladesh on tiger conservation. Our delegations are interacting with Nepal and China within the framework of existing bilateral arrangements. A sub-group on tiger/leopard conservation has been constituted for cooperation with the Russian Federation, which has met recently.
42. Field level workshops for capacity building of field officers to deal With straying tigers have been organized at Tadoba and Dudhwa Tiger Reserves (2013).
43. NTCA teams sent for field appraisal of tiger deaths, Project Tiger implementation etc.
44. Process underway for providing enabling provisions in the Wildlife (Protection) Act, 1972, to strengthen our implementation of the CITES and towards enhancement of penalties for contravention of provisions of the Act.

*[English]*

#### **Trade of Medicines**

2109. SHRI JAGDISH THAKOR: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether several medicine companies particularly from Madhya Pradesh are importing and exporting medicines without any prior approval/permission of the concerned authorities;

(b) if so, the details thereof along with the names of companies involved in such business in the country including Madhya Pradesh;

(c) whether such business has led to loss of revenue to the Government; and

(d) if so, the details thereof along with the reaction of the Government thereto and the steps being taken by the Government in this regard?

THE MINISTER OF COMMERCE AND INDUSTRY AND MINISTER OF TEXTILES (SHRI ANAND SHARMA):  
(a) to (d) No reports of import or export of medicines from

Madhya Pradesh without requisite approval / permission under the Drugs and Cosmetics Act and Rules made thereunder have been received by the Office of Drugs Controller General (I).

#### **Annual Revision of Toll Tariff**

2110. SHRI NAVEEN JINDAL: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the present policy on the annual revision of toll tariff on National Highways;

(b) whether there is any proposal to increase the Whole Sale Price Index component in the annual revision that is considered during the annual revision apart from the specified fixed percentage;

(c) if so, the details thereof along with the reasons therefor and the present status of the proposal;

(d) whether the National Highways Authority of India (NHAI) was consulted prior to making this proposal;

(e) if so, the response of the NHAI thereon and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI SARVEY SATYANARAYANA): (a) The present policy on the annual revision of toll tariff on National Highways is as per Rule 5 of NH (Fee) Rules, 2008. NH (Fee) Rules 2008as amended from time to time is available on our website <http://morth.nic.in>.

(b) No Madam.

(c) to (e) Does not arise.

*[Translation]*

#### **Sandila Industrial Area**

2111. SHRI ASHOK KUMAR RAWAT: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Ganga river is being polluted by the industries at Sandila Industrial Area of Uttar Pradesh; and

(b) if so, the details thereof along with the measures taken by the Government in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF

ENVIRONMENT AND FORESTS (SHRIMATI JAYANTHI NATARAJAN): (a) and (b) Sandila Industrial Area in District Hardoi (Uttar Pradesh) mainly has small scale industries engaged in production of plywood, rice milling, flour mills, mill-board, paper board etc. The waste water generated from the industrial area is discharged through Loni drain in the river Gomti after traversing 50 km, near Kakori in Lucknow. The industries located in the Sandila Industrial Area are not discharging their effluents in river Ganga.

*[English]*

#### **Action of CPCB to Combat Pollution**

2112. SHRI DILIP SINGH JUDEV: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) the steps taken by the Central Pollution Control Board (CPCB) to combat pollution caused by NTPC Seepat and SECL Bilaspur as well as industrial localities at Raipur-Raigarh and Korba where the number of power, cement, coal mines and steel industries are violating air, water and dust pollution rules and causing severe damage to human organs and health on a large scale;

(b) whether the CPCB is monitoring emissions from the industrial units and if so, the details thereof; and

(c) the action taken or to be taken in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRIMATI JAYANTHI NATARAJAN): (a) to (c) Under an Environment Surveillance Programme, the Central Pollution Control Board (CPCB) undertakes surprise inspections, emission and effluent monitoring of units falling under 17 category of highly polluting industries and other polluting industries for ensuring the compliance of emission and effluent standards, as applicable.

During last three years, CPCB inspected 11 sponge iron plants, 2 cement plants and 5 power plants. SECL, Bilaspur could not be inspected. The inspection of industries was carried out in the area of Raipur, Raigarh, Taraimal, Korba, Bilaspur and Champa. Directions under Section 5 of the Environment (Protection) Act, 1986 have been issued to sixteen industries including NTPC, Seepat.

Directions under Section 18 (I) (b) of the Water Act, 1974 and the Air Act, 1981 have also been issued to Chhattisgarh Environment Conservation Board to ensure

the compliance of emission and effluent norms, in the industries, as applicable.

#### **Land under Environmental Protection**

2113. SHRI PONNAM PRABHAKAR: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Government has any details of the hectares of land covered under environmental protection and afforestation in the country;

(b) if so, the details thereof during last three years and the current year including Andhra Pradesh, State-wise; and

(c) the role of Government fixed in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRIMATI JAYANTHI NATARAJAN): (a) and (b) Afforestation/Tree plantation targets are fixed by Ministry of Environment and Forests (MoEF) annually to States/UTs under 20 Point Programme. The details of afforestation achievements by the States including Andhra Pradesh made during the last three years

and current year (till October, 2012) are enclosed as Statement.

(c) The afforestation in the country is taken up cross sectorally under various Centrally Sponsored Schemes such as Mahatma Gandhi National Rural Employment Guarantee Scheme (MGNREGS), Integrated Watershed Management Programme (IWMP), National Bamboo Mission, 13th Finance Commission and also under different State Plan/Non Plan Schemes including externally aided projects. Apart from these Schemes, Ministry of Environment and Forests is implementing a major scheme National Afforestation Programme (NAP), which is a 100% Centrally Sponsored Scheme for afforestation and tree plantation and eco restoration of degraded forests and adjoining areas in the country through people's participation. Since inception of NAP in the year 2000, an area of 19.11 lakhs ha has been targeted for afforestation with the investment of Rs. 2991.67 cr. Besides NAP, qualitative and quantitative improvement in forests and tree cover over ten million hectares of area has also been envisaged under the Green India Mission programme.

#### **Statement**

*State/UT-wise details of the Afforestation Achievements under Twenty Point Programme on public and forest land (in hectares)*

Sl. No.	State/ UT	Area of forest and public land covered under afforestation activities in (ha.)			
		2009-10	2010-11	2011-12	2012-13 (Till October 2012)
1	2	3	4	5	6
1	Andhra Pradesh	243931	383927	407700	371639
2	Arunachal Pradesh	7115	6150	10817	319
3	Assam	6626	3509	43	0
4	Bihar	21366	15378	22796	27400
5	Chhattisgarh	55512	58458	50,412	83790
6	Goa	371	488	465	453
7	Gujarat	169353	127149	140513	105911
8	Haryana	20770	79883	64401	50374

1	2	3	4	5	6
9	Himachal Pradesh	20165	24710	31938	19718
10	Jammu and Kashmir	25427	15453	10466	1219
11	Jharkhand	28950	21914	34214	10462
12	Karnalaka	83641	94376	66091	78820
13	Kerala	9941	8463	3971	10154
14	Madhya Pradesh	135141	168678	110702	105738
15	Maharashtra	216891	178498	122880	171946
16	Manipur	23673	10532	17997	5957
17	Meghalaya	1096	654	6840	4313
18	Mizoram	2983	7197	6240	2825
19	Nagaland	0	4790	1047	0
20	Odisha	132130	242868	196671	79207
21	Punjab	11548	13711	6965	8409
22	Rajasthan	102207	96356	71301	45880
23	Sikkim	8007	2734	6739	9019
24	Tamil Nadu	66446	95499	75492	5309
25	Tripura	13228	16650	25572	19130
26	Uttarakhand	27163	20044	23505	16208
27	Uttar Pradesh	96070	84516	83233	60931
28	West Bengal	15043	14286	753	8777
29	Andaman and Nicobar Islands	1738	1377	1583	709
30	Chandigarh	180	272	316	206
31	Dadra and Nagar Haveli	205	200	269	200
32	Daman and Diu	20	10	14	6
33	Delhi	123	1496	1239	935
34	Lakshadweep	20	27	22	1
35	Puducherry	50	33	82	17
Total		1547130	1800286	1603289	1305982

### **Deficiency of Pilots in IAF**

2114. SHRI R. THAMARAISELVAN: Will the Minister of DEFENCE be pleased to state:

(a) whether the Indian Air Force (IAF) is facing acute shortage of pilots;

(b) if so, the details thereof;

(c) whether the IAF is considering to induct 220 pilot every six months; and

(d) if so, the details thereof?

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

(a) and (b) The available strength of pilots in Air Force is sufficient to meet the current operational requirements of the Indian Air Force (IAF). The strength of pilots as on 1st March 2013 is 3410 against the sanctioned strength of 3925.

(c) and (d) Based on the planned induction of new Aircraft and Weapon Systems in the XIIth plan, about 440 pilots are required to be inducted in the IAF per annum.

### **Bamboo Harvesting**

2115. SHRI ASADUDDIN OWAISI: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Ministry has raised objections over the new rule notified by Tribal Ministry which allows Gram Sabhas to regulate bamboo harvesting in the country;

(b) if so, the extent to which the wildlife is likely to be affected due to new rules;

(c) whether any consultations have been held with all the stakeholders in this regard; and

(d) if so, the outcome thereof and the steps taken or being taken by the Government to save wildlife in Bamboo forests?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRIMATI JAYANTHI NATARAJAN): (a) and (c) States/UTs are responsible for implementation of the Scheduled Tribes and Other Traditional Forest Dwellers (Recognition of Forest Rights) Amendment Rules, 2012 recently notified in the Gazette of India on 06.9.2012 by the Ministry of Tribal Affairs. The

Ministry of Environment and Forests has written to the Forest Department of all States/UTs for appropriate action for implementation of these rules.

Draft of the aforementioned rules was notified by the Ministry of Tribal Affairs in the Gazette of India on 19.7.2012 for inviting objections/suggestions from all persons likely to be affected thereby. After considering all the objections/suggestions received, the Ministry of Tribal Affairs has notified the Scheduled Tribes and Other Traditional Forest Dwellers (Recognition of Forest Rights) Amendment, Rules, 2012 in the Gazette of India on 6.9.2012.

(b) and (d) No assessment at the National level has been carried out to assess the impacts of new rules on wildlife. However, the Wild Life (Protection) Act, 1972 regulates removal of any forest produce from Sanctuaries and National Parks including hunting of wildlife.

### **Regeneration of Mangroves**

2116. DR. NILESH NARAYAN RANE: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Government has taken any steps for regeneration of mangroves that have been destroyed illegally after the coastal regulation zone notification came into force; and

(b) if so, the funds allocated/utilised for this purpose so far?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRIMATI JAYANTHI NATARAJAN): (a) and (b) The Coastal Regulation Zone (CRZ) Notification, 2011 classifies the mangrove area as CRZ-I A (eco-sensitive area), where no new construction is permitted except projects relating to Department of Atomic Energy; pipelines, conveying systems including transmission lines; installation of weather radars for monitoring of cyclone movement and prediction by Indian Meteorological Department; construction of trans harbour sea link and roads on stilts or pillars without affecting the tidal flow of water. Conditions are stipulated while issuing clearance for such projects to carryout compensatory mangrove plantation by the project proponent at their own cost.

[Translation]

**Programmes Under CBWE**

12117. SHRI SAJJAN VERMA: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

(a) whether the Government has organised various programmes through Central Board for Workers Education (CBWE) in various States/UTs including Madhya Pradesh;

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

(c) the achievements made as a result of

implementation of the said programme during each of the last three years and the current year, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI KODIKKUNNIL SURESH): (a) to (c) Yes, Madam. The Central Board for Workers Education (CBWE) organises various types of training programmes for organised, unorganised and rural sector workers in the country including Madhya Pradesh. During the Financial Year 2009-10, 2010-11, 2011-12 and 2012-13 (till January, 2013), the total numbers of training programmes conducted by CBWE and workers trained, State/UT-wise, is given in the enclosed Statement.

Sl. No.	States/UTs	2009-10		2010-11		2011-12		2012-13 (till January, 2013)	
		No. of Progr-ammes	No. of Parti-cipants	No. of Progr-ammes	No. of Parti-cipants	No. of Progr-ammes	No. of Parti-cipants	No. of Progr-ammes	No. of Parti-cipants
1	2	3	4	5	6	7	8	9	10
1	Andhra Pradesh	505	17477	585	20155	639	24771	577	21530
2	Assam	255	9040	325	11475	308	12331	263	10039
3	Bihar	96	3600	93	3482	139	5535	136	5289
4	Chhattisgarh	221	7017	207	6642	260	9088	193	6290
5	Delhi	170	6193	184	6839	223	7417	241	9203
6	Goa	191	6276	180	6076	169	6285	91	3125
7	Gujarat	460	15568	563	17941	674	27259	525	19078
8	Haryana	118	4125	128	4199	257	9560	187	6779
9	Himachal Pradesh	91	3220	96	3608	85	3187	62	2201
10	Jammu and Kashmir	98	3911	99	3609	139	5349	82	3201
11	Jharkhand	396	15096	420	15747	515	20113	511	19500
12	Karnataka	506	16703	516	18143	673	26965	505	18491
13	Kerala	370	11745	399	13804	420	16928	357	13384
14	Madhya Pradesh	542	21116	471	16482	565	22350	501	18264
15	Maharashtra	806	27051	795	26998	946	35203	840	29173
16	Manipur	194	6968	236	9005	153	7108	96	3674
17	Odisha	414	14381	499	17846	635	24248	604	22489

1	2	3	4	5	6	7	8	9	10
18	Punjab	145	5391	155	5057	156	6186	140	5497
19	Rajasthan	225	7915	226	7801	232	8326	207	7663
20	Tamil Nadu	825	28964	704	25231	923	37583	683	26312
21	Uttar Pradesh	1017	34925	915	33221	988	38133	909	34028
22	West Bengal	638	21357	664	22584	617	26032	674	25043
23	Arunachal Pradesh	4	138	0	0	12	480	01	40
24	Nagaland	3	106	3	120	7	280	00	00
25	Meghalaya	3	112	2	79	14	560	04	159
26	Mizoram	2	65	8	320	18	720	02	70
27	Tripura	4	132	3	120	12	480	09	318
28	Sikkim	5	158	4	150	4	160	18	540
<b>Total</b>		<b>8304</b>	<b>288752</b>	<b>8480</b>	<b>296734</b>	<b>9793</b>	<b>382637</b>	<b>8418</b>	<b>311380</b>

*[English]***Maritime Policy**

2118. SHRI S. PAKKIRAPPA: Will the Minister of SHIPPING be pleased to state:

(a) whether the task of framing the maritime policy is pending for quite some time;

(b) if so, the reasons therefor; and

(c) the time by which the said maritime policy is likely to be framed?

THE MINISTER OF SHIPPING (SHRI G.K. VASAN):  
(a) to (c) The Ministry of Shipping has formulated the Maritime Agenda 2010-20 in January, 2011 which is a comprehensive document encompassing all aspects of Maritime Sector including specific chapters on proposed policy measures/milestones and initiatives. As the Maritime Agenda is a comprehensive document and subsumes policy measures also, a separate Policy document is not considered necessary at this stage.

**Indian Ports Global**

2119. SHRI VIKRAMBHAI ARJANBHAI MADAM: Will the Minister of SHIPPING be pleased to state:

(a) whether the Government along with private players in shipping sector has formed Indian Ports Global for foreign port acquisitions;

(b) if so, the details thereof;

(c) whether the Indian Ports Global will look for national as well as international opportunities and promote the Indian flag in overseas port facilities;

(d) if so, the details thereof; and

(e) the extent to which it is likely to boost the trade of Indian Shipping Industry?

THE MINISTER OF SHIPPING (SHRI G.K. VASAN):  
(a) No, Madam.

(b) to (e) Do not arise.

**Anti-Collision Device for VVIP Aircraft**

2120. DR. RATNA DE: Will the Minister of DEFENCE be pleased to state:

(a) whether the Government proposes to equip the VVIP aircraft with anti-collision technology;

(b) if so, the details thereof;

(c) if not, the reasons therefor;

(d) whether the Government proposes to extend this to other aircraft too in future; and

(e) if so, the details thereof?

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

(a) to (c) The Indian Air Force (IAF) presently operates Embraer Executive Jets and Boeing Business Jets for VIP / VVIP duties. All these aircraft are equipped with Traffic Alert Collision Avoidance Systems and Ground Proximity Warning Systems as anti-collision features.

(d) and (e) IAF has decided that all aircraft to be procured by them in future will have anti-collision technologies incorporated in them. The type of equipment will depend on the role and operational employability of the aircraft.

#### **Death of NCC Cadets**

2121. SHRI E.G. SUGAVANAM: Will the Minister of DEFENCE be pleased to state:

(a) whether some National Cadet Corps (NCC) cadets who were at the national level trekking camp in Kerala recently drowned in the Periyar river;

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

(c) whether the Government has provided any assistance to the next-of-kin of the dead and ordered any inquiry into the accident;

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

(e) the measures taken / proposed to be taken by the Government to check recurrence of such incidents

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

(a) and (b) Yes, Madam. An all India NCC trek attended by 750 NCC cadets was conducted from 23rd to 30th December, 2012 at Malayattoor forest range, Ernakulam, Kerala. As per the preliminary report on 26.12.2012, the cadets had lunch break as per schedule in a Mahagaony

grove at Mulankuzhi (Malayattoor forest range) situated near river Periyar. After lunch, some of the cadets went towards the river for a photo session. Unfortunately, one of the cadets slipped from a rock and fell into deep end of the river and got entangled in a whirlpool. On hearing for help, four other cadets jumped into the river one after another in order to save him. The mishap resulted in death of all the five NCC cadets. The cadets belonged to NCC Directorate, Delhi and the names are as under:

(i) Cdt Hemant Kumar

(ii) Cdt Gulvez Ahmed

(iii) Cdt Dilshad Alam

(iv) Cdt Tabish Baqri

(v) Cdt Mohammed Zeeshan

(c) and (d) Yes, Madam. The next-of-kin of the NCC cadets have been provided following assistance:

(i) DG NCC - Rs. 4 lakh

(ii) Delhi Government - Rs. 4 lakh

(iii) Kerala Government - Rs. 2 lakh

A Court of Inquiry has been ordered. A judicial inquiry has also been ordered by the State Government of Kerala.

(e) All possible safety measures have been taken to avoid recurrence of such incidents. Some of the additional measures taken are as under:

(i) All NCC camps to be controlled by the concerned Group HQR and also to be attended by a minimum of 03 officers.

(ii) Reconnaissance and planning of all locations to be visited by the NCC cadets well in time.

(iii) Squads of 10 cadets with a Squad Leader to be nominated under NCC Officers / Associate NCC Officers/Permanent Instructional Staff.

(iv) No camps or trek routes to be planned near rivers or water bodies.

(v) Detailed coordination with District authorities including assistance required in an emergency.

(vi) Training on safety orientation to Associate NCC Officers during their training at NCC Officers Training Academies.

- (vii) Review and identification of sensitive areas in respective States where camps/treks are conducted
- (vii) Further reduction of strength in treks for better monitoring.

#### **Funds to NGO for Afforestation Purposes**

2122. SHRI HAMDULLAH SAYEED: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) the details of Grants-in-Aid provided to Voluntary Agencies/Non-Governmental Organisation (NGO) for afforestation purposes during the last three years and the current year;

(b) whether all the Voluntary Agencies have submitted the Utilisation Certificates;

(c) if so, the details thereof;

(d) the names of Voluntary Agencies which have neither submitted utilization certificates nor turned up to National Afforestation and Eco-Development Board for the next installment after release of first installment; and

(e) the action taken by the Government against such Voluntary Agencies in the country?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRIMATI JAYANTHI NATARAJAN): (a) Ministry has not provided any Grants-in-Aid to Voluntary Agencies/Non-Governmental Organisation (NGO) for afforestation purposes during the last three years and the current year.

(b) to (e) Questions do not arise.

#### **Unified Body for National Sports**

2123. SHRI KIRTI AZAD: Will the Minister of YOUTH AFFAIRS AND SPORTS be pleased to state:

(a) whether the Government has accepted recommendations of Special Committee set up by the Indian Olympic Association (IOA) to end tussle between Hockey India (HI) and Indian Hockey Federation (IHF) by making HI supreme body for the game of hockey in the country;

(b) if so, the details thereof; and

(c) the steps taken to form a unified body to meet the requirements of International Hockey Federation?

THE MINISTER OF STATE OF THE MINISTRY OF YOUTH AFFAIRS AND SPORTS AND MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI JITENDRA SINGH): (a) Madam, no such recommendation has been received by the Government.

(b) Does not arise.

(c) As per the requirements of International Hockey Federation (FIH), there has to be only one federation at the national level both for men and women hockey. FIH has given recognition to HI. In order to resolve the dispute between HI and IHF, meetings were convened by the Department of Sports with IOA, IHF and HI. HI accepted the settlement arrived at the meeting of Hon'ble Minister of State (Independent charge) for Youth Affairs and Sports on 22.03.2011, which was also acceptable to FIH and IOA. However, IHF indicated that they will submit a revised settlement proposal for consideration. The said proposal has been received and has been sent to IOA for having a meeting with both the IHF & HI and indicating the outcome for taking further action by the Government and apprising Hon'ble Supreme Court in the matter.

#### **Clearance to Offshore Drilling Companies**

2124. SHRI P. R. NATARAJAN: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Government had given environmental clearance to the private offshore drilling companies by ex-post-facto procedure in the country;

(b) if so, the details of names of private companies and the reasons for giving such ex-post-facto clearance;

(c) whether a number of offshore drilling companies have started drilling without obtaining prior environmental clearances;

(d) if so, the reasons therefor; and

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

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRIMATI JAYANTHI NATARAJAN): (a) and (b) The offshore drilling activities for oil and gas require prior environmental clearance as per the procedure laid down in the Environmental Impact

Assessment (EIA) Notification, 2006. As per the said notification, there is no provision forepost-facto clearance.

(c) No such cases have been reported to the Ministry of Environment & Forests under the EIA Notification, 2006.

(d) and (e) In view of the reply given above to part (c), does not arise.

[Translation]

#### **Export of Basmati Rice**

2125. SHRI HANSRAJ G. AHIR:  
SHRI M. VENUGOPALA REDDY:

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

(a) whether there has been a decline in the export of basmati rice from the country;

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

(c) whether the price of basmati rice is increasing continuously in the country due to its low production and the promotion of export of basmati rice by the Agricultural and Processed Food Products Export Development Authority;

(d) if so, the details thereof;

(e) whether the United States Food and Drug Administration has found arsenic content in samples of Indian basmati rice in its preliminary analysis; and

(f) if so, the details thereof and its effect on the export of basmati rice from the country?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRIMATI D. PURANDESWARI): (a) and (b) The export of basmati rice has shown an increasing trend. The export details in the last three years and in the current year are:

	2009-10	2010-11	2011-12	April- Dec 2012*
Qty in lakh MT	20.17	23.37	31.78	24.18
Value Rs. Crore	10889	11355	15450	12923

Source: DGCI&S; \*Provisional

(c) and (d) Domestic prices of any agriculture commodity, *inter-alia*, are a function of several factors like domestic and international demand and supply, cost of production like labour, capital, input cost etc., prevailing domestic and international food inflation etc. and, therefore, cannot be directly attributed »to exports alone.

(e) and (f) The Government has not received any report officially from USFDA or Embassy of India, Washington. However, on USFDA website there is a consumer update referring to preliminary test on presence of arsenic content in some food products including basmati rice.

[English]

#### **Four-Laning of Bhubaneswar-Puri National Highway**

2126. SHRI NITYANANDA PRADHAN: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the present status of the four-laning project of Bhubaneswar -Puri National Highway;

(b) whether this project will be completed within the stipulated time-period;

(c) if not, the steps taken by the Government for timely completion of the said project; and

(d) the details of the new highway projects underway in the State of Odisha?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI SARVEY SATYANARAYANA): (a) Out of 67.255Km. length of the work of four laning of Bhubaneswar Puri National highway, 25 Km. has been completed.

(b) and (c) The project originally scheduled to be completed by September, 2013 has suffered delays. Steps have been taken to expedite land acquisition, disbursement of compensation, eviction of encroachment and vacating the stay by the Hon'ble High Court of Odisha on 13 km. of Puri Bypass.

(d) Bids have been invited for 4-laning of Chandikhole-Duburi-Bhuban section of NH-200 and Baharagora-Sambalpur Section of NH6.

**Pension to Sports Persons**

2127. SHRI G.M. SIDDESHWARA: Will the Minister of YOUTH AFFAIRS AND SPORTS be pleased to state:

(a) whether the Government proposes to give pension to the sports persons who have won medals for the country in major international sports events;

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

(c) the number of sports persons granted pension under such scheme;

(d) whether there is any other welfare policy for the retired and serving players of the country for providing financial assistance for treatment of serious injuries and other ailments;

(e) if so, the details thereof; and

(f) the steps taken by the Government to encourage participation of women in sports?

THE MINISTER OF STATE OF THE MINISTRY OF YOUTH AFFAIRS AND SPORTS AND MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI JITENDRA SINGH): (a) and (b) There is already a Scheme titled "Scheme of Pension to Meritorious Sportspersons" under which medal winners in Olympic Games, Commonwealth Games, Asian Games and World Cups/World Championships (in Olympic and Asian Games disciplines) and Para-Olympic Games, after they attain the age of 30 years or retire from active sports, whichever is later, are eligible for monthly pension at following rates:

Sl. No.	Category of meritorious sportspersons	Rate of Pension (Rs./per month)
1	2	3
1	Medalists at the Olympic Games	10000
2	Gold medalists at the World Cup/World Championships in Olympic and Asian Games disciplines	8000
3	Silver and Bronze medalists at the World Cup/World Championships in Olympic and Asian Games disciplines	7000

1	2	3
4	Gold medalists of the Asian/Commonwealth Games	7000
5	Silver and Bronze medalists of the Asian/Commonwealth Games	6000
6	Gold Medalists of Para-Olympic Games	5000
7	Silver medalists of Para-Olympic Games	4000
8	Bronze Medalists of Para-Olympic Games	3000

(c) At present, 620 Sportspersons are getting pension under the "Scheme of Pension to Meritorious Sportspersons" on monthly basis.

(d) and (e) The Ministry of Youth Affairs & Sports has a Scheme of National Welfare Fund for Sportspersons, which provides for ex-gratia financial assistance to outstanding sportspersons of yesteryears, now living in indigent circumstances, whose annual income is less than Rs. 2 lakh for medical treatment etc. The funds from the National Welfare Fund for Sportspersons can be utilized for following proposes:

- (i) to provide suitable assistance to outstanding sportspersons now living in indigent sportspersons;
- (ii) to provide suitable assistance to outstanding sportspersons injured during the period of their training for competitions and also during the competitions, depending on the nature of the injury;
- (iii) to provide suitable assistance to outstanding sportspersons who bring glory to the country in the international field and who are disabled as an after-effect of their strenuous training or otherwise and to provide them assistance for medical treatment;
- (iv) to administrator and apply the funds of the Fund to promote the welfare of the sportspersons generally in order to alleviate distress among them and their dependents in indigent circumstances;

- (v) to administer and apply the funds of the Fund for active sportspersons individually or collectively as a group;
- (vi) to encourage and provide assistance in cash or kind (sports equipments, kit, etc) to budding sportspersons, in their pursuit for achieving excellence in sports;
- (vii) to do all other things which are incidental to the above objectives.

Quantum of assistance admissible from the National Welfare Fund for Sportspersons is as follows:

- (i) Assistance to sportspersons living in indigent circumstances: A lumpsum ex-gratia financial assistance may be granted to an outstanding sportsperson now living in indigent circumstances, subject to a maximum of Rs. 5 lakh.
- (ii) Assistance for injuries sustained during training for and participation in international competitions: A lumpsum financial assistance to an outstanding sportsperson or his/her family may be granted under the Scheme:
  - (a) in case of sustaining a fatal injury during training for, or participation in, an international competition, subject to a maximum of Rs. 5.00 lakh;
  - (b) in case of sustaining injury other than a fatal injury, subject to a maximum of Rs.2.00 lakh provided that the assistance shall in no case be less than Rs. 10,000/-.
- (iii) Assistance to Families of Outstanding Sportspersons: A lumpsum financial assistance, not exceeding Rs. 2.00 lakh in each case, may also be provided to the families of outstanding sportspersons in indigent circumstances.
- (iv) Assistance for Medical Treatment: Financial assistance not exceeding Rs. 2.00 lakh may also be provided for medical treatment of an outstanding sportsperson in indigent circumstances.
- (v) Assistance to Sports Promoters: Lumpsum financial assistance, not exceeding Rs. 50,000/- may be provided to referees, coaches and umpires, who

were eminent, but are not well off and are in indigent circumstances.

The Scheme of National Welfare Fund for Sportspersons also has a clause under which the Chairperson of the General Committee of National Welfare Fund for Sportspersons has the discretionary powers under which the Chairperson may sanction assistance in deserving cases even to those who, technically, are non-eligible, depending upon the facts and circumstances of each case. The Chairperson will have the discretion to decide the quantum of assistance.

(f) All schemes of the Ministry and the Sports Authority of India are inclusive schemes and are equally applicable to women sportspersons. Further, for encouraging sports among women, sports competitions are held at district, state and national levels under the scheme of National Championship for Women, presently merged with the scheme of Panchayat Yuva Krida aur Khel Abhiyan (PYKKA).

#### **Unused Iron Ore Fines at Gua Mines**

2128. SHRI A. SAI PRATHAP: Will the Minister of STEEL be pleased to state:

(a) whether the Gua iron ore mines situated in Jharkhand has been planning to enhance its production capacity;

(b) if so, the details thereof along with the details of the targets fixed for production enhancement;

(c) whether any action plan has been envisaged for enhancement of production;

(d) if so, the details thereof along with the quantum of outlay earmarked for inducting new machinery and technology;

(e) whether a large portion of iron ore fines mined earlier have been lying unused at Gua iron ores mines for years; and

(f) if so, the details thereof and the reasons therefor along with the plan chalked out by the Government to make use of the lying iron ore fines at the earliest?

THE MINISTER OF STEEL (SHRI BENI PRASAD VERMA): (a) Yes, Madam.

(b) Steel Authority of India Limited (SAIL) has planned to enhance production capacity of Gua iron ore mine to 10 MTPA from the existing level of 2.4 MTPA.

(c) and (d) Yes, Madam. The proposal for capacity expansion and setting up of 12.5 MTPA Beneficiation and 4 MTPA Pellet Plant was approved 'in-principle' by SAIL Board at a cost of Rs. 2952 crore with an implementation schedule of 36 months. Tender for expansion of Gua mine along with setting up of Beneficiation Plant (10 MTPA) and Pellet Plant (4 MTPA) is in advance stage of finalization. SAIL is also in the process of obtaining necessary approvals and statutory clearances for the project.

(e) and (f) Yes, Madam. Gua mine started operations in 1919 and was a captive mine of IISCO (till its merger into SAIL in 2006). Gua mine used to supply iron ore to IISCO Steel Plant at Burnpur. Due to non availability of sinter making facility at Burnpur, the fines generated in the due course of production got accumulated in the mine and remained unutilized. After merger of IISCO into SAIL there is no addition of fines to the dump as freshly generated fines from the mining process is being consumed in other steel plants of SAIL. Installation of Beneficiation and Pellet Plant at Gua will enable utilization of fines dumped over the years.

[*Translation*]

#### **Construction of Roads in Himachal Pradesh**

2129. SHRI VIRENDER KASHYAP: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Government has taken note of the problems being faced by the construction companies in constructing roads in hilly areas including Himachal Pradesh due to large forest area;

(b) if so, whether the Government has taken any steps in this regard;

(c) whether the Government provides any special concession under the Forest Conservation Act, 1980 for construction of roads in hilly areas and if so, the details thereof; and

(d) whether there is any delay in construction of road from Theog to Rohru in Himachal Pradesh and if so, the reasons therefore and the action taken by the construction company for the delay?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI SARVEY SATYANARAYANA): (a) to (b) Necessary steps are taken to obtain requisite clearances including forest clearance for the construction of all National Highway projects in the country including those in hilly areas wherever forest areas are involved to avoid problems during construction.

(c) No special concession under Forest Conservation Act, 1980 is provided for construction of roads in Hilly area.

(d) This Ministry is primarily responsible for development of National Highways in the country. Road from Theog to Rohru is not a National Highway.

[*English*]

#### **Revaluation Facilities**

2130. SHRI N. CHELUVARAYA SWAMY: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

(a) whether the students appearing for Industrial Training Institute (ITI) exams are given the facility of revaluation;

(b) if so, the detail thereof; and

(c) if not, the reasons for not extending this facility by the National Council for Vocational Training to students?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI KODIKKUNNIL SURESH): (a) and (b) At present, the following norms have been prescribed by National Council for Vocational Training (NCVT) for re-evaluation of answer sheets of students of ITIs appearing at examinations:

(i) Re-evaluation of answer sheets is not permissible.

(ii) In case of failed candidates, the answer sheets would only be checked to the extent of re-totalling the marks and the portion left unmarked, if any.

(iii) For this purpose, a fee of Rs. 10/- is charged per paper from the failed candidates only.

(iv) For other students, a fee of Rs. 25/- is charged for carrying out (ii) above.

(v) The time limit for application for such re-

evaluation is one month from the date of declaration of results.

(c) The Sub-Committee of NCVT for norms and courses has approved the proposal for re-evaluation of answer sheets of All India Trade Test during its meeting held on 13.02.2013.

*[Translation]*

### **National Driving Policy**

2131. SHRI SYED SHAHNAWAZ HUSSAIN: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Government proposes to formulate a National Driving Policy;

(b) if so, the details thereof along with the salient features of the policy; and

(c) the time by which the said policy is likely to be implemented throughout the country?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI SARVEY SATYANARAYANA): (a) to (c) Sections 3 to 28 in Chapter II of the Motor Vehicles Act, 1988 (MV Act) contain detailed provisions regarding licensing of drivers of motor vehicles. Section 27 of the MV Act empowers the Central Government to make rules on matters specified in clauses (a) to (g) of the said Section 27. The Central Government made Central Motor Vehicles Rules, 1989 (CMVRs) in exercise of the powers conferred by various Sections of the MV Act. Rules 3 to 32 in Chapter II of CMVRs contain detailed provisions in regard to licensing of drivers, including driving test and driving schools and establishments. The learners' licences and driving licences are, however, issued by authorities of the States/UTs.

The Ministry of Road Transport & Highways granted assistance for setting up thirteen Driving Training Institutes in various States/UTs in the Tenth Five Year Plan for imparting induction training course for various categories of drivers and training to trainers. The Ministry also sanctioned eight Model Institutes of Driving Training & Research in the Eleventh Five year Plan with the objective of developing right attitudes towards driving responsibilities, instilling understanding of Traffic regulations and creating good habits amongst drivers.

*[English]*

### **Outsourcing in Shipping Industry**

2132. SHRI M. VENUGOPALA REDDY: Will the Minister of SHIPPING be pleased to state:

(a) whether outsourcing is becoming an increasingly essential tool in the shipping industry;

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

(c) the present status of outsourcing in the country particularly with regard to the shipping industry?

THE MINISTER OF SHIPPING (SHRI G.K. VASAN): (a) and (b) The Shipping industry operates in globally integrated and highly competitive market characterized by cyclical troughs & booms. In order to deal with the competitive market challenges, operational efficiencies are optimally achieved and market risks equitably spread among various participants. The ships may be registered in one country, owned in another country / by another party and manned and managed in yet another country, by yet another party.

Outsourcing of various activities in this business is therefore required from time to time with regard to management of vessels, manning of vessels, sourcing of goods and services, etc.

(c) At present, the outsourcing in the country in Shipping industry is in line with the international practice.

*[Translation]*

### **Cracks on National Highways**

2133. SHRI MAROTRAO SAINUJI KOWASE: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Government has taken note of the cracks developed on various National Highways (NHs) in the country;

(b) if so, the details thereof;

(c) whether the Government has constituted or proposes to constitute any committee to investigate these cracks on the National Highways and if so, the details thereof;

(d) whether this Committee has submitted any report in this regard; and

(e) if so, the details thereof along with the action taken by the Government on the basis of the report submitted by the Committee?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI SARVEY SATYANARAYANA): (a) and (b) Periodic assessment of the conditions of NHs is carried out by the executing agencies for taking up remedial measures taking note of the type and extent of damages, including cracks. For major works, consultant / independent engineers are engaged to inspect quality of works.

(c) No Madam.

(d) and (e) Does not arise.

[English]

#### Production of Tea

2134. SHRI BADRIUDDIN AJMAL: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) the details of Tea Estates in the Barak Valley of Assam;

(b) the total production of Tea in Barak Valley during each of the last three years and the current year;

(c) whether there is any increase in tea production in Assam including Barak Valley;

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

(e) whether the Government has provided any financial assistance to small tea growers of Barak Valley of Assam and workers of tea gardens during the said period; and

(f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRIMATI D. PURANDESWARI): (a) There are 101 big tea estates with 36,652.68 hectare area under tea cultivation. In addition there are 136 small holdings with 452.06 hectare area under tea cultivation.

(b) The production particulars for Barak Valley during last three years and the current year are given below:

Year	Barak Valley
2009-10	54.53
2010-11	51.25
2011-12	50.00
2012-13 (Apr-Dec)	51.39

(c) and (d) Yes, Madam. The production in Assam including Barak Valley has gone up from 497.78 million kgs in 2009-10 to 581.26 million kgs in 2011-12 - an increase of 16.77%.

(e) Yes, Madam.

(f) A sum of Rs.98.39 lakhs has been disbursed for the benefit of small growers, tea garden workers over last three years. The break up figures are as under:

Scheme/activity	Area (Ha)/No.	Amount (Rs.)
New planting in		
Small Grower Sector	209.63 ha	8311250
Formation of Self		
Help Groups	1 No.	500000
Stipend provided to tea		
garden labour students	3 No.	46186
Capital grant provided		
to school/college	2 No.	577000
Special assistance to		
7 SC small growers	26.55Ha	404970
<b>Total</b>		<b>9839406</b>

#### Defence Deals under CBI

2135. SHRI RUDRA MADHAB RAY:  
SHRI TARACHAND BHAGORA:

Will the Minister of DEFENCE be pleased to state:

(a) the details of defence deals referred to CBI or other central investigative agencies so far;

(b) the present status of each case;

(c) whether these agencies have failed to crack any of the defence scandals;

(d) if so, the details thereof;

(e) whether the Government proposes to set up an independent agency to resolve increasing number of defence scandals;

(f) if so, the details thereof; and

(g) if not, the reasons therefor?

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

(a) to (d) Complaints alleging irregularities / corruption in defence deals are received from various sources from time to time. Whenever any allegation of corruption in defence deals is received, the same is examined by the Ministry and wherever necessary, the case is referred to the appropriate agency for investigation. Suitable action is also taken against the vendors and persons found guilty in such cases.

Well defined procedures with adequate checks and balances, are prescribed in Defence Procurement Procedure (DPP) for capital procurement and in Defence Procurement Manual (DPM) for revenue procurement.

(e) No, Madam.

(f) and (g) Does not arise, in view of part (e) above.

[Translation]

### **Strategic Rail Projects**

2136. SHRI HARISH CHAUDHARY: Will the Minister of DEFENCE be pleased to state:

(a) whether keeping in view the requirements of armed forces, his ministry has asked the Ministry of Railways to conduct surveys regarding laying of 14 strategic rail lines;

(b) if so, the details thereof;

(c) whether Jodhpur-Jaisalmer is also one of such rail lines;

(d) if so, whether the survey of the said rail line has been completed; and

(e) if so, the action being taken by the Government in this regard?

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

(a) to (e) Comprehensive Capability Development Plan pertaining to strategic railway lines in the country, including those in the Jammu and Kashmir, Rajasthan, Uttarakhand

and North-East states has been drawn up by the Services based on the inputs from the operational commands and validated from an operational and logistics perspective. The following 14 strategic railway lines have been identified for development on priority:

- (i) Murkongselek-Pasighat-Tezu-Parasuramkund-Rupai
- (ii) Missamari-Tawang
- (iii) North Lakhimpur-Along-Silapathar
- (iv) Patti-Ferozpur
- (v) Jodhpur-Jaisalmer (Doubling)
- (vi) Pathankot-Leh
- (vii) Tanakpur-Bageshwar
- (viii) Jammu-Akhnoor-Poonch
- (ix) Dehradun-Uttarkashi
- (x) Rishikesh-Karanprayag-Chamoli
- (xi) Anupgarh-Chattargarh-Motigarh-Bikaner
- (xii) Tanakpur-Jauljibi
- (xiii) Jodhpur-Agoiai-Shergarh-Phalsund
- (xiv) Srinagar-Kargil-Leh.

Double-lining of Jodhpur-Jaisalmer line has been proposed as one of the 14 strategic railway lines. Survey for the said line has been completed.

### **Domestic Workers**

2137. SHRIMATI JYOTI DHURVE: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

(a) whether the Government proposes to bring in any legislation for social security of domestic workers engaged in the country;

(b) whether the domestic workers have to suffer due to various kinds of harassment meted out to them and that such domestic workers do not get any relief due to absence of legal provision;

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

(d) the total number of domestic workers in the country particularly in the National Capital Delhi;

(e) whether the Government has formulated any action-plan for sending them back to their homes; and

(f) if so, the complete details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI KODIKUNNIL SURESH): (a) to (c) The Domestic work falls under the purview of State Sphere. The State Governments are empowered to enact legislation for Domestic Workers. The Central Government has enacted the Unorganised Workers Social Security Act, 2008 for the social security of unorganised workers which include domestic workers. Various labour laws, like the Minimum Wages Act, 1948, the Employee Compensation Act, 1923, the Equal Remuneration Act, 1976 and Inter-State Migrant Workmen (RECS) Act, 1979 are directly or indirectly applicable to these workers. The Central Government is also contemplating to formulate a National Policy for Domestic Workers.

(d) The detail of number of domestic workers employed in the country is not maintained at central level. However, as per National Sample Survey (NSS) 2004-05, there are about 47.50 lac domestic workers in the country.

(e) Workers including domestic workers have a right to seek employment in any part of the country.

(f) Does not arise.

[*English*]

#### **Training Facility for Army**

2138. SHRI A.K.S. VIJAYAN: Will the Minister of DEFENCE be pleased to state:

(a) whether the Army has drawn an integrated plan to train its personnel;

(b) if so, the extent to which this training is going to be useful;

(c) whether the Army is facing problems in training its personnel due to shortage of land available with it; and

(d) if so, the steps taken by the Government to provide adequate training facilities for the Army?

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

(a) Yes, Madam.

(b) The training is operational oriented and assists in sharpening the cutting edge.

(c) Acquisition of land for training is an ongoing process driven by the needs of the Army.

(d) Question does not arise.

[*Translation*]

#### **Action Plan for Forthcoming Olympic Games**

2139. SHRI ARJUN RAM MEGHWAL: Will the Minister of YOUTH AFFAIRS AND SPORTS be pleased to state:

(a) whether the Government has prepared any action plan for the better performance and ranking in the next Commonwealth Games and Olympic Games;

(b) if so, the details thereof along with the steps taken by the Government in this regard;

(c) whether the Government has appointed foreign coaches and provided international level sports facilities for each sports discipline;

(d) if so, the details thereof including the names of the sports included in the Olympic games; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF YOUTH AFFAIRS AND SPORTS AND MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI JITENDRA SINGH): (a) and (b) Yes, Madam. Future Plan of Action aiming at 2020 Olympic Games with intermediate milestones for Asian Games (2014 & 2019), Commonwealth Games (2014 & 2018) and 2016 Rio Olympic Games has already been initiated and probable athletes/teams are being put under intense training. The allocation for the focus sports disciplines has been substantially enhanced in 2013-14 and junior sportspersons In these sports are being given special attention.

(c) to (e) Yes, Madam. The Government has appointed 17 foreign coaches and 02 sparring partners for training of Indian Sportspersons in various disciplines as per details given below:

(i) Athletics-4, (ii) Basketball-1, (iii) Badminton-5, (iv) Boxing-1, (v) Hockey (Men/Women)-2, (vi) Squash Rackets-1, (vii) Shooting-1, (viii) Tennis-1, (ix) Wrestling (Men/Women)-3.

**Violation of FDI by Walmart**

2140. SHRI RADHA MOHAN SINGH:  
 SHRI BHUDEO CHOUDHARY:  
 SHRIMATI MEENA SINGH:  
 SHRI DATTA MEGHE:  
 SHRI ANTO ANTONY:  
 SHRI KHAGEN DAS:  
 SHRI GURUDAS DASGUPTA:  
 SHRI PRABODH PANDA:  
 SHRI A.T. NANA PATIL:

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

(a) whether the Government has recently appointed an Inquiry Committee to probe into the facts behind reports of Walmart's spending money on lobbying for entering Indian market;

(b) if so, the details thereof including powers and functions of the Committee and the time by which the said Committee is likely to submit its report;

(c) whether the Government had ordered any enquiry into the allegations of violation of Foreign Direct Investment (FDI) and Foreign Exchange Management Act (FEMA) by the promoters of Bharti Group in setting up a company called Cedar Services in which Walmart had invested heavily;

(d) if so, the details thereof and the time frame prescribed by the Government to submit its report;

(e) the steps taken by the Government against those companies which have violated the Foreign Corrupt Practices Act; and

(f) whether All India Traders Association have demanded a Central Vigilance Commission enquiry into Walmart bribery case and if so, the details thereof and the reaction of the Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (DR. S. JAGATHRAKSHAKAN): (a) and (b) The Government has appointed a one-man inquiry Committee regarding media reports concerning Walmart vide resolution dated 31.1.2013. The Committee has been asked to submit its report within three months from issuance of the resolution. The terms of reference of the Committee are as under:

- (i) To inquire into recent media reports on disclosures of Wal-mart before the US Senate regarding their lobbying activities and details thereof.
- (ii) Whether Wal-mart undertook any activities in India in contravention of any Indian law.
- (iii) Any other matter relevant or incidental to the above.

(c) and (d) References alleging involvement of Bharti Walmart/ Cedar Support Services Limited, in retail trade, in violation of the FDI policy, were received and forwarded to the Reserve Bank of India, as violation of FDI regulations is covered by the penal provisions of Foreign Exchange Management Act, 1999 (FEMA). The Reserve Bank of India has informed that the matter related to Bharti Wal-Mart/ Cedar Support Services Limited has been referred to the Directorate of Enforcement for further investigations. No time frame has been fixed by the Government for conducting the enquiry.

(e) Does not arise, as the Foreign Corrupt Practices Act is not an Indian law.

(f) The Central Vigilance Commission has informed that, as per available information, the Commission has not received any demand from the All India Traders Association to inquire into Walmart bribery case.

*[English]*

**Time Frame for Environmental Clearance**

2141. SHRIMATI HARSIMRAT KAUR BADAL: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Government has framed any guidelines/rules regarding a time frame required for disposing of an environment clearance;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRIMATI JAYANTHI NATARAJAN): (a) to (c) The cases of environment clearances to various projects are dealt with as per statutory provisions under the Environment Impact Assessment (EIA)

Notification, 2006 issued under the Environment (Protection) Act, 1986. The stages in environment clearance process comprise of Screening, Scoping, Public Consultation and Appraisal. The prescribed time period for taking a decision on an environment clearance case is 105 days after the submission of final environmental impact assessment and environment management plan report by the project proponent to the Ministry.

*[Translation]*

#### **Subsidy for Export of Surplus Milk Powder**

2142. SHRI ANANTKUMAR HEGDE:  
SHRI RAJIV RANJAN SINGH ALIAS LALAN SINGH:

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

- (a) whether the Government is providing subsidy for export of surplus milk powder;
- (b) if so, the details thereof;
- (c) the amount of subsidy provided to the milk industry during each of the last three years and the current year;
- (d) the purposes for which the said subsidy was utilized;
- (e) whether the said assistance provided by the Government has promoted export of milk powder; and
- (f) if so, the details thereof and if not, the reasons therefor and the corrective steps being proposed to be taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRIMATI D. PURANDESWARI): (a) No subsidy is being provided on export of surplus milk powder. Only an incentive has been provided on export of Skimmed Milk Powder (SMP) under Vishesh Krishi and Gram Udyog Yojna (VKGUY) with a Duty Credit Scrip equivalent to 5% of FOB value of exports vide Public Notice No. 2 (RE-2012)/2009-2014 dated 8th June 2012.

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

*[English]*

#### **Security Clearance to Domestic Port Projects**

2143. SHRI TARACHAND BHAGORA: Will the Minister of SHIPPING be pleased to state:

- (a) whether the Government has barred the infrastructure companies from participating in three domestic port projects due to denial of security clearance;
- (b) if so, the details thereof;
- (c) whether out of the port projects planned for the current fiscal, the Government has already awarded 22 projects;
- (d) if so, whether foreign companies such as DP world and APM Terminals have been granted clearance after rejecting high standing Indian companies for the said projects; and
- (e) if so, the details thereof and the reasons therefor?

THE MINISTER OF SHIPPING (SHRI G.K. VASAN): (a), (b), (d) and (e) While various infrastructure companies, including foreign companies participate in the bidding process, the Port projects are awarded only to such companies as are granted security clearance by the Government.

(c) Out of the projects which were planned for award during the year 2012-13, a total of 25 projects have been awarded as on 28.02.2013.

#### **Promotion of Coffee**

2144. SHRI L. RAJA GOPAL: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

- (a) India's share in the international coffee production and export during the last three years and the current year along with the efforts being made by the Government to spread the production and create new export markets of Indian coffee;
- (b) whether the coffee produced in Visakhapatnam has gained international recognition during the past few years;
- (c) if so, the details thereof;
- (d) whether the Government has initiated any programme to promote coffee production in Visakhapatnam;

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

(f) the details of the scheme likely to be implemented for promoting coffee production in Visakhapatnam?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRIMATI D. PURANDESWARI): (a) The details of world coffee production and exports alongwith India's share during the last three years and the current year are as follows:

(Qty in 000' bags of 60 Kilo each)

Year	Production		India's Share (%)	Exports		India's Share (%)
	World	India		World	India	
2009-2010	122599	4827	3.94	92451	3279	3.53
2010-2011	133470	5033	3.77	105880	4996	4.72
2011-2012	134401	5233	3.89	104737	5404	5.16

For the current financial year 2012-13, the India's post-monsoon crop estimate is placed at 5,258 thousand bags which is 3.66% of the estimated global production of 144061 thousand bags as per latest International Coffee Organization (ICO) data. Since, the coffee harvesting is still going on the final estimation will be available by May, 2013.

Regarding the exports for 2012-13, export permits have been issued for a total quantity of 2,60,636 MT as on 22nd February, 2013. Total exports include export of Indian coffees as well as imported coffees that were re-exported. The confirmation of exports will be known about 6 months after completion of the Financial Year. For 2012-13 the global export figures are not readily available.

In order to improve country's coffee production, the Coffee Board has proposed to expand the coffee area in the country in suitable areas during XII Plan. For this purpose surveys have been conducted in the traditional coffee growing areas as well as in other states Himachal Pradesh and West Bengal. Apart from this, the steps taken by the Government and Coffee Board to increase the coffee production in the country include Development of improved technologies through R&D and transfer of technology to grower through extension and capacity

building programmes; Providing Development Support for replantation of senile coffee plantations - to improve production and productivity, Support for water augmentation, quality up-gradation, pollution abatement measures, interest subsidy on working capital loans, welfare measures, Coffee Development in North Eastern Region, Coffee Development in Non Traditional Areas (Andhra Pradesh and Odisha); Support for Risk Management to the coffee growers against deficit/excess rainfall through Rainfall Insurance Scheme for Coffee; and Support for Mechanization of farm operations.

In order to give a boost to exports the following activities implemented during XI Plan under the Export Promotion scheme are being proposed for continuation in XII Plan.

(a) Providing Export incentives @ Rs./Kg. for Export of High value coffee to the far-off regions and @ Rs.2/ Kg. for Export of Value added Coffee in retail packs; and

(b) Participation in Export Promotion Activities like participation in International Coffee Conferences/Events and BSMS, Brand promotion activities, Organizing Flavour of India - Cupping Competitions, India International Coffee Festival and presenting Export Awards annually to encourage coffee exporters & maximize their export performance.

Apart from the above schemes directly implemented by the Board, exports out of India are also covered under the Vishesh Krishi Gram Udyog Yojana (VKGUY) and Duty Drawback schemes of the Government of India.

(b) and (c) It is estimated that around 6000 Metric Tonnes of coffee is produced at present in Visakhapatnam district of Andhra Pradesh. It is proposed to strengthen and increase the production further during XII Plan period. The quality of coffee grown in Visakhapatnam is very good and the Coffee Board has branded it as the "Araku Valley Coffee". The Araku Valley coffee is as such recognized in the International market.

(d) and (e) Yes, Madam. The Government has been promoting coffee production in Visakhapatnam district from 1976 onwards and have been extending technology and development support right from IX Plan.

During the XI Plan period, the Coffee Board implemented various programmes (R&D, Transfer of

Technology and capacity building; Support for expansion of coffee; Support for quality upgradation; and Support for raising of mixed shade tree saplings) aimed at promoting coffee production in Visakhapatnam.

(f) R & D and Transfer of Technology; Support for Expansion/Consolidation of holdings; Support for Raising mixed shade saplings; Support for Quality Upgradation; Support for Mechanization; and Support for Marketing of coffee are the programmes which are likely to be implemented for promoting coffee production in Visakhapatnam.

[*Translation*]

#### **Rate of Import and Export**

2145. SHRI HUKMADEO NARAYAN YADAV: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether the export of rice, wheat, pulses and sugar are made at subsidised rates and if so, the details thereof and the reasons therefor;

(b) the details of the import prices of these agricultural products along with their respective export prices;

(c) whether the growing difference between the import and export prices has adversely affected the economy of the country;

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

(e) whether there has been wastage of these commodities while in transit; and

(f) if so, the details thereof and the reasons therefor along with the steps being taken by the Government to prevent such wastages at the time of their export and import?

THE MINISTER OF COMMERCE AND INDUSTRY AND MINISTER OF TEXTILES (SHRI ANAND SHARMA):  
(a) Government, has allowed export of non-basmati rice and wheat under Open General licence with effect from 09.09.2011. Export of Pulses (except Kabuli Chana) is prohibited. Export of Sugar is currently free subject to registration with Directorate General of Foreign Trade.

Also in view of record production and procurement of foodgrains in the Central Pool stocks and to overcome the temporary constraints of storage space, the Cabinet Committee on Economic Affairs (CCEA) in its meeting held on 03.07.2012 took a decision to allow export of 20 lakh tons of wheat from Central Pool Stocks at the cost determined by individual tenders subject to the floor price of US \$ 228 per metric ton. Further, the CCEA in its meeting held on 26-12-2012 approved export of an additional quantity of 25 lakh tons of wheat from Central Pool on the same terms and conditions subject to the floor price of US\$ 300 per ton. Central PSUs undertake export/import of these items as per the decision of the Government from time to time.

Under the current export programme, as per the global tenders finalised for export of wheat from Central Pool stocks various Indian ports, the weighted average sale rate of wheat during 2012-13 has been US \$ 314.54 (Rs. 16,985.16) per metric ton. (1 US\$ = Rs. 54.00) as against the economic cost of wheat for 2012-2013 (Revised Estimates of Rs. 17989.60 per metric ton.

(b) The details of import and export of rice, wheat, pulses and sugar with value and quantity made during the current year 2012-13 (upto December, 2012) is given below:

Item	Export(P)		Import(P)	
	Quantity (MT)	Value (Rs.Crore)	Quantity (MT)	Value (Rs.Crore)
Rice	74,89,599	23,786.81	480	2.67
Wheat	42,89,088	6,749.21	1,547	2.81
Pulses	1,15,473	814.17	29,14,526	9463.58
Sugar	25,48,136	7,845.25	7,00,727	1992.53

Source: DGCI&S, P: Provisional

(c) The export of agricultural products depends on various factors including availability of surplus over and above the requirement of buffer stock including strategic reserve, concerns of food security, diplomatic/humanitarian considerations, international demand and supply situation, quality standards in the importing countries, varieties traded

and price competitiveness, need to balance between remunerative prices to the growers and availability of agricultural products to common man at affordable prices. The Government takes into the above factors before deciding on the export of agricultural commodities. In the international trade, a country exports only those goods which are available in abundance and there is comparative cost advantages and imports items which are required by it in its domestic market. Therefore, import and export prices of these commodities are strictly speaking, not comparable.

(d) Does not arise.

(e) and (f) Assistance is provided by Agricultural and Processed Food Products Export Development Authority (APEDA) to the registered exporter to strengthen infrastructure for post harvest handling, storage and transportation to prevent wastage of export products at different stages of supply chain.

#### **Indians as Hostages by Pirates**

2146. SHRI JITENDRA SINGH BUNDELA:  
SHRI VARUN GANDHI:  
SHRI GOPINATH MUNDE:  
SHRI RAMESH BAIS:  
SHRI HARI MANJHI:

Will the Minister of SHIPPING be pleased to state:

(a) whether the Somalian pirates have kept several Indians as hostages;

(b) if so, the details thereof;

(c) whether the Government has made any contact with the pirates; and

(d) if so, the efforts being made by the Government to secure the release of the Indian hostages from the pirates?

THE MINISTER OF SHIPPING (SHRI G.K. VASAN):

(a) and (b) Yes, Madam. There are 38 Indians presently held hostage by Somalian pirates as per details given below:

Sl. No.	Name of the ship	Flag	No. of Indian crew held as hostages	Date when hijacked
1	2	3	4	5
1.	M.V. Iceberg	Panama	1	29/3/2010
2.	Ex-M.T. Asphalt Venture	Panama	7	29/9/2010
3.	M.V. Albedo	Malaysia	2	26/11/2010
4.	M.V. Royal Grace	Panama	17	2/3/2012
5.	M.T. Smyrin	Liberian	11	10/5/2012
Total			38	

(c) and (d) An Inter-Ministerial Group (IMG) set up by the Government under the Ministry of Shipping with representatives from all Ministries and Government agencies concerned, to deal with the hostage situation arising out of the hijacking at sea of merchant vessels with Indian crew on board has been regularly reviewing the situation of Indian hostages under captivity of the pirates. Ministry of External Affairs, through its concerned Missions abroad, continuously seeks the help of the concerned foreign Governments to liaise with ship owners to secure early release of Indian hostages held captive by Somali pirates. Government has also approved the Contingency Plan for dealing with piracy and hijacking of merchant ships and constituted a Committee of Secretaries on Anti-Piracy and hijack at sea (COSAPH) under the Chairmanship of Cabinet Secretary for crisis management and to advise the Government on major policy and strategy decisions. In addition to this, the following steps have been initiated by Ministry of Shipping as part of various preventing/mitigating security measures to secure the release of the Indian hostages from the pirates:

- Issuance of DGS M.S. Notice No. 1 of 2011 providing for elaborate anti-piracy measures (Best Management Practices), including safe house/citadel.
- Banning of sailing vessels to ply in waters south or west of the line joining Salalah and Male vide DGS M.S. Notice No. 3/2010.

- Naval escort provided by Indian naval ships in the Gulf of Aden since 2008.
- Enhanced vigil by the Indian Navy in the Indian EEZ and westward upto 65 degree east longitude.
- Active participation of India in the security meetings of the International Maritime Organization, Contact Group on Piracy off the Coast of Somalia (CGPCS) and other international fora.
- Submission of Document No. 27/9/1 at the IMO Assembly meeting held at London in November, 2011 for flag states to provide information on the welfare of captive crew, efforts for their release and also on continued payment of their wages.

#### **VVIP Helicopter Scam**

2147. SHRI A.T. NANA PATIL:

SHRI ARJUN RAM MEGHWAL:

Will the Minister of DEFENCE be pleased to state:

(a) whether the Government is aware that Italy has refused to hand over the documents related to the VVIP helicopter scam and if so, the details thereof; and

(b) the steps taken / proposed to be taken to obtain proof / documents related to the payment of commission in the VVIP helicopter deal?

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

(a) On the report of arrests of the Finmeccanica Chief, Mr. G. Orsi, who was earlier Chief Executive of M/s Agusta Westland and Mr. Bruno Spagnolini, Chief Executive of Agusta Westland Spa, in reference to financial malpractices pertaining to procurement of 12 VVIP / VIP helicopters for Indian Air Force (IAF), the Ministry of Defence immediately requested our Embassy in Rome on 13th February, 2013 to send factual report pertaining to arrests of the Finmeccanica Chief and Chief Executive of Agusta Westland Spa, nature of charges framed and other relevant details, which in turn, took up the matter with the Judge for the preliminary investigation in Busto Arsizio. The Embassy on February 15, 2013 has forwarded the response of the Judge which states that 'the investigations are at a

preliminary stage during which, as per Article 329 of the Code of Penal Procedure, all information are covered by secrecy'. It was also added in the response of the Judge that when the 'Secrecy' obligations are over, his Office would be glad to examine a new request from India.

(b) The matter has been referred to the Central Bureau of Investigation (CBI) to conduct an inquiry into the matter. The CBI, after a visit of its team to Italy and on further examination of the documents available, has registered a Preliminary Enquiry (PE) and further investigation is on. Besides, a Joint Team of Ministry of Defence / Ministry of External Affairs officials was sent to Italy to collect formal inputs and relevant documents as far as practicable from various stakeholders. Based on the recommendation of the team, further necessary action has been initiated. A Show Cause Notice was also issued to the firm. Based on the reply received from them, further notices have been sent to them for additional information and documents.

#### **Flyover System of Foreign Countries**

2148. SHRI KAUSHALENDRA KUMAR:

SHRI RAMKISHUN:

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

(a) whether the Government is contemplating to adopt the flyover system of foreign countries;

(b) if so, the details thereof;

(c) whether any Study Group of the Government has been flown abroad to know the technical know-how and hold talks about collaboration;

(d) if so, the details thereof and the names of the countries visited by the Study Group; and

(e) the time by which the said system is likely to be introduced in the country?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI SARVEY SATYANARAYANA): (a) and (b) This Ministry deals with

development and maintenance of National Highways in the country. The flyovers on National Highways network are constructed based on volume of traffic, congestion on intersections, land constraints, subject to interse priority and availability of funds. The design and construction of the flyovers is done as per Indian Road Congress (IRC) guidelines and Ministry's specifications, which are at par with international standards.

(b) No Madam.

(d) and (e) Questions do not arise.

[English]

#### **Multi-Union in BSNL**

2149. SHRI ANTO ANTONY: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

(a) the number of trade unions functioning in the country including Bharat Sanchar Nigam Limited (BSNL);

(b) whether the Government has received any requests for multi-union system particularly in the BSNL; and

(c) if so, the details thereof and the response of the Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI KODIKKUNNIL SURESH): (a) The data relating to number of Trade Unions functioning in the country is not maintained Centrally. As per available information there are 20 Unions functioning in BSNL.

(b) and (c) The Management of BSNL has formulated "BSNL Recognition of Non-Executives Unions and Representations in the Councils Rules, 2012" through bilateral discussions between Management and the Trade Unions. The Rules, *inter-alia*, provides for recognition of more than one Union for representation of majority staff, proportionate representation in the councils and extension of Trade Union facilities to all applicant Unions.

The BSNL Management has informed the Chief Labour Commissioner (Central), Ministry of Labour &

Employment that the sacrosanct portions of the Code of Discipline in the form of various Do's & Don'ts for Management as well as Unions has been kept intact in the BSNL Recognition of Non-Executives Unions and Representations in the Councils Rules, 2012.

#### **Fire Accident Related Deaths in Factories**

2150. SHRI VARUN GANDHI: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

(a) whether the Government has an assessment of the number of fire-accident related deaths of labourers in factories during the last three years;

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

(c) whether the Government is taking any steps to enforce strictly fire-safety regulations in factories across the nation;

(d) if so, the detail thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI KODIKKUNNIL SURESH): (a) and (b) As per the information received from Chief Inspector of Factories of the State Governments and Union Territories, the details of the persons killed and injured in fire accidents in factories during 2009, 2010 and 2011 is given in the enclosed Statement.

(c) and (d) The Government of India has framed a comprehensive legislation i.e. the Factories Act, 1948, for taking care of occupational safety, health and welfare issues of the workers employed in factories. The responsibility of enforcement of the provisions of the Factories Act, 1948 and Rules framed thereunder lies with the respective State Governments and Union Territories. The provisions contained under Section 7-A and Section 38 and the rules prescribed thereunder are sufficient to take care of the fire and safety issues as far as the Manufacturing Sector is concerned.

(e) Does not arise.

**Statement**

*State-wise No. of Dangerous Occurrences with/without injuries, Number of Deaths and No. of Non fatal injuries due to Fire Accidents in Factories under the Factories Act, 1948 during 2009*

States/ Union Territories	No. of Dangerous Occurrences with/ without injuries due to fire accident	No. of Deaths due to fire accident	No. of Non fatal injuries due to fire accident
1	2	3	4
Andaman and Nicobar Islands	0	0	0
Andhra Pradesh	0	8	17
Assam	0	0	0
Bihar	0	2	0
Chandigarh	0	0	0
Chhattisgarh	0	1	7
Daman and Diu and Dadra and Nagar Haveli	0	0	0
Delhi	1	0	1
Goa	0	0	0
Gujarat	37	7	72
Haryana	NA	NA	NA
Himachal Pradesh	NA	NA	NA
Jammu and Kashmir	1	1	0
Jharkhand	0	0	1
Karnataka	0	9	21
Kerala	5	1	3
Madhya Pradesh	0	0	0
Maharashtra	0	19	55
Manipur	NA	NA	NA
Meghalaya	0	0	0
Nagaland	0	0	0
Odisha	7	6	21
Puducherry	0	0	0

1	2	3	4
Punjab	0	3	3
Rajasthan	0	9	8
Tamil Nadu	0	22	30
Tripura	0	2	0
Uttar Pradesh*	0	10	2
Uttarakhand	0	0	0
West Bengal	16	0	44
<b>Total</b>	<b>67</b>	<b>100</b>	<b>285</b>

*Note:* There are no registered factories in Arunachal Pradesh, Lakshadweep, Mizoram and Sikkim

\*: Fire and Explosion.

NA: Not Available

Source: Data collected by DGFASLI through correspondence with Chief Inspector of Factories of States/UTs

*State-wise No. of Dangerous Occurrences with/without injuries, Number of fatal and Non fatal injuries due to Fire Accidents in registered Factories under the Factories Act, 1948 during 2010*

States/ Union Territories	No. of Dangerous Occurrences with/without injuries	No. of Fatal injuries	No. of Non-fatal injuries
1	2	3	4
Andaman and Nicobar Islands	0	0	0
Andhra Pradesh	0	9	15
Assam	0	0	0
Bihar	0	0	0
Chandigarh	0	0	0
Chhattisgarh	0	2	6
Daman and Diu and Dadra and Nagar Haveli	0	0	0
Delhi	1	3	0
Goa	4	0	1
Gujarat	8	11	44
Haryana	1	2	0
Himachal Pradesh	NA	NA	NA

1	2	3	4
Jammu and Kashmir	0	0	0
Jharkhand	0	0	3
Karnataka	0	4	10
Kerala	3	1	8
Madhya Pradesh	0	0	10
Maharashtra	0	8	45
Manipur	NA	NA	NA
Meghalaya	0	0	2
Nagaland	NA	NA	NA
Odisha	6	10	20
Puducherry	0	2	0
Punjab	0	1	0
Rajasthan	0	3	4
Tamil Nadu	0	10	12
Tripura	0	0	0
Uttar Pradesh*	0	4	0
Uttarakhand	0	0	0
West Bengal	10	1	28
<b>Total</b>	<b>33</b>	<b>71</b>	<b>208</b>

*Note:* There are no registered factories in Arunachal Pradesh, Lakshadweep, Mizoram and Sikkim.

\*: Fire and Explosion

NA: Not Available (Information yet to be received from CIF of States/UTs)

Source: Data collected by DGFASLI through correspondence with Chief Inspector of Factories of States/UTs

*State-wise No. of Dangerous Occurrences with/without injuries, Number of fatal and Non fatal injuries due to Fire Accidents in registered Factories under the Factories Act, 1948 during 2011*

States/Union Territories	No. of Dangerous Occurrences with/without injuries	No. of Fatal injuries	No. of Non-fatal injuries
1	2	3	4
Andaman and Nicobar Islands	0	0	0
Assam	NA	NA	NA

1	2	3	4
Bihar	NA	NA	NA
Chandigarh	0	0	0
Daman and Diu and Dadra and Nagar Haveli	0	0	0
Delhi	2	22	6
Jharkhand	NA	0	0
Jammu and Kashmir	0	0	0
Kerala	2	0	4
Haryana	2	23	12
Maharashtra	39	16	50
Goa	7	0	4
Pudueherry	0	0	0
Karnataka	0	1	4
Gujarat	9	9	55
Odisha	6	4	25
Andhra Pradesh	NA	7	13
Rajasthan	NA	2	1
Chhattisgarh	NA	2	1
Punjab	NA	6	NA
Meghalaya	NA	NA	NA
Madhya Pradesh	NA	-	10
Manipur	0	0	0
Nagaland	0	0	0
Tripura	NA	NA	NA
Uttar Pradesh*	0	4	1
West Bengal	8	NA	0
<b>Total</b>	<b>75</b>	<b>96</b>	<b>180</b>

*Note:* There are no registered factories in Arunachal Pradesh, Lakshadweep, Mizoram and Sikkim.

NA: Not Available (Information yet to be received from CIF of States/UTs)

*Source:* Data collected by DGFASLI through correspondence with Chief Inspector of Factories of States/UTs

\* : Fire and Explosion.

### **Pollution in Narmada River**

2151. SHRI VISHWA MOHAN KUMAR: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Government has taken any steps to check the pollution of Narmada river; and

(b) if so, the details thereof and programmes framed for the purpose and the funds allocated in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRIMATI JAYANTHI NATARAJAN): (a) Conservation of rivers is an ongoing and collective effort of the Central and State Governments and this Ministry is supplementing the efforts of the State Governments in pollution abatement in various rivers through the centrally sponsored National River Conservation Plan (NRCP). Under the NRCP, Jabalpur and Hoshangabad towns along river Narmada were identified for abatement of pollution of the river. Four schemes for Jabalpur and two schemes for Hoshangabad were sanctioned at cost of Rs. 1.34 crores and Rs. 12.99 crores respectively.

(b) Out of the total sanctioned cost of the schemes of Rs. 14.33 crores, the amount released under NRCP is Rs. 6.48 crore.

*[Translation*

### **Plight of Weavers**

2152. SHRI BHUDEO CHOUDHARY:  
SHRI HARISHCHANDRA CHAVAN:  
SHRI ARJUN RAM MEGHWAL:  
SHRI P.C. GADDIGODAR:

Will the Minister of TEXTILES be pleased to state:

(a) whether the Government has conducted any study for upliftment of handloom industries to display their skills;

(b) if so, the details thereof along with the steps taken by the Government in this regard;

(c) whether the handloom weavers in the country are continuing to leave their traditional work and forced to join other alternative employment;

(d) if so, the details thereof and the reasons therefor, State-wise including Maharashtra along with the steps taken by the Government to provide employment to them;

(e) whether the handloom weavers are not getting design as per the market demand;

(f) if so, the details thereof along with facilities being provided by the Government to develop the design and marketing their products in the country, State-wise; and

(g) whether any study has been undertaken by the Government to ascertain the number of persons employed in the handloom sector at present and if so, the details thereof, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS AND MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI): (a) and (b) No such specific study has been conducted, however, the Government is aware about the need for upliftment of handloom industries to display their skills. The Government of India has been implementing various handloom schemes for development and welfare of handloom weavers. As regards skill development during 2011-12, a new scheme, "Integrated Skill Development Scheme (ISDS)" has been introduced to upgrade skill of weavers/workers.

(c) and (d) As per handloom census of 1995-96, the total population of weavers and allied workers was 65.51 lakh whereas, according to the census of 2009-10, their numbers were reduced to 43.32 lakh. This is due to the fact that handloom sector is facing many constraints/problems throughout the country such as low productivity, stiff competition from powerloom and mill sector, inadequate inputs supply and marketing facilities/channels as well as insufficient credit flow from institutional sources. The state wise weavers population and allied workers including Maharashtra is given in the enclosed Statement-I.

For the overall development of handloom sector and handloom weavers, including employment generation, the Government of India has taken various policy initiatives and schemes interventions like cluster approach,

technological up-gradation, marketing promotion, revival of viable and potentially viable societies through loan waiver and recapitalization assistance, availability of subsidized yarn and credit, besides, providing health and life insurance cover to the handloom weavers. The financial assistance towards various inputs is available under the following handloom schemes:

- (i) Integrated Handlooms Development Scheme.
- (ii) Marketing & Export Promotion Scheme.
- (iii) Handloom Weaver's Comprehensive Welfare Scheme.
- (iv) Diversified Handlooms Development Scheme.
- (v) Mill Gate Price Scheme.
- (vi) Revival, Reform and Restructuring Package as well as Comprehensive Package for Handloom Sector.

(e) and (f) Across the country, Ministry of Textiles has established 25 Weavers Service Centres, which, *inter alia*, provide designs to handloom weavers, exporters, producer companies etc. There are currently total 47 designers posted in these centres. Beside, the Government of India is providing financial support for design development, product diversification and publicity & marketing under Integrated Handloom Development Scheme. The funds released from 2007-08 to 2012-13 (upto 06.03.2013) are given in the Statement-II. For marketing, Government of India provides financial assistance to State Governments/State Handloom agencies to organise marketing events like National Handloom Expos, Special Handloom Expos, District Level Events etc. to market handloom products under Marketing and Export Promotion Scheme. The number of marketing events sanctioned to various States during last 2 years and the current year is given as per Statement-III.

(g) Yes, Madam the Government of India ascertains the number of persons employed in the handloom sector by carrying out Handloom Census. Last handloom census was conducted in 2009-10. State-wise details are given in the enclosed Statement-I.

**Statement-I**

Sl. No.	Names of State(s)	No. of Weavers and Allied workers (1995-96)	No. of Weavers and Allied workers (2009-10)
1	2	3	4
1.	Andhra Pradesh	490616	355838
2.	Arunachal Pradesh	53473	33041
3.	Assam	2,322268	1643453
4.	Bihar	167707	43392
5.	Chhattisgarh		8191
6.	Delhi	6708	2738
7.	Gujarat	57936	11009
8.	Goa	25	0
9.	Haryana	22810	7967
10.	Himachal Pradesh	65099	13458
11.	Jammu and Kashmir	51847	33209
12.	Jharkhand		21160
13.	Karnataka	177562	89256
14.	Kerala	63153	14679
15.	Madhya Pradesh	56106	14761
16.	Maharashtra	80901	3418
17.	Manipur	462087	218753
18.	Meghalaya		13612
19.	Mizoram		43528
20.	Nagaland	126228	66490
21.	Odisha	246782	114106
22.	Puducherry	7369	2803

1	2	3	4	1	2	3	4
23. Punjab		13160	2636	6. Haryana		2.00	1.00
24. Rajasthan		71915	31958	7. Himachal Pradesh		25.00	51.46
25. Sikkim			568	8. Jammu and Kashmir		63.00	62.08
26. Tamilnadu		607675	352321	9. Jharkhand		201.00	104.82
27. Tripura		291761	137177	10. Karnataka		80.19	153.84
28. Uttar Pradesh		420684	257783	11. Kerala		115.93	132.81
29. Uttarakhand			15468	12. Madhya Pradesh		94.10	127.20
30. West Bengal		686254	779103	13. Maharashtra		14.00	0.00
All India		6550126	4331876	14. Odisha		193.50	245.96

**Statement-II**

*State-wise funds released for Design Development & Product Diversification and Publicity & Marketing from 2007-08 to 2012-13 (upto 6.3.2013) under Integrated Handlooms Development Scheme (IHDS)*

(Rs. in lakh)

Sl. No.	State	Financial assistance provided for Design Development & Product Diversification	Financial assistance provided for Publicity & Marketing
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1	2	3	4
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**General State**

1. Andhra Pradesh		198.20	206.53
2. Bihar		48.00	103.93
3. Chhattisgarh		45.00	55.25
4. Delhi		4.00	6.50
5. Gujarat		0	0

15. Punjab		0	0
16. Rajasthan		12.00	33.28
17. Tamilnadu		192.79	299.74
18. Uttar Pradesh		327.00	406.56
19. Uttarakhand		57.00	42.97
20. West Bengal		178.00	203.64
Total (A)		1850.70	2237.55
<b>NER State</b>			
1. Arunachal Pradesh		107.80	157.76
2. Assam		136.65	118.13
3. Manipur		313.50	472.08
4. Meghalaya		53.00	17.75
5. Mizoram		11.00	9.25
6. Nagaland		253.00	327.25
7. Sikkim		0	0
8. Tripura		153.97	96.06
Total (B)		1028.92	1198.27
Grand Total (A) + (B)		2879.62	3435.82

**Statement-III**

Sl. No.	Name of the State	No. of marketing events approved in 2010-11	No. of marketing events approved in 2011-12	No. of marketing events approved in 2012-13 (as on 6/3/2013)
1	2	3	4	5
<b>General States</b>				
1.	Andhra Pradesh	70	71	31
2.	Bihar	06	11	03
3.	Chhattisgarh	12	16	16
4.	Delhi	08	06	-
5.	Gujarat	09	08	05
6.	Haryana	06	-	-
7.	Himachal Pradesh	32	32	07
8.	Jammu and Kashmir	05	06	05
9.	Jharkhand	07	10	-
10.	Karnataka	32	38	20
11.	Kerala	04	08	05
12.	Madhya Pradesh	15	15	19
13.	Maharashtra	19	23	30
14.	Odisha	27	30	09
15.	Puducherry	-	-	-
16.	Punjab	-	-	-
17.	Rajasthan	11	01	12
18.	Tamilnadu	67	67	05
19.	Uttar Pradesh	57	66	26
20.	Uttarakhand	13	14	14
21.	West Bengal	31	25	05
<b>North Eastern Region</b>				
1.	Arunachal Pradesh	06	07	08
2.	Assam	82	89	65

1	2	3	4	5
3. Meghalaya		07	10	01
4. Manipur		14	18	16
5. Mizoram		13	12	-
6. Nagaland		50	50	54
7. Tripura		20	23	23
8. Sikkim		04	13	10
Total		627	669	389

*[English]***National Lake Conservation Plan**

2153. SHRI P. T. THOMAS:

SHRI SURESH KUMAR SHETKAR:

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

(a) whether the Government has received proposals from various State Governments including Andhra Pradesh and Kerala for additional grant under National Lake Conservation Plan (NLCP);

(b) if so, the details thereof along with the funds

allocated and expenditure incurred during the last three years; and

(c) the present status of the proposals, State-wise?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRIMATI JAYANTHI NATARAJAN): (a) to (c) Yes Madam. As per the terms of sanction, any increase in project costs is to be the liability of these States.

Out of the projects sanctioned so far, the approved conservation works in respect of 27 lakes are reported to be completed. State-wise details of funds released during last 3 years and completion status are as under:

Sl. No.	State	Funds released (in Rs. crore)*			Projects completed*
		2009-10	2010-11	2011-12	
1	2	3	4	5	6
1. Andhra Pradesh		-	-	1.90	-
2. Jammu and Kashmir		27.85	17.43	41.00	-
3. Karnataka		-	6.50	-	6
4. Madhya Pradesh		-	-	-	1
5. Maharashtra		3.77	2.75	0.50	2
6. Nagaland		5.81	-	-	-
7. Rajasthan		4.64	6.28	14.00	1
8. Tamilnadu		-	-	-	1
9. Uttarakhand		-	3.00	-	2

1	2	3	4	5	6
10. Uttar Pradesh		2.73	12.70	19.00	-
11. West Bengal		-	1.30	3.50	-
Total		44.80	49.96	79.90	13

\*For the States of Kerala, Odisha and Tripura, neither any funds were released nor any project was completed.

**Fee on Generic Drugs Sale  
Application**

2154. SHRI KHAGEN DAS: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether the United States of America (USA) has passed the Generic Drugs User Fee Act which makes generic drugs manufacturers to pay an additional fee on generic drugs sale application;

(b) if so, the details thereof;

(c) whether the implementation of the aforesaid act is likely to adversely affect the generic medicine manufacturers and exporters in the country and if so, the details thereof;

(d) whether the Government has taken up the matter with the concerned authorities in the USA; and

(e) if so, the reaction of the Government of the USA in the matter along with the steps being taken by the Government to address the issues of the generic drugs manufacturers in the country?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRIMATI D. PURANDESWARI): (a) Yes Madam.

(b) The Generic Drugs User Fee Act 2012 (GDUFA) enables United States Food and Drug Authority (USFDA) to charge a fee for registration of Generic Drugs. Any company interested in supplying drugs & pharmaceuticals to USA has to pay the prescribed fee to USFDA.

(c) Financial impact on Indian generic drug exporters to USA is reported to be about Rs.30.00 lakhs for registration of each Abbreviated New Drug Application

(ANDA) and about Rs.12.00 lakhs for filing of Drug Master File (DMF).

(d) and (e) The Indian office of USFDA have clarified that this enactment has been done to streamline the application review and inspection process and to reduce the review time from an average 31 months to 10 months. This enactment is applicable to both national and international generic industry. No additional fee on Indian pharmaceutical industry is levied.

*[Translation]*

**Vocational Training Centres**

2155. SHRI RAMASHANKER RAJBHAR: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

(a) whether the Government is providing funds to various organisations to run vocational training centers particularly for the backward classes and Scheduled Castes in the country including Uttar Pradesh; and

(b) if so, the details thereof and the funds provided to this sector during each of the last three years and the current year, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI KODIKUNNIL SURESH): (a) and (b) No funds are provided to organisations directly to run Vocational Training Centres. However, Government of India releases funds to State Governments and UT Administrations under Skill Development Initiative Scheme to run short term modular employable skills course through empanelled Vocational Training Providers. The details of funds released under the scheme in the last three years and the current year is given in the enclosed Statement.

**Statement**

Sl. No.	State	FY 2009-10	FY 2010-11	FY 2011-12	FY 2012-13 (As on 25.02.13)
1	2	3	4	5	6
1	Andaman and Nicobar Islands	265	241	1098	2486
2	Andhra Pradesh	112038	48925	16335	5693
3	Bihar	10839	4616	2877	3173
4	Chandigarh	1880	500	0	114
5	Chhattisgarh	5020	4212	1294	1528
6	Dadra and Nagar Haveli	16	0	0	39
7	Daman and Diu	148	0	0	0
8	Delhi	15843	3601	3420	12654
9	Goa	871	87	293	1
10	Gujarat	1834	6870	10675	13747
11	Haryana	12032	3500	577	1850
12	Himachal Pradesh	4404	1810	4331	3281
13	Jammu and Kashmir	0	60	5225	966
14	Jharkhand	9185	3950	1559	2201
15	Karnataka	210860	54795	5662	7819
16	Kerala	13105	2659	6277	8923
17	Lakshadweep	0	0	0	1
18	Madhya Pradesh	3480	2014	2531	20578
19	Maharashtra	3641	76348	25506	31405
20	Odisha	3776	22221	6801	5417
21	Puducherry	113	37	0	110
22	Punjab	7200	3000	9428	9156
23	Rajasthan	1403	210	610	1710
24	Tamil Nadu	40736	52600	63478	9925
25	Uttar Pradesh	91058	134643	7449	1141
26	Uttrakhand	4973	1089	475	230

1	2	3	4	5	6
27	West Bengal	19163	12050	31826	25072
28	Arunachal Pradesh	33	135	51	0
29	Assam	1009	623	3175	4507
30	Manipur	0	0	0	0
31	Meghalaya	217	289	170	106
32	Mizoram	23	56	0	0
33	Nagaland	265	0	753	365
34	Sikkim	59	56	0	0
35	Tripura	0	17	485	850

**Four - Laning of Jhansi-Chhatarpur-Khajuraho  
National Highway**

2156. SHRI VIRENDRA KUMAR: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Government proposes to convert Jhansi-Chhatarpur-Khajuraho National Highway into four-lane;

(b) if so, the details thereof;

(c) whether there is any delay in the execution of the said project;

(d) if so, the reasons therefor along with its present status; and

(e) the steps taken by the Government to expedite completion of this project and the time by which it is likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI SARVEY SATYANARAYANA): (a) to (e) Jhansi-Chhatarpur-Khajuraho National Highway was identified to develop to four lane under NHDP-III. As per the feasibility study the above stretch was not found viable on BOT basis. However, to keep the road under traffic worthy condition maintenance and improvements works have been undertaken.

**Contractors Engaged in Highway Projects**

2157. SHRI GANESHRAO NAGORAO  
DUDHGAONKAR:  
SHRIMATI BHAVANA PATIL GAWALI:

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

(a) the details of the norms devised for construction of National Highway (NH) roads in the country;

(b) the number of Indian contractors currently engaged in the construction of National Highways across the country;

(c) the number of contractors having international expertise and road construction; and

(d) the number of contractors found guilty of violating road construction norms during the last three years and the current year along with the action taken against them by the Government?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI SARVEY SATYANARAYANA): (a) All National Highway (NH) projects are constructed as per the standards published by Indian Roads Congress (IRC).

(b) Contractors engaged in construction of NHs range from small petty contractors to internationally renowned contractors depending upon the nature and

cost of work. Currently, 226 Indian contractors are engaged in construction of NHs under National Highways Development Project (NHDP).

(c) 55 contractors having international expertise in road construction are engaged in construction of NHs under NHDP.

(d) Complaints regarding violation of road construction norms by the contractor are received from time to time and action taken as per extant policy and in accordance with the provisions of the contract agreements after due verification of the facts.

[*English*]

#### **Environmental Clearance for NH Projects**

2158. SHRI BAL KUMAR PATEL:  
 SHRI ADHALRAO PATIL SHIVAJI:  
 SHRI DHARMENDRA YADAV:  
 SHRI SUDARSHAN BHAGAT:  
 SHRI MADHU GOUD YASKHI:  
 SHRI HAMDULLAH SAYEED:  
 SHRI GAJANAN D. BABAR:  
 SHRI ANANDRAO ADSUL:  
 SHRI K. SUDHAKARAN:  
 SHRI PRADEEP MAJHI:  
 SHRI JOSE K. MANI:  
 SHRI KISHNBHAI V. PATEL:

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

(a) the details of the National Highway projects which have been awaiting environmental clearance during the last three years and the current year, State/Union-Territory (UT)-wise along with the reasons therefor and the details of cost escalations in these projects;

(b) whether the National Highways Authority of India (NHAI) proposes to compensate the aforesaid projects under Public-Private Partnership (PPP) and if so, the details thereof;

(c) whether the proposed compensation will be given for a particular project under PPP and if so, the reasons therefor and the time by which a final decision is likely to be taken by the Government in this regard;

(d) whether the Government is planning to approach the Apex Court for environment related issues; and

(e) if so, the details thereof along with the details of the contractors who opted out of the highway projects due to delay in environmental clearance during the last three years and the current year?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI SARVEY SATYANARAYANA): (a) Details of the National Highway projects awaiting environmental clearance during the last three years and the current year are given in the enclosed Statement. As per the Model Concession Agreement (MCA) for Build-Operate-Transfer (BOT) projects, Environment Clearance (EC) is a condition precedent and the appointed date for the project is declared only after receiving the EC. There is no cost escalation involved in the BOT projects.

(b) and (c) National Highways Authority of India (NHAI) follows the provisions as envisaged in respective concession agreements available at the website of NHAI at the URL <http://www.nhai.org/concessionagreement.htm>.

(d) and (e) NHAI had submitted two applications before the Hon'ble Supreme Court of India for seeking relief in the matter of no objection certificate (NOC) under the Forest Rights Act, 2006 in respect of widening of National Highway projects and in the matter of de-linking the environment clearance from forest clearance. Subsequently, NHAI has withdrawn the petition on 5.2.2013 as the Ministry of Environment & Forests (MoEF) has issued a circular in the month of February 2013 in the matter of requirement of the NOC under the Forest Rights Act, 2006 in respect of widening of National Highway projects. MoEF has also moved an application in the matter of de-linking the environment clearance from forest clearance before the Hon'ble Supreme Court of India.

**Statement**

*Details of national highways projects wherein environmental/forests/wildlife clearances yet to be obtained due to linkage with first stage forest clearance*

Sl. No.	Name of Project	State	Considered in the Expert Appraisal Committee (EAC) Meeting
1	2	3	4
1.	NH-7 and construction of Panagarh Bypass including new Connectivity Link Road from NH-7 to NH-12A	West Bengal	February, 2012
2.	Jabalpur-Rewa section of NH-7.	Madhya Pradesh	February, 2012
3.	Agra to Etawah Bypass Section of NH-2 including Firozabad Bypass.	Uttar Pradesh	April, 2012
4.	Unnao - Lalganj Section of NH-232A	Uttar Pradesh	April, 2012
5.	NH-231 (Raebareli to Jaunpur) and NH-232 (Ambedkar Nagar to Banda)	Uttar Pradesh	April, 2012
6.	Kishangarh-Udaipur-Ahmedabad section of NH-79A, NH-79, NH-76 and NH-8 including Udaipur Bypass.	Rajasthan and Gujarat	June, 2012
7.	Jhalawar-Biaora section of NH-12	Rajasthan	July, 2012
8.	Gomati Chauraha to Udaipur of NH-8	Rajasthan	July, 2012
9.	Gwalior-Shivpuri Section of NH-3	Madhya Pradesh	January, 2012
10.	4-laning of Sultanpur-Varanasi Section of NH-56	Uttar Pradesh	August, 2012
11.	2-lane with Paved Shoulder and 4-lane of Obaidullahganj to Betul Section of NH-69	Madhya Pradesh	August, 2012
12.	2-lane with Paved Shoulder of Pratapgarh to Padi section from of NH-113	Rajasthan	August, 2012
13.	4/6 laning of Rampur to Kathgodam Section of NH-87	Uttar Pradesh and Uttarakhand	August, 2012
14.	4-laning from Amravati to Maharashtra/Gujarat Border section of NH-6	Maharashtra	September, 2012
15.	4-laning of Kiratpur-Bilaspur Section of NH-21	Punjab and Himachal Pradesh	September, 2012
16.	2/4-laning of Bilaspur-Ner Chowk section of NH-21	Himachal Pradesh	September, 2012
17.	Rehabilitation & Upgradation of existing 2 lane to 2/4 with paved shoulder from Indo/Nepal Border to Varanasi Section of NH-233	Uttar Pradesh	September, 2012

1	2	3	4
18.	2-lane with paved shoulders in Dahod-Padholi Section of NH-113	Gujarat and Rajasthan	October, 2012
19.	4-lane divided carriageway of Hospet-Chitradurga section of NH-13	Karnataka	November, 2012
20.	4-lane from Solapur to Maharashtra/Karnataka Border section of NH-9	Maharashtra	November, 2012
21.	4-lane of Maharashtra/Karnataka Border to Sangareddy section of NH-9	Karnataka and Andhra Pradesh	November, 2012
22.	2-lane with paved shoulder of Jowai to Maghalaya/ Assam Border of NH-44	Meghalaya	December, 2012
23.	4/6 lane of Hospet/Karnataka/Andhra Pradesh Border section of NH-63	Karnataka	December, 2012
24.	Khed-Sinnar section of NH-50	Maharashtra	January, 2013
25.	4 laning of Hoskote-Dobbaspeta section of NH-207	Karnataka	January, 2013

#### Legal Protection to Elephant Reserves

2159. SHRI ADHALRAO PATIL SHIVAJI:  
SHR ANANDRAO ADSUL:  
SHRI GAJANAN D. BABAR:  
SHRI MADHU GOUD YASKHI:  
SHRI DHARMENDRA YADAV:  
SHRI ASADUDDIN OWAISI:

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

(a) whether the Ministry has constituted a committee to review as to how elephant reserves and corridors can get a higher level of legal protection under existing green laws;

(b) if so, the terms of reference of the committee along with the time by which the aforesaid committee is likely to submit its report to the Government; and

(c) the steps taken by the Government to regulate activities detrimental to the Pachyderm while not hurting rights of people living in these zones?

THE MINISTER OF STATE OF THE MINISTRY OF

ENVIRONMENT AND FORESTS (SHRIMATI JAYANTHI NATARAJAN): (a) and (b) Yes, Madam. The details of the committee along with the terms of reference are given the enclosed Statement.

(c) The Government has taken following steps to regulate activities detrimental to this pachyderm.

a. Project Elephant provides assistance to the states for improvement of the habitats, acquisition of private lands in identified corridors and payment of ex-gratia assistance for damage to life and property by the wild elephants.

b. Creation of Elephant Task Force.

c. A separate committee has been constituted to strengthen the Elephant Reserves and Elephant Corridors.

d. Regulations in existence under Environmental Protection Act 1986, Forest Conservation Act 1980 and Wildlife (Protection) Act 1972 are in force, and are invoked in case of habitats of elephants also, as applicable.

**Statement**

*F.No. 2-41/2012-PE*  
*Government of India*  
*Ministry of Environment and Forests*  
*(Project Elephant Division)*

Room. No. 519, Paryavaran Bhawan,  
 C.G.O Complex, Lodhi Road,  
 New Delhi-110003  
 Phone No. 011-24364624  
 Dated: 10th January, 2013

**OFFICE MEMORANDUM**

**Subject:** Constitution of the Committee to provide more strengthening to Elephant Reserves/Elephant Corridors.

As per decisions in the 6th Meeting of NBWL, a committee for strengthening the Elephant Reserves/ Elephant Corridors for the better management and conservation of Wild Elephants has been constituted. The composition is as follow:

- |       |  |   |                    |
|-------|--|---|--------------------|
| (i)   | Shri Vinod Rishi, Ex-ADG (WL)                        | - | Chairman           |
| (ii)  | Shri M. D. Madhusudaxi,<br>Member of SC of NBWL      | - | Member             |
| (iii) | Shri J. D. Sharma, Chief<br>Wild Life Warden, Odisha | - | Member             |
| (iv)  | Shri Sanjay Upadhayaya,<br>Advocate, Supreme Court   | - | Member             |
| (v)   | Shri Ajay Desai, Elephant<br>Conservation Expert     | - | Member             |
| (vi)  | IGF & Director, Project Elephant                     | - | Member<br>Convener |

**1. The committee shall have following Terms and Conditions:**

- (i) The committee will have a period of one year to complete the task including field visits, examination and providing recommendations
- (ii) The committee can engage consultants/experts if it is not possible to engage consultants/experts for each State, the services of consultants/experts can be taken for a cluster of States (3 States)

- (iii) The Committee can compile and correlate all reports restricting its field Visits to a bare minimum.
- (iv) The travelling allowance and daily allowances will be payable to Non-official members of the Committee as admissible to Grade-I officers of the Government of India.

**2. The committee shall have following Terms of Reference:**

- (i) To examine whether the existing network of Elephant Reserves adequately and exhaustively covers the potentially viable elephant populations and elephant habitats in the country
- (ii) To review the composition and management of the existing Elephant Reserves in consultation with the State Forest Departments and make recommendations for streamlining and strengthening the same.
- (iii) To review the management of the recognised Elephant Corridors in consultation with the concerned State Forest Departments: identify other potential Elephant Corridors in need of management; and make recommendations for streamlining and strengthening the management of recognised and potential Elephant Corridors.
- (iv) To examine the existing legal coverage available under various laws (including WLPA-1972, IFA-1927, State Forest Acts and EPA-1986) for protection and management of existing and potential Elephant Reserves and Elephant Corridors in the country and suggest ways for extending and strengthening such legal coverage as recommended by the ETF report.
- (v) To assess the impact on communities living inside or utilising the land inside the Elephant Reserves and Elephant Corridors on the protection and management of elephants and make suitable recommendations for mitigating the adverse impacts.

**3. This issues with the approval of the Hon'ble Minister of Environment and Forests (Independent Charge).**

(A.M. Singh)

IGF & Director (Project Elephant)

Distribution:

1. PS to Hon'ble MOS (JYC), E&F
2. PPS to Secretary, E&F
3. PPS to DGF&SS
4. PPS to Addl, DGF (WL)
5. PS to IGF & Director (PE)
6. PPS to IGF (Wild Life)
7. Members of the Committee

#### **Growth of Industrial Products**

2160. SHRI RAMEN DEKA: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) the details of growth of industrial products in the States during the last three years, State-wise including Assam; and

(b) the contribution and weightage of industrial growth on the Gross Domestic Product of the respective States including Assam?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (DR. S. JAGATHRAKSHAKAN): (a) State/Union Territory (UT)-wise and year-wise details of industrial output, including Assam, as per the Annual Survey of Industries (ASI) for the years 2008-09, 2009-10 and 2010-11 (P) are given in the Statement-I. Details of growth rates are not separately available.

(b) The share of industrial sector in the State Gross Domestic Product (at Current Prices) in the respective State/UT for the years 2008-09 to 2010-11, as per ASI, is as given in the Statement-II.

#### **Statement-I**

*Industrial Output for each State/UT as per the Annual Survey of Industries (ASI) for the years 2008-09, 2009-10 and 2010-11 (P)*

(Rs. in Lakhs)

State	ASI Years		
	2008-09	2009-10	2010-11 (P)
1	2	3	4
Andaman and Nicobar Island	15254	22669	16327
Andhra Pradesh	21240271	23446174	34549319
Assam	3676790	3667156	4236700
Bihar	2953967	2825481	3605127
Chandigarh (U.T.)	352625	431337	580940
Chhattisgarh	7640548	6778083	7954481
Dadra and Nagar Haveli	6496541	6457430	7291502
Daman and Diu	3031277	3202421	4038142
Delhi	2747594	3262630	4871416
Goa	2752579	2943495	3249409
Gujarat	50808787	64265756	80678333
Haryana	14433596	17710694	21546626

1	2	3	4
Himachal Pradesh	4227948	5007103	7184348
Jammu and Kashmir	1349375	1322078	1902354
Jharkhand	5910751	6712897	9720652
Karnataka	22581276	23325405	28595927
Kerala	7090489	15545081	8205028
Madhya Pradesh	9040202	8693863	11590065
Maharashtra	60017352	62404918	78797004
Manipur	6706	15224	27451
Meghalaya	192159	223506	287476
Nagaland	12806	28850	46960
Odisha	6953247	6566234	9214154
Puducherry	1455756	1636966	1820839
Punjab	10551352	11754534	14885797
Rajasthan	9066470	10856432	15004648
Sikkim*		312037	445997
Tamil Nadu	30080195	37578406	47231872
Tripura	75598	101659	143076
Uttar Pradesh	20046266	22568130	29233058
Uttarakhand	8292360	7932238	10950453
West Bengal	14179648	15704706	20615782
All India	327279786	373303593	468521264

\*Sikkim participated in ASI for the first time in ASI 2009-10

(P) - Results are provisional for ASI 2010-11

**Statement-II**

*The share of Industrial Sector in the State Gross Domestic Product (at Current Prices)*

(in percent)

Sl. No.	State/UT	2008-09	2009-10	2010-11 (P)
1	2	3	4	5
1	Andhra Pradesh	27.45	26.50	26.28
2	Arunachal Pradesh	36.18	28.50	27.96
3	Assam	24.83	24.29	23.28

1	2	3	4	5
4	Bihar	17.19	17.49	17.87
5	Chhattisgarh	49.21	43.16	40.41
6	Goa	50.85	50.47	50.24
7	Gujarat	39.96	41.85	38.86
8	Haryana	29.35	29.84	29.10
9	Himachal Pradesh	43.20	43.23	42.04
10	Jammu and Kashmir	29.81	29.66	29.18
11	Jharkhand	42.97	42.61	42.37
12	Karnataka	31.34	29.10	28.41
13	Kerala	21.86	21.82	22.03
14	Madhya Pradesh	30.80	29.49	29.66
15	Maharashtra	31.31	30.84	30.26
16	Manipur	33.14	31.47	31.03
17	Meghalaya	32.89	31.56	31.08
18	Mizoram	20.80	19.53	21.41
19	Nagaland	17.11	16.78	16.97
20	Odisha	37.86	34.00	34.90
21	Punjab	26.86	27.20	26.77
22	Rajasthan	31.08	31.03	28.90
23	Sikkim	36.07	56.37	55.43
24	Tamil Nadu	28.85	30.16	29.66
25	Tripura	26.86	23.64	25.32
26	Uttar Pradesh	23.49	23.31	22.84
27	Uttarakhand	35.17	34.96	35.26
28	West Bengal	20.14	19.06	18.34
29	Andaman and Nicobar Islands	29.23	25.86	24.63
30	Chandigarh	13.44	14.90	14.67
31	Delhi	16.78	17.43	17.28
32	Puducherry	47.71	48.58	47.46

*Source:* Central Statistics Office (CSO)

(P) - Provisions

NB: Industry includes Mining, Quarrying, Manufacturing, Construction, Electricity, Gas and Water supply.

**Central Road Fund**

2161. SHRI PULIN BIHARI BASKE:  
SHRI ASHOK KUMAR RAWAT:  
SHRI RAM SINGH KASWAN:  
SHRI GANESH SINGH:

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

(a) the criteria being adopted for allocation of funds to States/Union Territories (UTs) under the scheme of Central Road under (CRF);

(b) the details of funds allocated to States/Union Territories (UTs) including Uttar Pradesh and Madhya Pradesh under CRF during the last three years and the current year, State/UT-wise;

(c) the details of the proposals received by the Union Government from the State Governments including Uttar Pradesh and Rajasthan and approved as well as road projects approved/sanctioned/undertaken along with the amount spent under the scheme during the period, State/UT-wise;

(d) the details of the proposals lying pending with the Government under the said scheme along with the reasons therefor and the time by which these pending proposals are likely to be approved, State proposals are likely to be approved, State/UT-wise; and

(e) the details of the complaints, if any, with regard to diversion of Central Road Funds to other projects, State/

UT-wise during the said period along with the action taken thereon and the measures taken by the Government to ensure optimum utilisation of funds?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI SARVEY SATYANARAYANA): (a) The funds for development of State roads under Central Road Fund (CRF) scheme are distributed to the States on the basis of 30% weightage to fuel consumption and 70% weightage to the geographical area of the States.

(b) The State/UT-wise details of the CRF accruals and releases made during the last three years and the current year is given in the enclosed Statement-I.

(c) The State-wise details of proposals received and approved under CRF scheme during the last three years and the current year are given in the enclosed Statement-II.

(d) Proposals submitted by the respective State/UTs under CRF schemes are approved in accordance with Central Road Fund (State Road) Rules, 2007, subject to overall availability of funds and inter-se priority of works. However, the total cost of the schemes to be approved shall not normally exceed, at any point of time, two times of the annual accrual for the year in which the schemes are sanctioned in respect of any State.

(e) No such complaints with regard to diversion of CRF to other projects by the State/UT have been received during the last three year and the current year.

**Statement-I**

*The State/UT-wise details of the CRF accruals and releases made during the last three years and the current year*

(Amount in Rs. Crore)

Sl. No.	State/UT	Accrual				Releases			
		2009-10	2010-11	2011-12	2012-13	2009-10	2010-11	2011-12	2012-13\$
1	2	3	4	5	6	7	8	9	10
1.	Andhra Pradesh	148.91	170.33	191.06	196.09	175.05	172.20	187.65	196.09
2.	Arunachal Pradesh	31.38	35.42	40.24	41.49	18.44	35.72	55.36	0.00
3.	Assam	35.05	38.91	44.42	46.02	32.87	45.47	33.53	32.04

1	2	3	4	5	6	7	8	9	10
4. Bihar		46.28	53.61	62.00	64.61	50.49	48.30	20.17	39.83
5. Chhattisgarh		58.43	66.39	74.97	77.30	22.19	64.99	46.31	52.31
6. Goa		5.87	6.19	6.60	6.57	2.82	17.02	0.00	1.10
7. Gujarat		107.48	119.81	135.00	139.42	0.00	208.03	132.58	139.42
8. Haryana		47.55	55.36	66.17	67.56	18.16	50.57	64.99	0.00
9. Himachal Pradesh		24.81	27.48	31.22	32.19	12.06	17.44	26.04	0.00
10. Jammu and Kashmir		86.81	96.97	110.59	113.58	86.81	97.79	108.61	36.93
11. Jharkhand		39.44	44.13	50.56	52.14	32.64	40.88	16.28	0.00
12. Karnataka		105.84	118.45	133.67	138.29	120.30	96.01	131.28	138.29
13. Kerala		36.54	40.26	45.29	46.47	49.27	80.49	0.00	46.47
14. Madhya Pradesh		133.63	152.33	173.02	179.55	45.76	281.58	233.87	179.55
15. Maharashtra		174.92	199.75	225.57	234.63	72.97	256.82	0.00	234.63
16. Manipur		8.90	10.07	11.43	11.56	2.20	5.28	5.84	5.95
17. Meghalaya		10.40	11.81	13.41	13.83	3.04	16.76	16.50	0.00
18. Mizoram		8.20	9.29	10.55	10.88	6.73	3.10	6.90	0.00
19. Nagaland		6.61	7.35	8.57	8.84	4.63	2.17	11.53	0.00
20. Odisha		70.56	79.74	91.46	94.53	70.56	91.50	110.47	33.20
21. Punjab		48.69	50.71	57.82	57.36	68.69	80.35	105.32	31.86
22. Rajasthan		158.91	177.30	201.16	207.43	158.91	178.79	196.92	113.94
23. Sikkim		2.99	3.48	3.96	4.08	3.41	2.48	3.52	1.36
24. Tamil Nadu		93.98	109.16	123.78	128.77	54.89	203.01	160.10	128.77
25. Tripura		4.62	5.22	5.94	6.12	5.27	7.95	9.81	0.00
26. Uttarakhand		25.74	28.84	33.19	184.76	8.01	34.89	0.00	34.01
27. Uttar Pradesh		140.65	157.93	180.28	34.01	161.07	189.87	177.06	184.76
28. West Bengal		53.02	59.23	66.62	68.92	53.02	67.51	63.33	57.43
Unallocated		0.00	0.00	196.09	0.00	0.00	0.00	0.00	0.00
29. Andaman and Nicobar Islands		3.50	3.94	4.47	68.39	1.21	2.18	0.00	0.00
30. Chandigarh		3.75	4.23	4.81	4.61	3.19	0.00	1.57	1.65
31. Dadra and Nagar Haveli		1.75	1.98	2.25	4.95	0.32	0.00	0.00	0.00

1	2	3	4	5	6	7	8	9	10
32. Daman and Diu		1.33	1.50	1.70	2.32	0.00	0.00	0.00	0.00
33. Delhi		51.78	58.40	66.32	1.75	0.00	58.40	0.00	0.00
34. Lakshadweep		0.13	0.15	0.16	0.17	0.00	0.00	0.00	0.00
35. Puducherry		8.11	9.15	10.39	10.72	0.00	3.14	0.00	1.79

₹ - Upto February, 2013.

**Statement-II**

*The State-wise details of proposals received and approved under CRF scheme during the last three years and the current year*

Sl. No.	State/UT	2009-10		2010-11		2011-12		2012-13@	
		Received	Approved	Received	Approved	Received	Approved	Received	Approved
1	2	3	4	5	6	7	8	9	10
1.	Andhra Pradesh	373	0	0	0	0	0	0	0
2.	Arunachal Pradesh	10	10	0	0	10	10	6	0
3.	Assam	0	0	0	0	0	0	8	3
4.	Bihar	0	0	0	0	7	7	0	0
5.	Chhattisgarh	23	3	9	7	27	0	6	0
6.	Goa	0	0	1	1	0	0	3	0
7.	Gujarat	58	12	42	36	0	0	0	0
8.	Haryana	15	15	1	1	0	0	0	0
9.	Himachal Pradesh	4	4	5	5	0	0	0	0
10.	Jammu and Kashmir	8	8	11	11	0	0	0	0
11.	Jharkhand	1	1	1	1	0	0	0	0
12.	Karnataka	6	6	14	14	0	0	17	0
13.	Kerala	9	9	17	16	108	0	5	4
14.	Madhya Pradesh	60	60	62	62	0	0	0	0
15.	Maharashtra	46	46	57	57	388	0	0	0
16.	Manipur	3	3	0	0	0	0	10	0
17.	Meghalaya	8	8	0	0	0	0	1	1

1	2	3	4	5	6	7	8	9	10
18. Mizoram		7	7	0	0	1	1	0	0
19. Nagaland		0	0	1	1	0	0	1	0
20. Odisha		10	3	18	8	11	0	4	0
21. Punjab		15	11	10	10	0	0	0	0
22. Rajasthan		72	65	100	32	0	0	0	0
23. Sikkim		6	4	0	0	0	0	1	0
24. Tamil Nadu		107	16	60	17	75	0	19	19
25. Tripura		0	0	1	1	1	1	0	0
26. Uttarakhand		0	0	11	11	0	0	1	0
27. Uttar Pradesh		18	18	25	25	16	16	0	0
28. West Bengal		11	5	0	0	3	0	3	2
29. Andaman and Nicobar Islands		0	0	0	0	0	0	0	0
30. Chandigarh		0	0	2	2	0	0	0	0
31. Dadra and Nagar Haveli		0	0	0	0	0	0	0	0
32. Daman and Diu		0	0	0	0	0	0	0	0
33. Delhi		14	14	0	0	1	1	0	0
34. Lakshadvveep		0	0	0	0	0	0	0	0
35. Puducherrv		5	5	0	0	0	0	3	0

@- Upto January, 2013.

#### **Induction of INS Vikramaditya**

2162. SHRI C. SIVASAMI:

SHRI SUSHIL KUMAR SINGH:

Will the Minister of DEFENCE be pleased to state:

(a) whether the aircraft carrier INS Vikramaditya has not yet been delivered to the Indian Navy;

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

(c) the time by which it is likely to be commissioned in the Indian Navy; and

(d) the details regarding the final cost that has been agreed upon between India and Russia and the reasons for the increase from the initial cost decided?

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

(a) and (b) Yes, Madam. The ship was put to sea for trials from June to September 2012. During the sea trials over 108 days, the main propulsion plant could not complete the 'full power trials' due to defects encountered on 'boiler furnace brickwork' at higher speeds.

(c) The aircraft carrier commissioning in the Indian Navy is now scheduled in the last quarter of 2013.

(d) The final cost of the Project agreed upon in March 2010 is 2.3. billion USD. The reason for increase from the initial cost decided in January 2004 was due to increase in the scope of the repair and modernization work.

**Clearance Norms for Projects**

2163. SHRI SOMEN MITRA:  
 SHRI ANANDRAO ADSUL:  
 SHRI GAJANAN D. BABAR:  
 SHRI ADHALRAO PATIL SHIVAJI:

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

(a) whether the Government has proposed to exempt green norms for key infrastructure and public utility projects in Naxal-hit areas in the country;

(b) if so, the details, thereof;

(c) whether the Government has issued guidelines to streamline forest clearance processes for mining leases criteria for thermal and steel projects;

(d) if so, the details thereof; and

(e) the extent to which such guidelines are likely to be beneficial for clearance of forest land in naxalite areas?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRIMATI JAYANTHI NATARAJAN): (a) and (b) The Ministry of Environment and Forests accorded general approval under section 2 of the Forest (Conservation) Act, 1980 for diversion of forest land for creation of critical public utility infrastructure of 14 categories, by Government departments involving not more than 5.00 hectares of forest land, in each case, in 82 Left Wing Extremism (LWE) affected districts identified by the Planning Commission and the Ministry of Home Affairs for implementation of the Integrated Action Plan (IAP). The category of public utility infrastructure projects to which the said general approval extends are—schools; dispensaries/hospitals; electrical and telecommunication lines; drinking water; water/rain water harvesting structures; minor irrigation canal; non-conventional sources of energy; skill upgradation/vocational training center; power sub-stations; all category of public roads; communication posts; police establishments like police stations/ border outposts/ watch towers in sensitive areas (identified by Ministry of Home Affairs); underground laying of optical fibre cables, telephone lines & drinking water supply lines; and quarrying of materials used in construction of public roads. For the remaining LWE affected districts, which have not been selected for implementation of the IAP, the said general

approval under the Forest (Conservation) Act, 1980 is limited to 2.00 hectares of forest land, in each case, for creation of public utility infrastructure of 13 categories, excluding the quarrying of materials used in construction of public roads. In case of roads, instead of all categories of public roads, as is applicable in case of IAP districts, the general approval in the LWE affected districts which have not been identified for implementation of the IAP is applicable for the rural roads only.

(c) and (d) The Ministry of Environment and Forests (MoEF) vide letter dated 01.02.2013 informed the all State/ Union Territory Governments as below:

(i) Henceforth, in case of mining leases having forest land in part or in full, approval under the Forest (Conservation) Act, 1980 (FC Act) for diversion of entire forest land located within the mining lease shall be obtained before execution/ renewal of the lease under the Mines and Minerals (Development and Regulation) Act, 1957. Applications seeking prior approval under FC Act for diversion of the entire forest land (and not a portion thereof) located within the area proposed to be assigned on lease shall only be accepted by the Nodal Officers in the concerned State/ Union Territory Governments.

(ii) All State/Union Territory Governments shall within a period of three months submit to the MoEF details of all such mines where approval under the FC Act for diversion of only a part of forest land has either been obtained or is presently under examination in the State/Central Government. The State Governments in all such cases shall request the concerned user agencies to submit application to obtain approval under the FC Act for diversion of the remaining forest land located within the mining lease. Mining in such leases after two years will be allowed only if the user agency either obtains approval under the FC Act for the entire forest land located within the mining lease or surrenders such forest land for which approval under FC Act has not been obtained and execute a revised mining lease for the reduced lease area.

(e) General approval under section-2 of the Forest (Conservation) Act, 1980 accorded by the MoEF, as per

details given in reply to parts (a) to (b) above; will facilitate accelerated creation of public utility infrastructure in the LWE affected districts.

#### **Resignation by DRDO Scientists**

2164. DR. KIRIT PREMJBHAI SOLANKI:  
SHRI R. THAMARASELVAN:

Will the Minister of DEFENCE be pleased to state:

(a) whether about 650 scientists have resigned from their posts in the Defence Research and Development Organisation (DRDO) during the last five years;

(b) if so, the year-wise and post-wise details thereof along with the reasons therefor;

(c) whether low emoluments in the DRDO are the reasons for their resignation; and

(d) if so, the corrective steps taken / proposed to be taken by the Government to retain them in the DRDO?

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

(a) A total of 443 scientists have resigned from Defence Research and Development Organisation (DRDO) during the last five years i.e. 2008-2012.

(b) Year-wise and post-wise details are given below:

Post	Year				
	2008	2009	2010	2011	2012
Scientist 'B'	83	41	38	58	46
Scientist 'C'	64	18	18	21	16
Scientist 'D'	9	2	2	5	4
Scientist 'E'	5	1	3	1	1
Scientist 'F'	1	3	2	1	-

(c) Scientists who had resigned have indicated their personal / domestic grounds as the reasons for leaving DRDO. However, it is assumed that increased opportunities / incentives available in other organizations / industries is the main reason of such resignations.

(d) The following incentives have been granted as corrective measures:-

- Two additional increments on promotion to each Grade.
- Up to six variable increments on promotions granted on fast track.
- Professional Update Allowance to all scientists.
- Opportunity to acquire higher qualifications at reputed institutes viz. IIT's/IISc, etc. as DRDO sponsored candidates.
- Young Scientists, Scientist of the Year and other DRDO Awards in recognition of their contributions, etc.
- Excellent infrastructure facilities have been created at work places and also at residential complexes.

Government is making all efforts to grant Performance Related Incentive Scheme (PRIS) to DRDO scientists at par with scientists of Department of Atomic Energy (DAE) and Indian Space Research Organisation (ISRO).

#### **Amendment in EIA Notifications, 2006**

2165. SHRI P. LINGAM:  
SHRI NISHIKANT DUBEY:

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

(a) whether the Government has made any amendment for granting clearance in the Environment Impact Assessment (EIA) Notifications, 2006 regarding the built-up area in the building/construction projects in the country;

(b) if so, the details thereof;

(c) whether any area which is 'open to sky' is included in calculation of built-up area for projects in the country; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRIMATI JAYANTHI NATARAJAN): (a) and (b) As per EIA notification 2006 as amended on April 4, 2011 the built-up area is defined as 'the built up area or covered area on all the floors put together including basement(s) and other service areas, which are proposed in the building/construction projects'

(c) and (d) Area which is not covered or any area which is open to sky/cut out/duct should not be counted in the calculation of built up area. The open to sky and the cut out/ ducts are required for proper light and ventilation of the building.

[Translation]

**Targets for Road Projects**

2166. SHRIMATI PUTUL KUMARI:  
SHRI NIKHIL KUMAR CHOUDHARY:

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

(a) the details of the targets fixed for construction of roads in the country and achieved during the current financial year;

(b) whether 100 per cent projects have been sanctioned to achieve the target for the said year and if not, the reasons therefor; and

(c) the total length of National Highway roads in Km. constructed in the country so far, State / Union Territory-wise?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI SARVEY SATYANARAYANA): (a) and (b) The targeted and completed length under various schemes including Special Accelerated Road Development Programme in North East (SARDP-NE) and Left Wing Extremist (LWE) affected areas during the current year are as under:

Target : 6092 km

Achievement : 4489 km

These projects have already been sanctioned.

(c) The State-wise/Union Territory-wise details of length of National Highways (NHs) constructed in the country during the current financial year are given in the enclosed Statement.

**Statement**

*State-wise/Union Territory-wise details of length of NHs constructed during the current financial year*

Sl. No.	Name of the State/Union Territory	Length (km.)
1	2	3
1	Andhra Pradesh	382.65
2	Arunachal Pradesh	36.76
3	Assam	101.575
4	Bihar	360.95
5	Chhattisgarh	285.67
6	Gujarat	160.39
7	Haryana	82.88
8	Himachal Pradesh	30
9	Jammu and Kashmir	116.86
10	Jharkhand	199.5
11	Karnataka	244.253
12	Kerala	5.72
13	Madhya Pradesh	391.41
14	Maharashtra	337
15	Manipur	35.09
16	Meghalaya	231.65
17	Mizoram	11.5
18	Nagaland	28.48
19	Odisha	273.917
20	Punjab	102.11
21	Rajasthan	189.75
22	Tamil Nadu	442.82
23	Tripura	16.02
24	Uttar Pradesh	258.65

1	2	3
25	Uttarakhand	42.99
26	West Bengal	130.908

**Grant of Patent**

2167. SHRI GORAKHNATH PANDEY:  
SHRI OM PRAKASH YADAV:  
SHRI MANICKA TAGORE:

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

(a) whether the Indian companies are applying for grant of patent of medicines;

(b) if so, the details thereof along with patent granted/pending by various patent offices during the last three years and the current year and the reasons for delay in granting patent, patent office-wise;

(c) whether the Indian contribution in respect of patent applications has declined as compared to other countries of the world during the said period;

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

(e) the number of patent applications filed by India in World Intellectual Property Organization (WIPO) during the said period?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (DR. S. JAGATHRAKSHAKAN): (a) and (b) Yes, Madam. The details of the patent applications filed in medicines by Indian legal entities including companies, Research and Development Institutions & Academic Institutions, etc. are as under:

Year	Delhi	Chennai	Mumbai	Kolkata	Total
2009-2010	157	119	294	11	581
2010-2011	121	90	152	2	365
2011-2012	158	214	374	68	814
2012-13(till January, 2013)	125	170	300	54	649

Further, the details of the patents granted to the Indian legal entities including companies, Research and Development Institutes & Academic Institutions etc. are as under:

Year	Delhi	Chennai	Mumbai	Kolkata	Total
2009-2010	30	2	42	1	75
2010-2011	40	6	24	2	72
2011-2012	23	1	28	0	52
2012-2013 (Till January, 2013)	17	6	18	0	41

As regards the pendency of patent applications, it is intimated that as per the provisions of Section 11(B) of the Patents Act, 1970, the applicant is required to file the request for examination within 48 months of the filing of application. As such, the pendency of patent applications awaiting disposal is decided on the basis of pendency of requests for examination filed in respect of patent applications.

The details of the pending Requests of Examination in respect of Indian legal entities in medicines as on 31-01-2013 are as under:

Delhi	Chennai	Mumbai	Kolkata
370	247	290	48

As regards the reasons for delay, the grant of a patent is a quasi-judicial process and tends to be time consuming as it involves various steps *inter-alia*, publication of the applications, filing of request for examination, examination of the applications and disposal of any pre-grant opposition filed. In addition, substantive increase in filing of patent applications by more than 250% in the last 10 years and also the relative shortage of patent examiners have been other reasons for increase in pendency.

(c) and (d) No, Madam. The figures given below show that the Indian share in respect of filing of patent applications is increasing.

Year	Total Patent Applications filed	Applications filed by Residents (Indians)	Applications filed by Non Residents (other countries)	% of Indian filing w.r.t. total filing
2009-10	34287	7044	27243	20.54
2010-11	39400	8312	31088	21.10
2011-12	43197	8921	34276	20.65
2012-13 (till Jan. 2013)	36122	7855	28267	21.75

(e) The numbers of patent applications filed by Indians in World Intellectual Property Organization (WIPO) during the said period are as under:

Year	Individuals	Legal Entities	Total
2009-2010	231	521	752
2010-2011	243	628	871
2011-2012	254	519	773
2012-2013 (Till January, 2013)	171	475	646

[English]

**Financial Assistance and Training under National Welfare Funds for Sports Persons**

2168. SHRI SHIVKUMAR UDASI:  
SHRI N. PEETHAMBARA KURUP:  
SHRI BAIJAYANT PANDA:

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

(a) whether the Government has provided financial assistance and proper training facilities to the sportspersons who are expected to participate in the forthcoming international games and are presently undergoing training at the sports training Centres under the administrative control of the Sports Authority of India;

(b) if so, the details thereof along with the funds earmarked for various sports events, sports-wise, event-wise;

(c) whether due to financial crunch, the sportspersons such as power lifters are not getting the necessary diet;

(d) if so, the details of financial assistance provided

to such sportspersons along with the number of persons benefited therefrom; and

(e) the criteria being adopted by the Government in providing funds under National Welfare Fund scheme?

THE MINISTER OF STATE OF THE MINISTRY OF YOUTH AFFAIRS AND SPORTS AND MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI JITENDRA SINGH): (a) and (b) Adequate finance assistance as per approved norms, and proper training facilities are being provided to the sportspersons being trained at centres of Sports Authority of India for participation in national and international competitions under its following schemes:

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

Details of norms of financial assistance are given in the enclosed Statement-I.

Further, National Coaching Camps are organized at

SAI Centres and non-SAI centres for training and coaching of Sportspersons for participation in international sports events in terms of the Annual Calender of Training & Competitions (ACTC) finalized in consultation with the concerned National Sports Federations (NSFs). Expenditure on coaching camps is met out of the Scheme of assistance to NSFs as per approved norms. Details of sports-wise funds, earmarked by SAI under the Scheme for 2013-14 are given in the enclosed Statement-II.

(c) Adequate funds are available for meeting the training requirements including diet charges of sportspersons. No coaching camps are organized for disciplines of Power lifting, as this discipline is in the category of other sports and is not entitled for financial assistance for participation in international sports events from the scheme of assistance to NSFs. As such, the question of providing diet charges for Power lifters does not arise.

(d) Question does not arise in view of (c) above.

(e) The financial assistance under the National Welfare Fund for sportspersons is given to the outstanding sportspersons of yesteryears now living in indigent circumstances whose annual income is less than Rs. 2 lakh. Financial assistance is provided as per following norms:-

- (i) to provide suitable assistance to outstanding sportspersons now living in indigent circumstances;
- (ii) to provide suitable assistance to outstanding sportspersons injured during the period of their training for competitions and also during the competitions, depending on the nature of the injury;
- (iii) to provide suitable assistance to outstanding sportspersons who bring glory to the country in international field and who are disabled as an after effect of their strenuous training or otherwise and to provide them assistance for medical treatment;
- (iv) to administrator and apply the funds of the Fund to promote the welfare of the sportspersons generally in order to alleviate distress among them and their dependents in indigent

circumstances;

- (v) to administer and apply the funds of the Fund for active sportspersons individually or collectively as a group;
- (vi) to encourage and provide assistance in cash or kind (sports equipments, kit, etc) to budding sportspersons, in their pursuit for achieving excellence in sports;
- (vii) to do all other things which are incidental to the above objectives.

Outstanding Sportsperson as stated above means a sportsperson who has achieved a position within first 3 in individual events or within first 2 in team events in a recognized National Championship, or one who represents or has represented the country in an International Competition at least twice.

International Competition stated above means Olympic Games, Commonwealth Games, Asian Games, World Championships, Asian Championships, Commonwealth Championships and other such recognized events. It does not, however, include purely invitational tournaments.

### **Statement-I**

#### *Financial Norms*

#### **National Sports Talent Contest Scheme (NSTC)**

##### **(1) Regular Schools**

Sl. No.	Particulars	Amount (Rupees)
1	2	3
1	Boarding & Lodging per head per day for 330 days (for Resi. Trainees)	125.00
2	Sports Kit (per annum per trainee)	2000.00
3	Insurance (per annum per trainee) (Presently Rs.32/- being paid per head p.a.)	150.00
4	Competition exposure (per annum per trainee)	2000.00

1	2	3
5	Stipend for 10 months (per head per annum)	3000.00
6	Annual grant to the school for purchase of sports equipment (per annum)	20000.00
<b>(2) Indigenous Games &amp; Martial Arts</b>		
1	Sports Kit (per annum per trainee)	1500.00
2	Insurance (per annum per trainee) (Presently Rs.32/- being paid per head p.a.)	150.00
3	Stipend for 10 months (per head per annum)	3000.00
4	Annual grant to the school for purchase of equipment (per annum)	20000.00
5	Annual grant to the school for organizing compet. for scouting talent (per annum)	25000.00
<b>(3) Akharas</b>		
1	Stipend (per trainee per month)	1000.00
2	Accidental insurance (per annum per trainee) (Presently Rs.32/- being paid per head pa)	150.00
<b>(4) Sports Centres On The Pattern Of Akharas</b>		
1	Stipend (per month per trainee)	1000.00

1	2	3
2	Insurance (per annum per trainee) (Presently Rs.32/- being paid per head p.a.)	150.00
<b>Army Boys Sports Company Scheme(ABSC)</b>		
1.	Boarding/loading 330 days (per head per day)	175.00
	Per day per head for (Special Category State) for 330 Days	200.00
2.	Sports Equipment (p.a.)	27500.00
3.	Maintenance of Playfield & Magazine/Periodical (p.a.) per unit	20000.00 2500.00
5.	Sports Kit (p.a.) (Max, Rs. 5000)	12000.00
6.	Educational expenses (per head p.a.)	
7.	Competition exposure (per trainee, per annum)	
8.	Medical (per trainee, per annum)	
9	Insurance (per trainee, per annum)	
10	One time grant of linen and Blankets, per trainee, to each Centre	2000.00
<b>SAI Training Centres (STC)</b>		
<b>Residential Trainees:</b>		
1	Boarding Expenses (per day per head) Non- Hilly Areas for 330 days	175.00

1	2	3
	Per day per head for <b>(Special Category State)</b> for 330 Days	200.00
2	Sports Kit (per trainee per annum) <b>(Max. Rs. 5000/-)</b>	12000.00
3	Competition Exposure (per trainee per annum)	
4	Education Expenses (per trainee per annum)	
5	Medical Expenses (per trainee per annum)	
6	Insurance (per trainee p.a.)	
7	Other Expenses (per trainee per annum)	
<b>Non-Residential Trainees:</b>		
1	Sports Kit (per trainee per year)	4000.00
2	Competition exposure (per trainee per annum)	3000.00
3	Stipend (per trainee per year)	6000.001
4	Insurance (per trainee p.a.)	150.00
<b>Special Area Games (SAG) Residential Trainees:</b>		
1	Boarding Expenses (per day per head) for 330 days	175.00
	Per day per head for (Special Category State) for 330 Days	200.00
2	Sports Kit (per trainee, per annum) (Max. Rs. 5000/-)	12000.00

1	2	3
3	Competition Exposure (per trainee, per annum)	
4	Education Expenses (per trainee, per annum)	
5	Medical Expenses (per trainee, per annum)	
6	Insurance (per trainee, per annum)	
7	Other Expenses (per trainee, per annum)	
<b>Non-Residential Trainees:</b>		
1	Sports Kit (per trainee per annum)	4000.00
2	Competition exposure (per trainee, per annum)	3000.00
3	Stipend (per trainee, per annum)	6000.00
4	Insurance (per trainee, per annum)	150.00
<b>Extension Centre Of STC/SAGs</b>		
1	Sports Kit (per trainee, per annum)	4000.00
2	Competition exposure (per trainee, per annum)	2000.00
3	Stipend (per trainee for 10 months in a year)	6000.00
4	Insurance (per trainee, per annum)	150.00
5	Infrastructure and equipment support in the identified institutions, per trainee, subject to ceiling of Rs.1.00 lac	5000.00
Centre of Excellence (COE)		

1	2	3
<b>Residential Trainees:</b>		
1	Boarding Expenses Hilly & Non-Hilly for 330 days (per annum, per trainee)	225.00
2.	Sports Kit (Per trainee, per annum) <b>(Max. Rs. 7000/-)</b>	15000.00
3.	Competition Exposure (Per trainee, per annum)	
4.	Medical Expenses (Per annum per trainee)	
5.	Insurance (Per trainee, per annum)	

1	2	3
6.	Other Expenses (Per trainee, per annum)	
<b>Non - Residential Trainees:</b>		
1	Sports Kit (per trainee, per annum)	6000.00
2	Competition exposure (Per trainee, per annum)	3000.00
3	Stipend (Per trainee, per annum)	9000.00
4	Insurance (Per trainee per annum)	150.00

**Statement-II***Budget Allocation For ACTC 2013-2014 For Various Sports Disciplines*

**(A) Allocation for 2013-2014 for the following sports disciplines is being made by enhancing the allocation of 2012-2013 by 75%.**

				(Rs. in Lakhs)
Sl. No.	Discipline	Budget 2012-2013	Actual Allocation 2012-2013	Allocation for 2013-2014
1.	Archery	563	563	985
2.	Athletics	660	600	1155
3.	Badminton	695	695	1216
4.	Boxing	1064	1190	1862
5.	Hockey	594	1177	1050
6.	Judo	192	192	350
7.	Shooting	1132	1100	2000
8.	Taekwondo	189	125	350
9.	Weightlifting	400	500	700
10.	Wrestling	743	1000	1300
Total		6232	7142	10968

**(B) The sports disciplines where India has got medal winning prospects in forthcoming Asian Games-2014. Allocation for 2013-2014 is being made by enhancing the allocation of 2012-2013 by 33%.**

11. Gymnastic	171	00	227
12. Golf	79	79	105
13. Kabaddi	200	200	266
14. Rowing	289	289	389
15. Sailing	244	244	324
16. Squash	134	134	178
17. Swimming	103	170	137
18. Tennis	256	256	341
19. Wushu	125	125	167
<b>Total</b>	<b>1601</b>	<b>1497</b>	<b>2134</b>

**(C) Allocation for 2013-2014 for other sports disciplines**

20. Basketball	231	277	276
21. Billiards & Snooker	67	94	94
22. Chess	100	100	150
23. Cycling	350	350	400
24. Deaf Sports	68	41	68
25. Equestrian	27	27	100
26. Football	309	539	309
27. Handball	61	61	100
28. Kayaking & Canoeing	102	162	102
29. Paralympics	183	338	183
30. Sepak Takraw	50	69	50
31. Special Olympics Bharat	275	275	275

1	2	3	4	5
32. Table Tennis		340	440	340
33. Volleyball		110	372	372
34. SGFI		00	00	100
Total		2273	3145	2919

*Grand Total*

(Rs. in Lakhs)

Sports Disciplines	Budget 2012-2013	Actual Allocation 2012-2013	Allocation for 2013-2014
(A)	6232	7142	10968
(B)	1601	1497	2134
(C)	2273	3145	2919
Total	10106	11784	16021

**Indo-China Joint Military Exercise**

2169. DR. P. VENUGOPAL:  
SHRIMATI BOTCHA JHANSI LAKSHMI:  
SHRI SANJAY NIRUPAM:  
SHRIMATI KAMLA DEVI PATLE:

Will the Minister of DEFENCE be pleased to state:

(a) whether India and China have agreed to hold their first joint military exercise in five years and to expand exchanges between their armies, navies and air forces;

(b) if so, the details thereof;

(c) whether this decision was made at the fifth annual defence dialogue held recently;

(d) if so, the details thereof; and

(e) the extent to which such exercises are useful for the Indian Armed Forces?

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

(a) to (e) During the fifth Defence Dialogue held between India and China in January 2013, both sides have agreed

to conduct defence exchanges between the Armed Forces of both countries, including the conduct of a joint exercise at a time and location to be mutually decided by both sides. Defence exchanges, including the conduct of joint exercises, are useful to build mutual trust and confidence between the Armed Forces of both sides.

**Tatra Truck Deal**

2170. DR. M. THAMBIDURAI: Will the Minister of DEFENCE be pleased to state:

(a) whether the CBI is conducting investigation into the irregularities in the Tatra truck deal;

(b) if so, the details thereof; and

(c) the present status of the case and the time by which it is likely to complete the inquiry?

THE MINISTER OF STATE OF THE MINISTRY OF YOUTH AFFAIRS AND SPORTS AND MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI JITENDRA SINGH): (a) and (b) Yes, Madam. As informed by CBI the investigation is basically related to the following points:

- (i) Tatra Trucks were not purchased from the original manufacturer during the period 1997 onwards and BEML failed to achieve 100% indigenization in the last 24 years as first agreement was signed with M/s Omnipal in 1986 and all documents for indigenization were received by BEML.
- (ii) BEML converted the payment currency from USD to Euros on the request of Tatra Sipox UK limited, the supplier firm and this action resulted in loss of Rs.4 crores to BEML.
- (iii) BEML did not levy Liquidated Damages (LD) charges on the Tatra Sipox UK limited and this resulted in loss of Rs.9.27 crores as LD was claimed by Ministry of Defence from BEML for late delivery of goods.

(c) Letter Rogatories (LRs) are being sent to various countries and the investigation will be finalized on receipt of replies from the concerned countries.

#### **Widening of NH-8E & NH-8D**

2171. SHRI BALKRISHNA KHANDERAO SHUKLA:  
SHRIMATI JAYSHREEBEN PATEL:

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

(a) whether the Government has approved six-laning of National Highway (NH) 8E under Public-Private Partnership (PPP) mode;

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

(c) whether Jetpur-Somnath section of National Highway 8D is proposed to be converted into four lane; and

(d) if so, the details thereof along with the time frame fixed for the above projects?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI SARVEY SATYANARAYANA): (a) No Madam.

(b) Does not arise.

(c) and (d) Yes Madam; construction of 4-laning of Jetpur-Somnath section of NH-8D has already been taken up with scheduled date of completion on 30.09.2014.

#### **Killing of Indian Soldiers**

2172. SHRI NARAHARI MAHATO:  
SHRI REWATI RAMAN SINGH:  
SHRI C. RAJENDRAN:  
SHRI J.M. AARON RASHID:  
SHRI TARACHAND BHAGORA:  
SHRI P.C. GADDIGOUDAR:  
SHRI AVTAR SINGH BHADANA:  
SHRI KHAGEN DAS:  
SHRI RAMKISHUN:  
SHRI JAGDISH SHARMA:  
SHRI VILAS MUTTEMWAR:  
SHRI MANOHAR TIRKEY:  
SHRI RAMASHANKER RAJBHAR:  
SHRI RAJAJIAH SIRICILLA:  
SHRI S. PAKKIRAPPA:

Will the Minister of DEFENCE be pleased to state:

(a) whether two Indian soldiers have been killed by Pakistani army after crossing over into Indian territory in the Mendhar sector in Poonch district of Jammu and Kashmir recently;

(b) if so, whether the body of one of the soldiers was beheaded and mutilated by the retreating Pakistani army;

(c) if so, the details thereof along with the details of the financial assistance provided / proposed to be provided by the Government to the next-of-kin of the martyrs;

(d) whether a Brigadier level flag meeting was held with Pakistan on 14 January, 2013 in this regard;

(e) if so, the details thereof along with the details of the ceasefire violations by Pakistan after the said flag meeting; and

(f) the steps taken / proposed to be taken by the Government to avoid such incidents in the future?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY):  
(a) and (b) On 8th January 2013, a Pakistan Border Action Team (BAT) ambushed our patrol in Krishna Ghati Sector in which Lance Naik Sudhakar Singh and Lance Naik Hemraj were killed. Lance Naik Hemraj was found beheaded and both bodies were mutilated and their weapons were taken away.

(c) The details of death benefits in respect of Smt. Dharamwati Devi, widow of Late LNK Hem Raj of 13 Rajputana Rifles are given in the enclosed Statement-I and the details of death benefits in respect of Smt. Durga Singh, widow of Late LNK Sudhakar Singh of 13 Rajputana Rifles are given in the enclosed Statement-II.

(d) and (e) A Brigade Commander level Flag Meeting was held at Chakan-Da-Bagh on 14th January, 2013

wherein the issue of ambush of our Patrol by Pak Border Action Team on 8th January, 2013, mutilation of bodies of our soldiers and return of head of the martyr was raised by the Indian side. The Pakistan delegation refuted our charges. There have been 14 Ceasefire Violations by Pakistan Army since the Brigade Commander level Flag Meeting on 14th January, 2013.

(f) Heightened vigil is being maintained along the Line of Control and the situation is being closely monitored.

#### **Statement-I**

#### *Details of Death Benefits in respect of Smt. Dharamwati Devi widow of No. 16012721Y Late LNK Hem Raj of 13 RAJRIF*

No.16012721Y LNK Hem Raj was enrolled in the Army on 08 Apr 2002 and killed on 08 January 2013 during encountered by the militants/enemies in Gen Area Sangam (MY016520) while serving in OP RAKSHAK (J&K).

Sl. No.	Details	Action	Remarks
1	2	3	4
1.	Family Pension	Gtd Liberalised Family Pension @ Rs. 13,620/- pm wef 09 Jan 2013 till widowhood. Note: As per 6th CPC Dearness relief payable @72% wef 09 Jan 2013 or as amended from time to time.	PPO desp to CPPC New Delhi as well as NOK vide letter No.RNE/FP(DIS)/ 16012721Y dt 02 Feb 2013 through courier.
2.	DCRG	Rs. 2,79,384/-	-do-
3.	AGI Insurance	Total Rs. 20,00,000/- (a) Rs. 4,00,000/- Paid to Smt. Dharamwati Devi (Wife). (b) Rs. 4,00,000/- Deposited in SSD Scheme in favour of Miss Nirmal (Daughter). (c) Rs. 4,00,000/- Deposited in SSD Scheme in favour of Master Prince (Son). (d) Rs. 4,00,000/- Deposited in SSD Scheme in favour of Miss Shivani (Daughter). (e) Rs. 4,00,000/- Deposited in SSD Scheme in favour of AG IF others.	Paid vide Syndicate Bank cheque No.390362 dt 31 Jan 2013.
4.	Comdt Relief Fund	Rs. 5,000/-	Paid vide Vijaya Bank cheque No.074905 dated 15 Jan 2013.

1	2	3	4
5.	ACWF	Rs. 30,000/-	Paid vide Vijaya Bank cheque No.354883 dated 06 Feb 2013.
6.	Ex-Gratia from Central Govt.	Rs. 15,00,000/-	PPO desp to CPPC New Delhi as well as NOK vide letter No.RNE/wel/16012721 dt 09 Feb 13 through courier.
7.	AGI Maturity	Rs. 1,46,633/-	Paid vide Syndicate Bank cheque No. 391096 dt 11 Feb 13.
<b>Final Settlement of Account (FSA)</b>			
8.	AFPP Fund	Rs. 94,492/-	
9.	Deposit Linked Insurance Scheme (DLIS)	Rs. 60,000/-	Claim fwd to PCDA(WC), Chandigarh vide PAO(OR) Raj Rif letter NO.MPA/V/402/AFPP dt 04 Feb 2013. Being paid shortly.
10.	Credit Balance	Rs.55,987/-	Paid vide SBI DD No. 543048 dt 09 Feb 13.

**Statement-II**

*Details of Death Benefits in respect of Smt. Durga Singh widow of No.16013786Y Late NK Sudhakar Singh of 13 RAJRIF*

No.16013786Y NK Sudhakar Singh was enrolled in the Army on 08 Apr 2002 and killed on 08 January 2013 during encountered by the militants/enemies in Gen Area Sangam (MY016520) while serving in OP RAKSHAK (J&K).

Sl. No.	Details	Action	Remarks
1	2	3	4
1.	Family Pension	Gtd Liberalised Family Pension @ Rs. 13,620/- pm wef 09 Jan 2013 till widowhood. Note: As per 6th CPC Dearness relief payable @72% wef 09 Jan 2013 or as amended from time to time.	PPO desp to CPPC New Delhi as well as NOK vide letter No.RNE/FP(DIS)/16013786Y dt 02 Feb 2013 through courier.
2.	DCRG	Rs. 2,79,384/-	-do-
3.	AGI Insurance	Total Rs. 20,00,000/- (a) Rs. 6,70,000/- Paid to Smt. Durga Sing (Wife).	Paid vide Syndicate Bank cheque No.390362 dt 31 Jan 2013.

1	2	3	4
		(b) Rs. 6,70,000/- Deposited in SSD Schme in favour of Master Bhaskar Singh (Son).	
		(c) Rs. 6,70,000/- Deposited in SSD Scheme in favour of AGIF others.	
4.	Comdt Relief Fund	Rs. 5,000/-	Paid vide Vijaya Bank cheque No.074906 dated 15 Jan 2013.
5.	ACWF	Rs. 30,000/-	Paid vide Vijaya Bank cheque No.354884 dated 06 Feb 2013.
6.	Ex-Gratia from Central Govt.	Rs. 15,00,000/-	PPO desp to CPPC Bhopal as well as NOK vide letter No.RNE/Wel/16013786 dt 09 Feb 13 through courier.
7.	AGI Maturity	Rs. 1,45,033/-	Paid vide Syndicate Bank cheque No.391095 dt 11 Feb. 13.
<b>Final Settlement of Account (FSA)</b>			
8.	AFPP Fund	Rs. 2,65,602/-	Claim fwd to PCDA(WC),Chandigarh vide PAO(OR) Raj Rif letter No.IMF/V/402/AFPPF dt 04 Feb 2013. Being paid shortly.
9.	Deposit Linked Insurance Scheme (DLIS)	Rs. 60,000/-	
10.	Credit Balance	Rs. 60,679/-	Paid vide SBI DD No.543051 dt 09 Feb 13.

**Pollution in Cities**

2173. SHRI K. SHIVAKUMAR ALIAS J.K. RITHEESH:  
SHRI BADRUDDIN AJMAL:  
SHRIMATI MEENA SINGH:  
SHRI NARANBHAI KACHHADIA:

Will the Minister of ENVIRONMENT AND FORESTS

be pleased to state:

(a) whether the big industries and factories are spreading pollution in various States of the country including northeastern States;

(b) if so, the details thereof along with the details of pollution caused by them;

(c) whether the Government has formulated any scheme to provide assistance to the State Governments for abatement of pollution due to industries;

(d) if so, the details thereof and the amount allocated and expenditure incurred thereon during the last three years, Statewise; and

(e) the punitive action taken by the Government against the polluting industries?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRIMATI JAYANTHI NATARAJAN): (a) and (b) The Central and State Pollution Control Boards have identified 17 categories of highly polluting industries in various States of the country including north-eastern State. These seventeen categories of industries emit various types of pollutants which include dust emission, emission of hazardous / obnoxious gases and degradable and non-degradable pollutants from their effluents. The polluting categories of industries which are located in the north-eastern States particularly in Assam

and Meghalaya include Pulp and Paper Mills, Petroleum Oil Refineries, Fertiliser and Cement Plants. The Statewise status of pollution control compliance in these 17 categories of industries is given the enclosed Statement-I.

(c) and (d) A Centrally Sponsored Scheme of Common Effluent Treatment Plants is under implementation in the Ministry for enabling the small scale industries to set up new and upgrade the existing Common Effluent Treatment Plants to cover all the States in the country. The Statewise funds released thereon are given in the enclosed Statement-II.

(e) The CPCB under its Environment Surveillance Programme is carrying out surprise inspections of industries to verify the compliance. The directions issued under Section 5 of the Environment (Protection) Act, 1986 and under Section 18 (i) (b) of the Water (Prevention and Control of Pollution) Act, 1974 and Air (Prevention and Control of Pollution) Act, 1981 are given in the enclosed Statement-III, which include directions for closure of industries.

**Statement-I**

*State-wise Status of 17 Categories of Highly Polluting Industries (As on August 31, 2012)*

Sl. No.	State	Complying	Non Complying	Closed	Total
1	2	3	4	5	6
1	Andhra Pradesh	357	78	31	466
2	Arunachal Pradesh	2	0	0	2
3	Assam	20	4	0	24
4	Bihar	19	2	2	23
5	Chhattisgarh	71	6	1	78
6	Chandigarh	0	0	0	0
7	Daman and Diu	2	0	1	3
8	Delhi	2	0	0	2
9	Goa	14	0	1	15
10	Gujarat	302	7	8	317
11	Haryana	112	20	13	145
12	Himachal Pradesh	16	2	3	21

1	2	3	4	5	6
13	Jharkhand	19	7	3	29
14	Jammu and Kashmir	7	0	3	10
15	Karnataka	123	22	16	161
16	Kerala	23	13	15	51
17	Lakshadweep	0	0	0	0
18	Madhya Pradesh	65	16	2	83
19	Maharashtra	325	206	59	590
20	Meghalaya	13	1	0	14
21	Mizoram	1	0	0	1
22	Nagaland	0	0	0	0
23	Odisha	37	17	11	65
24	Puducherry	5	2	0	7
25	Punjab	50	18	18	86
26	Rajasthan	90	32	31	153
27	Sikkim	0	1	0	1
28	Tamil Nadu	210	10	11	231
29	Tripura	11	2	2	15
30	Uttar Pradesh	278	45	78	401
31	Uttarakhand	27	19	3	49
32	West Bengal	48	66	15	129
Total		2249	596	327	3172

**Statement-II**

*State-wise funds released during the last three years under the scheme of Common Effluent Treatment Plants*  
(Rupees in lakhs)

Sl. No.	State Pollution Control Board	2009-10	2010-11	2011-12
1	2	3	4	5
1.	Andhra Pradesh	60.00	00.00	00.00
2.	Gujarat	304.89	418.51	199.46

1	2	3	4	5
3. Maharashtra		49.85	150.63	70.54
4. Rajasthan		82.26	-	00.00
<b>Total</b>		<b>497.00</b>	<b>569.14</b>	<b>270.00</b>

**Statement-III***Summary of Directions issued during last Three Years & Current Year*

Year	No. of directions issued to the units under Section 5 of E(P)A, 1986			No. of directions issued to the SPCBs/PCCs for units under Section 18(1) (b) of the Water/Air Acts		
	No. of Directions for compliance	No. of directions for Closure	Total	No. of Directions for compliance	No. of directions for Closure	Total
During 2009-10	10	9	19	27	4	31
During 2010-11	62	17	79	28	5	33
During 2011-12	79	18	97	48	6	54
During 2012-13 (till Dec 31, 2012)	102	41	143	30	8	38
<b>Total</b>	<b>253</b>	<b>85</b>	<b>338</b>	<b>133</b>	<b>23</b>	<b>156</b>

**Welfare of Construction Workers**

2174. SHRIMATI PARAMJIT KAUR GULSHAN:

SHRIMATI MANEKA GANDHI:

SHRI R. DHROUVANARAYANA:

SHRI M. KRISHNASSWAMI:

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

(a) the steps taken by the Government to implement the Building and other Construction Workers (Regulation of Employment and Conditions of Service) Act, 1966;

(b) whether the Government has collected Rs. 350 crores for (the welfare of the labourers engaged in construction under the said Act;

(c) if so, the details thereof;

(d) the number of labourers who have been benefited from the said amount during the last three years and the current year;

(e) whether the construction workers have been kept out of the Provident Fund List; and

(f) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI KODIKKUNNIL SURESH): (a) to (d) A Statement is enclosed.

(e) No, Madam.

(f) Does not arise.

**Statement**

(a) The Central Government has framed Building and Other Construction Workers (RIECS) Central Rules, 1998, constituted Central Advisory Committee, notified appointment of Director General (Inspection) under the Act. The Union Government has been issuing instructions to the States for speedy and proper implementation of the Building and Other Construction Workers (Regulation of Employment and Conditions of Service) Act, 1996 and the Building and Other Construction Workers' Welfare Cess Act, 1996 from time to time at appropriate levels. Instructions were issued under section 60 of the Building and Other Construction Workers (Regulation of Employment and Conditions of Service) Act, 1996 by the Union Secretary (Labour & Employment) on 27.09.2010. Union Minister of Labour & Employment has also written to the Chief Ministers of the States/UTs in April, 2010 and recently on 5th June, 2012 requesting them to take steps for collecting and utilizing cess and implementing the Acts. Union Secretary (Labour & Employment) has also written to Chief Secretaries of the States/UTs on 29th June, 2012 suggesting, *inter-alia*, to take steps for accelerating registration of workers, drawing out strategies for implementing model schemes of the Central Government and utilizing welfare funds for vocational training and skill development of the construction workers and their children.

(b) to (d) As per the Building and Other Construction Workers (Regulation of Employment and Conditions of Service) Act, 1996, the State Building and Other Construction Worker Welfare Board constitutes a fund called Building and Other Construction Workers Welfare Fund. The main source of the fund is cess @ 1% of the construction cost collected by State Governments which is transferred to the Boards as provided in the Building and Other Construction Workers Cess Act, 1996. As per the information received from State Governments, the total amount collected as construction cess as on 30.09.2012 is Rs. 7057.29 Crore, out of which Rs. 11009 Crore has been utilised for welfare of construction workers.

The detail about the number of labourers who have been benefitted from the said amount during the last three years and the current year is not maintained at Central level.

**Development of National Highways**

2175. SHRI LAXMAN TUDU:  
SHRIMATI RAMA DEVI:  
SHRI A.T. NANA PATIL:  
SHRI S. ALAGIRI:  
SHRI NAMA NAGESWARA RAO:  
SHRI YASHBANT LAGURI:  
SHRI DUSHYANT SINGH:  
SHRI K.P. DHANAPALAN:  
SHRI RAO SAHEB DANVE PATIL:  
PROF. SAUGATA ROY:

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

(a) the details of the targets fixed by the Government for award of road projects and achieved during the current financial year;

(b) the State-wise details of the new / on-going National Highway projects in the country especially in the State of Maharashtra including Jalgaon district;

(c) whether the Government has decided to take up certain road projects on Engineering, Procurement and Construction (EPC) mode and if so, the details thereof alongwith the problems, if any, being faced by the Government in road projects under the said mode;

(d) the State-wise details of the pending proposals, if any, for construction of National Highways (NHs) in the country particularly in Eastern States during the current financial year along with the reasons therefor and the time by which these pending proposals are likely to be cleared;

(e) whether the Government proposes to provide compensation to the developers for delay in road projects and if so, the details thereof along with the basis on which compensation will be calculated; and

(f) the details of the complaints, if any, received by the Government with regard to law and order problem at various toll plazas located on National Highways of the country along with the action taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI SARVEY SATYANARAYANA): (a) The targets and achievement for award of road projects under National Highways Development Project (NHDP), Special Accelerated Road

Development Programme for North Eastern Region (SARDP-NE) and Left Wing Extremist (LWE) affected areas during the current financial year are as under:

Target : 12455 km.

Achievement : 1686 km.

(b) The State-wise details of the new/on-going National Highway (NH) projects in the country including Maharashtra are given in the enclosed Statement.

(c) The Government has decided to take up about 4,000 km of NHs on Engineering, Procurement and Construction (EPC) mode. As of now, no problem has been envisaged in implementing the projects on EPC mode.

(d) The development of NHs is a continuous process. The proposals received from the State Governments if found technically acceptable are sanctioned within the available sanction ceiling which is determined by accounting allocation for a particular State and liabilities of the on-going sanctioned works. The proposals not sanctioned during the financial year stands returned unapproved.

(e) The compensation to the developers is provided in case the delays are attributed to the employer and are determined as per the provision of the concession agreement.

(f) Complaints are received from time to time with regards to law and order problem. These complaints are referred to local administration and resolved.

#### **Statement**

*State-wise details of new/on-going development projects on National Highways (NHs) excluding Special Accelerated Road Development Programme for North Eastern Region (SARDP-NE) and Left Wing Extremist (LWE) affected areas in the country:*

Sl.No.	Name of the State/Union Territory	No. of projects
1	2	3
1	Andhra Pradesh	58
2	Assam	48

1	2	3
3	Bihar	50
4	Chandigarh	01
5	Chhattisgarh	29
6	Goa	02
7	Gujarat	32
8	Haryana	37
9	Himachal Pradesh	43
10	Jammu and Kashmir	09
11	Jharkhand	48
12	Karnataka	61
13	Kerala	42
14	Madhya Pradesh	54
15	Maharashtra	83
16	Manipur	22
17	Meghalaya	20
18	Mizoram	14
19	Nagaland	16
20	Odisha	25
21	Puducherry	02
22	Punjab	26
23	Rajasthan	44
24	Tamil Nadu	56
25	Uttar Pradesh	76
26	Uttarakhand	55
27	West Bengal	27

[Translation]

#### **Check on Illegal Constructions in Forest Area**

2176. SHRI TUFANI SAROJ: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the cases of illegal construction in river valley and forest area are on the rise in the country during the last three years;

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

(c) whether any legal action has been initiated to check these activities;

(d) if not, the reasons therefor; and

(e) the steps taken by the Government under Environment and Forest Laws to curb such activities?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRIMATI JAYANTHI NATARAJAN): (a) and (b) No such reports have come to the notice of the Ministry. However, sporadic incidents of illegal activities including encroachments in the forest area do take place. The details of forest areas under encroachment are given in the enclosed Statement.

(c) to (e) Existing policy and legal measures such as National Forest Policy 1988, National Environment Policy 2006, Indian Forest Act 1927, Wildlife (Protection) Act 1972, Forest (Conservation) Act 1980, Environment (Protection) Act 1986 etc. contain the provisions for check on such illegal activities.

**Statement**

Sl. No.	Name of States/UTs	Area Under Encroachment (in ha.)	As on (Date)
1	2	3	4
1	Andhra Pradesh	2,57,000.00	27.07.2011
2	Bihar	356.00	16.02.2013
3	Chhattisgarh	1,18,494.60	07.03.2011
4	Gujarat	34,791.00	19.03.2011
5	Goa	Nil	25.02.2013
6	Haryana	184.63	20.07.2011
7	Himachal Pradesh	4,600.00	21.08.2012
8	Jharkhand	27,360.21	31.07.2012
9	Jammu and Kashmir	13,360.09	17.10.2012

1	2	3	4
10	Karnataka	1,15,648.23	14.03.2011
11	Kerala	41,063.30	27.02.2012
12	Madhya Pradesh	4,87,438.47	19.10.2011
13	Maharashtra	1,83,171.80	09.08.2011
14	Odisha	78,505.08	22.07.2011
15	Punjab	7,404.00	31.01.2011
16	Rajasthan	31,659.53	31.03.2011
17	Tamil Nadu	15,320.37	31.03.2012
18	Uttar Pradesh	26,831.10	15.02.2013
19	Uttarakhand	9,676.00	31.03.2010
20	West Bengal	12,660.97	31.03.2010
21	Arunachal Pradesh	58,553.07	04.03.2011
22	Assam	3,30,400.00	11.09.2012
23	Manipur	1,918.37	10.04.2012
24	Meghalaya	9,378.00	12.03.2011
25	Mizoram	23,933.12	08.04.2011
26	Nagaland	12,057.90	26.07.2011
27	Sikkim	3,232.87	13.03.2012
28	Tripura	47,758.14	16.03.2011
29	Andaman and Nicobar Islands	3,326.63	10.03.2011
30	Chandigarh	14.00	11.03.2011
31	Dadra and Nagar Haveli	613.30	29.04.2011
32	Daman and Diu	87.83	28.09.2010
33	Lakshadweep	Nil	28.08.2010
34	New Delhi	629.51	11.04.2012
35	Puducherry	Nil	21.10.2010
Grand Total		19,57,428.12	

**General Reserve Engineer Force Act**

2177. CAPT. JAI NARAIAN PRASAD NISHAD: Will the Minister of DEFENCE be pleased to state:

(a) whether General Reserve Engineer Force (GREF) Act was enacted for GREF employees as per the accepted recommendations of the Sixth Pay Commission;

(b) if so, the details thereof; and

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

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

(a) to (c) In pursuance of recommendation of the 6th Central Pay Commission a committee was constituted in Directorate General Border Roads (Dte GBR) to frame General Reserve Engineer Force (GREF) service Rules / Act to regulate the service conditions of GREF personnel. The draft GREF Act submitted by Dte GBR to Border Roads Development Board Secretariat was circulated to the Chief Engineers and Superintendent Engineers of GREF. The general response received from them was in favour of continuing with the present system and that there was no need for bringing in a fresh formulation as an Act or Rules.

The matter was further discussed with the various stakeholders and examined by the Government and it was decided that no useful purpose would be served by bringing in a fresh formulation as an Act or Rules for GREF. Hence, the said recommendation of 6th CPC was not accepted.

**Import of Used Clothes**

2178. SHRI JAYWANT GANGARAM AWALE: Will the Minister of TEXTILES be pleased to state:

(a) whether the Government has taken note of heavy losses suffered by domestic cloth industry due to import of the used clothes from various countries;

(b) if so, details thereof, country-wise and the loss of foreign exchange as a result thereof;

(c) whether the Government proposes to impose a ban on import of the used clothes; and

(d) if so, details thereof along with the action taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS AND MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI): (a) Under the Custom Tariff Act 2012-13, the import of second hand clothing/worn clothing is covered under chapter 63, HS code 63090000—worn clothing and other worn articles attracts a standard rate of import duty of 10%. The import duty protects domestic industry from losses.

(b) Does not arise.

(c) No madam, Government has not considered imposing a ban on import of worn clothes.

(d) Does not arise.

[English]

**Upgradation of Highways**

2179. SHRI PRADEEP KUMAR SINGH: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the rank of Bihar in terms of National Highway (NH) length;

(b) the length of National Highways notified in India particularly in Bihar during the last three years and the current year;

(c) whether the Government proposes to upgrade State Highways into National Highways in the State; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI SARVEY SATYANARAYANA): (a) The rank of Bihar in terms of total length of the National Highways is 9.

(b) The length of National Highways notified in India is approximately 8734.423 Kms. and length of National Highways notified particularly in Bihar is approximately 526 Kms. during the last three years and the current year.

(c) and (d) Expansion of National Highway network is a continuous process and declaration of new National Highway is taken up from time to time depending upon, requirement of connectivity, inter-se priority and availability of funds.

**Soldiers at Siachen**

2180. DR. SANJEEV GANESH NAIK: Will the Minister of DEFENCE be pleased to state:

(a) whether the soldiers posted at Siachen are facing a lot of problems including home sickness;

(b) if so, the details thereof; and

(c) the corrective steps taken / proposed to be taken by the Government in this regard?

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

(a) to (c) Deployment on extreme High Altitudes such as Siachen Glacier requires troops to be physically conditioned and acclimatized to enable them to withstand vagaries of terrain and be physically conditioned to effectively safeguard our borders. To ensure that soldiers are physically fit, mentally alert and psychologically motivated, a number of measures / facilities / provisions have been ensured including proper clothing, diet, habitat, regular interaction by Commanders, grant of leave etc. including counselling.

[Translation]

**New Steel Policy**

2181. SHRIMATI RAMA DEVI:  
SHRI YASHBANT LAGURI:  
SHRI RAVNEET SINGH:  
SHRI E.G. SUGAVANAM:

Will the Minister of STEEL be pleased to state:

(a) whether the Government proposes to formulate a new steel policy;

(b) if so, the details thereof along with the present status in this regard and the time likely to be taken in the implementation of new steel policy;

(c) whether there has been a steady increase in the price of steel in the domestic market despite the low cost of the raw material;

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

(e) the steps being taken and incorporated in the proposed steel policy to contain the price of steel in the domestic market?

THE MINISTER OF STEEL (SHRI BENI PRASAD VERMA): (a) and (b) Yes, Madam. As the matter involves detailed discussions with various stakeholders and with different Ministries / Departments, at this stage it is difficult to indicate by when the new Policy will be finalised.

(c) and (d) The prices of steel items in the domestic market have been fluctuating in accordance with the domestic market conditions, international steel prices, raw material prices and other inputs. A table indicating quarterly price movement in respect of HR Coil and TMT bar in, the domestic market for the period from March, 2010 to February, 2013 is given in the enclosed Statement-I. A Table indicating the quarterly price movement of critical raw materials like iron ore and coking coal for the period from March, 2010 to February, 2013 is given in the enclosed Statement-II.

Although the prices of Coking Coal have decreased (in rupee terms) by 77.15.20%, there is an increase of 27.86% (in rupee terms) in the prices of iron ore during the last 3 years. However, the prices of steel products like Hot Rolled Coil and TMT bar have increased by 34.38% and 35.64% respectively during the said period. This is due to increase in cost of crucial raw materials, labour, transportation and other inputs.

(e) Steel, in the country is a de-regulated sector. Accordingly, prices of various steel products are decided by individual producers based on market conditions including demand-supply scenario, trend of international steel prices, cost of raw materials and other inputs etc. Government has no direct role in fixation of steel prices. However, Government intervenes through fiscal measures, as and when need arises to maintain steady supply position and to boost steel production in the country.

**Statement-I**

*Retail Steel price Movement in Delhi Market during March, 2010 to February, 2013*

(Rs. Per Tonnes)

Month	Hot Rolled Coils 2.00 mm	TMT 10mm
1	2	3
March, 2010	36240	35100

1	2	3	1	2	3
June, 2010	44660	39210	Dec, 2011	47430	46370
Sept., 2010	43320	36350	March, 2012	47630	47670
Dec, 2010	44840	36930	June, 2012	49050	50280
March, 2011	45540	41990	Sept., 2012	48840	49580
June, 2011	43330	43220	Dec, 2012	48650	48710
Sept., 2011	43210	43870	Feb., 2013	48700	47610

Indicative price in Delhi market inclusive of transportation, taxes & duties. (*Source: JPC*)

### **Statement-II**

*Price of Critical Raw Materials for Steel during March, 2010 to February, 2013*

Month	\$/Tonne*		Exchange Rate	Rs. Per Tonne***	
	Coking Coal	Iron Ore	Rs. Per US \$ **	Coking Coal	Iron Ore
March, 2010	232.5	143.0	45.59	10600	6520
June, 2010	225.0	148.5	46.41	10442	6892
Sept., 2010	202.5	145.5	46.81	9478	6810
Dec, 2010	222.5	173.5	45.33	10086	7865
March, 2011	325.0	173.5	45.25	14705	7850
June, 2011	310.0	176.0	44.76	13876	7878
Sept., 2011	302.5	186.5	47.55	14385	8869
Dec, 2011	225.0	141.5	53.54	12046	7575
March, 2012	214.5	148.5	50.38	10806	7481
June, 2012	223.5	137.5	55.41	12385	7619
Sept., 2012	146.0	103.5	54.30	7928	5620
Dec, 2012	159.0	130.0	54.45	6657	7078
Feb., 2013	165.5	153.5	54.31	8988	8337

*Note:* Price of Coking Coal are spot prices of hard coking coal FOB Australia Price of Iron Ore are spot prices of 63.5% Fe Iron Ore CFR China

(*Source: \*SBB, as provided by Economic Research Unit, Ministry of Steel.*

\*\*Economic Research Unit, Ministry of Steel.

\*\*\* Estimated by Economic Research Unit, Ministry of Steel.)

*[English]***Funds Sanctioned for Construction of Stadia**

2182. SHRI SURESH KUMAR SHETKAR:  
 SHRI SAMEER BHUJBAL:  
 SHRI PONNAM PRABHAKAR:  
 SHRI RAVINDRA KUMAR PANDEY:  
 SHRI P. VISWANATHAN:  
 SHRI RAM SINGH KASWAN:  
 SHRI P.L. PUNIA:  
 SHRIMATI YASHODHARA RAJE SCINDIA:  
 SHRIMATI MAUSAM NOOR:

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

(a) whether the Government proposes to construct modern stadia in every district of the country including North Eastern States and mini stadia in rural areas to encourage youths for participation in sports;

(b) if so, the details thereof along with the details of stadia built during the 12th Five Year Plan, State-wise/UT-wise/ district-wise;

(c) the details of funds allocated by the Government in this regard during the Twelfth Five Year Plan, State-wise/UT wise;

(d) the number of stadia under construction at present as on date; State wise; and

(e) the steps taken for the timely completion of these projects and also to ensure quality construction?

THE MINISTER OF STATE OF THE MINISTRY OF YOUTH AFFAIRS AND SPORTS AND MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI JITENDRA SINGH): (a) No, Madam.

(b) to (e) Does, not arise.

**Reservation for Ex-servicemen**

2183. SHRI ANANTH KUMAR:  
 SHRI NISHIKANT DUBEY:

Will the Minister of DEFENCE be pleased to state:

(a) the details of the total number of posts reserved for Ex-servicemen in Government and Public Sector Undertakings which have been lying vacant for the last three years, department-wise;

(b) the reasons therefor; and

(c) the action taken / proposed to be taken by the Government to fill up these vacancies within a time frame?

THE MINISTER OF STATE OF THE MINISTRY OF YOUTH AFFAIRS AND SPORTS AND MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI JITENDRA SINGH): (a) and (b) There is no provision for earmarking of posts exclusively for ex-servicemen therefore the data on the actual number of reserved posts and unfilled vacancies earmarked for the Ex-servicemen are not maintained. Percentage-wise reservation ranging from 10% to 24.5% of the available vacancies in Group C & D posts in Central Government and Central Public Sector Undertakings / Banks have been provided for the willing and eligible ex-servicemen. Most State Governments also provide reservation to ex-servicemen in State Government jobs. 10% vacancies are reserved in all the posts upto the level of Assistant Commandant in all para-military forces. Moreover, suitable age relaxation is available for the ex-servicemen in services or posts filled by direct recruitment.

(c) The reservation policy for Ex-servicemen is implemented by the concerned Government / Departments, Public Sector Undertakings and Banks. It is the responsibility of concerned organization to fill the vacant posts. However the government endeavours to explore every possible avenue for increasing employment opportunities for the Ex-servicemen through various initiatives including pre and post retirement trainings and awareness programmes. The Department of Ex-servicemen Welfare has no mandate to monitor the job reservations for Ex-servicemen.

**Clearances to Projects**

2184. SHRI SHIVARAMA GOUDA:  
 SHRI NALIN KUMAR KATEEL:

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

(a) whether the Government has imposed moratorium on grant of more environmental clearances for projects situated in polluted industrial clusters in the country;

(b) if so, the details thereof;

(c) whether the Government has taken any steps to restore the environmental quality in the polluted clusters;

(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 (SHRIMATI JAYANTHI NATARAJAN): (a) and (b) Based on the identification of industrial clusters/areas by the Central Pollution Control Board (CPCB) as critically polluted, Ministry of Environment & Forests vide Office Memorandum dated 13.1.2010 had imposed a temporary restriction on consideration of developmental projects for environmental clearance in 43 critically polluted areas (CPAs) in the country.

(c) to (e) Comprehensive remedial action plans for the identified critically polluted industrial clusters are prepared by concerned State Pollution Control Boards (SPCBs). An effective implementation of these remedial action plans is likely to help in the abatement of pollution and thereby, restore the environmental quality of industrial clusters.

Moratorium has been lifted in respect of 26 CPAs based on action plans submitted by the concerned SPCB.

[*Translation*]

### Condition of Martyrs

2185. SHRIMATI SUMITRA MAHAJAN: Will the Minister of DEFENCE be pleased to state:

(a) the number of soldiers martyred in various parts of the country during each of the last three years and the current year, State-wise;

(b) whether full compensation has been given by the Government to the next-of-kins of these martyred soldiers;

(c) if so, the details thereof;

(d) whether there are still a number of such families that have not been given compensation so far;

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

(f) the details of effective steps being taken by the Government to give compensation to the bereaved families?

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

(a) Details of number of soldiers from Army martyred during the last three years and the current year, State-wise are as under:

Sl. No.	State	2010	2011	2012	2013
1	2	3	4	5	6
1.	Andhra Pradesh	2	2	2	-
2.	Assam	2	1	4	-
3.	Bihar	16	1	9	-
4.	Gujarat	4	0	1	-
5.	Haryana	15	4	5	-
6.	Himachal Pradesh	9	2	6	-
7.	Jammu and Kashmir	16	9	2	-
8.	Jharkhand	6	0	0	-
9.	Karnataka	3	4	0	-
10.	Kerala	1	0	1	-
11.	Madhya Pradesh	9	2	2	1

1	2	3	4	5	6
12. Maharashtra		12	6	6	-
13. Punjab		16	6	10	-
14. Rajasthan		14	10	8	-
15. Tamil Nadu		9	3	3	-
16. Uttar Pradesh		26	10	5	1
17. Uttarakhand		14	9	4	-
18. West Bengal		1	1	3	-
19. Manipur		3	0	2	-
20. Odisha		6	0	1	-
21. Aruhachal Pradesh		0	1	-	-
22. Mizoram		0	1	1	-
23. Nagaland		0	1	-	-
24. Delhi		2	0	2	-
25. Chandigarh		0	0	-	-
26. Meghalaya		-	-	1	-
Total		186	73	78	02

One officer of Navy from Maharashtra was martyred in 2010 whereas there are no cases of IAF personnel being martyred during the above period.

(b) and (c) Compensation has been given to the next-of-kins (NoKs) of the martyred soldiers in each individual case as per extant rules. NoKs are entitled to the several benefits including liberalized family pension, death-cum retirement gratuity, payment from Group insurance Fund, ex-gratia lump sum compensation.

(d) to (f) Does not arise.

#### **Widening of NH-29 and NH-29E**

2186. YOGI ADITYA NATH: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Government proposes to widen and strengthen NH-29 connecting Gorakhpur with Varanasi & NH-29E connecting Gorakhpur and Sonauli;

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

(c) the steps taken or being taken by the Government for expeditious completion of this project?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI SARVEY SATYANARAYANA): (a) to (c) Yes, Madam. Varanasi to Gorakhpur Section of NH-29 is identified for development to four lanes on Build, Operate & Transfer (BOT) (Toll) mode under National Highways Development Programme (NHDP)-IV through National Highways Authority of India (NHAI) while Gorakhpur to Sonauli Section of NH-29E is identified for development to two-lanes with paved shoulder on Engineering, Procurement and Construction (EPC) mode under NHDP-IV through Uttar Pradesh Public Works Department (UP PWD). Feasibility Studies for both the projects have been awarded.

**Youth Hostels**

2187. SHRI DEORAJ SINGH PATEL:  
SHRI PREMCHAND GUDDU:  
DR. ARVIND KUMAR SHARMA:

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

(a) the number of youth hostels operating in the country including Haryana and Madhya Pradesh;

(b) whether the Government has received any proposals from the various State Governments including Haryana and Madhya Pradesh for setting up of new youth hostels in the States; and

(c) if so, the details and time by which the said proposals are likely to be sanctioned?

THE MINISTER OF STATE OF THE MINISTRY OF YOUTH AFFAIRS AND SPORTS AND MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI JITENDRA SINGH): (a) 81 Youth Hostels have so far been constructed in the country and 3 Youth Hostels are under various stages of construction. Out of 81 Youth Hostels, 69 are functioning under the Department of Youth Affairs and 12 Youth Hostels have been transferred to Nehru Yuva Kendra Sangathan (NYKS), Sports Authority of India (SAI) and respective State Governments for optimum uses for Youth and Sports development. A Statement showing list of Youth Hostels, State-wise/Location-wise is enclosed.

(b) and (c) Proposals to set up youth hostels were received from the State Governments from time to time. However, Planning Commission has advised not to construct any new Youth Hostel but to complete only the ongoing construction of Youth Hostels.

**Statement**

Sl. No.	Name of State/UT	No. of Youth Hostels in the State / Union Territory	Location of Youth Hostel(s)
1	2	3	4
1.	Andaman and Nicobar Islands	1	Port Blair
2.	Andhra Pradesh	8	Secunderabad, Vijayawada, Tirupati, Visakhapatnam, Nagarjunasagar, Warangal, Vizianagaram, Kadapa.
3.	Bihar	1	Patna
4.	Goa	2	Panaji, Padam Mapusa,
5.	Gujarat	1	Gandhinagar
6.	Haryana	7	Panchkula, Kurukshetra, Bhiwani, Gurgaon, Sirsa, Yamuna Nagar, Rewari.
7.	Himachal Pradesh	1	Dalhousie
8.	Jammu and Kashmir	2	Patintop, Srinagar
9.	Karnataka	4	Mysore, Hassan, Tirthameshwar, Sogalu
10.	Kerala	3	Trivandrum, Ernakulam (Kochi), Calicut (Kozhikode)
11.	Madhya Pradesh	3	Bhopal, Jabalpur, Khajuraho
12.	Maharashtra	1	Aurangabad

1	2	3	4
13. Odisha		4	Puri, Joshipur, Gopalpur-on-Sea, Koraput
14. Puducherry		1	Puducherry
15. Punjab		6	Ropar, Amritsar, Sangrur, Patiala, Taran Taran, Jalandhar
16. Rajasthan		4	Jaipur, Jodhpur, Ajmer, Udaipur
17. Tamil Nadu		5	Chennai, Madurai, Thanjavaur, Trichy, Ooty
18. Uttar Pradesh		2	Agra, Lucknow
19. Uttarakhand		4	Mussoorie, Uttarkashi, Nainital, Badrinath
20. West Bengal		1	Darjeeling
21. Assam		2	Guwahati, Tezpur
22. Manipur		1	Imphal
23. Meghalaya		1	Shillong
24. Mizoram		1	Aizwal
25. Nagaland		1	Dimapur
26. Sikkim		1	Gangtok
27. Tripura		1	Agartala
Total		69	

*List of Youth Hostels Under Construction*

Sl. No.	Name of State/UT	No. of Youth Hostels	Location of Youth Hostel (s)
1.	Arunachal Pradesh	1	Roing
2.	Manipur	2	Churachandpur & Thoubal

*Note:* The following Youth Hostels have been transferred to NYKS/State Govt./SAI:-

(1) Bilaspur (HP), (2) Nagrota (J&K), (3) Buldana (Maharashtra), (4) Burdwan (W.B.), (5) Churulia (W.B.), (6) Naharlagun (Arunachal Pradesh), (7) Golaghat (Assam), (8) Nagaon (Assam), (9) Ukhrul (Manipur), (10) Tura (Meghalaya), (11) Mokokchung (Nagaland) & (12) Namchi (Sikkim).

[English]

**Prohibition of Contract Labour**

2188. SHRI CHANDRA KANT KHAIRE:  
SHRI S. ALAGIRI:

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

(a) whether the Government has issued notifications prohibiting employment of contract labour in the Central Sphere;

(b) if so, the details of prohibited sector of employment of contract labour;

(c) the details of violation of this Notification during each of the last three years and the current year; and

(d) the action taken against such violation along with the result achieved therein?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI KODIKKUNNIL SURESH): (a) and (b) The Government has issued 84 notifications from time to time to prohibit employment of contract labour in various establishments in the Central sphere under section 10 of the Contract Labour (Regulation & Abolition) Act, 1970. The details of these prohibition notifications is available on the website of Ministry of Labour and Employment under the following link:

<http://labour.nic.in>

Main Secretariat/Divisions DGLW [http://labour.nic.in/content/dglw/welcome.html\\_Notification/Circulars/Orders](http://labour.nic.in/content/dglw/welcome.html_Notification/Circulars/Orders)

(c) The Details of violation under Section 10(1) of Contract Labour (Regulation & Abolition) Act, 1970 in the Central Sphere Establishments during the years 2011-11 to 2011-12 and 2012-13\* are as under:

Year	No. of inspections conducted	No. of Prosecutions filed in Court	No. of convictions
2010-11	24	18	--
2011-12	15	20	01
2012-13	54	47	01

\*Upto December, 2012

(d) Inspection Report cum show cause notices were issued to the defaulting employers and prosecutions have been launched against the defaulting employers and the cases are pending in respective Courts.

[*Translation*]

#### **Widening of Highways**

2189. SHRI SANJAY SINGH CHAUHAN:  
SHRI NISHIKANT DUBEY:  
SHRI PRALHAD JOSHI:  
SHRI P. KARUNAKARAN:  
SHRI A. SAMPATH:  
SHRI P.K. BIJU:  
SHRI M.B. RAJESH:

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

(a) the total length of two/four/six and eight-lane National Highways (NHs) in the country, State-wise;

(b) the State-wise details of the targets fixed and achieved by the Government for conversion of National Highways into two/four/six and eight-lane especially in the State of Kerala and Jharkhand during the last three years and the current years along with the expenditure incurred thereon;

(c) whether the Government has achieved the above targets and if so, the details thereof and if not, the reasons therefor along with their present status; and

(d) whether the Government/National Highways Authority of India (NHAI) has taken any decision to stop major repair works of the National Highways in Kerala and if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI SARVEY SATYANARAYANA): (a) The State/Union Territory (UT)-wise details of two/four/six and eight-lane National Highways (NHs) in the country are given in the enclosed Statement-I.

(b) and (c) The year-wise details of targets and achievements for construction of roads including conversion of NHs into two/four/six and eight-lane during the last three years and the current year along with expenditure incurred thereon are given in the enclosed Statement-II.

Shortfall in achieving the targets are mainly due to the lesser number of projects awarded in the earlier years, economic slowdown and shortage of skilled / semi-skilled manpower, problems in land acquisition, shifting of utilities, environment and forest clearance, approval for Road Over Bridges (ROBs) from Railways. In order to expedite the pace of construction the process of award of projects has been speeded up by introducing changes in Request for Qualification (RFQ) / Request for Proposals (RFP) documents/award process. In order to expedite implementation of projects, Regional Offices (ROs) have been set up by National Highways Authority of India (NHAI) each headed by Chief General Manager (CGM) for close monitoring. Powers have been delegated to the CGMs for expediting forest / environmental clearances and monitor land acquisition matters as well as implementation of

projects. Special Land Acquisition units have also been set up to expedite land acquisition. The Chief Secretaries of State Governments have been nominated as Nodal Officer to expedite highway projects. Projects are also closely and periodically reviewed at Headquarters as well as field units.

(d) No, Madam.

**Statement-I**

*The State/Union Territory (UT)-wise details of two/four/six and eight-lane National Highways (NHs):*

(Length in km.)

Sl. No.	State/Union Territory (UI)	Length of two/four/six and eight-lane NHs
1	2	3
1.	Andhra Pradesh	4,603
2.	Arunachal Pradesh	216
3.	Assam	2,435
4.	Bihar	2,569
5.	Chandigarh	24
6.	Chhattisgarh	1,919
7.	Delhi	80
8.	Goa	227
9.	Gujarat	3,471
10.	Haryana	1,602
11.	Himachal Pradesh	664
12.	Jammu and Kashmir	892
13.	Jharkhand	1,378
14.	Karnataka	3,576
15.	Kerala	1,159
16.	Madhya Pradesh	3,938
17.	Maharashtra	4,206
18.	Manipur	467

1	2	3
19.	Meghalaya	506
20.	Mizoram	243
21.	Nagaland	203
22.	Odisha	3,028
23.	Puducherry	53
24.	Punjab	1,557
25.	Rajasthan	5,708
26.	Tamil Nadu	4,883
27.	Tripura	38
28.	Uttarakhand	478
29.	Uttar Pradesh	7,460
30.	West Bengal	2,203

**Statement-II**

*The year-wise details of targets and achievements for construction of roads including conversion of NHs into two/four/six and eight-lane during the last three years and the current year along with expenditure incurred thereon:*

Year	Target* (km.)	Achievement*(km.)	Expenditure* (Rs. Crore)
2009-10	5,920	5,164	14,469.25
2010-11	5,534	4,334	18,628.03
2011-12	5,824	5,013	28,393.69
2012-13	6,092	4,489	16,458.66

\$ - Upto February, 2013.

\* - Also includes SARDP & LWE.

[English]

**Black Listed Companies**

2190. SHRI KALIKESH NARAYAN SINGH DEO:  
SHRI AJAY KUMAR:  
SHRI HARIBHAU JAWALE:

Will the Minister of DEFENCE be pleased to state:

(a) the details of defence companies that have been blacklisted by the the Government;

(b) the details of deals that the Army, Navy and Air Force have had with these blacklisted companies and amount spent in purchasing equipment from these companies;

(c) whether such companies are still selling their products to Indian Armed Forces;

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

(e) the action taken against the persons found involved in such activities; and

(f) the steps taken by the Government to, check recurrence of such activities?

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

(a) Government has blacklisted following 6 firms for a period of ten years vide Ministry of Defence ID No.31013/4/2008/D(Vig) dated 11th April, 2012:

- (i) M/s Singapore Technologies Kinetics Ltd. (STK).
- (ii) M/s Israel Military Industries Ltd. (IMI).
- (iii) M/s Rheinmetall Air Defence (RAD), Zurich.
- (iv) M/s Corporation Defence, Russia (CDR).
- (v) M/s T.S. Kisan & Co. Pvt. Ltd. New Delhi.
- (vi) M/s R.K. Machine Tools Ltd., Ludhiana.

(b) All ongoing contracts between Ordnance Factory Board (OFB) and above noted companies have been cancelled.

(c) and (d) No further contracts have been signed with any blacklisted company.

(e) CBI has filed a Chargesheet against Shri Sudipta Ghosh, ex DGOF, for receipt of illegal gratification from the above mentioned firms. The case is sub-judice in the CBI Special Court, Kolkata. In addition, the Ministry has separately initiated departmental proceedings against Shri Sudipta Ghosh, ex DGOF, under Rule 9 of CCS (Pension) Rules 1972.

Whenever any allegation of corruption in defence deals is received, suitable action is taken against the vendors and persons found guilty in such cases.

(f) The Defence Procurement Procedure (DPP) contains stringent provisions aimed at ensuring the highest degree of probity, public accountability and transparency.

The Standard clauses in a contract include the following to check any irregularities:

- (i) Signing of Pre-integrity Pact
- (ii) Penalty for use of undue influence
- (iii) Prohibiting use of agents and payment of commissions.

#### **Pollution in Jam Nagar**

2191. SHRI KUNVARJIBHAI MOHANBHAI  
BAVALIYA:

SHRI MANSUKHBHAI D. VASAVA:

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

(a) whether the Government has conducted any study of increasing pollution in coastal areas, State-wise including coastline of Jamnagar in Gujarat;

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

(c) the action taken by the Government to control the source of pollution in these areas?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRIMATI JAYANTHI NATARAJAN): (a) and (b) The Ministry of Earth Sciences (MoES) is monitoring water quality, including parameters related to pollution, in coastal areas at selected locations. The locations being monitored State-wise are (i) Gujarat (Vadinar, Veraval, Hazira), (ii) Maharashtra (Mumbai, Worli, Ratnagiri, Malvan), (iii) Goa (Mandovi), (iv) Karnataka (Mangalore), (v) Kerala (Kochi), (vi) Lakshadweep (Kavaratti), (vii) West Bengal (Sandheads, Hooghly), (viii) Odisha (Paradip), (ix) Andhra Pradesh (Visakhapatnam, Kakinada), (x) Tamil Nadu (Ennore, Tuticorin), (xi) Puducherry (Puducherry) and (xii) Andaman and Nicobar (Port Blair).

Over 25 parameters on coastal water quality are monitored periodically to assess the status and trend of pollution. In general, over the years, there is a moderate increase in concentration of nutrients and pathogenic bacteria, due to disposal of industrial, agricultural, and

domestic wastes. In Gujarat, Vadinar is monitored in coastline of Jamnagar where the water quality is observed to be good, with normal levels of nutrients.

(c) The following steps have been taken to prevent and control coastal pollution:

- (i) Control of Industrial pollution under the provisions of Water (Prevention and Control of Pollution) Act, 1974.
- (ii) Ensuring pollution control compliance in 17 categories of highly polluting industries.
- (iii) Urban centers discharging wastewater in aquatic resources and having no treatment facilities have been identified for suitable action.
- (iv) With respect to industrial effluents, consent management for compliance of standards is being enforced by State Pollution Control Boards / Pollution Control Committees to improve the water quality.

*[Translation]*

#### **Construction of Pathway**

2192. DR. RAGHUVANSH PRASAD SINGH: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether National Highways (NHs) Nos. 77 & 102 are being constructed as per the norms fixed by the Government/National Highways Authority of India (NHAI) for construction of National Highways and if so, the details thereof;

(b) whether a large number of kanwarias visit Garib Sthan in Muzaffarpur and Chaumukhi Sthan in Vaishali and offer holy water during the month of shraavan through these routes every year;

(c) if so, whether for Government has taken a decision/steps to construct pathway for kanwarias on these routes; and

(d) if so, the details thereof and the time by which it is likely to be constructed?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI SARVEY SATYANARAYANA): (a) to (d) National Highways Authority of India (NHAI) has undertaken construction of National Highway No. 77 to 4-lane from Hazipur-Muzaffarpur section and 2-lane with paved shoulders from Muzaffarpur to Sonbarsa section under National Highway Development Project (NHDP) with target for completion in 2013-14. The projects are being developed as per Ministry's Specifications for Road and Bridge works. The projects include facilities like paved shoulders, bus shelters, service lanes etc. to facilitate road users including kanwarias. National Highway No. 102 from Muzaffarpur-Rewaghat-Chhapra section is also proposed for improvement to 2-lane with paved shoulders with similar facilities for road users under NHDP.

*[English]*

#### **Revenue Loss to Ports**

2193. SHRI FRANCISCO COSME SARDINHA: Will the Minister of SHIPPING be pleased to state:

(a) the details of major ports which are affected due to ban on exports of iron ore and revenue loss registered as a result thereof during the last three years and the current year;

(b) the steps taken/proposed to be taken by the Government to protect the salary and pension of the employees and pensioners in such ports;

(c) whether the Government is planning to extend soft loan in support of the continuous plan and non-plan works in case of ports where revenue loss is more than 60 per cent due to the ban in iron ore export; and

(d) if so, the details of measures taken by the Government in this regard?

THE MINISTER OF SHIPPING (SHRI G.K. VASAN): (a) The details of Major Ports affected by the ban on exports of iron ore and the revenue loss suffered as a result thereof during the last three years and the current year are as under:

Sl. No.	Port	Revenue Loss (Rs. in Crores)			
		2009-10	2010-11	2011-12	2012-13 (provisional)
1	Kolkata	-	31.45	52.10	85.27
2	Paradip	-	20.03	80.99	124.05
3	Visakhapatnam	-	4.65	8.54	8.54
4	Ennore	-	-	71.21	71.21
5	Chennai	-	96.95	129.86	119.03
6	New Mangalore	-	30.04	33.79	36.91
7	Mormugao	-	-	-	198.71

(b) The salary and pension of the employees and pensioners are being paid from the ports resources. The following measures are taken by Major Ports to minimise the losses due to ban on iron ore:-

- (i) Efforts are made to compensate the loss due to ban on iron ore by handling alternate cargo.
- (ii) Creating additional storage to facilitate export of food grains by FCI.
- (iii) Austerity measures to reduce expenditure.
- (iv) Special Voluntary Retirement scheme has been proposed by some Ports.

(c) and (d) A proposal for financial support to meet the operational expenditure in the year 2013-14 has been received from Mormugao Port.

**Violation of e-Waste (Management & Handling)  
Rules, 2011**

2194. SHRI S. ALAGIRI:  
SHRI PRATAPRAO GANPATRAO JADHAO:

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

(a) whether any instance of violation of Separate e-

Waste (Management and Handling) Rules, 2011 have come into the notice of the Government during each of the last two years;

(b) if so, the details thereof; and

(c) the action taken against the above violation?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRIMATI JAYANTHI NATARAJAN): (a) to (c) The Ministry of Environment and Forests (MoEF) has notified the E- Waste (Management and Handling) Rules, 2011. The Rules have come in to effect from 1st May 2012. As per the rules, State Pollution Control Boards (SPCBs) / Pollution Control Committees (PCCs) are responsible for taking action against violations of these rules. In West Bengal, a case of violation was noticed wherein the Central Inland Fisheries Research Institute (CIFRI), Kolkata made an advertisement for auction of e-waste without quoting the condition in tender that e-wastes can only be sold to the registered recycler. The West Bengal Pollution Control Board has directed the CIFRI to stop the sale of e-waste and sell it to the registered recycler as per the provisions of the E- Waste (Management and Handling) Rules, 2011.

**Funds under CAMPA***[Translation]*

2195. SHRI JAGADANAND SINGH:

SHRI JAYANT CHAUDHARY:

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

(a) whether the Government has constituted the Compensatory Afforestation Funds Management and Planning Authority (CAMPA);

(b) if so, the details thereof and the amount allocated in this regard during the last three years and the current year, State-wise;

(c) the number of projects being funded by the CAMPA including the amount of funding received for each project in the country;

(d) the details of utilized/ unutilized amount during the said period, State-wise;

(e) whether any monitoring mechanism has been put in place to keep a vigil on the adequate utilization of the said amount; and

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

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRIMATI JAYANTHI NATARAJAN): (a) to (c) 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 T N 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 accepted the suggestion in the Report of the Central Empowered Committee, *inter-alia*, for the constitution of the Ad-hoc body, viz., the Ad-hoc CAMPA till CAMPA becomes operational and ordered that all the monies recovered on behalf of 'CAMPA' in lieu of diversion of forest land under the Forest (Conservation) Act, 1980 and which are presently lying with the various officials of the State Government be transferred to the bank accounts to be operated by this body. Releases to State CAMPAs are made after considering the Annual Plans of Operation submitted by them with the approval of the State level Steering Committees. Funds for the individual Projects are not sanctioned individually/ separately; these form part of these Annual Plans of Operation. The details of releases to the State CAMPAs since 2009, are indicated in the enclosed Statement.

(d) to (f) Before releasing additional funds to the State CAMPAs in subsequent years, the progress of expenditure on the basis of funds sanctioned earlier, as reflected in the Quarterly Progress Reports furnished by the respective State/UT is examined. A e-based real-time monitoring system specific to utilization of CAMPA funds which has been designed by the National Informatics Centre has also been rolled out in some States. In addition, in terms of the Guidelines for State CAMPAs, the States are required to have independent systems of monitoring and evaluation.

**Statement**

Sl. No.	State/UT	2009-10		2010-11		2011-12		2012-13	
		Date	Amount (in Rs.)	Date	Amount (in Rs.)	Date	Amount (in Rs.)	Date	Amount (in Rs.)
1	2	3	4	5	6	7	8	9	10
1	Andaman and Nicobar Islands	28.08.2009	10,990,000.00	01.10.2010	7,869,000.00	18.06.2012	5,779,000.00		
2	Andhra Pradesh	28.08.2009	897,832,000.00	01.10.2010	1,207,444,000.00	23.08.2011	1,185,700,000.00	06.10.2012	1,196,039,000.00
3	Arunachal Pradesh	03.04.2010	163,676,000.00	22.11.2010	177,882,000.00	08.09.2011 25.10.2011 09.11.2011 29.11.2011	411,900,000.00	02.01.2013	117,613,000.00
4	Assam	17.08.2009	67,74,000.00	01.10.2010	104,487,000.00			13.02.2013	150,592,100.00
5	Bihar	20.11.2009	77,300,000.00	13.01.2011	86,674,000.00	25.11.2011	80,400,000.00	02.01.2013	84,650,000.00
6	Chandigarh	17.08.2009	1,765,000.00	01.10.2010	1,296,000.00				
7	Chhattisgarh	17.08.2009	1,232,135,000.00	01.10.2010	1,341,066,000.00	08.09.2011	995,439,000.00	21.08.2012	1,143,800,000.00
8	Dadra and Nagar Haveli	04.09.2009	1,582,000.00			28.10.2011	1,536,000.00		
9	Daman and Diu								
10	Delhi	21.01.2010	18,471,000.00	18.01.2011	13,991,000.00				
11	Goa	17.08.2009	121,197,000.00	01.10.2010	102,468,000.00				
12	Gujarat	19.08.2009	249,647,000.00	01.10.2010	291,568,000.00	08.09.2011	263,000,000.00	09.11.2012	324,117,000.00
13	Haryana	17.08.2009	191,141,000.00	01.10.2010	188,909,000.00	11.06.2012	164,500,000.00		
14	Himachal Pradesh	21.08.2009	366,771,000.00	01.10.2010	421,656,000.00	23.08.2011	571,262,400.00 09.12.2011	02.01.2013 11.02.2013	393,000,000.00
15	Jammu and Kashmir							29.11.2012	237,835,000.00
16	Jharkhand	12.03.2010	950,028,000.00	01.10.2010	1,031,622,000.00	24.11.2011	624,989,300.00	02.01.2013	479,800,000.00
17	Karnataka	19.08.2009	585,573,000.00	01.10.2010	509,160,000.00	30.08.2011 09.09.2011	415,700,000.00	06.10.2012	437,200,000.00
18	Kerala	12.03.2010	17,509,000.00						

1	2	3	4	5	6	7	8	9	10
19	Lakshadweep								
20	Madhya Pradesh	17.08.2009	530,482,000.00	01.10.2010	509,656,000.00	09.01.2012	535,209,000.00		
21	Maharashtra	22.02.2010	893,549,000.00	18.01.2011	854,893,000.00	16.11.2011	826,300,000.00	06.10.2012	782,123,000.00
22	Manipur	08.12.2009	7,456,000.00	01.10.2010	13,350,000.00	11.06.2012	19,134,000.00		
23	Meghalaya	20.04.2010	967,000.00						
24	Mizoram	05.03.2013	10,738,000.00						
25	Nagaland								
26	Odisha	21.08.2009	1,310,618,000.00	18.01.2011	1,401,753,000.00	23.08.2011 04.06.2012	1,668,510,050.00	30.11.2012	2,058,244,000.00
27	Puducherry								
28	Punjab	08.12.2009	330,547,000.00	01.10.2010	265,215,000.00	16.09.2011 21.09.2011	220,783,872.00	27.08.2012	193,118,000.00
29	Rajasthan	07.01.2010	325,908,000.00	18.01.2011	420,698,000.00	11.11.2011	318,913,000.00	25.02.2013	374,298,000.00
30	Sikkim	17.08.2009	80,092,000.00	01.10.2010 22.11.2010	102,334,000.00	02.09.2011 12.10.2011	90,400,000.00	27.11.2012	8,75,23,000
31	Tamil Nadu	08.12.2009	19,713,000.00	01.10.2010	17,032,000.00	12-06.2012	13,830,000.00	12.02.2013	5,408,950.00
32	Tripura	12.03.2010	35,418,000.00	18.01.2011	25,848,000.00			12.02.2013	22,770,300.00
33	Uttar Pradesh	10.05.2010	470,962,000.00	16.03.2012	353,505,000.00	22.02.2013	304,800,000.00		
34	Uttarakhand	17.08.2009	816,532,000.00	01.10.2010	827,488,000.00	25.06.2012	653,160,000.00	02.01.2013	317,305,000.00
35	West Bengal	08.12.2009	5,29,57,000.00	01.10.2010 22.11.2010	62,760,000.00	09.03.2012	48,436,000.00		
Total			9,838,830,000.00		10,340,624,000.00		9,419,681,622.00		8,317,913,350.00

Note: The allocations to the State CAMP As in Arunachal, Jharkhand, Tamil Nadu and Uttarakhand have been made @ 50% of their respective entitlements for the year 2012-13 pending the receipt of GIS coordinates of work sites treated under CAMPA funds since the year 2009-10, as requested in d.o.letter No.13-5/2010-FC dated the 11th September 2012 from OGF&SS to the PCCFs of all States/UTs. The allocation to Himachal Pradesh has been made @ 75% as GIS coordinates have been received in part.

**Setting up Spice Parks***[English]*

2196. SHRI M. SREENIVASULU REDDY: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether the Government has received any proposal to establish Spice Parks in the country to facilitate the farmers to give value addition to their spice produces such as pepper, turmeric and ginger; and

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

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRIMATI D. PURANDESWARI): (a) and (b) Yes, Madam. Proposals have been received from various quarters including State Governments for setting up of Spices Parks from time to time. The details of Spices Parks under process are given hereunder:-

Sl. No.	Spices park-Locations	Major items of spices	Present status
1.	Guntur, Andhara Pradesh	Chilli	Nearing Completion
2.	Sivaganaga, Tamil Nadu	Turmeric & Chilli	Nearing Completion
3.	Kota, Rajasthan	Coriander & Cumin	Works in progress
4.	Mehsana, Gujarat	Fennel, Cumin	Pending due to court case
5.	Raibareli, Uttar Pradesh	Mint	Land available
6.	Hamirpur, Himachal Pradesh	Ginger	State Government has been requested to provide suitable land.
7.	Dehradun, Uttarakhand	Ginger and Turmeric	A consultant has been engaged to prepare a Detailed Project Report.
8.	Udham Singh Nagar, Uttarakhand	Ginger and Turmeric	The project will be decided on the basis of the DPR.
9.	Arunachal Pradesh	Ginger, chill and turmeric	The Spices Board has entrusted M/s Agriculture Finance Corporation Ltd., Mumbai to conduct the techno feasibility and the preparation of the project report.

**Conservation of Fragile Eco-System**

2197. SHRI NARANBHAI KACHHADIA: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) the steps taken by the Government to maintain the fragile eco-system at the coastal region of Gujarat; and

(b) the steps being taken by the Government to carry out tourist activities with utmost responsibility at the large coastal region of Gujarat in order to conserve its fragile eco-system in the country?

THE MINISTER OF STATE OF THE MINISTRY OF

ENVIRONMENT AND FORESTS (SHRIMATI JAYANTHI NATARAJAN): (a) and (b) The Coastal Regulation Zone (CRZ) Notification, 2011 classifies the mangrove area as CRZ-I A (eco-sensitive area), where no new construction is permitted except projects relating to Department of Atomic Energy; pipelines, conveying systems including transmission lines; installation of weather radars for monitoring of cyclone movement and prediction by Indian Meteorological Department; construction of trans harbour sea link and roads on stilts or pillars without affecting the tidal flow of water. Conditions are stipulated while issuing clearance for such projects to carryout compensatory mangrove plantation by the project proponent at their own

cost. In addition, Ministry under the World Bank assisted Integrated Coastal Zone Management (ICZM) project has taken up the activity of mangrove plantation and transplantation of corals in the Gulf of Kutch, Gujarat.

Under the CRZ Notification, 2011, beach resorts are permitted only beyond 200 m from High Tide Line in CRZ-III area and on landward side of the existing authorized road/ structure in CRZ-II area. Resorts are not permitted in CRZ-I area. Further, establishment of a Marine Research Conservation and Information Centre in Gujarat by the Gujarat Tourism Corporation Limited to promote ecotourism is an approved component under the ICZM project.

#### **Procurement of Arms**

2198. SHRI K. SUGUMAR:  
SHRI P. KUMAR:  
SHRI RAVNEET SINGH:

Will the Minister of DEFENCE be pleased to state:

- (a) whether there is a shortage of weapon systems and ammunitions in Indian army;
- (b) if so, whether the Government proposes to procure latest assault rifles / arms including Light Machine Guns (LMGs) for the army;
- (c) if so, the details thereof; and
- (d) the time by which these are likely to be procured?

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

(a) By and large the equipment and ammunition in India Army is available in adequate quantity. However, shortages occur from time to time for which remedial action is taken. The Armed forces remain in a state of operational readiness to meet any eventuality.

(b) and (c) Yes, Madam. The technical offers for procurement of Assault Rifle is being evaluated. The procurement of Light Machine Guns is in Acceptance of Necessity and Categorisation stage.

(d) The procurement of weapons and equipments is carried out in accordance with the provisions of Defence Procurement Procedures (DPP). As per broad time frame given in DPP, it takes about 2-3 years to complete the various stages of procurement and conclude the contract.

#### **Policy for Review of Toll Contracts**

2199. SHRI K. SUDHAKARAN: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) whether the Government has a policy for reviewing the toll contracts periodically to lend flexibility in fixing toll fees;
- (b) if so, whether this policy mandates the toll operator to pass on additional toll revenue to the road users by reducing the toll fees; and
- (c) if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI SARVEY SATYANARAYANA): (a) No, Madam.

(b) and (c) Does not arise.

#### **PF Accounts through E-Mails/SMS**

*[Translation]*

2200. SHRI DANVE RAO SAHEB PATIL: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

- (a) whether the Government has not yet implemented the scheme of sending the monthly details of the Provident Fund (PF) accounts of the Government and Non-Government employees through E-mail and SMS;
- (b) if so, the reasons therefor; and
- (c) the time by which the said scheme is likely to be implemented?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI KODIKUNNIL SURESH): (a) to (c) Status of sending the monthly details of the Provident Fund accounts to employees is as follows:

- (i) The updated Provident Fund (PF) accounts are available online on the EPFO website i.e. [www.epfindia.gov.in](http://www.epfindia.gov.in) from August 2012 and the Provident Fund accounts of members are updated as and when the contribution is received. Members can view and take printout from anywhere any time.

- (ii) Since April 2012, there is a facility for the employers to download the annual accounts slips for their employees from the accounting year 2010-2011 onwards.
- (iii) The updated balance in EPF account can be obtained by an EPFO member through SMS by furnishing his PF number and mobile number by using "know your EPF Balance" facility in EPFO website.
- (iv) The monthly details of Provident Fund (PF) accounts of EPF members are, presently, not sent through e-mails.

#### Export of Tea

2201. SHRI BHAUSAHEB RAJARAM WAKCHAURE:  
SHRI NARENDRA SINGH TOMAR:

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

(a) the present position of India in the world tea trade;

Year	Production of tea million kgs		Consumption Million kgs.	Exports		
	All India (including Darjeeling)	Darjeeling		Quantity Million kg.	Value in Rs. Crs.	Value in M US\$
2009-10	991.18	8.96	838.00	213.43	3038.69	637.80
2010-11	966.73	8.68	856.00	213.79	2995.79	657.81
2011-12	1095.46	9.02	883.00	214.35	3304.82	690.14
2012-13 (Apr-Dec) (P)	1037.43	8.40	-	156.38	3062.69	561.89

P= provisional subject to revision.

Particulars of exports value-wise and country-wise are furnished in the enclosed Statement.

(c) and (d) The Government has no such information. However, an agency (M/s Thomson and Reuters) has been appointed to monitor and alert the Tea Board regarding any attempt made by any company to register the Darjeeling word mark and logo mark in any country.

(e) For sustained export to earn higher value realization, a focused effort has been made to promote Indian Teas in targeted highly potential markets viz. U.S.A.,

(b) the total quantity of tea including Darjeeling tea produced, consumed and exported from the country and the foreign exchange earned therefrom during each of the last three years and the current year, value-wise and country-wise;

(c) whether there have been reports of the private companies misusing the trademark of Darjeeling tea to promote their business;

(d) if so, the details thereof and the action taken by the Government and the Tea Board in this regard; and

(e) the specific efforts being made by the Government and Tea Board to promote the export of tea from the country?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRIMATI D. PURANDESWARI): (a) India is in the 4th position in the world tea market.

(b) The required particulars are furnished in the table below:

Russia, Kazakhstan, Iran and Egypt. It has been programmed for extensive and intensive promotional activities over five years through dedicated funding.

In order to facilitate export of quality teas in world class packaging, work toward establishment of the Tea Parks comprising a common infrastructure facilities for processing, blending, packaging, warehousing and testing has been initiated at Siliguri, Kochi and Kolkata.

**Statement-I***Major country wise exports of tea*

Name of the Countries	2011-12					2010-11					2009-10				
	Qty (M. Kgs.)	Value (Rs./ Crs.)	Value (MUS)	UP (Rs./ Kg.)	UP (US\$/ Kg.)	Qty (M. Kgs.)	Value (Rs./ Crs.)	Value (MUS)	UP (Rs./ Kg.)	UP (US\$/ Kg.)	Qty (M. Kgs.)	Value (Rs./ Crs.)	Value (MUS)	UP (Rs./ Kg.)	UP (US\$/ Kg.)
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Russian Federation	42.61	554.83	115.87	130.21	2.72	42.55	508.94	111.75	119.61	2.63	48.35	616.76	129.45	127.56	2.68
Kazakhstan	12	196.1	40.95	163.43	3.41	10.49	163.24	35.84	155.68	3.42	11.1	170.21	35.73	153.41	3.22
Ukraine	1.82	21.87	4.57	119.86	2.5	1.82	21.95	4.82	120.47	2.65	1.78	21.25	4.46	119.52	2.51
Other CIS	2.06	39.93	8.32	193.83	4.04	0.57	9.81	2.16	170.3	3.74	0.5	8.08	1.7	159.71	3.4
Total CIS	58.49	812.73	169.71	138.95	2.9	55.43	703.94	154.57	126.99	2.79	61.73	816.3	171.34	132.24	2.78
United Kingdom	21.02	328.89	68.68	156.5	3.27	16.85	247.19	54.28	146.71	3.22	17.79	242.31	50.86	136.2	2.86
Netherlands	4.03	84.88	17.73	210.5	4.4	3.25	68.05	14.94	209.58	4.6	2.73	65.9	13.83	241.31	5.07
Germany	7.18	170.03	35.51	236.82	4.95	5.98	129.28	28.39	216.16	4.75	3.89	92.41	19.4	237.85	4.99
Ireland	1.75	54.04	11.29	309.22	6.46	1.84	63.17	13.87	342.55	7.52	1.51	48.39	10.16	319.61	6.73
Poland	3.88	52.84	11.04	136.25	2.85	4.4	53.66	11.78	121.84	2.68	3.42	51.52	10.81	150.72	3.16
U.S.A.	12.77	333.16	69.57	260.98	5.45	11.63	221.47	48.63	190.48	4.18	9.81	187.46	39.35	191.06	4.01
Canada	1.6	32.84	6.86	205.19	4.28	2.37	44.6	9.79	188.25	4.13	2.35	40.04	8.4	170.09	3.57
U.A.E.	18.05	325.48	67.97	180.33	3.77	19.76	314.31	69.01	159.04	3.49	21.97	323.16	67.83	147.08	3.09
Iran	11.05	216.82	45.28	196.24	4.1	15.89	284.98	62.58	179.35	3.94	13.28	209.61	44	157.9	3.31
Iraq	-	-	-	-	-	3.86	39.62	8.7	102.72	2.26	17.36	225.19	47.27	129.73	2.72
Saudi Arabia	3.57	52.6	10.98	147.41	3.08	2.88	41.17	9.04	143.08	3.14	2.82	39.44	8.28	139.81	2.94
A.R.E.	6.57	59.4	12.4	90.48	1.89	5.23	42.12	9.25	80.55	1.77	5.76	55.78	11.71	96.87	2.03

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Turkey	0.1	1.3	0.27	133.98	2.8	0.14	2.46	0.54	174.33	3.83	0.01	0.43	0.09	394.82	9.00
Afghanistan	0.69	7.14	1.49	103.44	2.16	5.19	36.1	7.93	69.53	1.53	13.33	98.16	20.6	73.61	1.55
Singapore	0.34	6.92	1.44	202.03	4.22	0.35	6.38	1.4	181.9	3.99	0.36	7.54	1.58	209.01	4.39
Sri Lanka	3.86	52.74	11.01	136.66	2.85	4.74	70.67	15.52	149.06	3.27	5.05	67.62	14.19	133.95	2.81
Kenya	3.26	24.49	5.11	75.07	1.57	4.07	24.8	5.45	60.87	1.34	3.09	21.08	4.42	68.29	1.43
Japan	2.91	102.89	21.49	353.54	7.38	3.58	97.78	21.47	273.51	6.01	2.95	80.23	16.84	272.23	5.71
Pakistan	26.27	178.53	37.28	67.95	1.42	22.08	132.63	29.12	60.08	1.32	8.31	78.89	16.56	94.91	1.99
Australia	3.52	107.91	22.53	306.35	6.4	4.81	131.45	28.86	273.4	6	4.56	121.47	25.49	266.21	5.59
Other Countries	23.44	299.19	62.5	127.64	2.67	19.46	239.95	52.69	123.91	2.71	11.35	165.76	34.79	146	3.07
Total	214.35	3304.82	690.14	154.18	3.22	213.79	2995.79	657.81	140.13	3.08	213.43	3038.69	637.80	142.37	2.99

*Major Country wise Exports of tea from India during 2012-13 (April-December)*

Name of the Countries	April to December, 2012(P)				
	Qty (M. Kgs.)	Value (Rs. Crs.)	Value (M US \$.)	UP (Rs./Kg.)	UP (\$/Kg.)
Russian Federation	30.14	519.25	95.26	172.27	3.16
Kazakhstan	8.87	171.30	31.43	193.14	3.54
Ukraine	1.24	18.77	3.44	150.91	2.77
Other CIS	0.60	9.93	1.86	165.50	3.10
Total CIS	40.85	719.25	131.99	176.07	3.23
United Kingdom	15.79	291.19	53.42	184.39	3.38
Netherlands	1.98	55.51	10.18	280.01	5.14
Germany	6.25	145.76	26.74	233.09	4.28
Ireland	1.90	61.49	11.28	323.35	5.93
Poland	2.72	40.55	7.44	149.33	2.74
U.S.A.	8.25	230.83	42.35	279.67	5.13
Canada	0.68	19.02	3.49	278.48	5.11
U.A.E.	14.83	260.51	47.79	175.71	3.22
Iran	11.79	284.94	52.28	241.66	4.43
Iraq	0.05	0.57	0.10	124.87	2.29
Saudi Arabia	1.67	43.98	8.07	263.97	4.84
A.R.E.	7.36	81.90	15.03	111.29	2.04
Turkey	0.26	5.18	0.95	199.17	3.65
Afghanistan	0.40	4.36	0.80	109.57	2.01
Singapore	0.27	6.24	1.15	231.49	4.25
Sri Lanka	1.19	20.81	3.82	175.42	3.22
Kenya	2.20	24.88	4.57	112.87	2.07
Japan	2.68	108.64	19.93	405.41	7.44
Pakistan	17.95	169.02	31.01	94.15	1.73
Australia	2.77	99.30	18.22	358.18	6.57
Other Countries	14.54	388.76	71.28	267.37	4.90
<b>Total</b>	<b>156.38</b>	<b>3062.69</b>	<b>561.89</b>	<b>195.85</b>	<b>3.59</b>

(P) Provisional and subject to revision.

**Production and Revival of Jute Mills***[English]*

2202. SHRI SAIDUL HAQUE:  
SHRI SATPAL MAHARAJ:  
SHRI SYED SHAHNAWAZ HUSSAIN:

Will the Minister of TEXTILES be pleased to state:

(a) the details of various schemes introduced by the Government to increase the production of jute in the country, Statewise;

(b) the details of jute production, Statewise during the last three years along with the mechanism to ensure that jute farmers get the Minimum Support Price (MSP) of their produce;

(c) whether the jute industries/farmers are facing problems due to decrease in the use of jute bags by the industries;

(d) if so, the details thereof along with the steps taken by the Government to address the issue of jute producers;

(e) whether any proposal is under consideration of the Government to reopen the closed jute mills across the country; and

(f) if so, the details thereof and if not, the reasons therefor along with the steps taken to set up jute industries in the country?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS AND MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI): (a) Government of India is implementing various schemes to increase the production of jute in the country. Some of the important schemes are as under:

(i) Government of India has launched the Jute Technology Mission (JTM) as a major initiative for overall development of the jute industry and growth of the jute sector with a total outlay of Rs.355.55 crores. Under the JTM, several schemes are operational under the Mini Mission I, II, III & IV for the overall growth of jute sector. Mini Mission-I aims towards strengthening agriculture research and development in jute sector for improving the yield and quality. Mini Mission-II is targeted towards transfer of improved technology and agronomic practices in

production and post harvesting phase. Under Mini-Mission-III, market linkage of raw jute is provided in all jute growing states. Mini Mission-IV provides for modernization of jute industry, upgradation of skills, market promotion and exports which helps to increase demand of raw jute.

(ii) Minimum Support Price (MSP) for raw jute and mesta is fixed every year to encourage farmers to grow more jute.

(iii) In order to encourage jute production, Government provides for compulsory packaging of certain percentage of foodgrains & Sugar in jute under Jute Packaging Material (Compulsory use in packaging commodities), 1987.

(iv) National Jute Board and Jute Corporation of India are working on projects with National Institute of Research on Jute & Allied Fibre Technology (NIRJAFT) and Central Research Institute for Jute and Allied Fibres (CRIJAF) to develop better jute seeds and to improve agronomical practices for jute cultivation.

(v) Jute Corporation of India and National Jute Board work together to distribute high-yielding certified seeds to farmers at subsidized rates for increasing productivity.

There are no state specific schemes.

(b) State-wise production of jute in the country during the last three years are given below:

(In thousand bales of 180 kg. per bale)

States	2009-10	2010-11	2011-12*
Assam	715.3	625.4	607.9
Bihar	1118.4	1164.6	1490.7
Odisha	30.4	36.3	32.1
West Bengal	9325.0	8137.5	8558.6
Others	41.3	45.6	46.3
All India	11230.4	10009.4	10735.6

Source: Department of Agriculture & Cooperation, Directorate of Economics & Statistics.

(\*) Final jute production for 2011-12 is estimated at 10735.6 thousand bales.

In order to protect the interest of the jute growers ana to ensure mat the raw jute producers receive Minimum Support Price (MSP), The Jute Corporation of India (JCI), a Public Sector Undertaking under the Ministry of Textiles has been mandated to undertake support price operations for raw jute from farmers at MSP through its 171 Departmental Purchase Centres and State cooperative bodies. Due to the mechanism in place of procurement of raw jute by JCI, the prices are not allowed to fell below MSP so as to avoid hardship to the farmers.

(c) and (d) No, Madam. The requirement of jute packing material (jute bags) for packing food-grains has increased substantially in the past few years and the jute industry/farmers are not facing problems on this account.

(e) and (f) There is no such proposal at present. The Government of India has taken up revival of three jute mills of National Jute Manufactures Corporation Limited (NJMC) a Central Public Sector Enterprises namely, Khardah (West Bengal), Kinnison (West Bengal) and RBHM (Bihar).

#### **Land Acquisition for Road Projects**

2203. SHRI CHARLES DIAS:

SHRI HAMDULLAH SAYEED:

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

(a) the details of the National Highway road projects stalled for want of land during the last three years and the current year, State/UT-wise;

(b) whether the Government has taken any steps in this regard and if so, the details thereof;

(c) whether the Government has any plan to direct the State Governments to specify for acquisition of land for road projects to avoid congestion at junctions/toll plazas and to provide space for tree plantation;

(d) if so, the details thereof; and

(e) whether the acquisition of land will be made on the basis of the population of the area and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI SARVEY SATYANARAYANA): (a) Land acquisition is one of the factors contributing to delay in implementation of some projects under National Highways Development Project (NHDP). Details of such projects came to standstill due to delay in land acquisition is given in the enclosed Statement.

(b) National Highways Authority of India (NHAI) has taken up the issue with the State Governments for expediting the land acquisition matters. Regular meetings have been held at higher levels for speeding up the acquisition of land. The other measures taken up includes Constitution of High Powered Committee under the Chief Secretary of the State Governments; Setting up of Regional Offices headed by Chief General Manager level officers of NHAI; Decentralisation of the financial powers; Strengthening the infrastructure and manpower resources to the Competent Authority for Land Acquisition in the respective States and Project Implementation Units of NHAI; and Setting up of Special Land Acquisition Units in some of the States.

(c) and (d) Land is acquired under the provisions of National Highways (NH) Act, 1956 by the Government on the basis of Feasibility Study Report, Detailed Project Report, Detailed Alignment Study of the particular project wherein provisions of junctions and toll plazas are designed based on technical parameters including traffic projection.

(e) While deciding alignments for development of National Highways, efforts are made to minimise impact on the population as much as it is practicable and possible. Moreover, bulk acquisition of land is not required in any particular area in linear projects like highways.

#### **Statement**

*Details of national highways projects came to standstill due to delay in land acquisition and its present status*

State	Name of the Project	Present Status
1	2	3
Goa	Goa/Karnataka Border-Pnaji	Letter of Award (LOA) withdrawn.

1	2	3
	Maharashtra/Goa Border-Pnaji	LOA withdrawn.
Kerala	Cherthalai to Ochira	LOA withdrawn.
	Ochira-Thiruvanthapuram	Bids were cancelled.
	Kerala/KNT border-Kannur	Appointed date could not be declared due to non availability of land.
	Kannur-Kuttiapuram	
	Thiruvanthapuram-Kerala/TN Border	
West Bengal	Dalkola bypass	Foreclose is under process.
	Siliguri-Islampur	Project standstill. Part of the project could not be completed.
	Bahrapore-Farakka	Declaration of compensation award and disbursement is extremely slow and delaying the process of handing over of land.
	Farakka-Raiganj	
	Raiganj-Dalkola	
	Barasat-Krishnagar	
	Krishnagar-Bahrapore	
Tamil Nadu	New Elevated road connecting Chennai Port-Maduravolyal	Project is standstill.

**Problems Being Faced by Commuters on Toll Plazas**

[*Translation*]

2204. DR. SHAFIQR RAHMAN BARQ:  
PROF. SAUGATA ROY:  
SHRI PASHUPATI NATH SINGH:

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

(a) whether the Government has taken note of the problems being faced by the commuters at the toll plaza of Delhi-Gurgaon Expressway and other plazas located on NHs passing through Delhi and National Capital Region (NCR);

(b) if so, whether the Government has taken any

steps to redress the grievances of the commuters;

(c) if so, the details thereof;

(d) whether the Government has received any proposals to end the collection of toll at the toll plazas; and

(e) if so, the details thereof along with the action taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI SARVEY SATYANARAYANA): (a) to (c) Madam, recognizing the problems at Delhi-Gurgaon Expressway, concessionaire was asked to expand the toll plazas and promote the electronic tolling. The concessionaire is yet to take adequate steps for which notices have been issued to the concessionaire. No such problem is envisaged on toll plazas at Badarpur Elevated Highway on NH 2.

(d) and (e) No specific proposal is received for discontinuance of toll, however we received representation from various fora regarding toll related grievances which are addressed as per existing Rules/provisions.

#### **Relaxation in Clearance Rules**

[English]

2205. SHRI ANANDRAO ADSUL:  
SHRI ADHALRAO PATIL SHIVAJI:  
SHRI GAJANAN D. BABAR:

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

(a) whether the Government proposes to relax environment clearance rules for mining of minor minerals involving brick earth and ordinary earth in the country;

(b) if so, the details thereof;

(c) whether the Government proposes to waive off the requirement of mandatory Environment Impact Assessment (EIA) for brick-earth mining projects with a lease area of less than five hectares;

(d) if so, the facts thereof;

(e) whether the Government has laid certain conditions for clearance of minor minerals projects;

(f) if so, the details thereof; and

(g) the time by which the notification in this regard is likely to be issued?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRIMATI JAYANTHI NATARAJAN): (a) and (b) Ministry of Environment & Forests has constituted an Expert Committee on 30.01.2013 under the Chairmanship of Director, National Environmental Engineering Research Institute, to categorise Category 'B' projects/activities into Category 'B<sub>1</sub>' and 'B<sub>2</sub>' under the Environment Impact Assessment Notification, 2006 and review classification of projects/activities into 'A' & 'B' and General Conditions as contained in the aforesaid Notification. The issues relating to 'brick earth' and 'ordinary earth' have been referred by the Ministry to this Expert Committee to give their recommendations.

(c) to (g) No view in the matter has been taken as yet.

#### **Disposal of e-Waste**

[Translation]

2206. SHRI GOPAL SINGH SHEKHAWAT:  
DR. AJAY KUMAR:  
SHRI GOPINATH MUNDE:  
SHRI JEETENDRA SINGH BUNDELA:

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

(a) whether the Government has notified the e-Waste (Management and Handling) Rules, 2011 for proper management and handling of e-waste in the country;

(b) if so, the details thereof;

(c) whether the increasing quantum of e-Waste is causing immense damage to the environment and human life in the country;

(d) if so, the details thereof; and

(e) the steps taken by the Government for the safe disposal of e-Waste including industrial waste in the country?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRIMATI JAYANTHI NATARAJAN): (a) to (e) The Ministry of Environment and Forests (MoEF) has notified the E-Waste (Management and Handling) Rules, 2011 for effective management of e-waste in the country. These Rules have come in to effect from 1st May 2012. The concept of Extended Producer Responsibility has been enshrined in these rules to make it a mandatory activity for the manufacturers of electronic and electrical equipments. Under this the producers are responsible for collection of e-waste generated from the end of life of their products by setting up collection centers or take back systems either individually or collectively. As per these Rules, E-waste recycling can be undertaken only in facilities authorized and registered with State Pollution Control Boards/Pollution Control Committees. Waste generated is required to be sent or sold to a registered or authorized recycler or re-processor having environmentally sound facilities.

Further, the MoEF has taken a number of steps to ensure environmentally sound management of e-waste in the country. These include:

- (i) The Guidelines for Environmentally Sound Management of e-waste, published by Central Pollution Control Board, provide approach and methodology for environmentally sound management of e-waste.
- (ii) The Ministry is implementing a Scheme to provide financial assistance for setting up of treatment, disposal and storage facility for hazardous and integrated recycling facilities for E-waste on public private partnership mode.

#### **Pollution in Gangotri, Yamunotri and Badrinath Dhams**

2207. SHRI LALJI TANDON: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the environmental changes and pollution have caused ecological degradation to the famous Gangotri, Yamunotri and Badrinath dhams;

(b) if so, the details thereof; and

(c) the steps taken by the Government to save the ecology of the region?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRIMATI JAYANTHI NATARAJAN): (a) and (b) Ministry is not aware of any such scientific reports relating to ecological degradation in the famous Gangotri, Yamunotri and Badrinath dhams due to environmental change and pollution. Only the water quality of Yamuna and Bhagirathi River at Yamunotri and Gangotri respectively had been monitored by Central Pollution Control Board (CPCB) from the year 2009 to 2011. The water quality at both the studied locations met the required criteria of Class 'B' i.e. water fit for organized outdoor bathing except in the year 2009 when the presence of total coliforms in the water exceeded the prescribed limit. This could be due to rains leading to surface runoff or due to high number of pilgrims at the studied locations. The changes are also reported in the form of glacier retreat in the region and growing pilgrimage without adequate infrastructure support for waste disposal is imposing pressure on these areas. The Government is aware of the incidence of melting of Himalayan glaciers. Discussion paper prepared by Ministry of Environment & Forests (MoEF), Government of India, on Himalayan Glaciers provides the review of information regarding the glacier

retreat in the region, including Gangotri Glacier. Further, G.B. Pant Institute of Himalayan Environment & Development (GBPIHED) has undertaken studies on Gangotri glacier retreat, silt load in the glacial melt and water quality of river Bhagirathi originating from Gangotri glacier. A pilot study conducted by GBPIHED for MoEF entitled "Environmental and social impacts of hydropower projects in river Ganga basin (between Dharasu and Gangotri) in Uttarakhand" has indicated that the water quality parameters are within the permissible limit of the Bureau of Indian Standards.

(c) Considering the ecological sensitivity of the region, several initiatives are taken to protect the ecology of Indian Himalayan Region by the Govt. of India and Himalayan states through the Mission on Sustaining Himalayan Ecosystem under National Action Plan on Climate Change and Himalayan Sustainable Development Forum (HSDF) under the Shimla Declaration adopted during the Himalayan Chief Ministers' Conclave held at Shimla on Oct 29-30, 2009. Uttarakhand Forest Department undertakes Plantation activities in forest areas around the said Dhams.

#### **National Safety and Traffic Management Board**

*[English]*

2208. SHRI PREMDAS: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Government has examined the recommendations made by the Road Safety and Traffic Management Committee;

(b) if so, the details thereof; and

(c) the action taken by the Government on these recommendations?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI SARVEY SATYANARAYANA): (a) to (c) A Committee set up under the Chairmanship of Shri S. Sundar, former Secretary of Ministry of Surface Transport, has recommended creation of a National Road Safety and Traffic Management Board through an Act of Parliament. A bill for creation of National Road Safety and Traffic Management Board was accordingly introduced in Lok Sabha on 4.5.2010 which

was later referred to Parliamentary Standing Committee for examination. The Committee has submitted its recommendations on 21.7.2010. The Government has examined the recommendations of the Committee and initiated necessary process to incorporate certain amendments in the bill in line with the recommendations of the Committee.

#### **Development of NH-34**

2209. SHRI ABHIJIT MUKHERJEE: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Government has undertaken development of National Highway (NH) No. 34 between Farrakha and Kolkata;

(b) if so, the details thereof along with the progress made in this project; and

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

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI SARVEY SATYANARAYANA): (a) to (c) The stretch of NH-34 from Farrakha to Barasat near Kolkata has been taken up for Four laning under NHDP Phase-III on DBFOT in three packages and are in different stages of progress. The work on entire stretch is targeted for completion by February, 2015.

#### **Capacity Target of Sewage Treatment Plants**

2210. SHRI GORAKH PRASAD JAISWAL:  
RAJKUMARI RATNA SINGH:

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

(a) the total number of sewage treatment plants to be constructed under the Ganga Action Plan and the actual number of plants established so far to raise the capacity of sewage treatment;

(b) whether the treatment capacity of the present treatment plants is not sufficient;

(c) if so, the details of the total estimated sewage

generated and treated per day in Class I cities and class II towns in each State;

(d) the steps taken by the Government to upgrade/construct new treatment plants and the funds provided for the purpose; and

(e) the time by which the treatment plants are likely to be upgraded?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRIMATI JAYANTHI NATARAJAN): (a) Under the Ganga Action Plan, a total of 83 sewage treatment plants have been sanctioned since 1985, of which 69 have been completed.

(b) and (c) It is estimated that about 2723 million litres of sewage is generated every day from Class I cities and Class II towns along the Ganga River. So far, a capacity to treat 1091 million litres per day (mid) has been created in these towns under Ganga Action Plan.

(d) and (e) The National Ganga River Basin Authority (NGRBA) has decided under Mission Clean Ganga that no untreated municipal sewage and industrial effluents should flow into Ganga by 2020. In order to meet the shortfall in the sewage treatment infrastructure, projects amounting to nearly Rs.1,2600 crore have been sanctioned under the NGRBA for development of sewer networks, sewage treatment plants of additional capacity of 470 mid, electric crematoria, community toilets, development of river fronts etc. A World Bank assisted project for a period of 8 years at an estimated cost of Rs. 7000 crore has been approved for conservation and restoration of water quality of the river Ganga.

#### **Clearance to Airport**

2211. KUMARI SAROJ PANDEY:  
SHRI PONNAM PRABHAKAR:

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

(a) whether the Government has received any memorandum from Heritage Protection Council of Aranmula against construction of an airport at Aranmula in Kerala violating the Environmental Protection Act and damaging the ecosystems in the area;

(b) if so, the details thereof along with the reports received from the State Government in this regard; and

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

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRIMATI JAYANTHI NATARAJAN): (a) to (c) Representation was received from Heritage Protection Council of Aranmula against proposed airport at Aranmula in Kerala alleging that the area notified by State Government for constructing the airport includes wetlands and paddy fields, filling up of which will impact the ecosystem/environmental balance and number of structures of the area, and required detailed examination. Environmental clearance is so far not granted to the proposed Airport project.

#### **Use of Black Money in IPL Matches**

*[Translation]*

2212. SHRI K.D. DESHMUKH: Will the Minister of YOUTH AFFAIRS AND SPORTS be pleased to state:

(a) whether the Government is contemplating to ban IPL Cricket in the country due to increasing cases of use of black money through betting/gambling in IPL matches;

(b) if so, the details thereof along with the steps taken by the Government in this regard; and

(c) if not, the reason therefor?

THE MINISTER OF STATE OF THE MINISTRY OF YOUTH AFFAIRS AND SPORTS AND MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI JITENDRA SINGH): (a) to (c) Indian Premier League (IPL) involves city teams managed by private entities. Ministry of Youth Affairs & Sports does not deal with IPL because the national team does not participate in the IPL tournament. However in the recent past, allegations of irregularities about the Board of Control for Cricket in India (BCCI)/ Indian Premier League (IPL) regarding allotment of franchisees, match fixing, betting etc were reported in sections of print and electronic media. Various agencies of the Government including the Enforcement Directorate and the Income Tax Department have conducted inquiries into the allegations.

#### **Presence of Fluoride and Arsenic in Ground Water**

2213. SHRI SUDARSHAN BHAGAT: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the quantity of fluoride and arsenic in ground water has increased in the country;

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

(c) the efforts made by the Government in this regard during the last eight years?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRIMATI JAYANTHI NATARAJAN): (a) to (c) As reported by the Central Ground Water Board (CGWB), it is carrying periodic monitoring of ground water quality through a network of 10714 monitoring wells, once every year to assess ground water quality on a regional scale. As per the findings of CGWB and the States of Bihar and West Bengal, eight States have excess concentration of Arsenic, beyond the Bureau of Indian Standards (BIS) recommended maximum permissible limit of 0.05 milligram per litre (mg/l). Besides this, Fluoride in excess of BIS recommended maximum permissible limit of 1.5 mg/l has been reported from 19 States. The names of districts from where Fluoride and Arsenic in ground water have been reported in excess of BIS recommended maximum permissible limits are given in the enclosed Statement. The contaminations reported are mostly sporadic in nature and are geogenic.

Since in situ treatment of polluted aquifers is difficult, remedial measures are concentrated on providing alternate sources of water supply. The CGWB has assisted State Governments in identifying aquifers which are free from arsenic and fluoride. Additionally, the Central Pollution Control Board which also monitors the ground water quality at limited locations has (i) imposed standards for land disposal of wastewater and effluents for prevention of groundwater contamination and (ii) imposed standards for land disposal of all categories of wastes (hazardous waste, municipal solid waste, e-waste etc.)

**Statement**

*State-wise names of the districts from where higher concentrations of Arsenic and Fluoride in ground water have been reported*

Sl. No.	State/Union Territory	Fluoride (above 1.5 mg/l)	Arsenic (above 0.05 mg/l)
1	2	3	4
1.	Andhra Pradesh	Adilabad, Anantpur, Chittoor, Guntur, Hyderabad, Kadapa, Karimnagar, Khammam, Krishna, Kurnool, Mahabubnagar, Medak, Nalgonda, Nellore, Prakasam, Rangareddy, Visakhapatnam, Vizianagaram, Warangal, West Godavari	
2.	Assam	Goalpara, Kamrup, KarbiAnglong, Naugaon, Golaghat, Karimganj	Sivsagar, Jorhat, Golaghat, Sonitpur, Lakhimpur, Dhemaji, Hailakandi, Karimganj, Cachar, Barpeta, Bongaigaon, Goalpara, Dhubri, Nalbari, Nagaon, Morigaon, Darrang & Baksha
3.	Bihar	Aurangabad, Banka, Bhagalpur, Buxar, Gaya, Jamui, Kaimur (Bhabua), Munger, Nawada, Rohtas, Supaul	Begusarai, Bhagalpur, Bhojpur, Buxar, Darbhanga, Katihar, Khagaria, Kishanganj, Lakhisarai, Munger, Patna, Purnea, Samastipur, Saran, Vaishali
4.	Chhattisgarh	Bastar, Bilaspur, Dantewada, Dhamtari, Janjgir-Champa, Jashpur, Kanker, Korba, Koriya, Mahasamund, Raipur, Rajnandgaon, Surguja	Rajnandgaon
5.	Delhi	East Delhi, New Delhi, North West Delhi, South Delhi, South West Delhi, North Delhi, West Delhi	
6.	Gujarat	Ahmedabad, Amreli, Anand, Banaskantha, Bharuch, Bhavnagar, Dahod, Junagadh, Kachchh, Mehesana, Narmada, Panchmahals, Patan, Porbandar, Rajkot, Sabarkantha, Surat, Surendranagar, Vadodara	
7.	Haryana	Bhiwani, Faridabad, Fatehabad, Gurgaon, Hissar, Jhajjar, Jind, Kaithal, Karnal, Kurukshetra, Mahendergarh, Panchkula, Panipat, Rewari, Rohtak, Sirsa, Sonapat, Yamuna Nagar	Ambala, Bhiwani, Faridabad, Fatehabad, Hissar, Jhajjar, Jind, Karnal, Panipat, Rohtak, Sirsa, Sonapat, Yamunanagar.
8.	Jammu and Kashmir	Rajaori, Udhampur	
9.	Jharkhand	Bokaro, Giridih, Godda, Gumla, Palamu, Ramgarh, Ranchi	
10.	Karnataka	Bagalkot, Bangalore, Belgaum, Bellary Bidar, Bijapur, Chamarajanagar, Chikmagalur, Chitradurga, Davanagere,	

1	2	3	4
	Dharwad, Gadag, Gulburga, Hassan, Haveri, Kolar, Koppal, Mandya, Mysore, Raichur, Tumkur		
11. Kerala	Palakkad, Alappuzha, Idukki, Ernakulum, Thiruvananthpuram.		
12. Madhya Pradesh	Alirajpur, Balaghat, Barwani, Betul, Bhind, Chhatarpur, Chhindwara, Datia, Dewas, Dhar, Dindori, Guna, Gwalior, Harda, Jabalpur, Jhabua, Khargon, Mandla, Mandsaur, Morena, Narsinhpur, Rajgarh, Satna, Sehore, Seoni, Shahdol, Shajapur, Sheopur, Sidhi, Singrauli, Ujjain, Vidisha		
13. Maharashtra	Amravati, Beed, Chandrapur, Bhandara, Dhule, Gadchiroli, Gondia, Jalna, Nagpur, Nanded, Ratnagiri, Sindhudurg, Yavatmal		
14. Manipur			Bishnupur, Thoubal
15. Odisha	Angul, Balasore, Bargarh, Bhadrak, Baudh, Cuttack, Deogarh, Dhenkanal, Jajpur, Keonjhar, Khurda, Mayurbhanj, Nayagarh, Nawapara, Sonpur		
16. Punjab	Amravati, Beed, Chandrapur, Bhandara, Dhule, Gadchiroli, Gondia, Jalna, Nagpur, Nanded, Ratnagiri, Sindhudurg, Yavatmal		Mansa, Amritsar, Gurdaspur, Hoshiarpur, Kapurthala, Ropar.
17. Rajasthan	Ajmer, Alwar, Banswara, Barmer, Bharatpur Bhilwara, Bikaner, Bundi, ChittaurgSr, Churu, Dausa, Dhaulpur, Dungarpur, Ganganagar, Hanumangarh, Jaipur, Jaisalmer, Jalore, Jhunjhunu, Jodhpur, Karauli, Kota, Nagaur, Pali, Rajsamand, Sirohi, Sikar, SawaiMadhopur, Tonk, Udaipur		
18. Tamil Nadu	Coimbatore, Dharmapuri, Dindigul, Erode, Karur, Krishnagiri, Namakkal, Perambalur, Pudukotai, Ramanathanpurarn, Salem, Sivagangai, Theni, Thiruvannamalai, Tiruchirapally, Thirunelveli, Vellore, Virudhunagar		
19. Uttar Pradesh	Agra, Aligarh, Etah, Kashiram Nagar,, Firozabad, Jaunpur, Mahamaya Nagar, Mainpuri, Mathura, Mau, Varanasi and Unnao		Bahraich, Balia, Balrampur, Bareilly, Basti, Bijnor, Chandauli, Ghazipur, Gonda, Gorakhpur, LakhimpurKheri, Meerut, Mirzapur, Muradabad, Rai Bareilly, SantKabir Nagar, Shajahanpur, Siddarthnagar, SantRavidas Nagar, Unnao
20. West Bengal	Bankura, Bardhaman, Birbhum, Dakshindinajpur, Malda, Nadia, Purulia, Uttardinajpur, South 24 Praganas		Bardhaman, Hooghly, Howrah, Malda, Murshidabad, Nadia, N-24 Parganas, S-24 Parganas

**Black Shark Torpedo Deal for Navy***[English]*

2214. SHRI YASHVIR SINGH:  
SHRI NEERAJ SHEKHAR:  
SHRI ASHOK ARGAL:

Will the Minister of DEFENCE be pleased to state:

(a) whether irregularities have been reported in 100 black shark torpedo deal finalized in 2012 for Indian Navy;

(b) if so, the details thereof;

(c) the details of the companies which have been awarded tender for the deal;

(d) whether the Government has received representation against the irregularities in this deal; and

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

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

(a) and (b) The contract for procurement of Black Shark torpedoes has not yet been finalised.

(c) Not applicable in view of above.

(d) and (e) Representations / references have been received from different quarters including from one competing vendor and Members of Parliament. Special Technical Oversight Committee was constituted with approval of DAC (Defence Acquisition Council) to review the evaluation process and complaints received. The STOC has opined that the procurement has been progressed in accordance with the laid down procedures, in keeping with the provisions of the RFP (Request for Proposal) and DPP-06 in transparent and fair manner. The DAC has considered the STOC Report and accepted the same in September, 2012. Government has not taken a final decision on the procurement.

**Procurement of Bags for Missile Projects**

2215. SHRI NEERAJ SHEKHAR: Will the Minister of DEFENCE be pleased to state:

(a) whether irregularities in purchase / procurement of bags for missile projects by Ordnance factory, Itarsi, Madhya Pradesh has been reported;

(b) if so, the details thereof;

(c) whether bags used for movement of propellants have been procured on higher rates and quality of bags have been compromised by Ordnance factory, Itarsi;

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

(e) whether the Government has inquired into the irregularities and has fixed the responsibility in this regard; and

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

THE MINISTER OF STATE OF THE MINISTRY OF YOUTH AFFAIRS AND SPORTS AND MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI JITENDRA SINGH): (a) Yes, Madam. Irregularities in purchase / procurement of rubberized bags at Ordnance Factory Itarsi (OFI) has been reported. These bags are required for transportation of propellant for Pinaka Rocket from one Ordnance Factory to another Ordnance Factory.

(b) to (f) CBI Bhopal has registered a preliminary inquiry against officials of OFI, Scientists of High Energy Material Research Laboratory (a DRDO Laboratory), Pune and the supplier M/s. VLS Industries, Nagpur for allegedly favouring the supplier by accepting bags of substandard quality at high rates.

On the request of CBI, necessary permission has been accorded by the Ministry for initiating inquiry under Section 6A of the Delhi Special Police Establishment (DSPE) Act 1946 against the then AGM of OFI, Itarsi.

**Black Money through Child Labour***[Translation]*

2216. SHRI GANESH SINGH: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

(a) the estimated number of child labourers in the country as on date;

(b) whether black money amounting to crores of rupees is being generated every year through the child labourers as reported by the Child Rights Organisation;

(c) if so, the reasons therefor along with the amount of black money generated through child labourers during the last three years and the current year;

(d) whether child labour is the cheapest form of labour; and

(e) if so, the concrete steps being taken by the Government to check this menace?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI KODIKKUNNIL SURESH): (a) As per 2001 census, the total number of working children between the age group 5-14 years in the country was 1.26 crore out of which there were approximately 12 lakh children found working in the hazardous occupations/processes which are covered under Child Labour (Prohibition & Regulation) Act, 1986. However, in the Survey conducted by NSSO, in 2004-05 the numbers of working children were estimated at 90.75 lakh. As per NSSO survey 2009-10, the working children are estimated at 49.84 lakh.

(b) and (c) Ministry has not received any such report. However, the Child Labour (Prohibition & Regulation) Act, 1986 prohibits the employment of children below the age of 14 years in 18 Occupations and 65 Processes and regulates the working conditions of children where, they are not prohibited from working.

(d) and (e) Elimination of child labour is an area of great concern and Government of India is committed to address the issue. Considering the magnitude and nature of problem Government is following a multi-pronged strategy to tackle the problem of child labour. It comprises of statutory and legislative measures, rescue & rehabilitation, universal primary education alongwith social protection, poverty alleviation and employment generation. The objective is to create an environment where families are not compelled to send their children to work. The Child Labour (Prohibition & Regulation) Act, 1986 prohibits the employment of children below the age of 14 years in 18 Occupations and 65 Processes. The Act regulates the working conditions of children where they are not prohibited from working. Any person who employs a child in any occupation or process where employment of children is prohibited under the Child Labour Act, is liable for punishment with imprisonment or with fine. For rehabilitation of child labour the Government is implementing the National Child Labour Project Scheme since 1988. The scheme seeks educational rehabilitation of children working in hazardous occupations and processes. Under the Project, children rescued/

withdrawn from work are enrolled in the special schools, where they are provided with bridge education, vocational training, nutrition, stipend, health care, etc. before being mainstreamed into formal education system. The Ministry is also running the awareness generation programme against the evil of child labour.

#### **Amendment of Employees Pension Schemes**

2217. SHRI RAVINDRA KUMAR PANDEY: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

(a) whether the Government had amended the Employees Pension Scheme in 1995;

(b) if so, whether the pensioners have complained about its effect on their pensionary benefits;

(c) if so, whether the Government has taken any action as per the complaints made by the pensioners and labour organisation in the country;

(d) if so, the details thereof; and

(e) if not the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI KODIKKUNNIL SURESH): (a) The Employees' Pension Scheme, 1995 came into effect on 16.11.1995 replacing erstwhile Employees' Family Pension Scheme, 1971.

(b) to (e) Some members and Trade Unions had challenged the Employees' Pension Scheme pleading it to be less beneficial as compared to Provident Fund. But in 2003, the Hon'ble Supreme Court upheld the Employees' Pension Scheme, 1995 terming it a good and successful scheme.

#### **Development of Sports**

*[English]*

2218. SHRI BAIJAYANT PANDA: Will the Minister of YOUTH AFFAIRS AND SPORTS be pleased to state:

(a) whether special attention for promotion of sports like fencing, gymnastic and sailing is being given by the Government;

(b) if so, the details thereof; and

(c) if not, the reason therefor and the steps taken by the Government to promote these sports?

THE MINISTER OF STATE OF THE MINISTRY OF YOUTH AFFAIRS AND SPORTS AND MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI JITENDRA SINGH): (a) to (c) Madam, development and promotion of various disciplines of sport including fencing, gymnastics and sailing is the responsibility of the relevant National Sports Federations (NSFs) concerned which are autonomous in their functioning. The Government only supplements the efforts of the NSFs by way of providing financial assistance for participation in international competitions abroad, holding international competition in India, conducting national championships, purchase of equipments, conduct of coaching camps, hiring of foreign coaches etc. under the Scheme of "Assistance to the National Sports Federations." The details of funds provided under the said scheme to Gymnastic Federation of India (GFI), Yachting Association of India (YAI) and Fencing Association of India (FAI) during the last three years and current year (upto January, 2013) is as below:

(Rs. in lakhs)

Name of the Federation	2009,10	2010-11	2011-12	2012-13
GFI	87.80	18.43	636.00	-
YAI	147.85	85.95	255.00	50.38
FAI	30.56	174.06	36.06	9.00

#### **Incidents of Illegal Wildlife Trade**

2219. SHRI DHANANJAY SINGH: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether incidents of illegal wildlife trade were reported in the country recently;

(b) if so, the details thereof;

(c) the details of international trade in endangered species of fauna and flora during the last three years and the current year;

(d) if so, the details 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 (SHRIMATI JAYANTHI NATARAJAN): (a) and (b) Incidents of illegal wildlife trade in the country have been received in the Ministry from time to time. The data on the exact magnitude of such illegal trade within the country is not collated in the Ministry. However, incidents of illegal trade in endangered species of fauna and flora detected at Exit Points by the Wildlife Crime Control Bureau (WCCB) during the last three years are given in the enclosed Statement.

(c) and (d) Details of the international trade in endangered species of fauna and flora during last three years and the current year, as recorded in WCCB, is given in the enclosed Statement-II.

(e) The steps taken by the Central Government to control illegal trade include:

1. The Central Government has enacted the Wild Life (Protection) Act, 1972 to deal with the issues of wildlife crime. Stringent penalties are imposed on the offenders for the contravention of the provisions of the Act.
2. Wildlife Crime Control Bureau, with a network of five Regional and three Sub Regional Offices, has been set up to control wildlife crime.
3. Training courses are conducted for various enforcement agencies like Customs, Central Police Forces etc. for better appreciation of the issues related to the illegal wildlife trade.
4. Wildlife offences involving a total value of Rs. 30.00 lakhs or more have been brought under the purview of the Prevention of Money-Laundering Act, 2002.
5. Financial support is provided under the Centrally Sponsored Schemes -*Integrated Development of Wildlife Habitats, Project Tiger and Project Elephant*, to State/UT Governments for various activities aimed at wildlife conservation including control of poaching.
6. The Central Bureau of Investigation (CBI) has been

empowered under the Wild Life (Protection) Act, 1972 to apprehend and prosecute wildlife offenders.

7. 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.

**Statement-I**

*Case of smuggling of endangered species of flora and fauna detected at Exit Points*

**Year 2009-10:**

Sl. No.	Violation of the provisions of	Cases detected
1	2	3
1.	CITES	59
2.	Wildlife Protection Act, 1972	55
3.	Exim policy	91
Total		205

1	2	3
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**Year 2010-11:**

1.	CITES	62
2.	Wildlife Protection Act, 1972	65
3.	Exim policy	118
Total		245

**Year 2011-12:**

1.	CITES	122
2.	Wildlife Protection Act, 1972	91
3.	Exim policy	99
Total		312

**Statement-II**

*Details of International Trade in Endangered Species of Fauna and Flora*

**Import:**

Species	Quantity			
	2010	2011	2012	2013 (till date)
1	2	3	4	5
Ailurus fulgens fulgens	1 No	-		
Lycalopex griseus	3 Kgs	-		
Arctocephalus pusillus	370 Nos	-		
Melursus ursinus	1 No	-		
Equus zebra hartmannae	45 Nos	-		
Macaca fascicularis	25 ml	62.50 MI		
Chlorocebus aethiops	300 ml	-		
Alligator mississippiensis	1360 Pes	5638 Pcs	13380 Pcs	266 Nos

1	2	3	4	5
Caiman crocodilus fuscus	5495 Pcs	7174 Nos		
Eunectes notaeus	66 Pcs	-		
Hoodia gordonii	65 Kgs	212 Kgs	200 Kgs	
Cttleya hybrid	1274 Nos	-		
Dendrobium hybrid	3115 Nos	-		
Makara hybrid	300 Nos	-		
Vanda hybrid	115 nos	-		
Phalaenopsis hybrid	260 Nos	-		
Aquilaria malaccensis	21469.32 Kg.	26508.460 Kgs	22668.5 Kgs	
Lama guinicoe	-	22.25 Kg.		
Acinonyx juvatus	-	4 Nos		
Melanriosuchus Niger	-	1 No.		
Paleosuchus trigonatus	-	1 No.		
Crocodylus nicloticus	-	4No.		
Veranus niloticus	-	1 Nos	486 Nos	
Serpantus	-	135 Nos		
Acipenser baerii	-	.3 gms		
Moluscs	-	635 Kgs		
Yellow Anaconda	-			11 Nos
Primus Africana	-	5101 Kgs		20.6 Ton
Pdophyllum Spp.		654 Kgs		
Snow Leopard		1 No.		

**Export and RE Export:**

Species	Quantity			
	2010	2011	2012	2013 (till date)
1	2	3	4	5
Ailurus fulgens fulgens	1 No		1 No	
Elephus maximus	7 Pcs			
Equus zebra hartmannae	15 pes+15 skins			

1	2	3	4	5
Chirocebus aethiops	40 Vials			
Alligator mississippiensis	14229 Pes	11706 pcs	27705 Pcs	28 pcs
Caiman crocodile fuscus	2906 Pairs	1110 Pcs		
Tupinambis rufescens	331 pairs			
Cactus sop.	33200 Nos	23000 pcs		
Orchid sop	16614 Nos	142577 Nos	11565 Nos	134045 Nos
Sussurea costus	12000 kg.	6582.98 Kg.	584065 Nos	3000 Kg.
Orchis Musccuia			& 21.538 Kgs 5115928 Nos	
Ravolfia serpentine	40 Kgs	1.1 Kg.	200.20 Kg.	0.2 Kg.
Hoodia gordonii	10020 Bottles	16500 capsules	24903 Bottles	1800 Bottles
Podophyllum hexandrum	562 Kgs	1783 Kgs		
Prunus Africana	206 Kgs	120 Kgs		
Aquilaria sop.	9671.9 kgs	5238.08 Kg.		2728 Kgs
Crocodylus sop.		15 Nos	59Nos	
Aloe Vera		2000 Nos		
Picro rhiza kurrooa		112.4 Kg.		
Veranus niloticus		121 pair		
Markhors caprafalconeri				6 Nos
Corllium rubrum			2.122 Kgs	
Syberian Sturgrean			0.949 gms	
Yellow Anaconda			231	
Kutki			100 Kgs	

**River Front Development Scheme**

bank of the river Ganga with the help of the Japan Government;

(b) if so, the details thereof; and

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

[Translation]

2220. SHRI JAGDISH SHARMA:  
SHRI VILAS MUTTEMWAR:

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

(a) whether the Government is likely to launch river front development scheme in major cities situated on the

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRIMATI JAYANTHI NATARAJAN): (a) to (c) The Central Government has signed loan agreement with the Government of Japan for

implementation of pollution abatement work for river Ganga in Varanasi city at a total cost of Rs. 496.90 crores on a cost sharing basis of 85:15 between Centre and State. The pollution abatement works under the project include construction and rehabilitation of sewerage facilities and non-sewerage components including river front development such as improvement of ghats between Assi and Rajghat on the bank of river Ganga at Varanasi.

### **Analysis on Shipping Industry**

[English]

2221. SHRI PRADEEP MAJHI:  
SHRI KISHNBHAI V. PATEL:

Will the Minister of SHIPPING be pleased to state:

(a) the details of the analysis made by Ratings agency India ratings relating to the shipping industry;

(b) whether the Shipping industry is unlikely to see a revival till 2015 as reported;

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

(d) whether the Government proposes to conduct any survey to find out the factual position and analyse the possible growth of shipping industry during the next two years;

(e) if so, the details in this regard; and

(f) the corrective measures taken by the Government to strengthen the shipping industry in the country?

THE MINISTER OF SHIPPING (SHRI G.K. VASAN):

(a) to (c) The Indian National Shipowners' Association has informed that no rating of the Indian Shipping Industry as a whole has been done by any rating agency. The uncertainties involving certain European economies and also in the growth of international trade have been affecting the revival prospects of global shipping industry. The revival of the Shipping Industry would be dependent on the global industry situation.

(d) and (e) The demand and supply in Shipping sector is regulated by market forces. Given the fact that shipping business has shown cyclic trends over a period of time, the markets are expected to correct themselves in natural course.

(f) Government has been taking various steps from time to time for the growth of Indian tonnage. Government introduced tonnage tax scheme for the shipping sector in 2004 and Policy of Cargo support to Indian flag ships in respect of Government owned/controlled cargoes is being continued.

### **Security of Fishermen**

2222. SHRIMATI J. HELEN DAVIDSON:  
SHRI P. KARUNAKARAN:  
SHRI HAMDULLAH SAYEED:

Will the Minister of DEFENCE be pleased to state:

(a) whether Indian fishermen have been attacked from across the Sri Lankan territorial waters during the last one year;

(b) if so, the details thereof including the number fishermen killed/gone missing during the said period;

(c) whether the Indian Coast Guard is playing any meaningful role in view of the said situation; and

(d) the steps taken / proposed to be taken by the Government to check the said incidents?

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

(a) and (b) From time to time, there are reports of incidents of attack on Indian fishermen, allegedly by the Sri Lankan Navy. Government has been consistently taking up such issues with the Government of Sri Lanka to ensure that the Sri Lankan Navy acts with restraint and our fishermen found near International Maritime Boundary Line (IMBL) are treated in a humane manner. In order to avoid recurrence of incidents involving our fishermen and keeping in mind the humanitarian and livelihood dimensions of fishermen issues, Government has reached an understanding with the Government of Sri Lanka in October, 2008, to put in place practical arrangements to deal with bonafide Indian and Sri Lankan fishermen crossing the International Maritime Boundary Line (IMBL). As part of these arrangements, it has been agreed that there would be no firing on Indian fishing vessels and that Indian fishing vessels would not enter the sensitive areas designated by the Government of Sri Lanka along its coastline.

During the last one year, there is no official record of Indian fishermen killed in Sri Lankan territorial waters. A total of 23 boats and 131 Indian fishermen were apprehended by the Sri Lankan Navy during the last one year. The apprehended fishermen have been repatriated, following the action taken by Government through diplomatic channels with the Sri Lankan authorities.

(c) and (d) Indian Coast Guard provides assistance to Indian fishermen at sea while they are in distress through regular patrolling. It also conducts Community Interaction Programmes to educate fishermen among other issues, on the perils of cross border fishing. For better accessibility, the Coast Guard has provided a toll free telephone number 1554 for search and rescue assistance to fishermen at sea. Under operation 'Tasha', Indian Navy and Coast Guard ships are deployed continuously (24x7) in Palk Bay area to prevent any illegal activities and also to protect the Indian fishermen from any attacks, while they are fishing in Indian waters. During the 8th India-Sri Lanka Joint Commission meeting held on 22nd January, 2013 in New Delhi, both sides reiterated the highest priority accorded by respective governments to the well being, safety and security of fishermen from the two countries.

#### **Awarding of Port Projects**

2223. SHRI NAMA NAGESHWARA RAO: Will the Minister of SHIPPING be pleased to state:

(a) whether the Government set a target of awarding 42 port projects during the current financial year which would add 245 million tones capacity;

(b) if so, the details thereof including the financial implications on the said projects; and

(c) the number and details of projects already awarded and the number of new projects proposed in the country including West Bengal and Andhra Pradesh?

THE MINISTER OF SHIPPING (SHRI G. K. VASAN):

(a) and (b) Yes, Madam. The details are enclosed as Statement.

(c) Apart from the targeted Projects indicated in the Statement, the Government has decided to set up two major ports, one each in West Bengal and Andhra Pradesh.

#### **Statement**

Sl. No.	Name of the Project	Est Cost Rs. in Cr.	Capacity in MTPA
1	2	3	4
1	Chennai Creation of Mega Container Terminal	3686.00	48.00
2	Chennai Development of RO-RO cum multi-purpose berth & car parking at Bharthi Dock	100.00	1.00
3	Chennai Development of Barge jetty at Bharthi Dock	25.00	1.00
4	Chennai: Dry Port Project in Chennai Port	415.00	5.00
5	Cochin International Bunkering Terminal - Construction of Multi-purpose Liquid Terminal	206.30	4.10
6	Cochin Development of Ship repair facility for 90 small and 120 medium size ships	785.00	0.00
7	Cochin Development of General Cargo Terminal at Q8-Q9 Berths	250.00	9.00
8	JNPT Development of standalone container handling facility with a quay lengthy of 330 m North of NSICT Terminal	600.00	10.00
9	Kandla Setting up of Single Point Mooring (SPM) and allied facilities off Veera in Gulf of Kutch	621.52	12.00
10	Kandla Upgradation of Barge Handling Facilities at Bunder Basin	109.59	3.29
11	Kandla Berth No 14	188.88	2.00

1	2	3	4	1	2	3	4
12	Kandla: Captive berth for Renuka Sugars at Kandla Port	22.00	1.50		Inner harbour of VPT for handling Dry bulk cargo Rs. 275.20 Cr, 8.98 MTPA		
13	Kolkata Development of Haldia Dock II (North)	728.00	8.50	23	Vizag: Modernisation of ore handling complex at Visakhapatnam Port		
14	Kolkata Development of Haldia Dock II (South)	787.00	8.50	24	VOCPT, Tuticorin Construction of Shallow draft berth for handling cement	86.17	2.30
15	Kolkata Construction of Outer Terminal 1 upstream of 3rd Oil Jetty with ancillary facilities on PPP basis	290.00	4.50	25	VOCPT, Tuticorin Up-gradation of mechanical handling equipments in berth no.1 to 6 and berth no. 9	49.20	5.00
16	Mormugoa Development of 2 MMTPA mechanised Coal Import Terminal at Berth No. 11 Rs. 204.00 Cr, 2.00 MTPA	204.00	2.00	26	VOCPT, Tuticorin Constn. of shallow draught Berth (2 Nos) for handling construction materials	56.17	2.00
17	Mormugoa Development of 7.2 MMTPA Iron ore export Bulk Handling Terminal west of breakwater	721.00	7.20	27	VOCPT, Tuticorin Development of NCB-III for handling thermal coal & rock phosphatate V.O.C. Port Trust	420.00	7.28
18	Paradip Mechanisation EQ-1 to EQ-3 berths of Paradip Port Trust M/s Mahaguj Limited on captive user basis	1000.00	22.00	28	VOCPT, Tuticorin . Development of NCB-IV for handling thermal coal & Copper concentrate	355.00	7.28
19	Vizag Development of WQ 7 for handling Import Dry bulk cargo	375.09	4.78	29	VOCPT, Tuticorin Conversion of berth no-8 as Container Terminal	312.23	7.20
20	Vizag Development of WQ8 for handling break bulk cargo and export bulk cargo			30	JNPT Acquisition of 3 nos new Super Post panamax size RMQC from MCB to SDB Allied electrical works	76.00	2.64
21	Vizag Container Terminal Expansion	300.00	3.00	31	Paradip Mechanisation of Berth CQ 3	40.00	4.00
22	Vizag Installation of Mechanised Iron Ore handling facilities at WQ-1 in the northern arm of	940.00	23.7				

1	2	3	4
32	Mumbai: Construction of 2nd liquid chemical berth at Pirpau in Mumbai Port	130.00	2.00
33	Mumbai: Infrastructure development in handling ships of greater capacity along harbour berths no.18-21 of Mumbai Port	230.00	7.00
34	Mormugao: Construction of 3 nos. of mooring Dolphins in Mormugao Port Trust, Rs.50.00 Cr, 5.00 MTPA	50.00	5.00
35	Cochin Procurement of Electrical Level Luffing cranes (ELL cranes)/ Mobile Harbour Cranes	19.00	2.80
36	JNPT Acquisition of one no. new super post panamax size RMQC at MCB	33.00	1.80
37	Kolkata Mechanisation of Berth No. 5 NSD	26.00	2.25
38	Kandla Modification and strengthening of existing berth no. 1 to 6	42.00	0.88
39	Vizag Small Jetties 130-170 m Length	20.00	1.00
40	JNPT Replacement of 1 RMGC on line No. 1&2	22.65	0.01
41	NMPT Construction of POL Berth	79.17	7.80
42	Mormugoa Mobile Harbour Cranes Project	36.00	0.25
Total		14770.08	251.35

#### Coastal Eco-System Research Centre

2224. SHRI AJAY KUMAR: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Government has received any proposal from the State Government of Jharkhand for establishment of a National Wetland and Coastal Ecosystem Research and Training Centre;

(b) if so, the details thereof along with the funding arrangement between the Central and State Government; and

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

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRIMATI JAYANTHI NATARAJAN): (a) This Ministry has not received any proposal from the State Government of Jharkhand for establishment of a National Wetland and Coastal Ecosystem Research and Training Centre.

(b) and (c) Does not arise.

#### Indo-US Joint Military Exercise

2225. SHRI RAYAPATI SAMBASIVA RAO: Will the Minister of DEFENCE be pleased to state:

(a) the details of the last Indo-US Joint combat aircraft exercise held; and

(b) the extent to which such exercises proved useful for the Indian Armed Forces?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY): (a) A joint Indo-US Air exercise named 'Cope India 09' was conducted at Air force Station Agra from 19th October to 23rd October 2009 in which the Indian Air Force (IAF) participated with combat aircraft.

(b) The joint exercises improve operational and training standards of the IAF by exposure to operational and training patterns of other Air Forces of the world.

#### Increase in Child Labour

2226. DR. RATTAN SINGH AJNALA:  
SHRI HEMANAND BISWAL:

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

(a) whether the number of child labourers is increasing continuously in the country particularly in Punjab;

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

(c) the details of the amount allocated under Welfare and Rehabilitation Plan for child labourers in the country including Punjab, year-wise and State-wise;

(d) whether the allocated funds are being properly utilized by the States including Punjab; and

(e) the steps taken by the Government to stop the increasing number of child labourers in the country along with the result thereof during the last three years and the current year?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI KODIKKUNNIL SURESH): (a) and (b) As per 2001 census, the total number of working children between the age group 5-14 years in the country was 1.26 crore out of which there were approximately 12 lakh children found working in the hazardous occupations/processes which are covered under Child Labour (Prohibition & Regulation) Act, 1986. However, in the Survey conducted by NSSO, in 2004-05 the numbers of working children were estimated at 90.75 lakh which includes 1.01 lakh working children in the state of Punjab. As per NSSO survey 2009-10, the working children are estimated at 49.84 lakh including 0.48 lakh working children from Punjab, which shows a declining trend.

(c) and (d) Grants released during the last five years and current year, year-wise and State-wise (including Punjab) under NCLP are enclosed as Statement. The funds allocated under NCLP Scheme to the Project Societies headed by District Magistrate/Collector at District level are utilised for rehabilitation of child labour through special schools. The Project Societies regularly submit

Utilisation Certificates, Audited Accounts, Annual Progress Report and Quarterly Progress Report to the Ministry.

(e) Elimination of child labour is an area of great concern and Government of India is committed to address the issue. Considering the magnitude and nature of problem Government is following a multi-pronged strategy to tackle the problem of child labour. It comprises of statutory and legislative measures, rescue & rehabilitation, universal primary education alongwith social protection, poverty alleviation and employment generation. The objective is to create an environment where families are not compelled to send their children to work. The Child Labour (Prohibition & Regulation) Act, 1986, prohibits the employment of children below the age of 14 years in 18 Occupations and 65 Processes. The Act regulates the working conditions of children where they are not prohibited from working. Any person who employs a child in any occupation or process where employment of children is prohibited under the Child Labour Act, is liable for punishment with imprisonment or with fine. For rehabilitation of child labour the Government is implementing the National Child Labour Project Scheme since 1988. The scheme seeks educational rehabilitation of children working in hazardous occupations and processes. Under the Project, children rescued/withdrawn from work are enrolled in the special schools, where they are provided with bridge education, vocational training,, nutrition, stipend, health care, etc. before being mainstreamed into formal education system. The Ministry is also running the awareness generation programme against the evil of child labour. With the persistent effort of the Government through implementation different schemes the number of child labour in the country has been reduced considerably. The existing legislation and policy framed by the Government have yielded positive results.

#### **Statement**

*State-wise details of Grants released under NCLP during last five years and current year*

(Rs. in lakh)

Sl. No.	Name of State	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13 upto Feb., 2013
1	2	3	4	5	6	7	8
1.	Andhra Pradesh	1618.24	1056.31	399.52	705.69	1013.61	723.40
2.	Assam	315.70	352.19	616.68	378.55	891.57	429.47

1	2	3	4	5	6	7	8
3. Bihar		979.42	2130.96	1661.44	727.43	1338.49	790.25
4. Chhattisgarh		690.56	603.80	293.99	364.82	620.44	824.04
5. Gujarat		71.88	250.17	169.64	165.01	67.12	80.00
6. Haryana		92.20	156.39	63.28	186.77	99.10	128.11
7. Jammu and Kashmir		23.93	11.41	0	25.66	50.60	33.00
8. Jharkhand		343.10	354.29	155.95	47.78	391.63	86.59
9. Karnataka		536.53	404.94	447.03	64.47	220.74	371.63
10. Madhya Pradesh		893.39	838.68	560.92	608.25	1332.28	814.07
11. Maharashtra		385.72	514.12	419.39	433.32	973.17	679.38
12. Nagaland		0	28.34	21.43	40.87	36.55	56.38
13. Odisha		1169.19	1109.14	862.56	1167.78	1374.26	1209.60
14. Punjab		147.55	329.88	127.22	130.59	208.82	242.05
15. Rajasthan		1149.01	1510.60	371.58	395.64	436.53	323.69
16. Tamil Nadu		584.39	348.71	449.53	504.28	854.26	710.42
17. Uttar Pradesh		3079.81	2307.92	1627.43	1772.83	1585.40	856.17
18. Uttarakhand		16.12	0	0	0	26.40	0
19. West Bengal		1344.83	1866.97	1015.35	1537.63	2204.98	1407.70

### Improvement in the Steel Sector

2227. SHRI NISHIKANT DUBEY:

SHRI LALJI TANDON:

Will the Minister of STEEL be pleased to state:

(a) whether there is an urgent need for implementation of world class latest technologies in the Indian steel industry for improving its efficiency;

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

(c) whether the public and the private sector iron and steel companies are engaged in the Research and Development (R&D) activities in the iron and steel sector;

(d) if so, the details thereof along with the major achievements made by these companies during the last

three years and the current year;

(e) the total funds allocated and expenditure incurred on the research and development activities during the said period; and

(f) whether any new scheme for promoting research and development activities has been initiated by the Government in the 12th Five Year Plan and if so, the details thereof?

THE MINISTER OF STEEL (SHRI BENI PRASAD VERMA): (a) and (b) Yes, Madam. Government through its policies has been pursuing adoption of latest technologies for improving efficiency of Indian steel industry. The report of the Working Group on Steel Industry for the 12th Five Year Plan, National Steel Policy and Roadmap for R&D and Technology etc. enlist such measures. The major steel plants in the country have already embarked upon

modernization/expansion programme and are phasing out obsolete technologies. Further, new/green field steel plants are being set up with latest world class technologies.

(c) and (d) Major steel companies like Steel Authority of India Limited (SAIL) and Rashtriya Ispat Nigam Limited (RINL) in the public sector and Tata Steel Limited, JSW Steel Limited, Essar Steel Limited, Jindal Steel & Power Limited and JSW Ispat Steel Limited in the private sector are engaged in Research and Development work in the iron and steel sector in the country.

There have been substantial achievements from the R&D programmes pursued by the companies during the past which *inter-alia* covers:

- Raw Materials upgradation;
- Improvement in Process/Technology, Products and Productivity;
- Development of New products & improvement in Quality; and
- Improvement in Energy consumption & Environment Management.

(e) The total budget allocated and expenditure incurred on research and development activities during the last three years by the Public Sector Steel Companies are given hereunder:

(Rs. in crore)

	2009-10		2011		2011-12		2012-13	
	Budget	Expenditure	Budget	Expenditure	Budget	Expenditure	Budget	Expenditure*
SAIL	111.00	107.00	134.00	137.00	133.00	142.00	108.00	110.00
RINL	12.60	12.66	14.00	14.34	14.00	20.29	14.00	23.92

\*Expenditure of SAIL for 2012-13 is upto Dec, 2012 Expenditure of RINL for 2012-13 is upto Feb., 2013

(f) A new scheme 'Promotion of R&D in Iron & Steel Sector' was introduced by the Government in the 11th Five Year Plan which has been continued in the 12th Five Year Plan. Government has allocated Rs. 200 crore on R&D during the 12th Five Year Plan Period. A New Component is being added in the aforesaid scheme for development of technology for Cold Rolled Grain Oriented (CRGO) electrical steel sheets and other value added innovative steel products.

#### **E-Biz Platform**

2228. SHRI ADHI SANKAR: Will the Minister of COMMERCE AND INDUSTRY be please to state:

(a) whether the Government has announced the launch of e-Biz India's first Government-to-Business portal developed by Infosys and if so, the details thereof;

(b) whether the e-Biz platform will provide a one-stop shop for convenient and efficient online services for the investor and business communities in India reducing delays and complexity in obtaining information and services and if so, the details thereof;

(c) whether the Ministry of Environment and Forests has refused to work with fast tracking process of clearance of the single window proposal for various approvals and if so, the details thereof;

(d) whether the said Ministry of Environment and Forests which gives the environment and forest clearance for all infrastructure projects has refused to link the two nodes with e-Biz platform of the Ministry that seeks to serve as a one-stop shop for all licences and clearances and;

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (DR. S. JAGATHRAKSHAKAN): (a) and (b) Yes, Madam. As a part of Government's initiative to improve the business environment and the ease of doing business in the country, the Department of Industrial Policy & Promotion, Ministry of Commerce & Industry, launched the eBiz portal on 28.01.2013 comprising License and Permits Services component that will allow business users to obtain a customized list of licenses, permits, and regulations that they require or need to comply with across all levels of

government. e-Biz will serve as a 24X7 online single-window system for providing efficient and convenient Government to business (G2B) services to business community by reducing the complexity in obtaining information and services related to starting businesses in India and dealing with licenses and permits across the business life-cycle. It will function as one-stop-shop for obtaining information and forms; submission of forms/applications; online payment and routing of fees and routing of forms/applications and fees to various departments for licenses, permits, registrations, approvals, clearances, permissions, periodic filings and compliances throughout the life-cycle of a business entity.

(c) to (e) Environment Clearance is a service offered by the Ministry of Environment and Forests (MoEF) for starting and running industries and businesses. This service was identified as one of the central services for integration with e-Biz portal. Ministry of Environment and Forests has agreed to provide a link on the eBiz website of Department of Industrial Policy and Promotion for this service but has not agreed for integration of its service with e-Biz portal. MoEF has been requested to agree to integrate with e-Biz portal and as a temporary measure, a hyperlink of MoEF will be provided on the e-Biz portal.

#### **Utilisation of Ocean Related Assets**

*[Translation]*

2229. SHRI MANSUKHBHAI D. VASAVA: Will the Minister of SHIPPING be pleased to state:

(a) whether the ocean science related assets spread over three sides of the country have not been fully utilised due to lack of ocean science experts in subordinate institutions under the Ministry of Shipping;

(b) the reaction of the Government thereto; and

(c) the steps taken by the Government for the maximum utilisation of such ocean related assets and to explore the untapped resources?

THE MINISTER OF SHIPPING (SHRI G.K.VASAN):  
(a) to (c) The Ministry of Shipping and /or its subordinate institutions do not deal with utilization of ocean science related assets. However, as informed by the Ministry of Earth Sciences, they have specific programmes for exploration of various ocean resources viz. polymetallic

nodules, gas hydrates, hydro-thermal sulphides and various scientific activities are carried out in this regard. Regarding fisheries, potential fishing zone advisories are generated based on the satellite data and provided to fishermen community thrice a week for facilitating exact location of fishery zone, thus, saving upon time and fuel cost.

#### **Dispensaries for Beedi Workers**

2230. SHRI SHIVRAJ BHAIYA: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

(a) whether the Government has set up dispensaries particularly for treatment of Beedi workers in the country including Madhya Pradesh;

(b) if so, the number of such dispensaries in-operation in the country including Madhya Pradesh;

(c) whether the number of doctors as well as dispensaries in Banda Nagar, Kandwa, Bineka and in Dalpatpur areas of Sagar in Madhya Pradesh is very less; and

(d) if so, the steps taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI KODIKUNNIL SURESH): (a) Yes, Madam. The Government has set up dispensaries particularly for the treatment of Beedi workers in the country including Madhya Pradesh.

(b) There are in total 237 dispensaries in-operation in the country, out of which 30 dispensaries are in Madhya Pradesh and one Central Hospital is functioning at Sagar.

(c) and (d) There is a dispensary in Dalpatpur area of Sagar, where Beedi workers of Banda Nagar, Kandwa, Bineka and Dalpatpur are entitled to medical treatment. The requirements with regards to dispensaries are received from time to time and decisions are taken thereafter.

#### **Transparency in Selecting Players**

2231. SHRIMATI MEENA SINGH: Will the Minister of YOUTH AFFAIRS AND SPORTS be pleased to state:

(a) whether the Government has taken note of the poor performance of players during the last one year in various sports events;

(b) if so, the reaction of the Government in this regard;

(c) whether the Government has reviewed the policy for Indian Sports Federations to set up transparency in selecting good players without discrimination and nepotism;

(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 YOUTH AFFAIRS AND SPORTS AND MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI JITENDRA SINGH): (a) and (b) It is not true that performance of our players has been poor during the last one year. In fact, there has been perceptible improvement in the country's performance in international sports events as is evident from the record 6 medals won by Indian sportspersons in London Olympics - 2012. In order to further improve the standard of sports in the country, the Government has been taking initiatives and implementing schemes for strengthening sports facilities and providing better training and coaching, etc.

(c) to (e) National Sports Federations are primarily responsible for judicious selection of sportspersons for participation in major international events based on merit. The Ministry of Youth Affairs & Sports is not involved in the selection process. However, Government appoints a Government observer for each discipline, who is associated with the activities of the concerned National Sports Federation.

#### **Quality of Medical Services in Armed Forces**

2232. SHRI P. KUMAR:

SHRI K. SUGUMAR:

Will the Minister of DEFENCE be pleased to state:

(a) whether quality of medical services in the armed forces is deteriorating fast;

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

(c) whether the attrition level of specialists is at an all time high and the trained doctors are leaving services even after paying Rs. 15 lakhs as bond money; and

(d) if so, the corrective steps taken by the Government to retain specialist doctors in the Armed Forces?

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

(a) No, Madam.

(b) In view of (a), question does not arise.

(c) and (d) No, Madam. The attrition level of specialists and trained doctors is showing a declining trend. For retaining specialist doctors, additional marks are awarded for professional qualifications while considering them for promotions by the concerned Promotion Boards. In addition they are retained in speciality related appointments as far as possible. For retaining trained doctors, opportunities for doing Post Graduation are provided. Opportunities are also provided to Short Service Commissioned Officers for doing Post Graduation courses.

*[Translation]*

#### **Chinese Presence in Indian Ocean**

2233. SHRI B.N. PRASAD MAHATO:

SHRI M. SREENIVASULU REDDY:

Will the Minister of DEFENCE be pleased to state:

(a) whether China has decided to set up a naval base at Seychelles island in the Indian Ocean;

(b) if so, whether the Government has taken any precautionary measures in view of China's presence in the Indian Ocean; and

(c) the steps taken by the Government to increase the capacity of Indian Navy in view of China deploying aircraft carrier and setting up naval base at Seychelles island?

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

(a) to (c) As per the information available, no Naval base has been established by China in Seychelles. The Government is aware of Chinese participation in development projects in the Indian Ocean Region and keeps a constant watch on all developments concerning our national security. Necessary measures are taken to safeguard our interests in accordance with the prevailing security situation and strategic considerations.

*[English]***Support for Coffee Processing**

2234. SHRI M.I. SHANAVAS: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) the status of the implementation of the scheme for 'Support for Coffee Processing' by the Coffee Board;

(b) the extent to which the programmes falling under the above scheme have been carried out across the country particularly in Kerala;

(c) whether the scheme entail providing subsidy for replacing the existing machinery and if so, the details thereof;

(d) whether the scheme further provides financial support both for establishing coffee processing units and existing coffee processing units of medium and small scale operators and if so, the details thereof;

(e) the total funds allocated, released and utilised during each of the last three years and the current year under each head of the scheme; and

(f) whether the scheme would be available to individuals for establishing small scale coffee processing units and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRIMATI D. PURANDESWARI): (a) The scheme for 'Support for Coffee Processing' was sanctioned in the XI plan period and implementation thereof is still continuing. Under this scheme the subsidy is provided towards coffee processing machinery.

(b) Total 85 units all over the country under this scheme have been supported. A total amount of Rs. 3.21 crores has been released as subsidy under this scheme since 2008. In Kerala, 04 units which applied for subsidy under this scheme have been supported from 2008 to 2013 and a total amount of Rs. 47,11,499/- has been released.

(c) and (d) Yes, Madam. The scheme entails providing subsidy for setting up of new units and for the upgradation and modernization of existing units also. It provides financial support for medium and small scale operators also if they are starting either a new unit or

upgrading the existing units with new machineries for quality upgradation as detailed below:

- Subsidy at the rate of 25% of the total cost of machine limited to Rs. 25 lakhs per unit is available to individuals, corporate/ companies and firms.

- Subsidy at the rate of 40% of the total cost of machinery limited to Rs. 25 lakhs per unit is available to SHGs and other growers' collectives.

(e) The total funds allocated, released and utilised during each of the last three years and the current year under the scheme are as under:

(Rs. in crores)

Sl. No.	Year	Funds allocated and released	Funds utilized
1.	2009-10	0.54	0.54
2.	2010-11	0.42	0.42
3.	2011-12	1.76	1.76
4.	2012-13*	1.00	0.50

\*Upto Feb 2013

(f) Yes, Madam. The scheme is available for the Individuals who are interested to establish small scale coffee processing units. The rate of subsidy is limited to 25% of the total cost of the machinery or Rs. 25 lakhs per unit whichever is less.

**Repairing of NH-31D**

2235. SHRI MAHENDRA KUMAR ROY: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the stretches on National Highway (NH) No. 31-D from Fulbari Maud-Siliguri-Maynaguri upto. NH-31 has been badly damaged;

(b) if so, the reasons therefor;

(c) whether the Government has taken any steps for the repair of the said stretch; 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 SARVEY SATYANARAYANA): (a) and (b) Yes Madam. There was heavy rainfall above 3000 mm in the last monsoon in the entire North Bengal region. Some stretches of NH-31 D from Fulbari to Mainaguri were thus badly damaged in the last monsoon. Besides, due to closure of Coronation Bridge on NH-31 at Sevoke, the entire traffic to North East also is diverted through NH-31 D which is a new NH with deficient crust.

(c) and (d) Damaged stretches have been repaired and the road is presently in traffic worthy condition.

### Number of Tigers

[Translation]

2236. SHRI SATPAL MAHARAJ:  
SHRI M. KRISHNASSWAMY:

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

(a) whether the number of Tigers has been increasing in the 'Tiger Project' and tiger reserves including Jim Corbett areas of the country;

(b) if so, the details thereof along with the number of Tigers, State-wise including Karnataka; and

(c) the steps taken by the Government to protect the Tigers and further increase their numbers in the country?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRIMATI JAYANTHI NATARAJAN): (a) and (b) Yes Madam. The country level tiger population, assessed once in every four years using the refined methodology, has shown an increasing trend with a population estimate of 1706, lower and upper limits being 1520 and 1909 respectively, in the recent assessment of 2010, as compared to the last country level assessment of 2006, with an estimate of 1411, lower and upper limits being 1165 and 1657 respectively. The details of tiger estimation for the years 2006 and 2010 are given in the enclosed Statement-I.

(c) The milestone initiatives taken by the Government of India for protection and conservation of tigers and other wildlife are given in the enclosed Statement-II.

### Statement-I

*Details of tiger estimation for the year 2006 and 2010*

State	Tiger Population						Increase/ Decrease/ Stable
	2006			2010			
	Estimate (Number)	Statistical Lower Limit	Statistical Upper Limit	Estimate (Number)	Statistical Lower Limit	Statistical Upper Limit	
1	2	3	4	5	6	7	8
<b>Shivalik-Gangetic Plain Landscape Complex</b>							
Uttarakhand	178	161	195	227	199	256	Increase
Uttar Pradesh	109	91	127	118	113	124	Stable
Bihar	10	7	13	8(-)***	(-)**	(-)**	Stable
Shivalik-Gangetic landscape	297	259	335	353	320	388	Stable
<b>Central Indian Landscape Complex and Eastern Ghats Landscape Complex</b>							
Andhra Pradesh	95	84	107	72	65	79	Decrease

1	2	3	4	5	6	7	8
Chhattisgarh	26	23	28	26	24	27	Stable
Madhya Pradesh	300	236	364	257	213	301	Stable
Maharashtra	103	76	131	169	155	183	Increase
Odisha	45	37	53	32	20	44	Stable
Rajasthan	32	30	35	36	35	37	Stable
Jharkhand	Not assessed			10	6	14	Could not be compared since it was not assessed in 2006
Central Indian landscape	601	486	718	601	518	685	Stable
<b>Western Ghats Landscape Complex</b>							
Karnataka	290	241	339	300	280	320	Stable
Kerala	46	39	53	71	67	75	Increase
Tamil Nadu	76	56	95	163	153	173	Increase
Western Ghats landscape	402	336	487	534	500	568	Increase
<b>North Eastern Hills and Brahmaputra Flood Plains</b>							
Assam	70	60	80	143	113	173	Increase
Arunachal Pradesh	14	12	18	Not assessed	Not assessed	Not assessed	Could not be compared since it was not assessed in 2010
Mizoram	6	4	8	5 (-)***	(-)**	(-)**	Stable
Northern West Bengal	10	8	12	Not assessed	Not assessed	Not assessed	Could not be compared since it was not assessed in 2010.
North East Hills, and Brahmaputra landscape	100	84	118	148	118	178	Increase
Sundarbans	Not assessed	Not assessed	Not assessed	70	64	90	Could not be compared since it was not assessed in 2006.
<b>Total</b>	<b>1411</b>	<b>1165</b>	<b>1657</b>	<b>1706</b>	<b>1520</b>	<b>1909</b>	

\*\*\*Statistical lower/upper limits could not be ascertained owing to small size of the population.

**Statement-II**

*Milestone initiatives taken by the Government of India for protection and conservation of tigers and other wild animals*

**Legal steps**

1. Amendment of the Wild Life (Protection) Act, 1972 in 2006 to provide enabling provisions for constituting the National Tiger Conservation Authority and the Tiger and Other Endangered Species Crime Control Bureau.
2. Enhancement of punishment for offence in relation to the core area of a tiger reserve or where the offence relate to hunting in the tiger reserves or altering the boundaries of tiger reserves, etc.

**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 or home guards, apart from workforce comprising of local people, in addition to strengthening of communication and wireless facilities.
4. Constitution of the National Tiger Conservation Authority with effect from the 4th September, 2006, for strengthening tiger conservation by, inter alia, 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 the 6th June, 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: Pilibhit (Uttar Pradesh), Ratapani (Madhya Pradesh), Sunabeda (Odisha), Mukundara Hills (including

Darrah, Jawahar Sagar and Chambal Wildlife Sanctuaries) (Rajasthan) and Satyarnangalam (Tamil Nadu). Final approval has been accorded to Kudremukh (Karnataka) for declaring as a tiger reserve. The State Governments 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) Guru Ghasidas National Park (Chhattisgarh), (v) Mhadei Sanctuary (Goa) and (vi) Srivilliputhur Grizzled Giant Squirrel / Megamalai Wildlife Sanctuaries / Varushanadu Valley (Tamil Nadu).

7. The revised Project Tiger guidelines have been issued to State Governments for strengthening tiger conservation, which apart from ongoing activities, *inter alia*, include financial support to States for enhanced village relocation or rehabilitation package for people living in core or critical tiger habitats (from Rs. 1 lakh per family to Rs. 10 lakhs per family), rehabilitation or 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 and assessment are bench marks for future tiger conservation strategy.
9. The 17 tiger States have notified the core/critical tiger habitat (35123.9547 sq. km.), and the buffer/peripheral area (28750.73421 sq.km.) of all the 41 tiger reserves in the country, under section 38V of the Wild Life (Protection) Act, 1972, as amended in 2006.

**Financial steps**

10. Financial and technical help is provided to the State Governments under various Centrally Sponsored Schemes, such as Project Tiger and Integrated Development of Wildlife Habitats for enhancing the

capacity and infrastructure of the State Governments for providing effective protection to wild animals.

#### **International Cooperation**

11. India has a bilateral understanding with Nepal on controlling trans-boundary illegal trade in wildlife and conservation, apart from a protocol on tiger conservation with China.
12. A protocol has been signed in September, 2011 with Bangladesh for conservation of the Royal Bengal Tiger of the Sunderban.
13. A sub-group on tiger and leopard conservation has been constituted for cooperation with the Russian Federation.
14. A Global Tiger Forum of Tiger Range Countries has been created for addressing international issues related to tiger conservation.
15. 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 direction 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.
16. Based on India's strong intervention during the 62nd meeting of the Standing Committee of the Convention on International Trade in Endangered Species of Wild Fauna and Flora (CITES) at Geneva from 23-27 July, 2012, the Convention on International Trade in Endangered Species of Wild Fauna and Flora Secretariat has issued a notification No. 2012/054 dated the 3rd September, 2012 to Parties to fully implement Decision 14.69 and report to the Secretariat by 25 September, 2012 (Progress made on restricting captive breeding operations of tigers etc.).
17. As a part of active management to rebuild Sariska and Panna Tiger Reserves where tigers have become locally extinct, reintroduction of tigers and tigresses have been done. The successful reintroduction of wild tigers in Sariska is a unique exercise and is the first of its kind in the world. A reintroduced tigress has recently littered and two cubs have also been camera trapped. The tiger reintroduction initiative at Panna (MP) has also been very successful and reintroduced tigers are breeding.
18. 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)**

19. The policy initiatives announced by the Finance Minister in his Budget Speech of the 29th February, 2008, *inter alia*, 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 (STPF), the proposal for the said force has been approved by the competent authority for 13 tiger reserves. The States of Karnataka and Maharashtra have already created and deployed the STPF.
20. 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**

21. Implementing a tripartite Memorandum of Understanding (MOU) with tiger States, linked to fund flows for effective implementation of tiger conservation initiatives.
22. Special crack teams sent to tiger reserves affected by left wing extremism and low population status of tiger and its prey.
23. 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.

24. Steps taken for modernizing the infrastructure and field protection, besides launching 'Monitoring system for Tigers' Intensive Protection and Ecological Status (M-STrIPES)' for effective field patrolling and monitoring.
25. Steps taken for involvement of Non-Governmental Experts in the ongoing all India tiger estimation.
26. Initiatives taken for improving the field delivery through capacity building of field officials, apart from providing incentives.
27. The second round of country level tiger status assessment completed in 2010, with the findings indicating an increase with a tiger population estimate of 1706, lower and upper limits being 1520 and 1909 respectively, as compared to the last country level estimation of 2006, with an estimate of 1411, lower and upper limits being 1165 and 1657, respectively. At present, India has the maximum number of tigers and its source areas amongst the 13 tiger range countries in the world, owing to its long history of conserving the species through Project Tiger (2% of country's geographical area spread out in 41 tiger reserves in 17 States).
28. A report on Management Effectiveness Evaluation (MEE) of Tiger Reserves was released on 28th July, 2011, containing the second round of independent assessment based on refined criteria done in 2010-11 for 39 tiger reserves. Out of 39 tiger reserves, 15 were rated as 'very good', 12 as 'good', 8 as 'satisfactory' and 4 as 'poor'.
29. Providing special assistance for mitigation of human-tiger conflicts in problematic areas.
30. Regional Offices of the National Tiger Conservation Authority sanctioned at Nagpur, Bengaluru and Guwahati.
31. A 'Standard Operating Procedure' for dealing with tiger deaths has been issued, based on advisories of Project Tiger / National Tiger Conservation Authority, with inputs from Wildlife Crime Control Bureau, State officials and experts, fine tuned to meet the present challenges.
32. A 'Standard Operating Procedure' for dealing with straying tigers in human dominated landscape has been issued.
33. The Revised Cost Estimates for Project Tiger was approved on 11.8.2011 for an upward revision of the cost estimates for the ongoing Centrally Sponsored Scheme of Project Tiger during the XIth Plan period from 650 crore to Rs. 1216.86 crore of central assistance to support States in village relocation from core areas of tiger reserves. Several new components were added to the Project, viz:
- (i) Change in the funding pattern in respect of North Eastern States (90:10)
  - (ii) Raising compensation for man-animal conflict to Rs. 2 lakhs
  - (iii) Acquisition of private land for making the core/critical tiger habitat inviolate
  - (iv) Establishment of Tiger Safari, interpretation/awareness centres under the existing component of 'co-existence agenda in buffer/fringe areas', and management of such centres through the respective Panchayati Raj Institutions
  - (v) Re-introduction of Cheetah
34. Launching of Phase-IV tiger reserve level, continuous monitoring of tigers using camera traps and building up data on photo captures of individual tigers.
35. Launching the creation of a national repository of camera trap photo IDs of individual tigers.
36. Notification of the Kawal Tiger Reserve in Andhra Pradesh.
37. In-principle approval for use of CAMP A funds towards village relocation from core areas.
38. Completion of e-surveillance project in Corbett.
39. Comprehensive guidelines under section 380 1 (c) of the Wildlife (Protection) Act, 1972 issued for Project Tiger and Tourism in Tiger Reserves on 15th October, 2012.
40. Under active management, permission accorded for translocation of two tigresses from Ranthambhore to Sariska (Rajasthan), besides one straying sub-

adult male tiger from Panna to Satpura (Madhya Pradesh).

41. A bilateral arrangement has been recently formalized with Bangladesh on tiger conservation. Our delegations are interacting with Nepal and China within the framework of existing bilateral arrangements. A sub-group on tiger/leopard conservation has been constituted for cooperation with the Russian Federation, which has met recently.
42. Field level workshops for capacity building of field officers to deal with straying tigers have been organized at Tadoba and Dudhwa Tiger Reserves (2013).
43. NTCA teams sent for field appraisal of tiger deaths, Project Tiger implementation etc.
44. Process underway for providing enabling provisions in the Wildlife (Protection) Act, 1972, to strengthen our implementation of the CITES and towards enhancement of penalties for contravention of provisions of the Act.

[English]

#### **Pollution by Mercury Emission**

2237. SHRI JOSE K. MANI: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Government has signed a treaty regarding ban on mercury mining and use of mercury in products by 2020;

(b) if so, the details thereof and the time by which a national mercury policy is likely to be drafted; and

(c) the details and data regarding mercury pollution emitting from industries/sectors/power plants, industry-wise, sector-wise?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRIMATI JAYANTHI NATARAJAN): (a) and (b) The fifth Session of the Inter-Government Negotiating Committee to prepare a global Legally Binding Instrument (LBI) on mercury was convened by the United Nations Environment Programme at Geneva from January, 13-19, 2013. During this meeting, agreement was reached on the text of a global LBI on mercury. No treaty has been signed.

(c) The sector-wise details of mercury emissions in the country are not available.

#### **Enforcement of Trade Agreements**

2238. SHRI M.K. RAGHAVAN:  
SHRI PRALHAD JOSHI:

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

(a) whether the Government has entered into various international trade agreement during the last one year;

(b) if so, the details thereof, country-wise along with the benefits likely to be accrued to various States particularly Karnataka;

(c) the details of the mechanism available for the enforcement of these trade agreements and the international trade obligations;

(d) whether there is any proposal to create a Trade Enforcement Unit to focus on the unfair international trade practices; and

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

THE MINISTER OF COMMERCE AND INDUSTRY AND MINISTER OF TEXTILES (SHRI ANAND SHARMA):

(a) No, Madam.

(b) and (c) Does not arise.

(d) and (e) No, as the Directorate General of Anti Dumping looks into all cases of unfair trade.

#### **Ganga Action Plan**

2239. RAJKUMARI RATNA SINGH:  
DR. SANJAY SINGH:  
SHRI VISHWA MOHAN KUMAR:

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

(a) whether the Government has detected/identified polluted stretches of the river Ganga under Ganga Action Plan;

(b) if so, the details thereof along with the locations identified;

(c) the outcome of Ganga Action Plan Phase-I and expenditure incurred thereon since its inception;

(d) whether the Government has sufficient funds to start Phase-II of Ganga Action Plan; and

(e) if so, the details and plans of the Government to control pollution of Ganga under phase-II?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRIMATI JAYANTHI NATARAJAN): (a) and (b) As per the studies conducted by the Central Pollution Control Board (CPCB) on water quality of river Ganga, and based on the designated best use criteria the river stretches at downstream of Haridwar, Kannauj to Kanpur, downstream of Varanasi, and downstream of Dakshineswar have been identified as polluted.

(c) The Ganga Action Plan (GAP) Phase-I, was taken up during 1985-2000 as a centrally sponsored project for abatement of pollution of the river through schemes such as interception and diversion of sewage, sewage treatment plants, low cost sanitation works, electric and/or improved wood crematoria, river front development works etc. Under this Plan, 260 pollution abatement schemes in 25 towns in the states of Uttar Pradesh, Bihar and West Bengal were undertaken at an expenditure of Rs. 452 crore.

(d) and (e) Since during implementation of GAP Phase-I all pollution load in the river Ganga could not be tackled, GAP Phase-II was initiated and projects amounting to Rs.591.05 crore were sanctioned, out of which Rs.517.15 crore has been released to the Implementing Agencies. Under these plans, a total sewage treatment capacity of 1091 million litres per day (mid) has been created. Further, the Central Government has set up the National Ganga River Basin Authority (NGRBA) to ensure effective abatement of pollution and conservation of river Ganga by adopting a holistic approach with river basin as the unit of planning.

#### **Cleaning of Rivers**

2240. SHRI PRALHAD JOSHI:  
SHRI S. PAKKIRAPPA:  
SHRI DATTA MEGHE:  
SHRIMATI KAMLA DEVI PATLE:  
SHRI RAJENDRA AGRAWAL:  
DR. NILESH NARAYAN RANE:

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

(a) whether the Government has formulated any action plan to make the rivers pollution free and to decrease the standard of Biochemical Oxygen Demand (BOD) in the rivers including Ganga, Yamuna and Kali;

(b) if so, the details thereof along with the details of polluted rivers and the funds allocated and expenditure incurred thereon during the last three years, State-wise including Chhattisgarh;

(c) whether the Government is planning to set up a monitoring agency for the constitution of boards for cleaning of rivers and to impose penalty on the polluters;

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

(e) whether Central Pollution Control Boards have taken any steps to check the discharge of effluents from industries and Power Plants; and

(f) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRIMATI JAYANTHI NATARAJAN): (a) and (b) The Ministry is supplementing the efforts of the State Governments in abatement of pollution in identified stretches of various rivers under the National River Conservation Plan (NRCP), including Ganga and Yamuna through 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 etc. NRCP presently covers 41 rivers in 191 towns spread over 20 states. The works of abatement of pollution for Kali river have been undertaken through Jawaharlal Nehru National Urban Renewal Mission, National Ganga River Basin Authority as well as under, state schemes.

Based on Bio-chemical Oxygen Demand (BOD) levels, 150 polluted river stretches have, been identified by Central Pollution Control Board (CPCB). Details of polluted stretches are given in the enclosed Statement-I and the funds released by the Ministry, expenditure incurred under the Plan during the last three years and the current year, State-wise, are given in the enclosed Statement-II.

(c) to (f) CPCB and the State Pollution Control Boards (SPCBs) monitor compliance of effluent discharge

standards by the industries. CPCB has identified Grossly Polluting Industries which are discharging BOD load of 100 kg. per day or more in the major rivers in the country. Action is taken against the defaulting industries by CPCB and SPCBs under relevant provisions of Water (Prevention & Control of Pollution) Act, 1974 and Environment (Protection) Act, 1986.

**Statement-I**

*State-wise details of polluted river stretches*

Sl. No.	Name of State	Name of the River	No. of polluted stretches
1	2	3	4
1	Andhra Pradesh	Godavari, Krishna, Manjira, Musi, Maner, Nakkavagu, Pennar and Tungabhadra	9
2	Assam	Bharalu, Burhidihing, Deepar bill and Kalong	4
3	Chandigarh	Attawa choe, Patiala ki Rao and Sukhna choe	3
4	Delhi	Yamuna	1
5	Gujarat	Amibika, Anas, Amlakhadi, Bhogavo, Baleshwar Khadi, Dhadar, Daman Ganga, Khari, Kaveri, Kim, Kolak, Mindhola, Mahi, Panam, Shedi, Sabarmati, and Tapi	19
6	Haryana	Ghaggar, Gurgaon canal, Markanda, Western Yamuna canal, and Yamuna	5
7	Himachal Pradesh	Beas, Markanda and Sukhna	3
8	Madhya Pradesh	Betwa, Chambal, Kshipra, Khan, Kalisot,	9

1	2	3	4
		Mandakini, Tons and Narmada	
9	Maharashtra	Bhima, Godavari, Mula & mutha, Pawaha, Panchganga, Patalganga, Indrayani, Koyna, Kundalika, Kalu, Kanhan, Kolar, Mithi, Tapi, Girna, Nira, Weinganga/Wardha, Krishna, Puma, Nira, Chandrabhaga, Venna river, Ulhas, Rangavali and Bhatsa	28
10	Punjab	Satluj and Ghaggar	2
11	Tamil Nadu	Adyar, Coovurn, Cauvery, Noyyal, Vaigai, Tambiraparani, Bhavani and Palar	9
12	Uttar Pradesh	Yamuna, Hindon, Western kali (Partly Covered), Kali nadi eastern, Bagad, Ganga, Gomti, Ramganga, Saryu and Rihand	12
13	Karnataka	Bhadra, Tunga, Tungabhadra, Laxmantirtha, Kali, Krishna, Hundri, Kundu, Arkavati and Malprabha	11
14	Manipur	Nambul	1
15	Rajasthan	Bandi, Berech, Jojari, Chambal and Khetri	5
16	Uttarakhand	Kosi, Dhela and kichha and Bahalla	3
17	Jharkhand	Subarnrekha and Sankh	2

1	2	3	4	1	2	3	4
18	Kerala	Karamana, Puzhackal and Kadambayar	3	23	Odisha	Kathjodi, Brahmani, Mahanadi and Kuakhai	4
19	Tripura	Agartala canal and Haora	2	24	Puducherry	Arasalar	1
20	Bihar	Sikrana	1	25	West Bengal	Damodar, Ganga and Barakar	3
21	Chhattisgarh	Arpa, Seonath and Mahanadi	3	26	Nagaland	Dhansiri	1
22	Meghalaya	Kharkhala and Umtrew	2	27	Sikkim	Dikchu, Teesta, Maney khola and Ranichu	4
				Total			150

**Statement-II**

*Funds Released by Central Government & Expenditure incurred (including states' share) for last three years under National River Conservation Plan*

(Rs. in crore)

Sl. No.	State	River	Funds Released by Government of India	Total Expenditure (including state share)
1	2	3	4	5
1	Andhra Pradesh	Godavari & Musi	36.89	27.73
2	Bihar	Ganga	35.37	17.06
3	Jharkhand	Damodar, Ganga & Subarnarekha	—	—
4	Gujarat	Sabarmati, Mindhola	0.39	0.62
5	Goa	Mandovi	2.57	
6	Karnataka	Bhadra, Tunga-bhadra, Cauvery, Tunga & Pennar	0.96	0.10
7	Maharashtra	Krishna, Godavari, Tapi & Panchganga	19.20	4.29
8	Madhya Pradesh	Betwa, Tapti, Wainganga, Khan, Narmada, Kshipra, Beehar, Chambal & Mandakini.	0.90	2.67
9	Odisha	Brahmini & Mahanadi	5.00	9.56
10	Punjab	Satluj & Beas	93.28	134.99
11	Rajasthan	Chambal	40.00	22.41

1	2	3	4	5
12	Tamilnadu	Cauvery, Adyar, Cooum, Vennar, Vaigai & Tambarani	3.10	8.43
13	Delhi	Yamuna	184.67	409.75
14	Haryana	Yamuna	18.90	20.12
15	Uttar Pradesh	Yamuna, Ganga, Ramganga & Gomti	422.14	584.98
16	Uttrakhand	Ganga	49.82	39.36
17	West Bengal	Ganga, Damodar & Mahananda	251.21	146.26
18	Kerala	Pamba	—	—
19	Sikkim	Rani Chu	50.44	52.80
20	Nagaland	Diphu & Dhansiri	—	—
Total			1212.27	1484.24

**Re-Construction of Bridge Across Girna River**

2241. SHRI SONAWANE PRATAP NARAYANRAO:  
Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Government proposes to re-construct bridge across Girna River on old National Highways (NH) No. 3, Malegaon city of Maharashtra State;

(b) if so, the details thereof;

(c) whether the Government has held any discussion with the State Government of Maharashtra in this regard and if so, the details thereof; and

(d) the steps being taken by the Government for expeditious completion of this project?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI SARVEY SATYANARAYANA): (a) and (b) This Ministry has given in-principal approval for re-construction of the major bridge across Girna River in Malegaon district on old NH-3, under Inter State Connectivity Scheme.

(c) and (d) Under Inter State Connectivity Scheme, after in-principal approval, State Government submits estimate for sanction. So far state Government of Maharashtra has not submitted the estimate in the Ministry. Once the estimate is received, it will be processed based on interse priority and availability of funds.

*[Translation]***Lanes along Toll Plazas**

2242. SHRI YASHBANT LAGURI:  
SHRI RATAN SINGH:

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

(a) whether the Union Government has issued any intructions to the State Government to increase the number of lanes along Toll Plazas located on various National Highways (NHs) of the country so as to reduce the traffic congestion;

(b) if so, the details thereof;

(c) whether the said instructions are being complied with; and

(d) if not, the reaction of the Government thereto and the corrective steps taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI SARVEY SATYANARAYANA): (a) No Madam.

(b) to (d) Does not arise.

**Trade with SAARC Nations**

2243. SHRI DATTA MEGHE:  
SHRI PRABODH PANDA:

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

(a) whether there has been a decline in the total trade carried out between India and other South Asian Association for Regional Cooperation (SAARC) Nations;

(b) if so, the details thereof including the total import and export carried out between India and the other member nations during each of the last three years and the current year;

(c) whether India's trade with other SAARC nations is affected due to the influence of China on them;

(d) if so, the details thereof along with the efforts being made by India to maintain the dominant role in the trade in this region;

(e) whether the movement of goods to and from Bangladesh through Ghsanzadanga border has suffered due to the problem of loading and unloading resulting in a huge loss to traders; and

(f) if so, the details thereof along with the steps being taken by the Government to ensure smooth flow of goods on the Bangladesh border?

THE MINISTER OF COMMERCE AND INDUSTRY  
AND MINISTER OF TEXTILES (SHRI ANAND SHARMA):  
(a) No, Madam.

(b) A Statement is enclosed.

(c) and (d) In the recent years, the geographical proximity and economic growth of China have translated into growth of China's investment and interaction with all SAARC member countries. India's relations with other countries stand on their own footing and are independent of the relations of those countries with third countries.

(e) and (f) Transport disruptions due to political agitations, including hartals in Bangladesh had impact on movement of goods across some Land Customs Stations. Transport disruption was reported throughout the country with varying effect depending on the location, and was not specific to India-Bangladesh trade. With restoration of normalcy, the movement of goods was reported to have been restored.

**Statement***India's trade with SAARC Nations*

(Value in US\$ Millions)

SAARC Countries	2009-2010		2010-2011		2011-2012		2012-13 (April, 2012 to January, 2013)	
	Export	Import	Export	Import	Export	Import	Export	Import
Afghanistan	463.55	125.19	422.41	146.03	511.53	119.43	387.14	105.10
Bangladesh	2433.77	254.66	3242.91	446.75	3757.91	585.38	4055.15	490.66
Bhutan	118.86	153.11	176.03	201.57	204.72	203.65	162.74	126.71
Maldives	79.86	3.63	100.14	31.381	124.60	19.92	102.44	5.69
Nepal	1533.31	452.61	2168.06	513.40	2523.41	427.38	2373.47	390.78
Pakistan	1573.32	275.94	2039.61	332.51	1534.72	421.85	1501.08	474.33
Sri-Lanka	2188.01	392.19	3510.06	501.73	4376.14	720.84	2955.52	573.59
<b>Total</b>	<b>8390.69</b>	<b>1657.34</b>	<b>11659.22</b>	<b>2173.37</b>	<b>13033.04</b>	<b>2498.45</b>	<b>11537.54</b>	<b>2166.86</b>

(Source: DoC-NIC)

**Check on Deaths of Rhinos***[English]*

2244. SHRI RAMESH RATHOD: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Government has noticed that a number of Rhinos were killed by Poachers across the country particularly in Kaziranga Park;

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

(c) the steps taken/being taken by the Government to save and protect Rhinos from Poachers in the country?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRIMATI JAYANTHI NATARAJAN): (a) and (b) Poaching of rhinos in the Kaziranga Tiger Reserve is a cause for concern. The details of rhinoceros poaching during the last three years and current year, as reported by States, are given in the enclosed Statement-I.

(c) Central assistance under the ongoing Centrally Sponsored Scheme of Project Tiger and Integrated Development of Wildlife Habitats is provided to States, inter alia, for development, protection and antipoaching activities. The steps taken by the State Government to protect and preserve the rhinoceros in Assam are given in the enclosed Statement-II. The milestone initiatives taken by the Government of India for protection and conservation of wildlife including rhinoceros are given in the enclosed Statement-III.

**Statement-I**

*Details of rhinoceros poaching during the last three years and the current year, as reported by States*

Sl. No.	State	2010	2011	2012	2013
1.	Assam	8	7	13	12*
2.	West Bengal	0	0	0	0
3.	Uttar Pradesh	0	0	0	0

\*Includes 5 rhinoceros poached in the Kaziranga Tiger Reserve.

**Statement-II**

*The steps taken by the State Government to protect and preserve one horned rhinos in Assam is as under*

1. Government of Assam has granted the power to use firearms to forest officers at all levels for protection of the forest and wildlife in the State under section 197 of the Criminal Procedure Code vide State Notification No. FRW.22/2009/5 dated 14.7.2012. Immunity from prosecution without the prior sanction from the State Government has also been granted to all the forest officers in the State. This has given a big morale boost to the staff engaged in the protection of the rhino and other wildlife species.
2. Government of Assam has enhanced the maximum punishment to the poachers up to life imprisonment and a minimum fine of Rs. 75,000 through the amendment of the Wildlife (Protection) Act, 1972 vide 'The Wildlife (Protection) (Assam Amendment) Act, 2009'. The wildlife related offences have been made cognizable and non-bailable through this amendment by the State Government.
3. Two new battalions of the Assam Forest Protection Force have been raised for protection of the forest and wildlife including the rhino bearing areas of the State.
4. Sufficient numbers of antipoaching camps have been constructed in all rhino bearing areas of the State.
5. Infrastructure viz. road network, patrolling path, antipoaching camps, vehicles, boats, departmental elephants etc. have been improved/enhanced over the years.
6. Armed home guards and local youths have been deployed in the rhino bearing areas of the State to augment the strength of the field staff.
7. Sophisticated arms (Self Loading Rifles) have been deployed in the rhino bearing areas of the State to match the weapons used by the poachers.
8. Management interventions for protection and maintenance of the rhino habitat have been taken up on regular basis.
9. Close coordination with the civil and police

administration is being maintained in the field for efficient tackling of the poachers.

10. Programmes on education and awareness are being regularly organized in the field involving local people and civil society.
11. The State Government of Assam is taking adequate steps to ensure the protection of rhinoceros in the State. Most of the one horned rhinoceros habitats have been declared as Tiger Reserves, thereby enhancing the management effectiveness through a focused scheme including increasing budgetary allocation, protection machinery. The measures taken for protection of rhino population have resulted in a sustained increase in their population in the State, as per the following census figures received from the State Government:

Year	Estimated population (Nos.)
2006	2006
2009	2201
2012	2505

#### **Statement-III**

*Milestone initiatives taken by the Government of India for protection and conservation of wildlife including rhinoceros*

#### **Legal steps**

1. Amendment of the Wild Life (Protection) Act, 1972 in 2006 to provide enabling provisions for constituting the National Tiger Conservation Authority and the Tiger and Other Endangered Species Crime Control Bureau.
2. Enhancement of punishment for offence in relation to the core area of a tiger reserve or where the offence relate to hunting in the tiger reserves or altering the boundaries of tiger reserves, etc.

#### **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 or home guards, apart from workforce comprising of local people, in addition to strengthening of communication and wireless facilities.

4. Constitution of the National Tiger Conservation Authority with effect from the 4th September, 2006, for strengthening tiger conservation by, inter alia, 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 the 6th June, 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: Pilibhit (Uttar Pradesh), Ratapani (Madhya Pradesh), Sunabeda (Odisha), Mukundara Hills (including Darrah, Jawahar Sagar and Chambal Wildlife Sanctuaries) (Rajasthan) and Satyamangalam (Tamil Nadu). Final approval has been accorded to Kudremukh (Karnataka) for declaring as a tiger reserve. The State Governments 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) Guru Ghasidas National Park (Chhattisgarh), (v) Mhadei Sanctuary (Goa) and (vi) Srivilliputhur Grizzled Giant Squirrel / Megamalai Wildlife Sanctuaries / Varushanadu Valley (Tamil Nadu).
7. The revised Project Tiger guidelines have been issued to State Governments for strengthening tiger conservation, which apart from ongoing activities, inter alia, include financial support to States for enhanced village relocation or rehabilitation package for people living in core or critical tiger habitats (from Rs. 1 lakh per family to Rs. 10 lakhs

per family), rehabilitation or 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 and assessment are bench marks for future tiger conservation strategy.
9. The 17 tiger States have notified the core/critical tiger habitat (35123.9547 sq. km.), and the buffer/peripheral area (28750.73421 sq.km.) of all the 41 tiger reserves in the country, under section 38V of the Wild Life (Protection) Act, 1972, as amended in 2006.

#### **Financial steps**

10. Financial and technical help is provided to the State Governments under various Centrally Sponsored Schemes, such as Project Tiger and Integrated Development of Wildlife Habitats for enhancing the capacity and infrastructure of the State Governments for providing effective protection to wild animals.

#### **International Cooperation**

11. India has a bilateral understanding with Nepal on controlling trans-boundary illegal trade in wildlife and conservation, apart from a protocol on tiger conservation with China.
12. A protocol has been signed in September, 2011 with Bangladesh for conservation of the Royal Bengal Tiger of the Sunderban.
13. A sub-group on tiger and leopard conservation has been constituted for cooperation with the Russian Federation.
14. A Global Tiger Forum of Tiger Range Countries has been created for addressing international issues related to tiger conservation.
15. 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 direction 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.

16. Based on India's strong intervention during the 62nd meeting of the Standing Committee of the Convention on International Trade in Endangered Species of Wild Fauna and Flora (CITES) at Geneva from 23-27 July, 2012, the Convention on International Trade in Endangered Species of Wild Fauna and Flora Secretariat has issued a notification No. 2012/054 dated the 3rd September, 2012 to Parties to fully implement Decision 14.69 and report to the Secretariat by 25 September, 2012 (Progress made on restricting captive breeding operations of tigers etc.).
17. As a part of active management to rebuild Sariska and Panna Tiger Reserves where tigers have become locally extinct, reintroduction of tigers and tigresses have been done. The successful reintroduction of wild tigers in Sariska is a unique exercise and is the first of its kind in the world. A reintroduced tigress has recently littered and two cubs have also been camera trapped. The tiger reintroduction initiative at Panna (MP) has also been very successful and reintroduced tigers are breeding.
18. 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)**

19. The policy initiatives announced by the Finance Minister in his Budget Speech of the 29th February, 2008, *inter alia*, 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 (STPF), the proposal for the said force has been approved by the competent authority for 13 tiger reserves. The States of Karnataka and Maharashtra have already created and deployed the STPF.

20. 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**

21. Implementing a tripartite Memorandum of Understanding (MOU) with tiger States, linked to fund Hows for effective implementation of tiger conservation initiatives.
22. Special crack teams sent to tiger reserves affected by left wing extremism and low population status of tiger and its prey.
23. 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.
24. Steps taken for modernizing the infrastructure and field protection, besides launching 'Monitoring system for Tigers' Intensive Protection and Ecological Status (M-STrI PES)'for effective field patrolling and monitoring.
25. Steps taken for involvement of Non-Governmental Experts in the ongoing all India tiger estimation.
26. Initiatives taken for improving the field delivery through capacity building of field officials, apart from providing incentives.
27. The second round of country level tiger status assessment completed in 2010, with the findings indicating an increase with a tiger population estimate of 1706, lower and upper limits being 1520 and 1909 respectively, as compared to the last country level estimation of 2006, with an estimate of 1411, lower and upper limits being 1165 and 1657, respectively. At present, India has the maximum number of tigers and its source areas amongst the 13 tiger range countries in the world, owing to its long history of conserving the species through Project Tiger (2% of country's geographical area spread out in 41 tiger reserves in 17 States).
28. A report on Management Effectiveness Evaluation (MEE) of Tiger Reserves was released on 28th July, 2011, containing the second round of independent assessment based on refined criteria done in 2010-11 for 39 tiger reserves. Out of 39 tiger, reserves, 15 were rated as 'very good', 12 as 'good', 8 as 'satisfactory' and 4 as 'poor'.
29. Providing special assistance for mitigation of human-tiger conflicts in problematic areas.
30. Regional Offices of the National Tiger Conservation Authority sanctioned at Nagpur, Bengaluru and Guwahati.
31. A 'Standard Operating Procedure' for dealing with tiger deaths has been issued, based on advisories of Project Tiger / National Tiger Conservation Authority, with inputs from Wildlife Crime Control Bureau, State officials and experts, fine tuned to meet the present challenges.
32. A 'Standard Operating Procedure' for dealing with straying tigers in human dominated landscape has been issued.
33. The Revised Cost Estimates for Project Tiger was approved on 11.8.2011 for an upward revision of the cost estimates for the ongoing Centrally Sponsored Scheme of Project Tiger during the XIth Plan period from 650 crore to Rs. 1216.86 crore of central assistance to support States in village relocation from core areas of tiger reserves. Several new components were added to the Project, viz.:
- (i) Change in the funding pattern in respect of North Eastern States (90:10)
  - (ii) Raising compensation for man-animal conflict to Rs. 2 lakhs
  - (iii) Acquisition of private land for making the core/critical tiger habitat inviolate
  - (iv) Establishment of Tiger Safari, interpretation/awareness centres under the existing component of 'co-existence agenda in buffer/fringe areas', and management of such centres

through the respective Panchayati Raj Institutions

- (v) Re-introduction of Cheetah
34. Launching of Phase-IV tiger reserve level, continuous monitoring of tigers using camera traps and building up data on photo captures of individual tigers.
35. Launching the creation of a national repository of camera trap photo IDs of individual tigers.
36. Notification of the Kawal Tiger Reserve in Andhra Pradesh.
37. In-principle approval for use of CAMPA funds towards village relocation from core areas.
38. Completion of e-surveillance project in Corbett.
39. Comprehensive guidelines under section 380 1 (c) of the Wildlife (Protection) Act, 1972 issued for Project Tiger and Tourism in Tiger Reserves on 15th October, 2012.
40. Under active management, permission accorded for translocation of two tigresses from Ranthambhore to Sariska (Rajasthan), besides one straying sub-adult male tiger from Panna to Satpura (Madhya Pradesh).
41. A bilateral arrangement has been recently formalized with Bangladesh on tiger conservation. Our delegations are interacting with Nepal and China within the framework of existing bilateral arrangements. A sub-group on tiger/leopard conservation has been constituted for cooperation with the Russian Federation, which has met recently.
42. Field level workshops for capacity building of field officers to deal with straying tigers have been organized at Tadoba and Dudhwa Tiger Reserves (2013).
43. NTCA teams sent for field appraisal of tiger deaths, Project Tiger implementation etc.
44. Process underway for providing enabling provisions in the Wildlife (Protection) Act, 1972, to strengthen our implementation of the CITES and towards enhancement of penalties for contravention of provisions of the Act.

### **Beedi Workers**

2245. SHRI DUSHYANT SINGH: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

- (a) whether the Government has any proposal for an alternative livelihood for the beedi workers across the country;
- (b) if so, the details thereof;
- (c) if not, the reasons therefor;
- (d) whether a majority of the beedi workers are kids;
- (e) if so, whether the Government has taken any action in this regard; and
- (f) if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI KODIKKUNNIL SURESH): (a) to (c) Although there is no proposal for providing alternative livelihood to the beedi workers, vocational training is being imparted to beedi workers/wards under Modular Employable: Skills Scheme in 308 courses through ITIs, NGOs in different trade.

(d) to (f) Beedi workers are issued Identity Cards for providing assistance under various welfare schemes and these cards are issued only to the workers who are above 18 years.

### **Export of Wheat**

2246. SHRI K.P. DHANAPALAN:  
SHRI PRABODH PANDA:  
SHRI DINESH CHANDRA YADAV:  
SHRI BIBHU PRASAD TARAI:  
SHRI RAJIV RANJAN SINGH ALIAS LALAN SINGH:  
SHRI NILESH NARAYAN RANE:

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

- (a) whether the Government has allowed the export of wheat and rice to other countries in view of their surplus stock in the country;
- (b) if so, the details thereof including the quantum

of wheat and rice exported during each of the last three years and the current year;

(c) whether the economic cost of wheat and rice of Food Corporation of India has been assessed to be more than the price of wheat and rice in the international market; and

(d) the details of the measures taken by the Government to ensure the minimum price to wheat and

rice farmers in the country and to ensure regular supply of food grains in the domestic market?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRIMATI D. PURANDESWARI): (a) and (b) Yes, Madam. The Government has allowed export of non-basmati rice and wheat under Open General Licence with effect from 9.9.2011. The details of Export of wheat and rice during the last three years and current year are as under:

(Qty. in Metric Ton/Rs. in Crore)

Period	Wheat		Basmati Rice		Non-Basmati Rice	
	Qty	Value	Qty	Value	Qty MT	Value
2009-10	30	0.05	2016869	10889.60	139544	365.30
2010-11	396	0.70	2370684	11354.77	100683	231.29
2011-12	740747	1023.27	3178197	15449.69	3997720	8659.13
April-Dec., 2012	4289088	6749.21	2417649	12922.85	5071950	10863.96

Source: DGCI&S

(c) International price of wheat fluctuates depending upon Global Demand and Supply situations, weather conditions etc. whereas the economic cost of Central Pool wheat of Food Corporation of India is fixed crop-year wise. The economic cost of wheat for 2012-13 (revised Estimates) is fixed at Rs. 17,989.60 per metric ton. Under the current export programme, as per the global tenders finalized for export of wheat from Central Pool Stocks at various Indian ports, the weighted average sale rate of wheat during 2012-13 has been US\$ 314.54 (Rs. 16,985.16) per metric ton (1 US\$ = Rs. 54.00).

(d) Every year the government, inter-alia, announces Minimum Support Prices (MSPs) for wheat and rice and undertakes procurement activities to ensure remunerative prices to the farmers and regular supply of food grains in the domestic market.

#### **Dredging at Ports**

2247. SHRIMATI POONAM VELJIBHAI JAT: Will the Minister of SHIPPING be pleased to state:

(a) whether in major ports in the country dredging is carried out throughout the year;

(b) if so, the cost of dredging carried out at the port of Kandla in Kutch district of Gujarat;

(c) whether even after carrying out dredging throughout the year ships were frequently grounded in Kandla port; and

(d) if so, the steps being taken by the Government to minimize the grounding of ships at such major ports including Kandla port in the country?

THE MINISTER OF SHIPPING (SHRI G.K.VASAN): (a) Yes, Madam.

(b) In Kandla Port, the cost of maintenance dredging for the financial year 2012-13 (till February, 2013) is Rs. 82.52 crores.

(c) There were a total number of 15 incidents of vessels touching bottom which were reported in the last year. Out of which only 4 such happenings were in the Navigational Channel. The other incidents were due to vessels dragging anchors in the strong tideway or before entering the navigational Channel. The 4 incidents in the Navigational Channel were due to crossing of vessels or drifting to the edge of the channel. However, the vessels were refloated on the next tide and there have been no cases of casualty, damage or pollution of any kind.

(d) All Major Ports including Kandla are undertaking

regular maintenance dredging so as to ensure that grounding of ships is avoided.

#### **Environmental Clearance to BALCO**

2248. SHRI SUSHIL KUMAR SINGH: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Government has received any proposal for Environment Clearance from the State Government of Chhattisgarh in favour of Bharat Aluminum Company (BALCO);

(b) if so, the details thereof;

(c) whether the Government has received any complaints against BALCO for illegal Mining;

(d) if so, the details thereof; and

(e) the action taken by the Government against the concerned State Government BALCO Officials?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRIMATI JAYANTHI NATARAJAN): (a) and (b) Ministry of Environment and Forests has granted Environmental Clearance to Durgapur-II Taraimar Opencast (3 MTPA) -cum- Underground (1 MTPA) Coalmine Project (combined OC-cum-UG = 4 MTPA) and Captive Coal Washery (4 MTPA) in an mine lease area of 1070 ha of M/s Bharat Aluminium Company Ltd. located in villages Taraimar, Bayasi Basti, Bayasi Colony, Dharma Colony, and Rupunga, Tehsil Dharamjaigarh, District Raigarh Chhattisgarh on 24th May 2012.

(c) to (e) No complaint against BALCO for illegal mining in Chhattisgarh has been received in the Ministry.

#### **Transfer of Defence Land in Kirkee Cantonment**

2249. SHRI SURESH KALMADI: Will the Minister of DEFENCE be pleased to state:

(a) whether the Government has received a proposal for transfer of 49160 Sq. Meter of land in Kirkee Cantonment under the control of the Station Commander for construction of Pune-Mumbai road;

(b) if so, the details thereof indicating the outcome of the survey report on the said road; and

(c) the reasons for delay in taking a final decision on this proposal?

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

(a) to (c) A proposal for transfer of 49160 Sq mtrs of land in Kirkee Cantonment for widening of Pune Mumbai road was submitted by Pune Municipal Corporation (PMC) to the Local Military Authorities. It was returned to PMC in August 2009 as it did not contain the details of defence land required for the purpose. No revised proposal has been received thereafter.

#### **Diversion of Forest Land**

2250. SHRI HARIN PATHAK: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Government has received a proposal for land diversion in Kutch Desert Wildlife Sanctuary and Wild Ass Sanctuary for construction of strategically important road from Gaduli-Santaipur in Gujarat;

(b) if so, the details thereof; and

(c) the steps taken/being taken by the Government in view of the strategic and security importance of this area?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRIMATI JAYANTHI NATARAJAN): (a) to (c) The proposal for diversion of 79.474 ha of forest land in Kutch Desert Wildlife Sanctuary and Wild Ass Sanctuary for construction of Gaduli-Hajipur-Odma-Khavda-Kunriya-Dholavira-Maovana-Gadakbet-Santalpur road has been received in the Ministry and it was discussed in the last meeting of the Standing Committee of National Board for Wild Life (NBWL) held on 12th December 2012. The Committee considered the site inspection report submitted by Dr. M.K. Ranjitsing. The Committee expressed concerns for two stretches of road i.e. from Kuneria-Dholavira and Maovana-Gadakbet-Santalpur as one of the proposed areas is the only breeding ground for Flamingo in Asia, and the movement of traffic would have a negative impact on this important habitat. The Committee also heard the representatives from the Border Security Force. The Committee recommended resubmission of the proposal with revised alignment as recommended in the Site inspection report. The issue was also discussed during a meeting held on 14.1.2013, where in it was agreed that BSF will examine both the alternatives in the light of the recommendation of the Site Inspection team and will provide the response

along with the alternative, which is compliant to the recommendations for the consideration of the Standing Committee of the NBWL.

#### **Indiscipline among Defence Personnel**

2251. SHRI SANJAY NIRUPAM: Will the Minister of DEFENCE be pleased to state:

(a) whether incidents of indiscipline among the soldiers and officers are being reported from field units of the armed forces;

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

(c) whether necessary court of inquires have been set up to investigate such indiscipline; and

(d) if so, the details thereof?

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

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

#### **Irregularities in STC and MMTC**

2252. SHRI RATAN SINGH:  
SHRIMATI RAMA DEVI:

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

(a) whether there have been instances of irregularities in transactions carried out by the State Trading Corporation (STC) and the Metals and Minerals Trading Corporation (MMTC) during the last three years and the current year;

(b) if so, the details thereof;

(c) the details of the enquiry conducted by the Government in such cases along with its outcome; and

(d) the corrective measures being taken by the Government to prevent such incidents in future?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRIMATI D. PURANDESWARI): (a) to (c) Madam, certain instances were noticed in STC and MMTC relating transactions in import of pulses, bullion, coal, irregularities in retailing outlets, unauthorized lifting by business associates etc. On the basis of preliminary enquiries conducted, departmental

proceedings were initiated against delinquent officials in these PSUs.

(d) STC and MMTC have been streamlining their internal systems and procedures from time to time to prevent such reoccurrences. Guidelines were also issued for selection of business associates in PSUs with due diligence.

#### **Acquisition of Light Utility Helicopters**

2253. PROF. SAUGATA ROY: Will the Minister of DEFENCE be pleased to state:

(a) whether the Government has cancelled / deferred the acquisition of 197 light utility helicopters for Army and Indian Air Force in view of bribery and graft in VVIP helicopters deal;

(b) if so, the details thereof;

(c) whether postponement of a decision to acquire these light utility helicopters will severely impact the operational preparedness of the Army and Indian Air Force; and

(d) if so, the action taken by the Government in this regard?

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

(a) and (b) The proposal for acquisition of 197 Light Utility Helicopters is due for consideration of the Defence Acquisition Council (DAC).

(c) and (d) Does not arise.

#### **Sports Villages**

*[Translation]*

2254. SHRI KAMAL KISHOR 'COMMANDO':  
SHRIMATI KAMLA DEVI PATLE:

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

(a) whether the Government proposes to develop sports villages in the various rural areas of the country including the State of Chhattisgarh;

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

(c) the funds allocated and expenditure incurred in this regard during the last three years; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF YOUTH AFFAIRS AND SPORTS AND MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI JITENDRA SINGH): (a) to (d) No, Madam. However, The Central Government has been running a scheme called 'Panchayat Yuva Krida Aur Khel Abhiyan (PYKKA) scheme, to promote sports in the rural areas of the country. Introduced in 2008-09, it aims at development of playfields in all the village

and block panchayats across the country in a phased manner of ten years and conduct of annual sports competitions from block to the national level for providing ample opportunity of participation to rural youth. 56414 Village Panchayats 1739 Block Panchayats have been covered under the PYKKA Scheme including Chhattisgarh upto 31.01.2013. The State-wise/Year-wise details of activities and fund provided to the States during last three years are given in the enclosed Statement-I and II.

**Statement-I**

*State-wise number of village/block panchayats approved and grant released under PYKKA scheme for development of playfields during 2009-10, 2010-11 and 2011-12*

(Rs. in crore)

Sl. No.	Name of State/UT	2009-10			2010-11			2011-12		
		No. of village panchayat approved	No. of block panchayat approved	Funds released*	No. of village panchayat approved	No. of block panchayat approved	Funds released*	No. of village panchayat approved	No. of block panchayat approved	Funds released*
1	2	3	4	5	6	7	8	9	10	11
1.	Andhra Pradesh	-	113	12.99	4,380	226	25.98	-	-	25.98
2.	Arunachal Pradesh	355	32	4.44	710	64	10.51			
3.	Assam	-	-	3.85						
4.	Bihar	-	-	5.02						
5.	Chhattisgarh	-	-	5.06						
6.	Goa	-	-	0.18						
7.	Gujarat	-	-	7.10	1,075	22	02.55	-	-	13.43
8.	Haryana	-	-	3.25	1,238	24	14.43	619	12	5.09
9.	Himachal Pradesh	-	-	2.01	648	16	08.80	324	08	3.66
10.	Jammu and Kashmir	-	-	2.10				-	-	0.56
11.	Jharkhand	403	21	2.39				-	-	2.40
12.	Karnataka	565	18	3.12	1,129	36	14.86			
13.	Kerala	-	-	0.80	100	15	11.17			

1	2	3	4	5	6	7	8	9	10	11
14.	Maharashtra	-	-	4.86	2,752	35	41.94			
15	Madhya Pradesh							2,304	31	39.99
16	Manipur							-	-	0.22
17	Meghalaya	83	08	1.06	83	08	01.19	83	08	1.72
18	Mizoram	164	05	0.21	163	05	02.27	-	-	2.07
19	Nagaland			0.30	440	20	02.96	110	05	4.70
20	Odisha	623	31	8.05	623	31	05.98	-	-	7.34
21	Punjab	-	-	6.27	2,466	28	26.66			
22	Rajasthan	-	-	4.72				917	25	2.75
23	Sikkim	32	20	0.13	16	10	02.02	32	20	1.66
24	Tripura							312	12	4.09
25	Tamil Nadu	-	-	1.91						
26	Uttar Pradesh	-	-	16.9 6	4,493	82	62.27	-	-	18.39
27	Uttarakhand	-	-	5.90	1,500	19	19.43			
28	West Bengal	-	-	2.32	-	-	02.32			
<b>UT</b>										
29	Andaman and Nicobar Islands	19	01	-	60	06	01.06			
30	Lakshadweep				02	09	00.51			
31	Puducherry				50	05	00.69**			
<b>Total</b>		<b>2,225</b>	<b>135</b>	<b>105.00*</b>	<b>22,448</b>	<b>681</b>	<b>260.84#</b>	<b>4,701</b>	<b>121</b>	<b>134.05</b>

\*Includes release of grants approved for the first year (2008-09).

\*\*Funds to UT of Puducherry have been released by SAI out of unspent balance.

#It excludes transfer of Rs. 5.00 crore to NSDF-PYKKA.

### **Statement-II**

*State-wise details of proposals approved for conduct of annual competitions under PYKKA Scheme during the years 2009-10, 2010-11 and 2011-12*

(Rs. in crore)

Sl. No	Name of State	2009-10 Amount released	2010-11 Amount released	2011-12 Amount released
1	2	3	4	5
1.	Andhra Pradesh	0.95	11.26	-

1	2	3	4	5
2. Arunachal Pradesh		-	2.05	-
3. Assam			3.34	-
4. Bihar		3.42	6.19	-
5. Chhattisgarh		1.17	2.01	2.23
6. Goa			0.26	-
7. Gujarat			2.69	-
8. Haryana		1.10	1.81	1.60
9. Himachal Pradesh		0.71	1.33	1.23
10. Jammu and Kashmir		-	2.10	-
11. Jharkhand			3.16	-
12. Karnataka		1.42	2.94	2.17
13. Kerala			1.32	0.23
14. Madhya Pradesh		2.64	4.79	4.92
15. Maharashtra			4.36	-
16. Manipur		0.47	-	-
17. Meghalaya			0.79	0.09
18. Mizoram		0.37	0.71	0.10
19. Nagaland		0.56	0.13	-
20. Orissa		2.11	4.27	-
21. Punjab		1.18	1.85	-
22. Rajasthan		1.93	-	1.72
23. Sikkim		0.32	-	1.20
24. Tamil Nadu		2.62	5.10	-
25. Tripura		0.36	0.78	0.79
26. Uttar Pradesh		2.55	9.47	8.20
27. Uttrakhand		1.03	1.47	1.39
28. West Bengal		-	3.31	-
<b>UTs</b>		-	-	-
29. Andaman and Nicobar Islands		-	-	-

1	2	3	4	5
30. Chandigarh	-	-	0.03	-
31. Lakshadweep	-	-	-	-
32. Puducherry	-	-	-	-
33. NYKS (rural competitions)	-	-	3.22	-
34. NYKS (Inter-school competitions)	-	-	7.31	-
35. (SAI) for National Competitions	-	-	-	5.10
<b>Total</b>		<b>24.91</b>	<b>88.05</b>	<b>30.97</b>

**Meeting with Walmart at Davos***[English]*

2255. SHRI KISHANBHAI V. PATEL:  
SHRI PRADEEP MAJHI:

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

(a) whether he has held meeting with representatives of Walmart International at Davos in the recent past; and

(b) if so, the details of the issues discussed in the said meeting along with any assurance given by the Government to Walmart?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (DR. S. JAGATHRAKSHAKAN): (a) Yes, Madam. Mr Doug McMillon, CEO Walmart met the Commerce, Industry & Textiles Minister during the World Economic Forum Annual Meeting 2013, at Davos.

(b) During the meeting, CEO Walmart conveyed that they are studying the conditions in India. He was assured about the finality of the policy on foreign direct investment (FDI) in multibrand retail trading and the provision of necessary clarifications on the policy, if required.

**Infrastructure on Indo-China Border***[Translation]*

2256. SHRIMATI SUSHILA SAROJ:  
SHRIMATI USHA VERMA:  
SHRI MAHESHWAR HAZARI:  
SHRIMATI SEEMA UPADHYAY:

Will the Minister of DEFENCE be pleased to state:

(a) whether China's strategic influence is growing in South East Asia and it is rapidly constructing roads and rail lines along the eastern bordering areas of India;

(b) if so, the strategically important bordering areas in which the Ministry is constructing rail lines and roads to meet the emerging challenges; and

(c) the length of roads in kilometer constructed by the Border Roads Organisation during the last three years?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY): (a) and (b) Government is aware of the development of infrastructure by China along our borders and their activities in our neighbourhood and reviews the threat perception from time to time to take adequate measures for defence preparedness. In consonance with the strategic requirement Army has identified railway lines and roads for development along the India-China border and India-Pakistan border.

(c) The details of construction of border roads are as under:

(in Kilometers)

Year	Formation	Surface
2009-10	1595.02	3175.10
2010-11	1934.69	2433.58
2011-12	1878.38	2245.00

**Impact of Mines on Wildlife**

2257. SHRI MAHESHWAR HAZARI:  
SHRIMATI USHA VERMA:  
SHRIMATI SUSHILA SAROJ:  
SHRI HARSH VARDHAN:

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

(a) whether the Government has conducted any study regarding the impact of mines on wildlife in various States of the country;

(b) if so, whether the wildlife found near the mines are being pushed on the verge of extinction due to excessive pollution which is tantamount to inviting an ecological imbalance;

(c) if so, the details thereof;

(d) whether the Government has any data revealing that certain mines have caused the extinction of certain wildlife;

(e) if so, whether corrective steps have been taken by the Government in this regard; and

(f) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRIMATI JAYANTHI NATARAJAN): (a) No specific studies on impact of mines of wildlife in various States, have been conducted by the Ministry.

(b) and (c) In view of (a) above, question does not arise.

(d) No, Madam.

(e) and (f) In view of (d) above, question does not arise.

**Employment Avenues in Agricultural Sector***[English]*

2258. DR. RAM CHANDRA DOME:  
SHRI VIJAY BAHADUR SINGH:  
SHRI BASU DEB ACHARIA:

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

(a) whether despite being the fact that India is predominantly an agricultural country, employment opportunities in the agricultural sector in the country have declined and that there is also an increasing number of jobless persons in the Industrial sector as well;

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

(c) whether the Government has prepared any scheme to generate employment opportunities particularly in the agricultural and industrial sector; and

(d) if so, the details thereof, sector-wise?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI KODIKKUNNIL SURESH): (a) and (b) Reliable estimates of employment and unemployment are obtained through quinquennial labour force surveys conducted by National Sample Survey Office. Last such survey was conducted during 2009-10. As per results of the two most recent surveys employment in agricultural sector in the country estimated on usual status basis has declined by about 21 million from 268 million in 2004-05 to 247 million in 2009-10 and employment in industrial sector has increased by 17 million from 83 million in 2004-05 to 100 million in 2009-10.

(c) and (d) One of the objectives of the National Manufacturing Plan of the country is to increase the rate of job creation in manufacturing to create 100 million additional jobs by 2025. Moreover, Government has also been making continuous efforts by focusing on creation of productive employment at a faster pace in order to raise incomes of masses to bring about a general improvement in their living' conditions. The job opportunities are 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, Swarna Jayanti Shahari Rozgar Yojana (SJSRY); Prime

Minister's Employment Generation Programme (PMEGP); National Rural Livelihood Mission (NRLM) and Mahatma Gandhi National Rural Employment Guarantee Act (MGNREGA) besides entrepreneurial development programmes run by the Ministry of Micro, Small & Medium Enterprises.

#### **Scrapping of VVIP Helicopters Deal**

2259. SHRI GAJANAN D. BABAR:  
SHRI GOPINATH MUNDE:  
SHRIMATI JAYAPRADA:  
SHRI YASHVIR SINGH:  
SHRI NEERAJ SHEKHAR:  
SHRI MADHU GOUD YASKHI:  
SHRI ADHALRAO PATIL SHIVAJI:  
SHRI ANANDRAO ADSUL:

Will the Minister of DEFENCE be pleased to state:

(a) whether the Government has decided to scrap the VVIP helicopter purchase deal with M/s Agusta Westland, UK in view of the alleged scam as reported recently;

(b) if so, the details thereof and the steps taken so far in this regard;

(c) whether several other deals are at negotiating stage with the said company and if so, the details of all such deals;

(d) whether the Government proposes to blacklist the said company for defence deals; and

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

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

(a) and (b) A show cause notice has been issued to M/s Agusta Westland, UK on 15th February, 2013 asking them to explain as to why action should not be initiated for cancellation of the Contract relating to procurement of 12 VVIP/VIP helicopters and recovery of the payments made by the 'buyer'. No decision has so far been taken to cancel the Contract. However, the operation of the Contract relating to procurement of VVIP/VIP helicopters has been put on hold and further payments to M/s Agusta Westland in the contract have been stopped.

(c) At present, no contract negotiation is being held with M/s Agusta Westland in any Capital procurement case.

(d) and (e) No decision to blacklist the company has so far been taken.

#### **Export of Textile Products**

2260. SHRI RAMESH VISWANATH KATTI:  
SHRI M.B. RAJESH:

Will the Minister of TEXTILES be pleased to state:

(a) whether the export of textile products has increased over the years;

(b) if so, the details thereof along with the details of textiles produced and exported during each of the last three years and the current year, country and itemwise;

(c) the schemes launched by the Government to encourage export of textiles and the funds allocated, released and utilised for promotion of textile exports during the said period, head-wise;

(d) whether the Government has evaluated the working of the said schemes; and

(e) if so, the details and outcome thereof along with the corrective measures taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI): (a) There has been steady increase in export of textiles and clothing products over the years. It increased from US\$ 22.41 billion in 2009-10 to US\$ 33.31 billion in 2011-12. However, during April-January, 2013 a decline of 7.55% in dollar term has been noticed which is largely attributable to slowdown in traditional markets in USA and EU.

(b) Details of the textiles and clothing produced and exported during last three years and the current financial year, country and item wise are given in the enclosed Statement-I.

(c) The details of the schemes launched by the Government to increase exports of textiles are given in the enclosed Statement-II.

(d) and (e) There is regular review and evaluation of export related schemes of textiles sector by the Government as well as Implementing Agencies/Committees/Councils and wherever required necessary directions are issued and the schemes realigned to suit the demands of the global market.

**Statement-I***Production of Textiles*

Items	Unit	Production of Textile Items			
		(April-Jan)			
		2010-11	2011-12	2012-13 (Prov.)	2011-12
Man made fibre	Mn. Kg.	1285	1234	1057	1030
Spurn yarn	Mn. Kg.	4713	4372	4001	3629
Man made filament yarn	Mn. Kg.	1550	1463	1178	1215
Fabrics (including Khadi, wool & silk)	Mn. Sq. mtr	62559	60453	51189	50298

Source: Textiles Commissioner, Mumbai.

*India's textiles exports at a glance (Principal Commodities)*

Item	2009-10		2010-11		2011-12(P)		Variation		2011-12 (Apr-Jan)		2012-13(Apr-Jan)(P)		Variation	
	Rs. Crore	US\$ Mn	Rs. Crore	US\$ Mn	Rs. Crore	US\$ Mn	Rs.	US\$	Rs. Crore	US\$ Mn	Rs. Crore	US\$ Mn	Rs.	US\$
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Ready-made														
Garment	47608.39	10064.73	50180.69	11026.29	62625.15	13072.95	24.80%	1856%	50539.51	10638.17	53719.76	9861.70	6.29%	-7.30%
RMG of cotton incl. accessories	38070.33	8048.32	39032.14	8576.60	46117.11	9626.91	18.15%	12.25%	37488.32	7891.00	36611.78	6721.08	-234%	-14.83%
RMG of Man-made fibre	5745.29	1214.59	6729.19	1478.62	10429.49	2177.15	54.99%	47.24%	8290.54	1745.09	10794.46	1981.61	30.20%	13.55%
RMG of other textile material	3792.77	801.82	4419.36	971.07	6078.55	1268.89	37.54%	30.67%	4760.65	1002.08	6313.52	1159.02	32.62%	15.66%
Cotton Textiles	27016.21	5711.41	39521.31	8684.09	54234.89	11321.49	37.23%	30.37%	43641.44	9186.18	47104.59	8647.31	7.94%	-5.87%
Cotton raw including waste	9537.08	2016.20	13160.47	2891.77	21623.06	4513.79	64.30%	56.09%	16678.96	3510.79	14203.61	2607.45	-14.84%	-25.73%
Cotton yarn, fabrics														

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
&															
madeups	17479.13	3695.20	26360.84	5792.31	32611.83	6807.69	23.71%	17.53%	26962.48	5675.39	32900.98	6039.86	22.03%	6.42%	
Man-made															
textiles	18783.13	3970.88	21410.56	4704.58	26974.14	5630.83	25.99%	19.69%	22440.48	4723.55	22524.24	4134.93	0.37%	12.46%	
Man-															
made															
staple															
fibres	1690.68	357.42	1920.18	421.92	2711.31	565.98	41.20%	34.14%	2190.54	461.09	2195.16	402.98	0.21%	-12.60%	
Manmade															
yarn, fab.															
& made-															
ups	17092.45	3613.46	19490.38	4282.65	24262.83	5064.84	24.49%	18.26%	20249.94	4262.45	20329.08	3731.95	0.39%	-12.45%	
Wool &															
Woolen															
textiles	2224.14	470.20	2012.13	442.13	2434.16	508.13	20.97%	14.93%	2068.90	435.49	1926.32	353.63	-6.89%	-18.80%	
RMG of															
Wool	1799.20	380.36	1510.93	332.00	1707.92	356.53	13.04%	7.39%	1475.84	310.65	1382.10	253.72	-6.35%	-18.33%	
Woollen															
yarn,															
Fabrics &															
madeups	424.94	89.84	501.20	110.13	726.24	151.60	44.90%	37.66%	593.06	124.83	544.22	99.91	-8.24%	-19.27%	
Silk	2819.46	596.05	2874.13	631.54	2265.87	473.00	-21.16%	-25.10%	1860.49	391.62	1833.07	336.51	-1.47%	-14.07%	
RMG of															
silk	1383.42	292.46	1169.26	256.92	1267.08	264.50	8.37%	2.95%	1008.42	212.26	1065.81	195.66	5.69%	-7.82%	
Natural															
silk yarn,															
fab &															
madeups	1411.12	29832	1660.80	364.93	949.02	198.11	-42.86%	-45.71%	809.80	170.46	713.66	131.01	-11.87%	-23.14%	
Silk waste	24.92	5.27	44.07	9.68	49 77	10.39	12.93%	7.29%	42.27	8.90	53.60	9.84	26 80%	10.59%	

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Handloom Products*	1252.81	264.85	1574.95	346.07	2653.95	554.01	68.51%	60.09%	2256.18	474.91	2446.53	449.13	8.44%	-5.43%
Textiles (Excl. HC, jute coir)	99704.14	21078.12	117573.77	25834.69	151188.16	31560.40	28.59%	22.16%	122807.00	25849.92	129554.51	23783.21	5.49%	8.00%
Handicrafts	4548.91	961.67	5888.85	1293.97	5170.98	1079.44	-12.19%	-16.58%	4339.96	913.53	5406.03	992.42	24.56%	8.64%
Handicrafts (excluding handmade carpets)	1066.58	225.48	1170.51	257.20	1118.94	233.58	-4.41%	-9.18%	1007.06	211.98	984.20	180.68	-2.27%	-14.77%
Carpets (excluding silk) handmade	3441.74	727.61	4706.65	1034.20	4032.83	841.85	-14.32%	-18.60%	3316.01	697.99	4403.96	808.47	32.81%	15.83%
Silk carpets	40.59	8.58	11.69	2.57	19.21	4.01	64.33%	56.12%	16.89	3.56	17.87	3.28	5.80%	-7.73%
Coir & Coir Manufacturers	759.66	160.60	726.49	159.63	1020.62	213.05	40.49%	33.46%	840.99	177.02	891.94	163.74	6.06%	-7.50%
Coir & Coir Manufacturers	759.66	160.60	726.49	159.63	1020.62	213.05	40.49%	33.46%	840.99	177.02	891.94	163.74	6.06%	-7.50%
Jute	1033.09	218.40	2092.07	459.69	2190.79	457.33	4.72%	-0.52%	1841.35	387.59	1766.96	324.37	-4.04%	-16.31%
Floor covering														

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
of jute		281.07	59.42	337.83	74.23	251.80	52.56	-25.47%	-29.19%	211.73	44.57	223.35	41.00	5.49%	-800%
Cither jute manu- factures		300.19	63.46	499.56	109.77	736.46	153.74	47.42%	40.05%	633.39	133.32	613.40	112.61	-3.16%	-15.54%
Jute yarn		144 20	30 48	531.81	116.86	282.01	58.87	-46.97%	-49.62%	229.44	48.30	207.72	38.13	-9.47%	-21.04%
Jute hessian		307.63	65.04	722.87	158.84	920.52	192.16	27.34%	20.98%	766.79	161.40	722.49	132.63	-5.78%	-17.83%
Textile (incl. HC, coir & jute)		106045.80	2241.89	126281.18	27747.98	159570.55	33310.21	26.36%	20.05%	129829.30	27328.06	137619.44	25263.74	6.00%	7.55%
% Textile Exports		12.54%	12.54%	11.05%	11.05%	10.93%	10.93%			10.87%	10.87%	10.49%	10.49%		
India's overall exports		845533.64	178751.43	1142921.92	251136.19	145928051	304623.53	27.68%	2130%	1194588.11	251451.51	1312482.58	240941.41	9.87%	-4.18%

Source: Foreign Trade Statistics of India (Principal Commodities & Countries), DGCI&S for export figures in Rupee and Department of Commerce (Intranet)-Exchange rate

\*Handloom Products have been included as commodities first time in 2009-10.

*India Export Statistics**Commodity: Textile & Clothing, Ch50 to 63**Annual Series: 2007-2011, Year to Date: 12/2011 & 12/2012**Millions United States Dollars*

Partner Country	Calendar Year			
	2010	2011	2012	%Change
World	27188	32642	32845	0.62
United States	4946	5779	5994	3.73
China	2325	2928	3907	33.47
United Arab Emirates	1798	2162	2172	0.46
United Kingdom	1667	2087	2080	-0.36
Germany	1528	1959	1567	-20.02
Bangladesh	1105	1101	1659	50.74
Italy	778	1030	774	-24.84
France	810	1017	823	-19.11
Spain	667	814	732	-10.01
Turkey	667	731	659	-9.89
Netherlands	523	728	626	-14
Belgium	474	615	477	-22.52
Brazil	497	557	544	-2.34
Saudi Arabia	473	540	547	1.33
Sri Lanka	397	502	483	-3.81
Egypt	338	492	493	0.21
Canada	347	431	402	-6.82
Japan	261	397	402	1.29
Denmark	281	381	308	-19.27
Pakistan	657	381	410	7.56

*Source: Ministry of Commerce through GTIS*

**Statement-II***Schemes launched by the Government to increase exports of textiles*

Government have introduced various schemes for promotion of textiles and clothing exports. Several provisions are included in the Foreign Trade Policy 2009-14, for providing incentives to the Textiles & Clothing sector exports which includes incentives for exports to focus markets and focus products, interest subvention on pre-shipment credit, duty-free import of trimmings etc. required by the garmenting industry and duty-free import of tools by the handicrafts industry. The other measures taken by the Government to assist the growth of Indian textiles export are (i) 2% interest subvention scheme on readymade garment sector extended up to March'2014. (ii) Additional incentives for incremental exports to the US, European Union and Asian countries. (iii) Additional duty credit of 2% of FOB value given on export of certain knitwear apparels for the year 2013-14. (iv) Inclusion of new Markets such as New Zealand, Cayman Islands, Latvia, Lithuania and Bulgaria under Focus Market Scheme, (v) 2% market Linked Focus Product Scheme (ML,FPS) for USA and EU extended up to 31st March, 2013. (vi) Use of Focus Market Scheme, Focus Product Scheme, status holder incentive scrip and MLFPS for payment of excise duty for domestic procurement, (vii) Extension of Zero duty EPCG scheme up to 31st March, 2013. The details of funds in this regards are being maintained by respective Ministry/Departments

The Plan of action prepared by Government to boost the textiles exports from India are (a) Continuation of MAI (Market Access Initiatives) and MDA (Market Development Assistance) to apparel export for market diversification and to increase their share in world trade (b) Skill development programme through Apparel Training & Design Centres (ATDC) to make available skill workforce to apparel export sector (c) Assistance under Common Compliance Code Scheme (d) Assistance under Technological Upgradation Fund Scheme (TUFS).

**Check on Deaths of wild Animals**

2261. SHRI NALIN KUMAR KATEEL:  
SHRI VIRENDRA KUMAR:  
SHRI RADHA MOHAN SINGH:

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

(a) whether the incidents of killing/poaching and deaths of wild animals including tigers/ wild cats, elephants in the country including in Nagarahole National Park in Karnataka have come to the notice of the Government;

(b) if so, the details thereof;

(c) the details of poachers identified by the Government so far; and

(d) the action taken by the Government to check such poaching and killing of wild animals?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRIMATI JAYANTHI NATARAJAN): (a) and (b) Incidents of killing and deaths of wild animals including tigers, wild cats, A elephants in the country have come to the notice of this Ministry. Details of tiger, elephant, rhino and lion mortality, as reported by State Governments a during the current year is given in the enclosed Statement.

(c) The detection of offences under Wild Life (Protection) Act, 1972, apprehension and prosecution of offenders involved in such offences in the States/Union Territories is done by the concerned State/Union Territory Government. The details of such cases are not collated in the Ministry of Environment and Forests.

(d) The steps taken by the Government to check poaching and killing of wild animals in the country are as follows:

- i. Legal protection has been provided to wild animals against hunting and commercial exploitation under the provisions of the Wild Life (Protection) Act, 1972.
- ii. The Wild Life (Protection) Act, 1972, has been amended and made more stringent. The punishments for offences have been enhanced. The Act also provides Tor forfeiture of any equipment, vehicle or weapon that is used for committing wildlife offence(s).
- iii. Protected Areas, viz., National Parks, Sanctuaries, Conservation Reserves and Community Reserves covering important wildlife habitats have been created all over the country under the provisions of the Wild Life (Protection)

Act, 1972 to conserve wild animals and their habitats.

- iv. Financial and technical assistance is provided to the State/Union Territory Governments under the Centrally Sponsored Schemes of 'Integrated Development of Wildlife Habitats', 'Project Tiger' and 'Project Elephant' for providing better protection to wildlife, and improvement of its habitat.
- v. The Central Bureau of Investigation (CBI) has been empowered under the Wild Life (Protection) Act, 1972 to apprehend and prosecute wildlife offenders.
- vi. The State/Union Territory Governments have been requested to strengthen the field formations and intensify patrolling in and around the Protected Areas.
- vii. The Wildlife Crime Control Bureau has been set up to strengthen the enforcement of law for control of poaching and illegal trade in wildlife and its products.
- viii. Strict vigil is maintained by the officials of State Departments of Forests and Wildlife.

#### **Statement**

*Details of tiger mortality, as reported by States, during the current year*

Sl. No.	State	2013 (as on 05.03.2013)		
		Poaching including seizure	Cases under scrutiny	Natural & other causes
1	2	3	4	5
1	Assam	0	3	0
2	Karnataka	1	6	0
3	Kerala	1	0	0
4	Madhya Pradesh	1	0	1
5	Maharashtra	1	2	1

1	2	3	4	5
6	Odisha	0	1	0
7	Tamil Nadu	0	1	0
8	Uttarakhand	0	2	0
9	Uttar Pradesh	0	1	0
Total		4	16	2

*Details of death of elephant, as reported by States, during the current year*

Year	Train Accident	Poisoning	Electrocution	Poaching	Total
2012-13 (upto 05.03.2013)	16	0	0	0	16

*Details of lion mortality, as reported by State (Gujarat), during the current year*

Year	Poaching	Natural	Unnatural	Total
2012-13 (upto 05.03.2013)	0	37	3	40

*Details of rhinoceros mortality, as reported by States, during the current year*

Sl. No.	State	2013 (as on 05.03.2013)	
		Natural & other causes	Poaching
1.	Assam	Not available	12
2.	West Bengal	0	0
3.	Uttar Pradesh	1	0
Total		1	12

#### **Promotion of Sports**

2262. SHRI N. PEETHAMBARA KURUP:  
DR. BHOLA SINGH:  
SHRI K. SUDHAKARAN:  
SHRIMATI KAMLA DEVI PATLE:

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

(a) whether the Government has implemented any scheme to formulate youth programmes to promote sports in various parts of the country;

(b) if so, the details thereof;

(c) the funds allocated and expenditure incurred in this regard including establishment of Youth Development Centres in various States during the last three years and the current year, State/UT-wise;

(d) whether the Government proposes to set up South Campus of the National Sports Institute at Kannur in Kerala; and

(e) 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 YOUTH AFFAIRS AND SPORTS AND MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI JITENDRA SINGH): (a) and (b) Departments of Youth Affairs:

The Ministry of Youth Affairs and Sports has implemented schemes/programmes for promotion of Sports and development of youth in various parts of the country. For Promotion of Sports, NYKS caters to the needs of village based Youth Clubs and promote Rural Sports & Games. NYKS organizes Sports Tournaments at Block & District Level under Panchayat Yuva Krida aur Khel Abhiyan (PYKKA) Scheme by involving youth of village based Youth Clubs. The duration of each tournament is 2-3 days. In addition to this, NYKS provides sports material to selected Youth Clubs for undertaking Rural Sports & Games on regular basis.

#### **Departments of Sports:**

The following schemes are being implemented by the Department of Sports, Ministry of Youth Affairs and Sports for promotion and development of sports in the country:

- (i) "Panchayat Yuva Krida aur Khel Abhiyan" (PYKKA);
- (ii) Urban Sports Infrastructure Scheme;
- (iii) Scheme of Assistance to National Sports Federations (NSFs);
- (iv) National Sports Development Fund (NSDF);
- (v) Scheme of Talent Search & Training;
- (vi) Scheme of Special Cash Awards;
- (vii) Scheme of Pension to Meritorious Sportspersons;
- (viii) Scheme of National Sports Awards;
- (ix) National Welfare Fund for Sportspersons;
- (x) Scheme of Sports & Games for Persons with Disabilities;
- (xi) Grant-in-aid to Sports Authority of India;
- (xii) Grant-in-aid to Lakshmbai University of Physical Education (LNUPE);
- (xiii) Grant-in-aid to National Dope Testing Laboratory (NDTL);
- (xiv) Grant in-aid to National Anti Doping Agency (NADA).

(c) No Youth Development Centre has been established by this Ministry. The details of funds allocated and expenditure incurred under various Schemes to promote sports are given in the enclosed Statement.

(d) There is no proposal at present to setup a Campus of the National Institute of Sports at Kannur in Kerala.

(e) Question does not arise.

**Statement***Funds allocated and expenditure incurred under various Schemes of the Department of Sports***A: Plan Schemes**

(Rs. in crore)

Sl. No.	Name of the Scheme	2009-10		2010-11		2011-12		2012-13 (upto 28.2.2013)	
		Funds allocated	Actual expenditure	Funds allocated	Actual expenditure	Funds allocated	Actual expenditure	Funds allocated	Actual expenditure
1	2	3	4	5	6	7	8	9	10
1.	Panchayat Yuva Krida aur Khel Abhiyan (PYKKA)	135.00	135.00	350.00	350.00	165.20	165.20	155.00	137.66
2.	Urban Sports Infrastructure Scheme	0.00	0.00	15.00	15.00	40.50	40.50	23.00	22.00
3	Assistance to National Sports Federations (NSFs)	51.00	50.53	87.68	81.44	100.00	100.00	100.00	89.57
4	Talent Search & Training	1.00	1.00	7.00	7.00	2.00	2.00	0.00	0.00
5	National Sports Development Fund	8.125	8.125	20.00	20.00	0.00	0.00	5.00	5.00
6	Promotion of sports among disabled	2.00	0.74	6.27	5.96	4.40	4.40	7.00	5.82
7	Special Cash awards to medal winners in international sports events	5.50	5.50	34.00	34.00	14.00	11.74	4.40	2.54
8	Pension to meritorious portspersons	6.50	6.50	30.25	30.25	3.50	3.50	2.00	1.57
9	Sports Authority of India	200.375	200.375	347.00	347.00	250.90	250.90	275.00	269.15
10	Laxmibai National University of Physical Education, Gwalior	23.00	23.00	30.00	30.00	25.00	25.00	25.00	23.25
11	National Anti Doping Agency (NADA)	1.00	1.00	2.00	2.00	0.50	0.50	0.00	0.00

1	2	3	4	5	6	7	8	9	10
12	National Dope Testing Laboratory (NDTL)	14.00	14.00	11.50	11.50	2.50	2.50	2.50	2.50
13	Scheme for contribution to World Anti Doping Agency (WADA)	0.50	0.44	0.50	0.42	0.50	0.50	0.50	0.00
14	Commonwealth Games, 2010	2268.00	2260.03	1137.43	872.29	0.00	0.00	0.00	0.00

**New Schemes:**

	National Institute of Sports Sciences and Sports Medicine							0.40	0.00
	National Institute of Sports Coaching, Patiala							0.10	0.00
	Preparation of Teams for Mega Sporting Events							0.00	0.00
	National Physical Fitness Plan - Setting up of Resource Centre at LNUPE, Gwalior							0.10	0.00
	<b>Total</b>	2716.00	2711.01	2099.95	1806.94	609.00	606.74	600.00	559.06

**B: Non-Plan Schemes**

(Rs. in crore)

Sl. No.	Name of the Scheme	2009-10		2010-11		2011-12		2012-13 (upto 28.2.2013)	
		Funds allocated	Actual expenditure	Funds allocated	Actual expenditure	Funds allocated	Actual expenditure	Funds allocated	Actual expenditure
1	2	3	4	5	6	7	8	9	10
1.	Scheme of Assistance to National Sports Federations	3.00	2.78	3.00	2.97	0.00	0.00	0.00	0.00
2.	Arjuna Award	1.10	0.84	1.00	0.92	1.10	1.03	1.50	1.10

1	2	3	4	5	6	7	8	9	10
3.	Dhyanchand Award	0.20	0.19	0.20	0.16	0.20	0.19	0.20	0.20
4.	Dronacharya Award	0.32	0.21	0.32	0.29	0.32	0.32	0.50	0.32
5.	Sports Authority of India	48.60	48.60	49.42	49.42	40.17	40.17	47.32	43.05
6.	Laxmibai National University of Physical Education	10.32	10.32	9.63	9.63	8.87	8.87	9.60	8.67
7.	National Welfare Fund for sports persons	1.00	1.00	1.00	1.00	0.35	0.35	0.50	0.00
8.	Grants to NCC/ Physical Education and other expenditure	0.10	0.10	0.10	0.10	0.10	0.00	0.38	0.08
9.	Commonwealth Games 2010	615.00	615.00	807.96	663.21	0.01	0.00	0.00	0.00
Total		680.12	679.19	873.01	727.78	51.29	50.93	60.00	53.42

### Corporate Social Responsibility

[Translation]

2263. SHRIMATI BHAVANA PATIL GAWALI :  
SHRI GANESHRAO NAGORAO  
DUDHGAONKAR:

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

(a) the criteria adopted by the public sector undertakings and other agencies under the Ministry for providing funds and taking up projects under the Corporate Social Responsibility (CSR) policy;

(b) the details of the projects undertaken along with the amount spent under this head during each of the last three years and the current year;

(c) whether there has been any violation of guidelines and arbitrary spending of funds under the CSR during the said period; and

(d) if so, the details thereof along with the action taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRIMATI D. PURANDESWARI): (a) The CSR activity is carried out by the CPSEs under this Ministry in accordance with DPE

guidelines.

(b) During the last three years and the current year, the CPSEs under Department of Commerce have spent an amount of Rs. 16.70 crore on CSR activities which include projects related to health care, infrastructure development, mid-day meal scheme for poor children, water management, recycle of waste, fitment of Jaipur Foot/Limbs and Callipers to differently-abled patients/ amputees etc.

(c) No, Madam.

(d) Does not arise.

### Placement Agencies

[English]

2264. DR. SANJAY SINGH:  
SHRI BAL KUMAR PATEL:  
SHRI JAI PRAKASH AGARWAL:  
SHRI CHANDRAKANT KHAIRE:  
SHRI PRATAPRAO GANPATRAO JADHAO:  
SHRI RATAN SINGH:  
SHRI MANICKA TAGORE:

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

(a) whether the Government is considering the regulation of domestic workers under the minimum wages act;

(b) if so, the details thereof;

(c) whether the Government is aware of large number of placement agencies in various parts of the country including the metropolitan cities which engage in fraudulent practices, mobilise large number of vulnerable people including the tribal people for work;

(d) if so, whether the Government regulates these agencies under Shops and Commercial Establishment Act, 1953 or had issued any guidelines in respect of the functioning of such private placement agencies in the country; and

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

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI KODIKKUNNIL SURESH): (a) and (b) Under the provisions of the Minimum Wages Act, 1940, both Central and State Governments are appropriate Governments to fix, review and revise the minimum wages for different categories of workers employed in the scheduled employment under their respective jurisdictions. 'Domestic Workers' fall under the purview of state sphere, wherein, the State Governments are the "Appropriate Governments" to fix, review, revise and enforce the minimum rates of wages for domestic workers under the Act.

The Central Government has advised the State governments/Union Territory Administrations to take necessary steps for inclusion of domestic work as employment in the schedule and for fixing minimum rates of wages for domestic workers.

(c) to (e) It is the responsibility of the State Governments to take action for protecting people including domestic workers from exploitation and to look into the complaint against placement agencies and take action against such agencies for violation of laws. The Central Government has enacted the Unorganised Workers Social Security Act, 2008 for social security of unorganised

workers which include domestic worker. The Central Government has also asked the State Governments to take necessary steps for registration of placement agencies providing domestic workers.

### **Planting of Landmines by Pakistan**

*[Translation]*

2265. SHRI DHARMENDRA YADAV: Will the Minister of DEFENCE be pleased to state:

(a) whether there were case of planting of landmines by the Pakistani troops on the Indian side of the border in Jammu and Kashmir to deter the Indian Army from carrying out area dominance patrol;

(b) if so, the details thereof during each of the last three years;

(c) whether Pakistani troops have been targeting Indian positions this time from behind civilian areas on their side; and

(d) if so, the steps taken by the Government to handle/deal with such situations?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY): (a) to (d) Intelligence reports indicate that from time to time Pakistan undertakes offensive actions planting mines on Indian side to cause casualties to our troops, in the recent past it has come to notice that Pakistani elements planted mines on 24-26th November, 2012 in Krishna Ghati Sector of Pooch Distt., Jammu. There have been instances of ceasefire violations along the Line of Control. However, no specific inputs are available of Pakistan firing from behind their civil areas. All ceasefire violations are appropriately retaliated/protected through the established mechanism of Hotline, Flag Meetings and Director Generals of Military Operations Talks.

### **Inter-Ministerial Committee for Textiles Industry**

2266. SHRI ARJUN ROY:  
SHRI RAJIV RANJAN SINGH ALIAS LALAN  
SINGH:

Will the Minister of TEXTILES be pleased to state:

(a) whether the Government proposes to set up Inter-Ministerial Group/ Committees to identify the problems of the textiles industry;

(b) if so, the details thereof along with the suggestions made by the said Committee/Group and follow-up action taken by the Government in this regard;

(c) whether the problems being faced by the textiles industry have been brought to the notice of the Government by various textiles groups/organisations; and

(d) if so, the details of problems identified by the Government along with the follow-up action taken for redressal of these problems?

THE MINISTER OF STATE IN THE MINISTRY TEXTILES (SHRIMATI PANABAKA LAKSHMI): (a) In the year 2011, Government set up an Inter Ministerial Committee to address the issue of revival of Tiruppur Textile industry following their closer due to environmental concerns.

(b) The recommendations of the Inter Ministerial Committee have been examined in Government. The Union Budget 2013 has announced the launch of a new scheme called the Integrated Processing Development Scheme with an allocation of Rs. 500.00 crore for implementation in the 12th Plan to address the environmental concerns of textiles industry, including improving the effluent treatment infrastructure. An allocation of Rs. 50.00 crore has been provided in 2013-14 for the scheme.

(c) Textiles industry associations have interacted at regular intervals with Government on issues of debt stress in the industry, price volatility in raw material costs, fiscal and trade issues.

(d) Government has adequately addressed the issues raised by textiles industry with regard to debt stress by announcing a debt restructuring package of Rs. 35000 crore to be taken up on a case to case basis under RBI's 2008 prudential guidelines and price volatility in raw material costs by improved supply side management practices. The fiscal and trade issues have been taken up through the Union Budget and Foreign Trade Policy.

### Setting up of SEZs

2267. SHRI BHASKARRAO BAPURAO PATIL  
KHATGAONKAR:  
SHRI RAMEN DEKA:  
SHRI SUBHASH BAPURAO WANKHEDE:  
SHRI ANAND PRAKASH PARANJPE:  
SHRI SANJAY DHOTRE:  
SHRI JAGDISH THAKOR:  
SHRI EKNATH MAHADEO GAIKWAD:  
SHRI JAGDANAND SINGH:  
SHRI SYED SHAHNAWAZ HUSSAIN:  
SHRI SANJAY BHOI:  
SHRI P. KARUNAKARAN:

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

(a) the criteria adopted for setting up of the Special Economic Zones (SEZs) in the country along with the total land acquired and utilised for the purpose;

(b) whether the export from the SEZs has declined during the last three years and the current year and if so, the details thereof and the reasons therefor including the funds invested, employment generated, total revenue generated and the number of rural and agro-industries being benefited from these SEZs;

(c) whether there have been requests from several State Governments for relaxation in the minimum area stipulation in the SEZ Rules and if so, the details thereof;

(d) whether the Government proposes to revise the present Special Economic Zone (SEZ) Policy including relaxing the minimum land requirement for SEZ and if so, the details thereof and the reasons therefor; and

(e) whether the Government has held consultation with the various stakeholders including the Ministry of Finance, Environment & Forests etc. to finalise the revised SEZ policy and if so, the details thereof and the time by which the new policy is likely to be finalised and implemented?

THE MINISTER OF COMMERCE AND INDUSTRY AND MINISTER OF TEXTILES (SHRI ANAND SHARMA):  
(a) In terms of SEZ Act, 2005, a Special Economic Zone

(SEZ) may be set up either jointly or severally by the Central Government, State Government or any person for manufacture of goods or rendering services or for both or as a free trade warehousing zone. Such proposals duly recommended by the concerned State Government are considered by the Board of Approval for SEZs. As on 20th February, 2013, 577 formal approvals for SEZs covering a total area of 67,787 hectares have been granted.

(b) Exports from the Special Economic Zones (SEZs) during the last three years and the current financial year are as under:

Years	Value of exports in Rs. crore	Growth over previous year
2009-2010	2,20,711	121%
2010-2011	3,15,868	43.11%
2011-2012	3,64,478	15.39%
2012-2013 (April to December)	3,53,195	35.34%*

\*Growth over the exports of the corresponding period of FY 2011-12

The total investments made in SEZs till 31st December, 2012 are Rs.2,38,990 crore approximately and employment to 10,19,146 persons have been provided in SEZs.

Since Special Economic Zones (SEZs) Act and Rules were notified in February, 2006, formal approvals have been granted for setting up of 11 SEZs for Agro and Food Processing, out of which, 9 SEZs have been notified and 3 SEZs have been exporting. The total exports from these SEZs 2012-13 (as on 31st December, 2012), have been to the tune of Rs. 695 crore. The Units engaged in the manufacture of agro and food products are mainly exporting products including those manufactured using castor oil, processed graded spices, canned tuna fish, seer fish, shrimp, squid, cuttle fish, packaged tea and coffee, fruits, coconut shells, snack items and mixed vegetables etc.

(c) to (e) The Government, on the basis of inputs/suggestions invited from stakeholders has reviewed the

policy and operational framework governed by the Rules of the Special Economic Zone (SEZ) scheme and is presently engaged in inter-ministerial consultations for finalization of a proposal for SEZ policy and operational framework reform through necessary changes in the Rules, targeting a more investor friendly environment and smoother operation of the SEZ scheme.

#### **Bonded Labour**

2268. SHRIMATI MANEKA GANDHI:  
SHRI PULIN BIHARI BASKE:  
SHRI S.R. JEYADURAI:  
SHRI D.B. CHANDRE GOWDA:  
SHRIMATI MAUSAM NOOR:

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

(a) whether the Government has conducted any survey for identification of bonded labour in the country;

(b) if so, the details thereof, State-wise and year-wise during the last three years and the current year;

(c) the number of cases registered in this regard along with the action initiated against those engaged in bonded labour during the said period;

(d) whether the Government has implemented any schemes for their rehabilitation;

(e) if so, details of the scheme and the funds allocated therefor during the said period along with the outlay finalised for the current Five Year Plan period; and

(f) the steps taken by the Government for the speedy identification, rehabilitation and eradication of bonded labour in the country?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI KODIKUNNIL SURESH): (a) and (b) Under the Centrally Sponsored Plan Scheme for Rehabilitation of Bonded Labour, the Government has provided financial assistance to the State Governments to conduct surveys; for identification of bonded labour during the last three year as per detail given below:

Year	State	Financial assistance provided for conducting survey
2009-10	Madhya Pradesh	Rs. 45.40 lac
	Sikkim	Rs. 8.00 lac
2010-11	—	—
2011-12	Karnataka	Rs. 60.00 lac
	Uttar Pradesh	Rs. 10.00 lac
	Andhra Pradesh	Rs. 32.00 lac

(c) Under the Bonded Labour System (Abolition) Act, 1976, States/Union Territories are mandated to implement the provisions of the Act. The District and Sub-Divisional Magistrates and the Vigilance Committees constituted under the Act have been entrusted with certain duties/responsibilities for implementation of the Act. The Act provides for penalties for enforcement of bonded labour. The information regarding the number of cases registered and action initiated against those engaged in bonded labour is not maintained at central level.

(d) and (e) The responsibility for rehabilitating the freed bonded labourers lies with the respective State Governments. In order to assist the State Governments 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. The scheme also provides for financial assistance to the State Governments/UTs for conducting surveys, awareness generation activities and evaluatory studies.

Central assistance released to the State Governments for rehabilitation of bonded labourers during the last three years and current year is as under:

Year	Funds Released
1	2
2009-10	Rs. 34.33 lac
2010-11	Rs. 89.95 lac
2011-12	Rs. 472.99
2012-13	Rs. 246.30 (till 28th Feb., 2013)

(f) Special Group under the Chairmanship of Secretary, Labour & Employment has been constituted to review and monitor the implementation of the Bonded Labour System (Abolition) Act. The Group holds region wise meetings from time to time to impress upon the State Government to effectively implement the Act.

Central Government and State Government of Tamil Nadu in collaboration with ILO launched a pilot project in the State for the purpose of reducing vulnerability to bondage through promotion of decent work. Attempt is now being made to replicate this approach in some other states of the country.

#### FDI Inflow

[Translation]

2269. SHRI RAM SUNDAR DAS:  
SHRI RADHA MOHAN SINGH:  
SHRI MAHENDRASINH P. CHAUHAN:  
SHRI KAPIL MUNI KARWARIA:  
SHRI PRALHAD JOSHI:

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

(a) whether the Foreign Direct Investment (FDI) inflow in the country has declined during the last three years and the current year;

(b) if so, the details thereof and the reasons therefor along with FDI inflow during the said period, sector/State/country-wise and the steps taken by the Government for enhancement of FDI inflow in the country;

(c) whether any study has been conducted to assess the Indian capability to attract multinational/foreign companies and if so, the details thereof along with the initiatives taken by the Government for investment in labour intensive industries;

(d) the details of target set/achieved during the said period along with the discrepancies/shortcomings identified by the Government to achieve the targeted FDI inflow; and

(e) the efforts made by the Government to make liberal and investor-friendly policy/ environment for enhancing investment in the country?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (DR. S. JAGATHRAKSHAKAN): (a) and (b) The Foreign Direct Investment (FDI) equity inflows from April, 2009 to December, 2012, are as under:

Sl. No.	Year (Apr-Mar)	FDI (Rs. crore)	FDI (US\$ million)
1	2009-10	123,119.65	25,834.41
2	2010-11	97,320.39	21,383.05
3	2011-12	165,145.53	35,120.80
4	2012-13 (Apr-Dec)	92,237.04	16,945.76

Statement-I showing sector-wise (Financial - Year wise) Foreign Direct Investment (FDI) equity inflows from April, 2009 to December, 2012 is enclosed. Statement-II on financial-year wise FDI equity inflows, from April, 2009 to December, 2012, as reported by the Regional Offices of RBI, 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 more than one State. Also some RBI Regional Offices cover more than one State. Statement-III showing country-wise (Financial - Year wise) FDI equity inflows from April, 2009 to December, 2012, is enclosed.

Under the liberalized economic environment, investment decisions of investors are based on the macro-economic policy framework, investment climate in the host country, investment policies of the trans-national corporations and other commercial considerations.

The policy on FDI is reviewed on an ongoing basis, through a consultative process, so as to facilitate and promote FDI inflows into India.

(c) This Department has not conducted any study in this regard.

(d) No targets are fixed for FDI inflows, as FDI is largely a matter of private business decisions.

(e) Government has put in place an investor-friendly policy on FDI, under which FDI, up to 100%, is permitted, under the automatic route, in most sectors/activities. Significant changes have been made in the FDI policy regime in the recent times, to ensure that India remains increasingly attractive and investor-friendly.

Government plays an active role in the promotion of investment in all sectors, including in labour-intensive industries, 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 solicited both through bilateral and multilateral arrangements. It 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 inflow of foreign direct investment into India.

Government has also set up 'Invest India', a joint venture company between the Department of Industrial Policy & Promotion and FICCI, as a not-for-profit, single window facilitator, for prospective overseas investors and to act as a structured mechanism to attract investment.

**Statement-I**

Sector-wise Financial Year wise FDI Equity Inflows from April, 2009 to December, 2012

(Amount in Rs. Crore &amp; US\$ million)

Sl. No	Sector	2009-10 Apr-Mar		2010-11 Apr-Mar		2011-12 Apr-Mar		2012-13 Apr-Dec		Total	
		Rs.	US\$	Rs.	US\$	Rs.	US\$	Rs.	US\$	Rs.	US\$
1	2	3	4	5	6	7	8	9	10	11	12
1	Metallurgical Industries	1,999.30	419.88	5,023.34	1,098.14	8,348.49	1,786.14	6,980.29	1,300.99	22,351.42	4,605.16
2	Mining	829.92	174.40	357.42	79.51	644.73	142.65	185.98	34.28	2,018.05	430.84
3	Power	6,138.32	1,271.79	5,796.22	1,271.77	7,677.74	1,652.38	2,867.49	525.47	22,479.77	4,721.40
4	Non-Conventional Energy	2,872.41	622.52	977.71	214.40	2,197.50	452.17	2,521.08	467.07	8,568.69	1,756.17
5	Petroleum & Natural Gas	1,296.90	265.53	2,543.14	556.43	9,955.17	2,029.98	1,170.57	210.73	14,965.78	3,062.68
6	Boilers And Steam Generating Plants	18.48	3.96	2.87	0.63	156.64	31.79	103.89	20.05	281.88	56.43
7	Prime Mover (Other Than Electrical Generators)	182.99	39.50	758.13	166.44	1,548.86	313.75	568.25	103.86	3,058.23	623.55
8	Electrical Equipments	3,484.32	728.27	698.85	153.90	2,659.60	566.39	574.08	105.54	7,416.85	1,554.10
9	Computer Software & Hardware	4,126.76	871.86	3,551.24	779.81	3,803.77	796.35	2,259.22	412.60	13,740.98	2,860.62
10	Electronics	246.73	52.14	274.75	59.72	887.92	194.41	203.63	37.54	1,613.03	343.81
11	Telecommunications	12,269.66	2,539.26	7,542.04	1,664.50	9,011.53	1,997.24	386.55	70.65	29,209.78	6,271.66
12	Information & Broadcasting (Including Print Media)	2,340.55	490.83	1,887.17	412.11	3,264.09	675.96	1,162.26	210.35	8,654.06	1,789.25

1	2	3	4	5	6	7	8	9	10	11	12
13	Automobile Industry	5,892.70	1,236.29	5,864.18	1,299.41	4,346.77	922.99	4,418.29	803.40	20,521.95	4,262.08
14	Air Transport (Including Air Freight)	111.37	23.71	620.83	136.60	145.71	31.22	81.90	15.00	959.82	206.54
15	Sea Transport	1,343.58	284.85	1,370.27	300.51	594.71	129.36	201.41	36.29	3,509.97	751.01
16	Ports	304.61	65.41	49.84	10.92	0.02	0.00	0.00	0.00	354.47	76.33
17	Railway Related Components	160.27	34.43	318.50	70.66	199.01	42.27	94.39	17.79	772.17	165.15
18	Industrial Machinery	1,594.83	341.88	2,109.07	467.92	2,934.87	620.66	2,376.13	432.77	9,014.91	1,863.24
19	Machine Tools	640.06	133.83	53.01	11.63	616.25	127.87	555.54	100.51	1,864.85	373.85
20	Agricultural Machinery	8.70	1.88	2.21	0.49	12.72	2.77	40.43	7.52	64.06	12.65
21	Earth-Moving Machinery	75.69	15.62	8.12	1.77	75.09	16.40	8.31	1.52	167.21	35 31
22	Miscellaneous Mechanical & Engineering Industries	725.18	149.59	493.96	108.67	5,861.61	1,295.34	322.21	58.64	7,402.96	1,612.24
23	Commercial, Office & Household Equipments	371.28	78.98	115.14	25.12	138.15	29.04	44.00	8.07	668.57	141.21
24	Medical And Surgical Appliances	789.51	167.35	146.66	32.22	698.41	141.61	346.08	62.69	1,980.65	403.88
25	Industrial Instruments	36.85	7.61	115.55	25.48	17.79	3.99	3.19	0.58	173.38	37.67
26	Scientific Instruments	0.01	0.00	11.16	2.49	34.47	7.08	383.81	70.42	429.45	79.99
27	Mathematical, Surveying and Drawing Instruments	0.01	0.00	0.00	0.00	0.00	0.00	34.74	6.71	34.75	6.71
28	Fertilizers	38.46	8.20	83.77	18.18	160.71	32.60	228.75	42.55	511.69	101.53

1	2	3	4	5	6	7	8	9	10	11	12
29	Chemicals (Other Than Fertilizers)	1,726.24	365.94	10,612.39	2,354.40	18,421.94	4,040.71	933.06	170.15	31,693.63	6,931.20
30	Photographic Raw Film and Paper	0.01	0.00	3.60	0.81	0.00	0.00	0.00	0.00	3.61	0.81
31	Dye-Stuffs	19.53	4.02	24.25	5.37	2.90	0.58	0.00	0.00	46.67	998
32	Drugs & Pharmaceuticals	1,006.29	213.08	961.09	209.38	14,605.03	3,232.28	3,111.99	588.60	19,684.41	4,243.34
33	Textiles (Including Dyed, Printed)	714.82	150.27	588.95	129.65	804.50	164.19	533.55	97.85	2,641.82	541.97
34	Paper and Pulp (Including Paper Products)	76.39	16.42	30.15	6.53	2,055.28	407.35	7.90	1.43	2,169.72	431.73
35	Sugar	0.48	0.10	0.79	0.17	19.95	4.44	56.36	10.17	77.58	14.89
36	Fermentation Industries	536.70	112.02	262.28	57.71	335.50	69.70	572.35	104.20	1,706.83	343.64
37	Food Processing Industries	1,314.23	278.89	858.03	188.67	826.16	170.21	1,492.37	272.37	4,490.80	910.13
38	Vegetable Oils And Vanaspati	338.09	69.74	267.35	58.07	318.26	65.02	587.86	107.45	1,511.56	300.28
39	Soaps, Cosmetics & Toilet Preparations	117.27	24.58	463.98	102.90	1,113.76	222.08	219.18	39.38	1,914.19	388.94
40	Rubber Goods	114.62	24.12	78.71	17.21	899.76	187.37	2,713.62	493.84	3,806.71	722.53
41	Leather, Leather Goods and Pickers	23.71	5.06	42.10	9.26	38.90	8.30	231.92	42.54	336.63	65.16
42	Glue and Gelatin	1.26	0.27	0.04	0.01	30.68	5.84	0.00	0.00	31.98	6.11
43	Glass	13.28	2.83	35.48	7.60	155.65	32.22	1,020.26	191.13	1,224.67	233.78
44	Ceramics	33.60	7.21	54.06	12.00	45.22	9.87	13.57	2.45	146.46	31.53

1	2	3	4	5	6	7	8	9	10	11	12
45	Cement and Gypsum Products	159.07	33.80	2,911.03	637.68	1,294.90	267.90	64.76	11.86	4,429.76	951.23
46	Timber Products	30.62	6.54	7.19	1.58	145.26	29.60	152.89	28.70	335.97	66.41
47	Defence Industries	0.00	0.00	0.00	0.00	17.44	3.66	2.21	0.41	19.65	4.07
48	Consultancy Services	1,623.57	341.31	1,257.69	274.84	1,348.14	289.89	636.24	115.90	4,865.64	1,021.95
49	Services Sector (Fin., Banking, Insurance, Non Fin/Business, Outsourcing, R&D, Courier, Tech. Testing and Analysis, Other)	19,944.85	4,176.21	15,053.94	3,296.09	24,656.49	5,215.98	22,036.42	4,046.20	81,691.70	16,734.47
50	Hospital & Diagnostic Centres	639.26	135.57	1,177.33	256.00	1,524.77	310.43	1,098.56	201.88	4,439.91	903.88
51	Education	300.50	63.35	173.24	37.94	510.95	105.62	833.03	155.05	1,817.72	361.96
52	Hotel & Tourism	3,566.32	753.02	1,405.15	308.05	4,753.89	992.86	17,210.53	3,154.59	26,935.90	5,208.51
53	Trading	3,509.69	739.62	2,252.72	498.46	3,669.92	759.89	2,209.03	405.64	11,641.36	2,403.61
54	Retail Trading (Single Brand)	47.52	10.28	116.53	25.84	11.49	2.57	0.00	0.00	175.54	38.70
55	Agriculture Services	5,922.29	1,222.22	202.60	43.90	226.41	49.02	227.80	41.35	6,579.09	1,356.48
56	Diamond, Gold Ornaments	145.59	31.08	89.36	19.59	172.61	36.30	234.35	43.05	641.91	130.02
57	Tea and Coffee (Processing & Warehousing)	37.60	8.15	14.40	3.12	24.81	5.32	0.00	0.00	76.81	16.59

1	2	3	4	5	6	7	8	9	10	11	12
	Coffee & Rubber)										
58	Printing of Books (Including Litho Printing Industry)	337.65	70.51	168.42	36.63	225.03	47.39	17.33	3.14	748.43	157.67
59	Coir	1.19	0.25	0.46	0.10	2.89	0.55	0.73	0.13	5.28	1.04
60	Construction (Infrastructure) Activities	1,535.03	324.56	3,027.21	675.07	1,878.62	386.28	972.50	179.64	7,413.35	1,565.56
61	Construction Development: Townships, Housing, Built-Up Infrastructure and Construction- Development Projects	25,975.80	5,466.13	7,590.35	1,663.03	15,236.03	3,140.78	5,915.33	1,086.76	54,717.52	11,356.69
62	Miscellaneous Industries	5,407.13	1,147.66	6,814.35	1,475.97	3,780.06	814.17	1,008.88	186.33	17,010.42	3,624.12
	Grand Total	123,119.65	25,834.41	97,320.39	21,383.05	165,145.53	35,120.80	92,237.04	16,945.76	477,822.61	99,284.01

**Statement-II****RBI's Regional Office-wise Financial-Year wise FDI Equity Inflows  
From April, 2009 to December, 2012**

(Amount in Rs. Crore &amp; US\$ million)

Sl. No.	Regional Offices of RBI	States Covered	2009-10 Apr-Mar		2010-11 Apr-Mar		2011-12 Apr-Mar		2012-13 Apr-Dec		Total	
			Rs.	US\$	Rs.	US\$	Rs.	US\$	Rs.	US\$	Rs.	US\$
1	2	3	4	5	6	7	8	9	10	11	12	13
1	Hyderabad	Andhra Pradesh	5,710.05	1,202.74	5,753.27	1,262.38	4,039.02	848.17	4,654.66	856.68	20,157.01	4,169.97
2	Guwahati	Assam, Arunachal Pradesh, Manipur, Meghalaya, Mizoram, Nagaland, Tripura	50.93	10.89	36.50	8.11	4.53	0.95	27.25	5.05	119.21	25.00
3	Patna	Bihar, Jharkhand	0.00	0.00	24.80	5.46	122.54	24.06	20.75	3.78	168.09	33.30
4	Ahmedabad	Gujarat	3,876.30	807.00	3,294.12	724.19	4,730.03	1,001.11	2,443.89	450.05	14,344.34	2,982.35
5	Bangalore	Karnataka	4,852.22	1,029.21	6,133.32	1,332.10	7,234.51	1,532.81	3,994.06	735.28	22,214.11	4,629.41
6	Kochi	Kerala, Lakshadweep	606.48	127.97	167.16	36.81	2,273.57	471.08	327.14	60.65	3,374.35	696.51
7	Bhopal	Madhya Pradesh, Chhattisgarh	254.56	54.22	2,092.69	450.97	569.28	122.95	856.62	155.14	3,773.15	783.29

1	2	3	4	5	6	7	8	9	10	11	12	13
8	Mumbai	Maharashtra, Dadra and Nagar Haveli, Daman and Diu	39,408.89	8,249.18	27,668.81	6,096.94	44,664.17	9,552.52	36,044.58	6,627.63	147,786.45	30,526.27
9	Bhuban- eshwar	Odisha	701.76	148.93	67.61	14.69	124.81	27.77	284.98	51.95	1,179.15	243.34
10	Jaipur	Rajasthan	148.74	31.10	230.30	50.95	160.62	33.03	511.45	94.54	1,051.11	209.62
11	Chennai	Tamil Nadu, Puducherry	3,653.25	773.80	6,115.38	1,351.91	6,711.09	1,422.39	9,448.42	1,733.91	25,928.14	5,282.01
12	Kanpur	Uttar Pradesh, Uttaranchal	226.85	48.25	513.60	112.31	635.32	139.62	124.75	23.00	1,500.52	323.18
13	Kolkata	West Bengal, Sikkim, Andaman and Nicobar Islands	531.25	115.32	426.42	94.59	1,816.81	394.24	1,498.63	273.14	4,273.11	877.28
14	Chandigarh	Chandigarh, Punjab, Haryana, Himachal Pradesh	1,038.10	223.91	1,892.41	416.07	624.43	129.99	182.38	33.49	3,737.32	803.45
15	New Delhi	Delhi, Part of UP and Haryana	46,196.52	9,694.59	12,183.59	2,676.51	37,402.75	7,983.40	15,968.86	2,941.84	111,751.72	23,296.33
16	Panaji	Goa	807.74	168.99	1,376.24	302.20	180.66	37.74	37.79	6.97	2,402.42	515.90
17	Region Not Indicated		15,056.00	3,148.30	29,344.18	6,446.85	53,851.41	11,398.96	15,810.81	2,892.67	114,062.40	23,886.78
Grand Total			123,119.65	25,834.41	97,320.39	21,383.05	165,145.53	35,120.80	92,237.04	16,945.76	477,822.61	99,284.01

The above State-wise inflows are classified as per RBI's Region-wise inflows furnished by RBI, Mumbai.

**Statement-III***Country-wise Financial Year-wise FDI Equity Inflows  
From April, 2009 to December, 2012*

(Amount in Rs. Crore &amp; US\$ million)

Sl. No	Country	2009-10 Apr-Mar		2010-11 Apr-Mar		2011-12 Apr-Mar		2012-13 Apr-Dec		Total	
		Rs.	US\$	Rs.	US\$	Rs.	US\$	Rs.	US\$	Rs.	US\$
1	2	3	4	5	6	7	8	9	10	11	12
1	Afghanistan	0.00	0.00	0.00	0.00	0.12	0.03	0.00	0.00	0.12	0.03
2	Australia	774.92	166.29	110.22	24.26	243.60	51.15	188.79	34.77	1,317.52	276.48
3	Austria	114.09	24.01	205.72	44.95	101.92	21.38	205.04	37.42	626.78	127.77
4	Bahamas	29.14	6.16	19.79	4.32	15.02	3.34	14.47	2.65	78.43	16.46
5	Bahrain	8.09	1.72	0.85	0.19	0.94	0.19	8.23	1.51	18.11	3.60
6	Argentina	0.02	0.00	46.21	10.15	0.00	0.00	0.00	0.00	46.23	10.15
7	Belgium	177.89	37.56	168.40	37.28	494.99	104.19	165.01	30.70	1,006.29	209.73
8	Belarus	0.00	0.00	0.00	0.00	2.50	0.51	0.02	0.00	2.52	0.51
9	The Bermudas	53.31	11.07	8.87	1.97	1.19	0.26	0.00	0.00	63.36	13.30
10	Brazil	5.16	1.11	7.85	1.75	51.00	11.01	26.76	4.90	90.77	18.77
11	Bangladesh	0.00	0.00	0.00	0.00	0.00	0.00	0.16	0.03	0.16	0.03
12	Bulgaria	0.00	0.00	0.67	0.14	0.38	0.08	0.00	0.00	1.05	0.22
13	Canada	293.27	61.64	154.66	33.66	200.21	39.78	206.66	39.13	854.80	174.20
14	Caymen Islands	321.63	69.05	258.80	55.94	353.67	74.64	59.34	10.88	993.43	210.51
15	Channel Islands	6.75	1.40	1.26	0.27	6.92	1.53	1.18	0.22	16.10	3.42
16	China	199.99	41.36	7.03	1.56	358.38	72.69	608.92	114.42	1,174.33	230.02
17	Croatia	0.45	0.09	0.00	0.00	0.00	0.00	0.00	0.00	0.45	0.09

1	2	3	4	5	6	7	8	9	10	11	12
18	Czech Republic	1.93	0.40	0.03	0.01	0.50	0.11	0.18	0.03	2.64	0.55
19	Cyprus	7,727.58	1,626.57	4,170.67	913.10	7,722.38	1,587.37	2,171.20	399.83	21,791.83	4,526.87
20	Denmark	180.22	38.20	289.72	64.08	141.14	29.44	466.43	83.54	1,077.52	215.26
21	Estonia	0.00	0.00	0.00	0.00	0.00	0.00	0.24	0.04	0.24	0.04
22	Finland	241.19	50.28	101.59	22.39	412.52	86.20	14.96	2.71	770.26	161.59
23	Chile	337.22	71.25	129.99	28.64	165.82	36.28	1.08	0.19	634.11	136.36
24	France	1,436.83	302.53	3,348.63	734.22	3,110.22	662.62	2,541.33	471.46	10,437.01	2,170.83
25	Greece	4.29	0.91	1.18	0.26	1.25	0.27	10.53	1.93	17.24	3.36
26	Germany	2,980.04	626.14	907.88	199.74	7,451.69	1,621.95	2,743.98	502.25	14,083.58	2,950.08
27	Hong Kong	654.24	136.46	787.82	173.10	1,294.45	268.11	309.24	57.00	3,045.75	634.67
28	Hungary	40.75	8.75	4.07	0.92	1.86	0.38	0.00	0.00	46.68	10.05
29	Indonesia	2,637.05	570.25	4.67	1.03	2.38	0.50	24.66	4.49	2,668.75	576.26
30	Ireland	127.10	27.22	148.42	32.99	33.54	7.41	58.46	10.68	367.52	78.30
31	Isle of Man	0.00	0.00	11.40	2.51	0.91	0.20	2.96	0.53	15.27	3.24
32	Israel	130.83	28.45	6.46	1.41	4.72	1.01	7.03	1.27	149.05	32.14
33	Italy	1,064.17	225.33	510.95	112.75	734.84	155.52	241.94	44.60	2,551.90	538.20
34	Liechtenstein	3.51	0.76	3.50	0.78	0.25	0.05	3.31	0.62	10.56	2.20
35	Japan	5,670.40	1,183.40	7,062.98	1,562.00	14,089.09	2,971.70	8,945.26	1,626.02	35,767.73	7,343.13
36	Kazakhstan	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
37	Korea(North)	18.62	3.79	5.48	1.18	50.32	10.63	95.31	17.50	169.74	33.09
38	Lebanon	0.01	0.00	0.00	0.00	0.69	0.14	0.06	0.01	0.76	0.15
39	South Korea	778.68	166.88	600.89	131.35	1,183.84	244.79	1,130.68	207.55	3,694.09	750.57

1	2	3	4	5	6	7	8	9	10	11	12
40	Kuwait	40.73	8.46	5.91	1.30	5.29	1.04	0.48	0.09	52.42	10.89
41	Latvia	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.00
42	Luxembourg	198.28	42.17	806.22	179.02	429.11	89.30	191.15	35.71	1,624.77	346.19
43	Malaysia	183.85	38.21	183.26	40.39	85.37	18.20	1,143.96	209.47	1,596.43	306.27
44	Mauritius	49,633.37	10,375.56	31,854.78	6,987.15	46,710.28	9,941.89	40,586.46	7,452.49	168,784.88	34,757.09
45	Mexico	0.11	0.02	48.74	10.58	0.00	0.00	295.25	54.03	344.10	64.63
46	Maldives	1.85	0.40	9.18	2.02	0.00	0.00	0.00	0.00	11.03	2.41
47	Nepal	8.24	1.73	0.00	0.00	0.04	0.01	0.00	0.00	8.28	1.74
48	Netherlands	4,282.67	899.03	5,501.23	1,213.40	6,697.78	1,408.89	7,252.62	1,338.81	23,734.31	4,860.13
49	Saint Kitts and Nevis	0.00	0.00	2.11	0.45	0.00	0.00	0.00	0.00	2.11	0.45
50	New Zealand	61.06	13.18	6.85	1.53	4.59	0.94	13.45	2.53	85.95	18.18
51	Nigeria	4.95	1.02	0.51	0.11	15.74	3.37	3.00	0.56	24.20	5.07
52	Norway	66.47	14.20	63.55	13.93	158.67	33.39	127.10	23.01	41579	84.53
53	Oman	11.73	2.45	1,246.49	267.82	43.55	9.27	42.02	7.85	1,343.79	287.39
54	Panama	53.37	11.12	41.71	9.12	11.50	2.39	3.13	0.56	109.71	23.19
55	Philippines	0.92	0.20	2.27	0.50	12.25	2.42	132.23	24.14	147.66	27.26
56	Poland	188.91	40.05	1.29	0.28	47.35	9.61	2,739.68	516.69	2,977.22	566.63
57	Portugal	9.95	2.12	6.04	1.33	11.04	2.37	38.43	7.02	65.46	12.84
58	Qatar	0.71	0.16	5.40	1.17	0.93	0.19	4.38	0.79	11.43	2.31
59	Romania	0.00	0.00	1.00	0.21	21.34	4.23	0.00	0.00	22.34	445
60	Russia	35.49	7.61	436.60	93.39	5.10	1.04	0.65	0.12	477.85	102.16
61	Saudi Arabia	64.06	13.29	17.70	3.84	3.51	0.70	39.44	7.10	124.71	24.93

1	2	3	4	5	6	7	8	9	10	11	12
62	Singapore	11,294.82	2,379.18	7,729.66	1,705.11	24,711.53	5,257.32	8,967.14	1,638.95	52,703.15	10,980.56
63	Scotland	0.00	0.00	0.01	0.00	0.76	0.15	0.00	0.00	0.77	0.15
64	South Africa	158.79	33.27	0.94	0.21	8.79	1.76	44.98	8.23	213.50	43.47
65	Slovakia	0.14	0.03	3.50	0.79	0.00	0.00	0.00	0.00	3.64	0.82
66	Spain	586.19	124.20	1,056.40	230.14	1,497.69	312.05	1,644.02	302.54	4,784.30	968.93
67	Sri Lanka	3.81	0.80	15.78	3.48	27.49	6.04	33.66	6.08	80.75	16.39
68	Sweden	1,171.18	242.51	176.70	39.05	290.46	60.24	679.78	122.31	2,318.12	464.11
69	Switzerland	489.26	102.49	4,103.95	895.08	1,105.49	230.73	1,166.03	211.47	6,864.73	1,439.76
70	Taiwan	78.32	16.16	30.07	6.55	63.05	13.85	50.17	9.06	221.61	45.62
71	Thailand	163.90	35.10	22.18	4.94	69.12	14.13	25.11	4.58	280.31	58.75
72	Turkey	31.51	6.78	158.38	34.90	46.81	10.00	36.97	6.73	273.67	58.41
73	UAE	3,016.82	628.93	1,569.18	340.54	1,728.24	352.82	655.39	118.82	6,969.63	1,441.11
74	United Kingdom	3,094.15	657.37	12,235.06	2,711.06	36,427.70	7,873.57	3,308.88	621.52	55,065.80	11,863.53
75	U.S.A	9,230.43	1,943.46	5,352.67	1,170.27	5,346.97	1,115.27	2,225.55	408.16	22,155.62	4,637.16
76	Ukraine	0.01	0.00	1.60	0.36	0.12	0.02	0.08	0.01	1.80	0.40
77	Venezuela	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
78	Uruguay	0.24	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.24	0.05
79	British Virginia	978.05	206.26	471.42	102.46	230.29	50.37	220.29	40.50	1,900.05	399.59
80	West Indies	117.64	24.97	2.49	0.53	4.66	0.95	0.47	0.09	125.26	26.53
81	Malta	12.53	2.75	0.85	0.18	15.65	3.22	0.01	0.00	29.04	6.15
82	Iran	0.00	0.00	0.31	0.07	0.00	0.00	0.00	0.00	0.31	0.07
83	Muscat	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

1	2	3	4	5	6	7	8	9	10	11	12
84	Tanzania	2.06	0.44	1.99	0.42	0.00	0.00	0.00	0.00	4.05	0.86
85	Georgia	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.01	0.00
86	Gibraltar	0.65	0.14	0.15	0.03	1.36	0.28	0.00	0.00	2.16	0.46
87	Sudan	0.00	0.00	0.00	0.00	0.02	0.00	0.00	0.00	0.02	0.00
88	Jordan	0.22	0.05	0.00	0.00	0.00	0.00	150.00	27.54	150.22	27.58
89	Vietnam	0.04	0.01	0.00	0.00	0.07	0.01	0.00	0.00	0.11	0.02
90	Iceland	0.50	0.10	0.00	0.00	2.93	0.57	0.01	0.00	3.44	0.68
91	Kenya	18.95	4.05	13.24	2.97	6.56	1.30	0.62	0.11	39.38	8.43
92	Egypt	0.99	0.21	1.20	0.26	2.67	0.51	2.14	0.39	7.00	1.36
93	Yemen	0.25	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.05
94	Monaco	1.32	0.29	2.36	0.51	2.06	0.39	1.75	0.34	7.49	1.52
95	Liberia	0.25	0.05	6.45	1.42	0.00	0.00	0.00	0.00	6.70	1.47
96	St. Vincent	0.48	0.10	0.00	0.00	218.67	41.51	0.00	0.00	219.15	41.62
97	Guersney	0.00	0.00	0.14	0.03	0.38	0.08	22.75	4.09	23.27	4.20
98	Zambia	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00
99	Morocco	28.42	6.08	0.00	0.00	550.17	115.50	0.00	0.00	578.59	121.58
100	Colombia	0.00	0.00	0.31	0.07	0.00	0.00	0.92	0.17	1.24	0.24
101	British Isles	36.88	7.73	139.56	30.59	208.71	46.47	12.32	2.25	397.46	87.05
102	Vanuatu	0.34	0.07	0.00	0.00	0.00	0.00	0.00	0.00	0.34	0.07
103	Virgin Islands (US)	16.83	3.70	2.67	0.59	44.56	9.25	22.47	4.17	86.53	17.71
104	Uganda	0.00	0.00	0.00	0.00	0.00	0.00	1.37	0.25	1.37	0.25
105	Seychelles	67.44	13.91	5.09	1.11	3.73	0.77	1.90	0.35	78.17	16.15

1	2	3	4	5	6	7	8	9	10	11	12
106	West Africa	0.00	0.00	2.00	0.44	5.00	0.98	4.86	0.94	11.86	2.36
107	East Africa	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.01	0.00
108	Ghana	0.00	0.00	0.00	0.00	0.00	0.00	7.57	1.38	7.57	1.38
109	Libya	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.02	0.00
110	Congo (DR)	0.00	0.00	0.45	0.10	1.52	0.33	0.00	0.00	1.97	0.43
111	Mongolia	0.27	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.27	0.06
112	Togolese Republic	0.00	0.00	0.99	0.22	0.00	0.00	2.09	0.38	3.08	0.60
113	Guyana	3.52	0.76	1.08	0.24	0.00	0.00	0.00	0.00	4.60	1.00
114	Iraq	0.00	0.00	0.85	0.19	0.01	0.00	0.00	0.00	0.85	0.19
115	Bolivia	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.01	0.00
116	Belize	0.00	0.00	0.00	0.00	23.81	5.28	1.33	0.24	25.14	5.52
117	Cameroon	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.01	0.00
118	Barbados	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
119	Bermuda	0.00	0.00	0.00	0.00	0.02	0.00	3.43	0.64	3.45	0.64
120	Botswana	0.00	0.00	0.00	0.00	0.13	0.02	0.00	0.00	0.13	0.02
121	Anguilla	0.00	0.00	0.00	0.00	1.45	0.29	0.00	0.00	1.45	0.29
122	St. Lucia	0.00	0.00	0.00	0.00	0.00	0.00	0.06	0.01	0.06	0.01
123	NRI*	1,691.96	354.75	1,074.75	241.23	0.00	0.00	0.00	0.00	2,766.72	595.98
124	Country Details Awaited	9,954.37	2,077.56	3,808.46	830.49	0.18	0.03	76.08	13.60	13,839.09	2,921.69
Grand Total		123,119.65	25,834.41	97,320.39	21,383.05	165,145.53	35,120.80	92,237.04	16,945.76	477,822.61	99,284.01

\*Complete/ Separate data on NRI Investment is not maintained by RBI. However,the above FDI Inflows data includes investments by NRIs,who have disclosed their status as NRIs,at the time of making the investment.

**Decline in Forest Area***[English]*

2270. SHRI N.S.V. CHITTHAN:  
 SHRI RADHA MOHAN SINGH:  
 SHRI ANAND PRAKASH PARANJPE:  
 SHRI BHASKARRAO BAPURAO PATIL  
 KHATGAONKAR:  
 SHRI EKNATH MAHADEO GAIKWAD:  
 SHRI P.R. NATARAJAN:  
 SHRI GOPAL SINGH SHEKHAWAT:  
 SHRI C. RAJENDRAN:  
 SHRI ABDUL RAHMAN:  
 SHRI AMARNATH PRADHAN:

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

(a) whether the Government has conducted any study to estimate the decline in forest area as a result of urbanisation and exploitation of coal mines in the country;

(b) if so, the details thereof;

(c) the number of plants, trees proposed to be planted to maintain environmental balance in the country; and

(d) the measures taken by the Government to save the forests from destruction in the country?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRIMATI JAYANTHI NATARAJAN): (a) and (b) Forest Survey of India has been carrying out assessment of forest cover of the country biennially and the findings are published in the "India State of Forest Report". The Report brings out loss/gain in forest cover as compared to previous assessment period. However, no specific study regarding decline in forest area as a result of urbanisation and exploitation of coal mines in the country has been conducted.

The Ministry has granted approval under the Forest (Conservation) Act, 1980 for diversion of 70,207 ha of forest land for mining of coal. The diverted forest land is cleared of vegetation in accordance with the requirement of land for mining at different stages of life of the mine.

(c) and (d) The State Governments are provided funding for regeneration of degraded forests and adjoining

areas under a Centrally Sponsored Scheme called National Afforestation Programme. The Central Government has approved a total of 19,11,003 ha area under the Programme from the year 2000 to 2013. In addition to this, an amount of Rs.81.66 crores was released to the State Governments during the year 2009-10 for restoration and regeneration of forest cover. Tree planting is also undertaken by the State Governments under various other schemes under Central and State Sectors like Mahatma Gandhi National Rural Employment Guarantee Scheme and Integrated Watershed Management Programme, etc.

**Vacation of Army Barracks**

2271. SHRI A. GANESHAMURTHI:  
 SHRI ANAND PRAKASH PARANJPE:  
 SHRI BHASKARRAO BAPURAO PATIL  
 KHATGAONKAR:  
 SHRI EKNATH MAHADEO GAIKWAD:

Will the Minister of DEFENCE be pleased to state:

(a) whether the Government proposes to ask the army to vacate the World War-II barrack on the prime land in Delhi;

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

(c) whether the army will be provided with suitable land as an alternative for their barracks and if so, the details thereof;

(d) whether the Government intends to make use of this land for development of a war museum; and

(e) if so, the details thereof?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY): (a) to (c) Consequent upon the allotment of a piece of land measuring 5.41 acres near South Block by the Ministry of Urban Development to the Ministry of Defence for the construction of 'Nau Sena Bhawan', various constituents of Ministry of Defence including Army located there would need to be relocated at other suitable locations.

(d) and (e) The land so vacated would be utilized for construction of 'Nau Sena Bhawan', the purpose for which it has been allotted. As far as land for development of a War Museum is concerned, no final decision has been taken.

**Import of Imitation Jewellery**

2272. SHRI EKNATH MAHADEO GAIKWAD:  
SHRI ANAND PRAKASH PARANJPE:  
SHRI N.S.V. CHITTHAN:  
SHRI BHASKARRAO BAPURAO PATIL  
KHATGAONKAR:

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

(a) whether there has been a considerable increase in the import of imitation jewellery from China during the last three years and the current year;

(b) if so, the details thereof, value-wise and year-wise and the reasons therefor along with the loss of the foreign exchange on account of such import;

(c) whether the Imitation Jewellery Manufacturers Association (IJMA) has requested the Government to embark upon a policy to discourage the import of imitation jewellery from China;

(d) if so, the details thereof along with the response of the Government thereto; and

(e) the steps taken/being taken by the Government to protect the interests of domestic imitation jewellery manufacturers?

THE MINISTER OF COMMERCE AND INDUSTRY AND MINISTER OF TEXTILES (SHRI ANAND SHARMA):

(a) and (b) The details of year-wise import in value terms of imitation jewellery from China under ITC (HS) Code 7117 are as under:

Year	Import from China (Value in Rs. Crore)
2009-10	36.07
2010-11	54.29
2011-12	82.36
April to December, 2012 (Provisional data)	68.72

Source: DGCI&S

(c) to (e) No such representation has been received from Imitation Jewellery Manufacturers Association (IJMA).

**Forest Clearance Norms for Projects**

2273. SHRI SANJAY BHOI:  
SHRI BHASKARRAO BAPURAO PATIL  
KHATGAONKAR:  
SHRI EKNATH MAHADEO GAIKWAD:

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

(a) whether the Government has changed forest clearance norms for mining projects to make them simpler and discourage firms from acquiring excess land in the country;

(b) if so, the details, thereof;

(c) whether it would affect the balance of forest ecology in the country;

(d) if so, the details thereof; and

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

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRIMATI JAYANTHI NATARAJAN): (a) and (b) Ministry of Environment and Forests (MoEF) vide letter dated 01.02.2013 informed the all State/ Union Territory Governments as below:

(i) Henceforth, in case of mining leases having forest land in part or in full, approval under the Forest (Conservation) Act, 1980 (FC Act) for diversion of entire forest land located within the mining lease shall be obtained before execution/ renewal of the lease under the Mines and Minerals (Development and Regulation) Act, 1957. Applications seeking prior approval under FC Act for diversion of the entire forest land (and not a portion thereof) located within the area proposed to be assigned on lease shall only be accepted by the Nodal Officers in the concerned State/ Union Territory Governments.

(ii) All State/Union Territory Governments shall within a period of three months submit to the MoEF details of all such mines where approval under the FC Act for diversion of only a part of forest land has either been obtained or is presently under examination in the State/Central

Government. The State Governments in all such cases shall request the concerned user agencies to submit application to obtain approval under the FC Act for diversion of the remaining forest land located within the mining lease. Mining in such leases after two years will be allowed only if the user agency either obtains approval under the FC Act for the entire forest land located within the mining lease or surrenders such forest land for which approval under FC Act has not been obtained and execute a revised mining lease for the reduced lease area.

(c) to (e) The said guidelines issued by the MoEF will ensure that only those forest areas for whose diversion prior approval of the Central Government under the Forest (Conservation) Act, 1980 has been obtained is retained in the mining lease.

#### **Objectives of PYKKA**

[*Translation*]

2274. SHRI NARAYAN SINGH AMLABE:  
SHRI SOMEN MITRA:

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

(a) the objectives of Panchayat Yuva Krida aur Khel Abhiyan (PYKKA);

(b) the extent to which these objectives have been achieved;

(c) the details of the programmes organized under PYKKA during the financial years 2011-12 and 2012-13 along with the number of players benefited there from, State-wise;

(d) whether the Government proposes to allocate funds for infrastructure development keeping in view the geographical conditions of the State; and

(e) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF YOUTH AFFAIRS AND SPORTS AND MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI JITENDRA SINGH): (a) The objectives of Panchayat Yuva Krida aur Khel Abhiyan (PYKKA) are as under:

- (i) To create a network of basic sports infrastructure throughout the country;
- (ii) To provide universal access to sports in rural areas and promote a sports culture;
- (iii) To harness available and potential sporting talent among rural youth, through a well designed competition structure starting from the block level.

(b) Out of 2,00,000 Village Panchayats, 56414 Village Panchayats have been covered and out of 6373 Block Panchayats, 1739 Block Panchayats have been covered for development of the playfields under PYKKA Scheme upto 31.01.2013. Under the scheme, the financial assistance is also provided for holding the annual sports competitions in the States/UTs. Till 31.01.2013 more than 1 crore boys and girls have participated in the annual sports competitions conducted at the Block, District, State and National level.

(c) Under the PYKKA scheme, the financial assistance is provided to the States/UTs to conduct the annual sports competitions at the Block, District, State and National Level. The State-wise position of the number of players benefited during the financial year 2011-12 are given in the enclosed Statement. The competitions during financial year 2012-13 are under progress.

(d) and (e) No, Madam. Under the PYKKA Scheme the fund is not allocated States/UTs-wise. The Grant-in-Aid provided to the States/UTs after receiving the proposals for infrastructure development of playfields in Village Panchayats/Block Panchayats. The financial pattern to the States/UTs under PYKKA scheme is as under:

#### **Financial Pattern under PYKKA Scheme**

- 1.1 **One-time Seed Capital Grant:** Rs. 1 lakh to each village panchayat having minimum 4,600 population (national average) with additional funding on prorata basis for additional population size beyond the national average. This will be contributed on 75:25 basis between the Central Government and State Governments for normal States and on 90:10 basis for Special Category States. In other words, the Central grant will be Rs. 75,000/- per village panchayat for normal States and Rs. 90,000/- per village panchayat for Special Category States. The balance amount

of Rs. 25,000/- per village panchayat in respect of normal States and Rs. 10,000/- per village panchayat in respect of Special Category States will have to come as State contribution.

1.2 A uniform grant of Rs. 5 lakh to each block panchayat. The sharing pattern between the Central Government and State Governments will be 75:25 for normal States and 90:10 for Special

Category States. In other words, the Central grant will be Rs. 3.75 lakh per block panchayat for normal States and Rs. 4.50 lakh per block panchayat for Special Category States. The balance amount of Rs. 1.25 lakh per block panchayat in respect of normal States and Rs. 50,000/- per block panchayat in respect of Special Category States will have to come as State contribution.

### **Statement**

*State-wise number of participants in annual sports competitions under PYKKA held during 2011-2012*

2011-12 (Annual Competitions)

Sl. No.	Name of State/UT	No. of participants		
		Men	Women	Total
1	2	3	4	5
1	Andhra Pradesh	188692	1,36,711	325403
2	Arunachal Pradesh	12588	9,622	22210
3	Assam	76359	46,208	122567
4	Bihar	-	-	0
5	Chhattisgarh	64649	83,101	147750
6	Goa	-	-	0
7	Gujarat	-	-	0
8	Haryana	55462	65,739	121201
9	Himachal Pradesh	24000	23,159	47159
10	Jammu and Kashmir	45231	9,003	54234
11	Jharkhand	-	-	0
12	Karnataka	82443	1,22,044	204487
13	Kerala	60209	31,643	91852
14	Madhya Pradesh	109426	95,274	204700
15	Maharashtra	130860	1,23,891	254751
16	Manipur	-	-	0
17	Meghalaya	-	-	0
18	Mizoram	13239	7,771	21010

1	2	3	4	5
19 Nagaland		-	-	0
20 Odisha		-	-	0
21 Punjab		68655	49,925	118580
22 Rajasthan		-	-	0
23 Sikkim		30139	25,950	56089
24 Tamil Nadu		157202	98830	256032
25 Tripura		9710	16825	26535
26 Uttar Pradesh		347261	210921	558182
27 Uttarakhand		126935	33771	160706
28 West Bengal		39350	19135	58485
<b>UTs</b>				
29 Andaman and Nicobar Islands				
30 Chandigarh				
31 Dadra and Nagar Haveli				
32 Daman and Diu				
33 Delhi				
34 Puducherry				
<b>Total</b>		<b>1642410</b>	<b>12,09,523</b>	<b>2851933</b>

**Development of Roads in Left Wing Extremism  
(LWE) Affected Areas**

2275. SHRI RAJENDRA AGRAWAL:  
SHRI NITYANANDA PRADHAN:  
SHRI JITENDRA SINGH BUNDELA:

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

(a) whether the Government has approved Road Requirement Plan (RRP) for development of roads in Left Wing Extremism (LWE) affected areas of various States;

(b) if so, the details thereof, State-wise including Odisha and present status of works under the Plan;

(c) the State-wise details of the expenditure

incurred/likely to be incurred on the said plan and the time-frame fixed for completion of the same;

(d) whether the Government has received any proposals for taking up the work under the said plan on priority basis and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI SARVEY SATYANARAYANA): (a) to (c) Yes Madam. In February, 2009, Government has approved Road Requirement Plan (RRP) for development of 5477 km. roads in Left Wing Extremism (LWE) affected areas in 8 States at an estimated cost of Rs. 7300 crore. All the projects are scheduled for completion by March, 2015. The State-wise details of the works approved under Plan including Odisha and the expenditure incurred thereon are as under:

Sl. no	Name of state	Length approved (in Km.)	Sanctioned cost (Rs. in Cr.)	Length completed (in Km.)	Expenditure incurred (Rs. in Cr.)
1	Andhra Pradesh	620	1131	475	582
2	Bihar	674	616	574	466
3	Chhattisgarh	1983	2800	531	630
4	Jharkhand	760	1117	135	315
5	Maharashtra	470	811	225	235
6	Madhya Pradesh	237	218	101	70
7	Odisha	615	949	192	354
8	Uttar Pradesh	74	131	34	32

(d) No, Madam.

#### **Setting up of Industries**

[English]

2276. SHRIMATI MAUSAM NOOR:  
SHRI JAGDISH SINGH RANA:  
SHRI KHAGEN DAS:  
DR. RAGHUVANSH PRASAD SINGH:  
SHRI DHANANJAY SINGH:  
SHRI PRATAP SINGH BAJWA:  
SHRI IJYARAJ SINGH:  
SHRI HARISH CHOUDHARY:

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

(a) the number of industries set up /being set up during the last three years and the current year, State/UT-wise including the benefits likely to be accrued to these States as a result thereof;

(b) the details of financial assistance provided/proposed to be provided by the Government to promote industrialisation in rural/backward/hilly and remote areas of the country. State-wise under North-East Industrial and Investment Promotion Policy;

(c) whether the Government proposes to formulate any National Action Plan or conduct any study for identification and declare industrially backward regions/States/districts in the country;

(d) if so, the details thereof, along with any State specific policy/scheme formulated in order to create favourable investment environment in the country. State-wise including Bihar and West Bengal;

(e) whether any foreign country has conducted any survey to establish industry in the country; and

(f) if so, the details thereof, State-wise including the names of the foreign countries/companies?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (DR. S. JAGATHRAKSHAKAN): (a) The information on State-wise investment intentions in terms Industrial Entrepreneur Memoranda filed, Letters of Intent and Direct Industrial Licences issued during the last three years and current year is enclosed as Statement-I.

(b) Financial assistance is being provided to states with hilly, remote and inaccessible terrain under the North East Industrial & Investment Promotion Policy (NEIIPP), 2007 and Special Package for the States of Uttarakhand, Himachal Pradesh and Jammu and Kashmir. Details of funds disbursed under NEIIPP, 2007 till 31.10.2012 is enclosed as Statement-II.

(c) No, Madam.

(d) In addition to reply to para (b) above, Transport Subsidy Scheme (recently modified as Freight Subsidy Scheme, 2013) is applicable to the above mentioned States as well as Andaman and Nicobar Islands Lakshadweep

Islands and the Darjeeling district of West Bengal to provide subsidy on Transport cost incurred on movement of raw materials and finished goods.

Government of India is also implementing a number of schemes for the development of industries in the country which are as under:

- Industrial Infrastructure Upgradation Scheme (IIUS);
- Integrated Leather Development Programme (ILDLP);
- Technology Upgradation/Establishment/

Modernisation of Food Processing Industries;

- Scheme for Assistance to States for Developing Export Infrastructure and Allied Activities (ASIDE);
- Micro and Small Enterprises – Cluster Development Programme (MSE-CDP);
- Scheme for Integrated Textile Parks (SITP);
- Technology Upgradation Fund Scheme (TUFS).

(e) No, Madam.

(f) Does not arise.

#### **Statement-I**

*State-wise details of Investment Intentions in terms of IEMs filed LOIs/DILs issued during the last three years and current year*

Name of the State	2010	2011	2012	2013 (upto Jan)
1	2	3	4	5
Andaman and Nicobar Islands	0	0	1	0
Andhra Pradesh	519	392	307	24
Arunachal Pradesh	5	7	3	0
Assam	37	32	39	1
Bihar	46	31	20	2
Chandigarh	1	1	1	0
Chhattisgarh	256	114	78	7
Dadra and Nagar Haveli	63	55	31	1
Daman and Diu	35	21	5	0
Delhi	19	12	6	0
Goa	39	23	21	2
Gujarat	497	544	472	33
Haryana	141	118	115	9
Himachal Pradesh	54	36	48	0
Jammu and Kashmir	23	21	26	3
Jharkhand	53	25	32	1
Karnataka	269	217	169	16

1	2	3	4	5
Kerala	8	12	6	1
Lakshadweep	0	0	0	0
Madhya Pradesh	226	191	126	9
Maharashtra	759	975	533	34
Manipur	1	1	1	0
Meghalaya	14	6	3	0
Mizoram	0	1	0	0
Nagaland	0	1	0	0
Odisha	179	119	58	1
Puducherry	14	8	8	0
Punjab	103	113	80	6
Rajasthan	125	166	163	13
Sikkim	13	15	9	0
Tamil Nadu	237	258	197	12
Tripura	1	3	3	0
Uttar Pradesh	172	165	134	7
Uttaranchal	217	80	42	4
West Bengal	209	136	91	6
Location in more than One State	1	1	0	0
<b>Total</b>	<b>4336</b>	<b>3900</b>	<b>2828</b>	<b>192</b>

**Statement-II**

*Funds Disbursed under the North East Industrial & Investment Promotion Policy (NEIIPP), 2007 and Special Package for the States of Uttarakhand, Himachal Pradesh and Jammu and Kashmir*

Sl. No.	Name of State	Funds Disbursed (Rupees in crore)
1	2	3
1.	Arunachal Pradesh	10.96

1	2	3
2.	Assam	256.11
3.	Manipur	0.11
4.	Meghalaya	119.18
5.	Mizoram	1.22
6.	Nagaland	1.03
7.	Sikkim	20.67
8.	Tripura	7.71

**Incentives to Handloom Sector***[Translation]*

2277. SHRI KAPIL MUNI KARWARIA:  
 DR. MURLI MANOHAR JOSHI:  
 SHRI RADHA MOHAN SINGH:  
 SHRI JAYWANT GANGARAM AWALE:  
 SHRI RAM SUNDAR DAS:  
 SHRI SYED SHAHNAWAZ HUSSAIN:  
 SHRI M. SREENIVASULU REDDY:  
 SHRI ANANT KUMAR HEGDE:  
 SHRI AJAY KUMAR:  
 SHRI NISHIKANT DUBEY:  
 SHRI DUSHYANT SINGH:  
 SHRI VISHWA MOHAN KUMAR:  
 SHRI ARJUN RAM MEGHWAL:  
 SHRIMATI MAUSAM NOOR:

Will the Minister of TEXTILES be pleased to state:

(a) the number of weavers employed in the handloom sector, State-wise along with the steps taken to provide employment in the sector;

(b) whether the cases of miserable condition of weavers as well as disparity in the prices of yarn and its blackmarketing have come to the notice of the Government;

(c) if so, the details thereof along with the steps taken by the Government to address the issue and to remove the shortage of raw materials for handloom industries, State-wise;

(d) the details of schemes being implemented by the Government for handloom sector including funds allocated/released and utilised under various schemes during the last two years and the current year, scheme-wise including health insurance scheme, State-wise including the steps taken for optimum utilisation of funds;

(e) whether the Government proposes to provide loans at concessional rate to handloom weavers and if so, the details thereof along with the loan waiver scheme/financial package given by the Government to the handloom weavers in the country and the number of weavers benefited during the said period, State-wise; and

(f) the financial assistance provided by the Government to weavers for marketing their products in metro cities/trade fairs and exhibitions and the fund allocated for the purpose, State-wise including Bihar?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI): (a) As per all India handloom census 2009-10, there are 43.31 lakh handloom weavers and allied workers in the handloom sector. State wise details of the handloom workers are given in the enclosed Statement-I. For the overall development of handloom sector including employment generation, Govt. of India has taken up various policy initiatives and scheme interventions through schemes such as cluster approach, technological upgradation, marketing assistance, revival of viable and potentially viable societies, availability of subsidized yarn and credit, besides providing health and life insurance cover to the handloom weavers. During 2011-12, a new scheme Integrated Skill Development Scheme (ISDS) has been introduced to upgrade the skills and employability of the handloom weavers.

(b) and (c) The Government is aware of various constraints/problems that weavers are facing across the country including cases of their miserable conditions and disparity in the prices of yarn. To address the issue of yarn supply at mill gate price, the Government has been implementing Mill Gate Price Scheme through the National Handloom Development Corporation (NHDC) to the eligible handloom weavers. Further, to provide the subsidized yarn only to handloom weavers in order to enable them to compete with powerloom and mill sector, a new component of 10% price subsidy on hank yarn has been incorporated in the Mill Gate Price Scheme w.e.f. 6.1.2012. Cotton and domestic silk required for production of handloom items are covered under the 10% price subsidy scheme.

(d) Following schemes are being implemented by the Government for handloom sector:

- (i) Integrated Handlooms Development Scheme (IHDS).
- (ii) Marketing & Export Promotion Scheme (MEPS).
- (iii) Handloom Weaver's Comprehensive Welfare Scheme.
- (iv) Diversified Handlooms Development Scheme (DHDS).
- (v) Mill Gate Price Scheme (MGPS).
- (vi) Revival, Reform and Restructuring (RRR) package as well as Comprehensive Package for handloom sector.

Funds allocated/released and utilized under various schemes during the last two years and the current year for all the schemes are given in the enclosed Statement-II to VII.

(e) The Government provides loan to the handloom weavers at concessional rates. Under Institutional Credit component of IHDS, individual weavers are eligible to get margin money @ Rs.4200/- per weaver, interest subvention @ 3% for three years and credit guarantee cover of loan under CGTMSE scheme. Further, a interest subvention for loan to handloom sector at interest rate of 6% has now been announced in the budget of 2013-14.

The Government is also implementing Revival, Reform and Restructuring (RRR) package for handloom sector for loan waiver of handloom cooperatives and individual weavers eligible for waiver under the scheme. The RRR package aims at waiving the overdue loans and interest of eligible handloom cooperative societies and individual weavers and provides fresh credit with interest subsidy of 3% for 3 years with credit guarantee to the societies and weavers which are covered under the RRR package. Further, interest subvention for fresh credit at interest rate of 6% is applicable to this component also as per the Budget announcement. State-wise list of cooperatives societies and handloom weavers benefitted from the scheme is given in the enclosed Statement-VII.

(f) The Government of India provides financial support to the State Governments and other eligible organizations to organize trade fairs and exhibitions all over the country including metro cities to provide marketing platform to the handloom weavers and their cooperative societies. The state-wise financial assistance provided including to the state of Bihar for the last two years and the current year is given in the enclosed Statement-IV.

**Statement-I**

*State-wise total number of Handloom workers  
as per Handloom Censuses  
1995-96 and 2009-10*

Sl. No.	State	No. of Handloom workers
1	2	3
1.	Andhra Pradesh	355838
2.	Arunachal Pradesh	33041

1	2	3
3.	Assam	1643453
4.	Bihar	43392
5.	Chhattisgarh	8191
6.	Delhi	2738
7.	Goa	0
8.	Gujarat	11009
9.	Haryana	7967
10.	Himachal Pradesh	13458
11.	Jammu and Kashmir	33209
12.	Jharkhand	21160
13.	Karnataka	89256
14.	Kerala	14679
15.	Madhya Pradesh	14761
16.	Maharashtra	3418
17.	Manipur	218753
18.	Mizoram	43528
19.	Meghalaya	13612
20.	Nagaland	66490
21.	Odisha	114106
22.	Puducherry	2803
23.	Punjab	2636
24.	Rajasthan	31958
25.	Sikkim	568
26.	Tamil Nadu	352321
27.	Tripura	137177
28.	Uttar Pradesh	257783
29.	Uttarakhand	15468
30.	West Bengal	779103
Total		43,31,876

**Statement-II**

*State-wise funds released and UCs received for the last two year and current year under Integrated Handlooms Development Scheme (IHDS) during 2010-11 to 2012-13*

(Rs.in lakh)

Sl. No.	State	2010-11		2011-12		2012-13
		Amount released	Amount utilized (upto January 2013)	Amount released	Amount utilized (upto January 2013)	Amount released (as on 6.3.2013)
1	2	3	4	5	6	7
<b>General</b>						
1.	Andhra Pradesh	1392.77	669.79	958.06	0	890.87
2.	Bihar	178.30	0	104.93	0	0
3.	Chhattisgarh	259.08	78.67	93.90	15.86	82.98
4.	Delhi	301.47	0	26.83	0	20.19
5.	Gujarat	77.06	77.06	200.13	193.55	133.67
6.	Haryana	46.56	0	7.63	0	0
7.	Himachal Pradesh	244.09	235.49	343.44	217.56	159.54
8.	Jammu and Kashmir	191.64	90.04	71.20	0	40.79
9.	Jharkhand	384.32	277.02	890.03	75.00	0
10.	Karnataka	172.56	172.56	562.05	196.44	73.25
11.	Kerala	124.32	124.32	916.60	239.58	0.00
12.	Madhya Pradesh	308.56	272.31	279.62	163.71	394.52
13.	Maharashtra	310.52	196.68	221.79	43.53	62.41
14.	Odisha	712.54	491.94	1410.12	798.01	637.83
15.	Punjab	0	0	15.35	0	0
16.	Rajasthan	171.93	98.57	49.92	19.78	0
17.	Tamilnadu	4867.84	4792.58	4455.74	3251.62	1058.35
18.	Uttar Pradesh	1305.56	1305.56	1201.16	633.53	1638.96
19.	Uttarakhand	306.04	162.89	109.74	0	33.91
20.	West Bengal	901.67	750.26	1594.45	1034.83	276.89
21.	Other Organizations	1033.73	1033.73	1655.00	1402.53	3047.75
	Total (A)	13290.54	10829.47	15167.69	8285.53	8551.90
<b>NER State</b>						

1	2	3	4	5	6	7
1.	Arunachal Pradesh	187.54	187.54	471.62	358.41	0
2.	Assam	1024.58	727.17	1096.52	0	739.88
3.	Manipur	616.76	616.76	1915.93	459.90	347.37
4.	Meghalaya	260.73	260.73	546.01	150.08	32.14
5.	Mizoram	197.50	15.58	60.22	39.33	50.05
6.	Nagaland	802.34	802.34	1918.66	1883.08	463.47
7.	Sikkim	47.12	47.12	67.24	59.48	0.00
8.	Tripura	298.56	298.56	704.83	0	11.42
9.	Other Organizations	74.15	74.15	0	0	0.00
	Total (B)	3509.26	3029.94	6781.04	2950.28	1644.33
	Grand Total (A + B)	16799.80	13859.42	21948.73	11235.81	10196.23

**Statement-III**

*Details of funds allocated and released under the Handloom Weavers comprehensive welfare scheme during last two years and current year*

Year	Funds allocated (Budget allocation)	Funds released & utilized	
		HIS	MGBBY
2010-11	Rs. 170.00 Cr.	Rs. 101.11 Cr.	Rs. 14.37 Cr.
2011-12	Rs. 104.50 Cr.	Rs. 57.63 Cr.	Rs. 09.33 Cr.
2012-13	Rs. 150.00 Cr.	Rs. 87.87 Cr.	Rs. 17.15Cr.
Total	Rs. 424.50 Cr.	Rs. 246.61 Cr. (upto Feb.,13)	Rs. 40.85 Cr. (upto Feb., 13)
		HIS + MGBBY = Rs. 287.46 Cr.	

Under both the schemes funds are released directly to the implementing agencies i.e. ICICI Lombard General Insurance Company Ltd., for enrolment of weavers under HIS and to the Life Insurance Corporation for coverage under MGBBY

**Statement-IV**

*State-wise funds released and utilized for the last two years and in the current year under the Marketing and Export Promotion scheme (As on 28.02.2013)*

(Rs. in crore)

Sl. No.	Name of States	2010-11		2011-12		2012-13	
		Amt. release	Amount utilized	Amt. released	Amount utilized	Amt. released	Amount utilized
1	2	3	4	5	6	7	8
1.	Andhra Pradesh	2.04	1.97	3.26	1.70	0.32	0.20

1	2	3	4	5	6	7	8
2.	Arunachal Pradesh	1.75	1.75	0.38	0.38	-	-
3.	Assam	5.73	5.73	4.60	4.60	3.43	0.98
4.	Bihar	0.04	0.04	0.39	0.27	0.43	0.04
5.	Chhattisgarh	1.12	1.12	2.07	0.73	0.96	0.48
6.	Delhi	0.16	0.16	0.09	0.03	0.06	-
7.	Goa	0.00	-	0.00	-	-	-
8.	Gujarat	0.27	0.27	0.89	0.18	0.03	-
9.	Haryana	0.33	0.24	0.15	0.15	-	-
10.	Himachal Pradesh	0.61	0.61	0.58	0.58	0.27	0.03
11.	Jammu and Kashmir	0.28	0.28	0.35	0.02	0.32	-
12.	Jharhand	0.18	0.05	0.00	-	-	-
13.	Karnataka	1.37	1.37	1.86	1.11	1.03	-
14.	Kerala	0.00	-	0.21	0.02	0.19	-
15.	Madhya Pradesh	0.93	0.89	0.74	0.46	0.77	0.02
16.	Maharashtra	0.99	0.99	1.84	1.11	1.46	0.35
17.	Manipur	1.64	1.64	1.72	1.72	1.05	0.27
18.	Meghalaya	0.42	0.42	0.58	0.58	0.05	-
19.	Manipur	0.05	0.05	0.14	-	-	-
20.	Nagaland	2.33	2.33	2.37	2.25	1.76	1.10
21.	Odisha	1.09	0.97	0.59	0.20	0.23	-
22.	Puducherry	0.00	-	0.00	-	-	-
23.	Punjab	0.00	-	0.00	-	-	-
24.	Rajasthan	0.38	0.09	0.11	0.08	0.53	-
25.	Sikkim	0.13	0.13	0.52	0.52	0.47	0.41
26.	Tamil Nadu	1.44	1.32	1.70	0.40	-	-
27.	Tripura	0.44	0.44	1.10	1.10	0.30	-
28.	Uttar Pradesh	2.09	2.09	2.49	0.91	1.66	0.07
29.	Uttarakhand	0.43	0.22	0.38	0.08	0.28	0.06
30.	West Bengal	1.80	0.75	0.46	0.23	0.25	-
Total		28.04	25.92	29.57	19.41	15.85	4.01

**Statement-V**

*Diversified Handloom Development Scheme (DHDS)*  
(Rs. in Crores)

Year	Allocated	Utilized
2010-11	20	17.78
2011-12	24.10	13.34
2012-13	20	16.49
	(up to Feb 2013)	

Funds under this schemes are provided for infrastructure for WSCs and IIHTs, R&D activities and training/ workshops etc. and released directly to these institutions.

**Statement-VI**

*The funds allocated/released under MGPS during last two years and current year is as under:*

Year	Funds allocated/ released (Rs. In crore)
2010-11	54/65.00
2011-12	55.60/54.27
2012-13(upto February 2013)	385/109.07

Under MGPS funds are released only to NHDC and not to any State Government.

**Statement-VII**

*Revival Reform and Restructuring Package*

*State-wise handloom cooperatives and individual weavers benefitted under RRR Package*

State		Details of beneficiaries		
		Handloom cooperatives		
		Apex	Primary	Individual
1	2	3	4	5
1.	Andhra Pradesh	1	322	8458
2.	Assam	1	8	2483
3.	Bihar	0	0	1593
4.	Chhattisgarh	0	80	137
5.	Delhi	0	61	0
6.	Gujarat	2	172	419
7.	Haryana	0	2	69
8.	Himachal Pradesh	1	64	371
9.	Jammu and Kashmir	0	0	0
10.	Jharkhand	0	27	369
11.	Karnataka	1	142	377
12.	Kerala	0	124	1112
13.	Madhya Pradesh	0	43	75

1	2	3	4	5
14. Maharashtra		0	1	0
15. Manipur		1	0	1614
16. Mizoram		1	69	79
17. Odisha		1	38	10256
18. Punjab		1	0	0
19. Rajasthan		0	24	216
20. Sikkim		0	1	0
21. Tamil Nadu		1	764	520
22. Uttarakhand		0	2	46
23. Uttar Pradesh		12	929	21620
24. West Bengal		0	438	1407
<b>Total</b>		<b>23</b>	<b>3311</b>	<b>51084</b>

### Welfare of Ex-servicemen

[English]

2278. SHRI UDAY SINGH:  
SHRI JAIPRAKASH AGARWAL:  
SHRI VARUN GANDHI:

Will the Minister of DEFENCE be pleased to state:

(a) the number of Ex-servicemen and disabled soldiers in the country present, State-wise;

(b) the details of the schemes / vocational centres being implemented for their welfare, rehabilitation and resettlement;

(c) whether the Government proposes to provide some more benefits to the disabled soldiers / ex-servicemen; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF YOUTH AFFAIRS AND SPORTS AND MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI JITENDRA SINGH):

(a) The total number of ex-servicemen and disabled soldiers in the country as on 31.12.2012 is 23,05,664 and 7,555

respectively. The State-wise number of ex-servicemen and disabled soldiers is given in the Statement-I(A) and I(B) respectively.

(b) The Department of Ex-Servicemen Welfare implements schemes for resettlement / rehabilitation of ESM. It provides various types of financial assistances to ESMs and their dependants. ESM are equipped for re-employment / self-employment through pre and post retirement skill training through Directorate General (Resettlement) [DGR]. ESM are assisted in getting second job in PSUs/Corporate sector. Attention is paid to improve the Pensionary benefits / entitlements of ESM and their dependants.

DGR, Ministry of Defence sponsors resettlement training in multifarious fields for Ex-servicemen through selected institutes and all Regimental Centres of Army.

The details of various welfare schemes for rehabilitation and resettlement of Ex-servicemen are given in the enclosed Statement-II.

(c) and (d) Need-based revision of benefits being provided to disabled soldiers and ex-servicemen is undertaken from time to time. The last revision took place in 2011.

**Statement-I (A)***Census of Ex-Servicemen As on Dec. 2012*

RSBs/ZSBs		Ex-Servicemen			
		Army	AF	Navy	Total
1	2	3	4	5	6
1.	Andhra Pradesh	62853	11258	5177	79288
2.	Arunachal Pradesh	406	0	0	406
3.	Assam	28603	3893	1633	34129
4.	Bihar	73589	10196	4590	88375
5.	Chhattisgarh	4525	284	186	4995
6.	Goa	1092	208	708	2008
7.	Gujarat	19072	3649	800	23521
8.	Himachal Pradesh	100345	2086	3486	105917
9.	Haryana	241323	16445	12484	270252
10.	Jammu and Kashmir	69389	665	503	70557
11.	Jharkhand	17702	1210	891	19803
12.	Karnataka	58054	10074	2365	70493
13.	Kerala	125482	21094	11343	157919
14.	Madhya Pradesh	38586	1674	1165	41425
15.	Maharashtra	138135	12891	13341	164367
16.	Manipur	6325	74	35	6434
17.	Meghalaya	2143	81	53	2277
18.	Mizoram	4745	20	20	4785
19.	Nagaland	2923	8	17	2948
20.	Odisha	24389	4678	2178	31245
21.	Punjab	264454	9775	12595	286824
22.	Rajasthan	165954	7116	4023	177093
23.	Sikkim	1078	1	4	1083
24.	Tamil Nadu	106263	11337	3467	121067
25.	Tripura	2223	118	52	2393

1	2	3	4	5	6
26. Uttar Pradesh		252310	25584	11767	289661
27. Uttaranchal		116309	2328	2470	121107
28. West Bengal		57083	11800	3813	72696
29. Andaman and Nicobar Islands		398	41	158	597
30. Chandigarh		6494	2625	371	9490
31. Delhi		30674	7112	2971	40757
32. Puducherry		1300	367	85	1752
Total		2024221	178692	102751	2305664

Note: Figure for the states of Arunachal Pradesh, Assam, Bihar, Haryana, Kerala, Manipur, Mizoram, Nagaland, Punjab, Odisha, Sikkim, TN, Tripura, UP, Andaman and Nicobar, Delhi are provisional.

**Statement-I (B)**

*Census of Disabled Ex-Servicemen As on Dec. 2012*

Sl. No.	Name of the State RSBs	Army	Navy	Air Force	Total
1	2	3	4	5	6
1	Andhra Pradesh*	326	4	37	367
2	Arunachal Pradesh*	2	0	0	2
3	Assam	117	2	1	120
4	Bihar*	813	55	89	957
5	Chhattisgarh	20	0	1	21
6	Goa	1	0	0	1
7	Gujarat	NR	NR	NR	NR
8	Himachal Pradesh	287	1	1	289
9	Haryana	NR	NR	NR	NR
10	Jammu and Kashmir	32	0	0	32
11	Jharkhand	64	0	0	64
12	Karnataka*	365	0	5	370
13	Kerala	553	16	20	589
14	Madhya Pradesh	25	0	0	25
15	Maharashtra	1396	133	54	1583

1	2	3	4	5	6
16	Manipur*	21	0	0	21
17	Meghalaya	NR	NR	NR	NR
18	Mizoram*	7	0	0	7
19	Nagaland	7	0	0	7
20	Odisha	NR	NR	NR	NR
21	Punjab	1297	30	31	1358
22	Rajasthan*	681	12	22	715
23	Sikkim	6	1	0	7
24	Tamil Nadu*	82	0	0	82
25	Tripura	0	0	0	0
26	Uttar Pradesh	NR	NR	NR	NR
27	Uttaranchal	565	1	3	569
28	West Bengal	NR	NR	NR	NR
29	Andaman and Nicobar Islands	NR	NR	NR	NR
30	Chandigarh	248	5	36	289
31	Delhi	NR	NR	NR	NR
32	Puducherry	75	0	5	80
<b>Total</b>		<b>6990</b>	<b>260</b>	<b>305</b>	<b>7555</b>

Note: Data not received from State RSBs showing NR.

\*Data from RSBs are provisional.

### **Statement-II**

#### **(I) Financial Assistance from Armed Forces Flag Day Fund (AFFDF)**

##### 1. Financial assistance to institutions:

- (a) Paraplegic Rehabilitation Centres (PRC) at Kirkee and Mohali.
- (b) St Dunstan's After Care Organisation.
- (c) Cheshire Homes at Delhi, Dehradun, Lucknow.

##### 2. Financial assistance for serious ailments: To the non-pensioners only.

3. Supply of Honda Activa (Self Starter) Scooter to disabled ESM.
4. fool Kit for Ex-Servicemen Technicians.
5. Re-imbursement of interest by way of subsidy on loan taken from banks for construction of house to War bereaved, war disabled and attributable peace time casualties and their dependents.
6. Grant to Training-cum- Productions Centres in Military Hospitals and other places.
7. War Memorial Hostels: The War Memorial Hostels were constructed with a view to provide shelter to the children of War widows, war-disabled, attributable cases.

8. Sharing cost of construction of Sainik Rest Houses.
9. The financial assistance is provided to needy Ex-servicemen, widows and wards out of Raksha Mantri's Discretionary Fund (RMDF) as Penury Grant, Education Grant, Officer Cadet Grant, Disabled Children Grant, House Repair Grant, Daughter's Marriage Grant, Widow Re-marriage Grant, Funeral Grant, Medical Grant, Orphan Grant, Vocational Training Grant for Widows, Serious Diseases Grant.

**(II) Financial assistance from National Defence Fund:**

Under the scheme, Prime Minister's Scholarship Scheme, every year 4000 new scholarships are given to wards of martyrs and ex-servicemen for pursuing various recognised Professional Degree Courses like B.Tech & MBBS etc.

**(III) Resettlement and Rehabilitation Schemes:**

**A: Training Programme:**

- i. Officer's Training.
- ii. JCO/OR Training.
- iii. Ex-Servicemen (ESM) Training.

**B: Re-Employment:**

- i. Central and State Government.
- ii. Re-employment through DGR.
- iii. DGR sponsored Security scheme.

**C: Loan Related Welfare Schemes:**

- i. Entrepreneur Schemes.
- ii. Herbal and Medicinal Plants.
- iii. Horticulture.
- iv. Floriculture.
- v. Franchising.
- vi. Desh Rakshak Dealership Scheme for opening Bata outlets in small towns.
- vii. Other Business Activities.

**D: Self Employment Schemes:**

- i. Ex-Servicemen Coal Loading and Transportation Scheme.

- ii. Coal Tipper Attachment Scheme.
- iii. Management of CNG Station by ESM(Officers) in NCR.
- iv. Mother Dairy Milk Booths and Fruit & Vegetable (Safal) shops.
- v. Allotment of Oil Product Agencies under 8% Defence quota.
- vi. Allotment of LPG Agency under Rajiv Gandhi Gramin LPG Vitrak Yojana.
- vii. Allotment of Regular LPG, Distributor under 18% quota.
- viii. Sponsorship of ESM(O) of COCO Operatorship.
- ix. Allotment of Army Surplus Vehicles.

**Pollution in Cities**

2279. PROF. RANJAN PRASAD YADAV:  
SHRI JAI PRAKASH AGARWAL:  
SHRI REWATI RAMAN SINGH:  
SHRIMATI J. HELEN DAVIDSON:  
SHRI UDAY SINGH:  
SHRI BHARTRUHARI MAHTAB:  
SHRI BHOOPENDRA SINGH:  
DR. BALIRAM:  
SHRI HAMDULLAH SAYEED:

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

(a) whether the Washington based Health Effects Institute has released country specific data on Global Burden of Diseases (GDB) which shows that India is virtually sitting on air pollution bomb with deaths related to the environmental hazard increasing six fold in the last decade and thus emerging as one of the biggest causes for deaths in the year 2010;

(b) if so, the facts of the matter;

(c) whether the Government has been monitoring the air quality of cities with larger population;

(d) if so, the details there of along with the funds allocated and expenditure incurred thereon during the last three years, State-wise including Tamil Nadu;

(e) if not, the steps taken by the Government in this regard;

(f) whether thousands of persons are getting diseases and dying every year due to increasing pollution; and

(g) if so, the number of persons died in the country during the last three years particularly in Maharashtra along with the action taken/being taken by the Government to tackle this menace?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRIMATI JAYANTHI NATARAJAN): (a) and (b) Health Effects Institute, an USA based non-governmental organization, has published a report "Outdoor air pollution among top global health risks in 2010- risks especially high in India and other developing countries of Asia" which, *inter alia*, stated that outdoor air pollution contributed to over 620,000 premature deaths and nearly 18 million healthy years of life lost in India in 2010.

(c) to (e) Central Pollution Control Board (CPCB) regularly monitors air pollution under the National Air Quality Monitoring Programme (NAMP) under which, three air pollutants viz., Sulphur Dioxide (SO<sub>2</sub>), Nitrogen Dioxide (NO<sub>2</sub>) and PM<sub>10</sub> (Particulate Matter size equal to or less than 10 micron) have been identified for regular monitoring. The NAMP network presently comprises 542 operating monitoring stations located in 223 cities/towns across the country. CPCB has done the ambient air quality data analysis of 49 cities with large population. The list of these cities is given in the enclosed Statement. As per this analysis, SO<sub>2</sub> level is within the standard in 49 cities, NO<sub>2</sub> level exceeds the standard in 8 cities (namely Delhi, Faridabad, Jamshedpur, Kolkata, Meerut, Pune, Asansol and Raipur) and PM<sub>10</sub> level exceeds the standard in 42 cities, i.e. in all cities except for 7 cities (namely Kochi, Kollam, Kozikode, Madurai, Mallapuram, Thiruvananthapuram, Thrissur). CPCB reimburses funds to all the State Pollution Control Boards for carrying out ambient air quality monitoring. During the last three years, CPCB has provided Rs. 87.13,750 lacs to Tamil Nadu State Pollution Control Board to carry out air quality monitoring at 13 locations covering 5 towns.

(f) and (g) According to some epidemiological studies, health effects such as manifestation of respiratory and cardiovascular ailments etc. could be associated with air pollution. No statistical data is available regarding the

number of persons suffering and dying due to increasing level of pollution. Steps taken by the Government to control environmental pollution include formulation of a comprehensive policy for abatement of pollution, supply of improved auto-fuel, tightening of vehicular and industrial emission norms, mandatory environmental clearance for specified industries, management of municipal, hazardous & bio-medical wastes, promotion of cleaner technologies, strengthening the network of air and water quality monitoring stations, assessment of pollution load, source apportionment studies, preparation and implementation of action plans for major cities & critically polluted areas, public awareness etc.

### **Statement**

#### *List of 49 Cities*

Sl. No.	Name of the City	State
1	2	3
1.	Agra	Uttar Pradesh
2.	Ahmedabad	Gujarat
3.	Allahabad	Uttar Pradesh
4.	Amritsar	Punjab
5.	Asansol	West Bengal
6.	Aurangabad	Maharashtra
7.	Bangalore	Karnataka
8.	Bhopal	Madhya Pradesh
9.	Chandigarh	U.T.
10.	Chennai	Tamil Nadu
11.	Coimbatore	Tamil Nadu
12.	Delhi	U.T.
13.	Dhanbad	Jharkhand
14.	Durg-Bhilainagar	Chhattisgarh
15.	Faridabad	Haryana
16.	Ghaziabad	Uttar Pradesh
17.	Gwalior	Madhya Pradesh

1	2	3
18. Hyderabad		Andhara Pradesh
19. Indore		Madhaya Pradesh
20. Jabalpur		Madhaya Pradesh
21. Jaipur		Rajasthan
22. Jamshedpur		Jharkhand
23. Jodhpur		Rajasthan
24. Kanpur		Uttar Pradesh
25. Kochi		Kerala
26. Kolkata		West Bengal
27. Kollam		Kerala
28. Kota		Rajasthan
29. Kozhikode		Kerala
30. Lucknow		Uttar Pradesh
31. Ludhiana		Punjab
32. Madurai		Tamilnadu
33. Malappuram		Kerala
34. Meerut		U.P.
35. Mumbai		Maharashtra
36. Nagpur		Maharashtra
37. Nashik		Maharashtra
38. Patna		Bihar
39. Pune		Maharashtra
40. Raipur		Chhattisgarh
41. Rajkot		Gujarat
42. Ranchi		Jharkhand
43. Surat		Gujarat
44. Thiruvananthapuram		Kerala
45. Thrissur		Kerala
46. Vadodara		Gujarat

1	2	3
47. Varanasi		Uttar Pradesh
48. Vijayawada		Andhara Pradesh
49. Visakhapatnam		Andhara Pradesh

**Weightage of Industrial Production**

2280. SHRI PRABODH PANDA:  
SHRI K. SHIVAKUMAR ALIAS J.K.  
RITHEESH:  
SHRI BIBHU PRASAD TARAI:  
SHRI RAMSINH RATHWA:  
SHRI MAHENDRASINH P. CHAUHAN:  
SHRI SUDARSHAN BHAGAT:  
SHRI M.I. SHANAVAS:  
DR. SANJAY SINGH:  
SHRI IJYARAJ SINGH:  
SHRI S. PAKKIRAPPA:  
SHRIMATI MAUSAM NOOR:

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

(a) whether the industrial growth including manufacturing, capital goods and consumer durables has declined during the last three years and the current year;

(b) if so, the details thereof and the reasons therefor, sector-wise along with their contribution and weightage to Gross Domestic product (GDP);

(c) whether the decline in manufacturing sector has affected the small and medium enterprises in the country;

(d) if so, the details thereof along with sector-wise break up and weightage and contribution of small and medium enterprises to GDP;

(e) whether any study/review has been conducted to determine the causes of the shrinkage in industrial growth and loss of employment;

(f) if so, the details thereof along with the steps taken by the Government in this regard; and

(g) the concrete steps taken by the Government to recoup the industrial production?

THE MINISTER OF STATE IN THE MINISTRY OF

COMMERCE AND INDUSTRY (DR. S. JAGATHRAKSHAKAN): (a) and (b) Measured in terms of Index of Industrial Production (IIP), and in terms of sectoral and use-based classification of goods, there has been moderation in the industrial growth during last three years i.e. 2009-10 to 2011-12 and current year i.e. 2012-13. The details are given in the enclosed Statement-I. The reasons for the same are global economic slowdown and other factors like subdued domestic demand, hardening of interest rates, rising input costs, inflationary pressure, Eurozone crisis etc.

Estimates of Industrial production in terms of either sectoral or use-based classification are not made and therefore information regarding contribution of each to the Gross Domestic Product (GDP) is not available. However, share of the Industrial (Manufacturing) Sector, Registered/Unregistered, in the Gross Domestic Product for the years 2009-10 to 2011-12 (Quick) is given in the enclosed Statement-II.

(c) and (d) Ministry of Micro Small and Medium Enterprises (MSME) has informed that there has been an increase in the number of Entrepreneurs Memorandum filed by the micro, small & medium enterprises in various State/UT from 2,13,894 in 2009-10 to 2,37,263 in 2010-11 and further to 2,82,496 in 2011-12. So far during April-December, 2012-13 also the number of Entrepreneurs Memorandum filed has already reached 2,23,712. Sector-wise break up and weightage/contribution of Micro Small and Medium Enterprises to GDP is not available separately. However, based on the data of Gross Domestic Product (GDP) published by Central Statistics Office, Ministry of Statistics and Programme Implementation, the contribution of micro and small enterprises to GDP was estimated at 8.72% for the year 2008-09 (latest available).

(e) and (f) Although no separate Study has been done, the factors as indicated in reply to part (a) & (b) above are considered as responsible for the shrinkage in industrial growth. Regarding employment, however, Ministry of Labour and Employment has stated that as per their quarterly quick employment surveys conducted by the Labour Bureau, in the selected labour intensive and export oriented sectors namely- textiles (including apparels), leather, metals, gems & jewellery, automobiles, transport, IT/BPO, handloom/powerloom, overall estimated employment in all selected sectors has shown a net increase

of 27.38 lakh starting from the first survey of October - December, 2008 till the fifteenth survey of April-June, 2012.

(g) The Government is taking a number of steps to accelerate the industrial growth of the country. The measures taken recently include announcement of the National Manufacturing Policy (NMP), 2011 with objectives of, increasing the share of manufacturing in GDP to 25% and creating 100 million additional jobs over a decade. The policy, inter-alia, envisages setting up of National Investment and Manufacturing Zones (NIMZs), which are industrial townships, benchmarked to the best manufacturing hubs in the world. So far eight NIMZs have been announced along the Delhi Mumbai Industrial Corridor (DMIC) in the States of Gujarat, Maharashtra, Haryana, Uttar Pradesh, Rajasthan and Madhya Pradesh. Four other NIMZs outside the DMIC have been granted 'in-principle' approval - two in Andhra Pradesh and one each in Karnataka and Maharashtra. NMP also envisages skill development as a priority area.

Over the years, the Government has also simplified and rationalised the Foreign Direct Investment (FDI) Policy, to attract FDI flow into the country.

The other important steps taken involve Delhi Mumbai Industrial Corridor (DMIC) project along the dedicated freight corridor, launching of the e-biz Mission Mode Project under the National e-Governance Plan, and creating a joint venture 'Invest India' in association with FICCI as a dedicated agency for promoting foreign investment in India. Besides, incentives are given for helping industries in difficult areas through Plan Schemes of Transport Subsidy, special package of incentives for Special Category States, North-East Industrial & Investment Promotion Policy, 2007 and specific programmes like Industrial Infrastructure Upgradation Scheme, Indian Leather Development Programme etc.

Sectoral Ministries/Departments in the Government are also implementing various schemes and programmes and taking measures for boosting industrial growth of the respective sectors.

In addition the various measures announced in the Budget Proposals for 2013-14 highlight the Government's priorities for arresting the moderation in industrial growth.

**Statement-I**

*Industrial growth rates as per the growth rates of annualized all India Index of Industrial Production  
(in percent)*

Period	Weight	2009-10	2010-11	2011-12	2011-12 (April-Dec)	2012-13 (April-Dec)
<b>Sector-wise</b>						
Mining & Quarrying	14.2	7.9	5.2	-2.0	-2.6	-1.9
Manufacturing	75.5	4.8	9.0	3.0	4.0	0.7
Electricity	10.3	6.1	5.5	8.2	9.4	4.6
Overall IIP	100.0	5.3	8.2	2.9	3.7	0.7
<b>Use based Classification</b>						
Basic Goods	45.7	4.7	6.0	5.5	6.3	2.7
Capital Goods	8.8	1.0	14.8	-4.0	-2.9	-10.1
Intermediate Goods	15.7	6.0	7.4	-0.6	-0.7	1.6
Consumer goods (total)	29.8	7.7	8.6	4.4	5.7	2.6
Consumer Durable	8.5	17.0	14.2	2.6	5.1	3.7
Consumer Non-durable	21.3	1.4	4.3	5.9	6.1	1.7
Overall IIP	100.0	5.3	8.2	2.9	3.7	0.7

Source: Central Statistics Office (CSO)

**Statement-II**

*Share of the Industrial (Manufacturing) Sector, Registered/Unregistered Sector (in %) in the Gross Domestic Product for the years 2009-10 to 2011-12 (Quick)*

Item/Year	2009-10		2010-11		2011-12 (Quick)	
	At current prices	At 2004-05 prices	At current prices	At 2004-05 prices	At current prices	At 2004-05 prices
1	2	3	4	5	6	7
GDP total (Rs. Crores)	6108903	4516071	7266967	4937006	8353495	5243582
Manufacturing (Rs. Crores)	922151	730435	1080750	801476	1202086	832023
Registered (Rs. Crores)	641573	504601	760650	559407	848734	573761
Unregistered (Rs. Crores)	280578	225834	320100	242069	353352	249262
% Share of Mfg. To GDP	15.1	16.2	14.9	16.2	14.4	15.7

1	2	3	4	5	6	7
% Share of Regd. Sector to GDP	10.5	11.2	10.5	11.3	10.2	10.9
% Share of Unregistered Sector to GDP	4.6	5	4.4	4.9	4.2	4.8

Source: Central Statistics Office (CSO)

### Repairing and Widening of NH Nos. 6 & 7

2281. SHRI ANJAN KUMAR M. YADAV:  
SHRI JAYWANT GANGARAM AWALE:  
SHRI HARIBHAU JAWALE:

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

(a) whether the Government proposes to repair the National Highway (NH) No. 7 passing through the State of Madhya Pradesh and upgrade the said National Highway from Hyderabad to Bengaluru into six-lane;

(b) if so, the details thereof along with the funds allocated for the purpose and the time by which the said works are likely to be completed;

(c) whether the Government has also proposed to improve the width of National Highway No. 6 particularly in Jalgaon and Buldana district of Maharashtra; and

(d) if so, the details and present status thereof and the time-frame fixed for its completion?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI SARVEY SATYANARAYANA): (a) and (b) The development and maintenance of National Highways (NHs) is a continuous process. Accordingly, the NHs in the country including section of NH-7 passing through the State of Madhya Pradesh is kept in traffic worthy condition from time to time within the available resources.

NH-7 from km. 436 to km. 527 of Hyderabad-Bengaluru section of NH-7 is 4-lane and from km. 527 to km. 556 is 6-lane and there is no proposal for converting the 4-lane stretch to 6-lane.

(c) and (d) The work of widening to 4-lane of Amravati - Jalgaon - Nawapur - Gujrat Border section (from km. 166.725 to km. 649.000) of NH-6 has been awarded. The project *inter-alia* covers a length of 80 km. (from km. 280

to km. 360) and 142.80 km. (from km. 360 to km. 502) within the districts of Buldhana and Jalgaon respectively. The work is scheduled to be completed within 910 days from the appointed date.

### Kabaddi in Olympic Games

2282. SHRI SANJAY DINA PATIL:  
SHRIMATI SUPRIYA SULE:  
DR. SANJEEV GANESH NAIK:

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

(a) whether the Government has ever proposed for including of 'Kabaddi' game in the Olympic events; and

(b) if so, the details thereof and the response of the International Olympic Committee in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF YOUTH AFFAIRS AND SPORTS AND MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI JITENDRA SINGH): (a) and (b) No, Madam. The Ministry of Youth Affairs & Sports does not make requests to the International Olympic committee (IOC) for inclusion of any sports discipline in Olympic Games.

Requests for inclusion of sports disciplines in Olympic Games are made by the National Olympic Committee, International body of the concerned sports discipline and concerned National sports Federation.

### Export of Iron Ore

2283. SHRI AMBICA BANERJEE:  
SHRI VARUN GANDHI:

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

(a) whether the shortage in the supply of raw materials including coal and iron ore to the public sector

steel companies is adversely affecting the production capacity of these plants;

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

(c) whether the Government has permitted the steel manufacturers in the country to look for acquisition of mines abroad for increasing production and turnover and if so, the details thereof;

(d) whether some of the public sector companies including the National Mineral Development Corporation are in negotiation with the foreign countries for acquisition of coal and iron ore mines in Brazil and other countries in order to diversify their mining operations;

(e) if so, the details thereof along with the mining sites identified for acquisition in these countries; and

(f) the steps taken/being taken by the Government to ensure a regular and adequate supply of raw materials to the domestic steel plants in the country including contemplating a ban on their exports?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRIMATI D. PURANDESWARI): (a) and (b) Steel Authority of India Limited (SAIL) has been allocated iron ore mines, coal mines and flux mines for captive use. The company is meeting its iron ore requirement through captive sources. Due to limited availability of coking coal of desired quality from indigenous sources, about 75% of its requirement of coking coal is presently being met through imports and the rest through captive mines and domestic sources. Rashtriya Ispat Nigam Limited (RINL) has long term arrangements for supply of iron ore from NMDC Limited and with international suppliers for supply of coal. Therefore, supply of raw material has not been adversely affecting the production capacity of these public sector steel companies.

(c) Steel industry is a de-regulated sector and business decisions including acquisition of mines abroad, are taken by the individual companies as per their requirement. Ministry of Steel has no role in the business decisions of the individual companies.

(d) and (e) NMDC limited is presently not in negotiation for acquisition of coal and iron ore mines, in Brazil or in any other country. However, NMDC is examining some proposals for acquisition of coal and iron ore mines

in Brazil and other countries to diversify its mining operations. A Special Purpose Vehicle (SPV) namely International Coal Ventures (P) Limited (ICVL) has been set up for the purpose of acquisition of coal assets abroad. The promoter companies of ICVL are Steel Authority of India Limited (SAIL), Coal India Limited (CIL), Rashtriya Ispat Nigam Limited (RINL), NMDC Limited and NTPC Limited. The main target countries of ICVL are Australia, Indonesia, Mozambique, USA and Canada. Apart from above, ICVL is also examining proposals of coal assets from Colombia, South Africa and Russia.

(f) Government has taken following major steps to ensure raw material availability for the steel sector:

(i) To improve availability of iron ore for the domestic iron and steel industry at affordable price and also to encourage domestic value addition, duty on export of iron ore has been increased to 30%.

(ii) Import of critical raw materials for steel industry such as coking coal, non-coking coal, scrap etc. is subject to zero or very low customs duty.

#### **CPI For Industrial Workers**

2284. SHRI VILAS MUTTEMWAR:  
SHRI MADHU GOUD YASKHI:  
SHRI FRANCISCO COSME SARDINHA:  
SHRI KISHANBHAI V. PATEL:  
SHRI PRADEEP MAJHI:

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

(a) the details of the Consumer Price Index (CPI) Numbers for various sectors including Industrial Workers during 2012;

(b) whether CPI has increased considerably during the financial year 2012-13;

(c) if so, the month-wises increase along with the reasons for such abnormal increase;

(d) whether inflation is determined on the basis of Wholesale Price Index and Consumer Price Index separately and if so, the details thereof;

(e) the details of corrective measures taken to check inflation during the financial year 2012-13; and

(f) the extent to which the Government has been able to check inflation during the said financial year?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI KODIKKUNNIL SURESH): (a) The Labour Bureau compiles and maintains segment specific three different series of Index numbers viz. (i) Consumer Price Index Numbers for Industrial Workers, on base 2001=100, (ii) Consumer Price Index Numbers for Agricultural Labourer on base 1986-87=100, (iii) Consumer Price Index Numbers for Rural Labourer on base 1986-87=100.

Besides, the Consumer Price Index encompassing the entire rural and urban population is compiled by the Central Statistics Office, Ministry of Statistics & Programme Implementation.

These indices measure relative changes in prices of selected goods and services consumed by indexed population over a period of time.

#### **Consumer Price Index Numbers for Industrial Workers**

Consumer Price Index Numbers for Industrial Workers on base 2001=100 are being compiled and maintained by Labour Bureau, Ministry of Labour & Employment in respect of All-India and 78 constituent centres. The All-India Index for CPI-IW is a weighted average index of centres' indices. These indices are compiled on monthly basis and are released on the last working day of the succeeding month.

#### **Consumer Price Index Numbers for Agricultural and Rural Labourers**

The Labour Bureau is also compiling CPI Numbers for Agricultural and Rural Labourers separately for 20 States and All-India. These indices are released on monthly basis by 20th of every succeeding month.

(b) and (c) The All-India CPI for Industrial workers at the beginning of financial year 2012-13, i.e., in the month of April, 2012 was 205 with an increase of 1.99 per cent over the month March, 2012. This rise was mainly on account of Food Items and Vegetables in particular. The next highest increase of 1.92 per cent in the index was recorded during the month of July, 2012, attributed to food items, specifically cereals and vegetables.

In case of CPI-AL/RL, the proportionate change in monthly indices as compared to previous months was reported due to changes (rise/fall) in the prices of food items, particularly cereals & vegetables.

(d) The headline inflation used as a macro economic indicator is based on Wholesale Price Index (WPI) compiled by the office of Economic Advisor, Department of Industrial Policy & Promotion, Ministry of Commerce & Industry. Inflation reflecting change in retail prices of goods and services consumed by the working population is measured with the help of CPI (IW). A comparative Statement indicating the inflation rates during January, 2012 to January, 2013 in respect of WPI and CPI (IW) is given in the enclosed Statement.

(e) and (f) The Government has undertaken a series of policy measures aimed at curbing inflation. These measures, *inter-alia*, include appropriate monetary measures intended to have desired impact on the demand side. The monetary policy however had to take into account the overall economic situation as manifested in declining growth rate. Besides, necessary fiscal and administrative measures were undertaken to ensure desired effect on the overall supply situation. Some of the important fiscal and administrative measures are given below:

#### 1. Fiscal Measures:

- Reduced import duties to zero in respect of wheat, onion, pulses, crude palmolein etc.
- Duty-free import of white/raw sugar upto June 30, 2012. Presently the import duty for sugar has been kept at 10 per cent.

#### 2. Administrative measures:

- Ban on export of onion from time to time depending on the domestic situation.
- Suspended Futures trading in rice, urad, tur, guar gum and guar seed.
- Banned export of edible oils (except coconut oil and forest based oil) and edible oils in blended consumer packs upto 5 kg. with a capacity of 20,000 tons per annum and pulses (except Kabuli chana and organic pulses and lentils up to a maximum of 10,000 tonnes per annum).

- Imposed stock limits from time to time in the case of select essential commodities such as pulses, edible oil, and edible oilseeds.

**Statement**

*Year-on-Year inflation rates during  
January, 2012 to January, 2013*

Sl. No.	Month	WPI with Base 2004-05	CPI (IW) with base 2001
1.	January-12	7.23	5.32
2.	February-12	7.56	7.57
3.	March-12	7.69	8.65
4.	April-12	7.50	10.22
5.	May-12	7.55	10.16
6.	June-12	7.58	10.05
7.	July-12	7.52	9.84
8.	August-12	8.01	10.31
9.	September-12	8.07	9.14
10.	October-12	7.32	9.60
11.	November-12	7.24	9.55
12.	December-12	7.18 (Provisional)	11.17
13.	January-13	6.62 (Provisional)	11.62

**Coastal Security**

2285. SHRIMATI BOTCHA JHANSI LAKSHMI:  
SHRI KUNVARJIBHAI MOHANBHAI  
BAVALIA:  
SHRIMATI DARSHANA JARDOSH:  
SHRI C.R. PATIL:

Will the Minister of DEFENCE be pleased to state:

(a) whether the Government has reviewed the coastal security system;

(b) if so, the details thereof;

(c) whether the Government proposes to set up additional Coast Guard Stations along the coastline of the country including Gujarat; and

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

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

(a) and (b) Review of the coastal security apparatus in the country is a continuous process. A three tier coastal security ring all along our coast is provided by Marine Police, Indian Coast Guard and Indian Navy. Government has initiated several measures to strengthen Coastal Security, which include improving surveillance mechanism and enhanced patrolling by following an integrated approach. Joint operational exercises are conducted on regular basis among Navy, Coast Guard, Coastal Police, Customs and others for security of coastal areas including island territories. The intelligence mechanism has also been streamlined through the creation of Joint Operation Centers and multi-agency coordination mechanism. Installation of radars covering the country's entire coastline and islands is also an essential part of this process.

(c) and (d) Coast Guard Stations along the coastline are set up considering the threat perception, vulnerability analysis and presence of other stations in the vicinity. At present 40 Coast Guard Stations along the coastline including 8 stations in Gujarat are functional.

**Six-Laning of Ahmedabad-Bamanbore  
Stretch of NH-8A**

2286. SHRIMATI JAYSHREEBEN PATEL:  
SHRI KUNVARJIBHAI MOHANBHAI  
BAVALIA:

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

(a) whether the Government has approved the proposal received from the State Government of Gujarat for six-laning of Ahmedabad-Bamanbore section of NH-8A;

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

(c) the time by which the said project is likely to be started and completed?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI SARVEY SATYANARAYANA): (a) No, Madam.

(b) and (c) Do not arise.

**Scam in Export of Diamond**

2287. SHRI ASHOK ARGAL:  
SHRI YASHVIR SINGH:  
SHRI NEERAJ SHEKHAR:

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

(a) whether there has been any irregularity in the export of diamond resulting in a loss of revenue of upto Rs. 500 crore to the public sector banks and insurance companies;

(b) if so, the details thereof;

(c) whether the Government has conducted any enquiry in the matter;

(d) if so, the details thereof along with the action taken against those found guilty in the matter; and

(e) the preventive mechanism being initiated by the Government to avoid any such incident in the matter?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRIMATI D. PURANDESWARI): (a) No such irregularity has been reported to the Government.

(b) to (d) Do not arise.

(e) Export Credit Guarantee Corporation of India Limited (ECGC), which provides insurance cover for exports, has introduced risk mitigation measures in respect of risks covered for the sector. Some of these measures are:

(i) All Accounts with scheduled banks with a limit of Rs.25 Crores and above are subject to ECGC prior approval.

(ii) All incremental limits will have coverage of 50% only.

(iii) Banks should ensure that buyers are credit worthy before discounting bills drawn on them by obtaining latest credit information reports on overseas buyers from credit rating agencies.

**Indigenous Defence Production**

2288. SHRI MANOHAR TIRKEY:  
SHRI DHANANJAY SINGH:  
SHRI NRIPENDRA NATH ROY:  
SHRI NAVEEN JINDAL:

Will the Minister of DEFENCE be pleased to state:

(a) whether the domestic Defence Research and Production is largely confined to the public sector companies at present;

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

(c) whether the Government has assessed the results of the efforts made towards achieving self-reliance and indigenisation in defence production;

(d) if so, the details thereof;

(e) whether the Government plans to take proactive steps facilitating private firms to play a bigger enhanced role in defence production including the revision of FDI limit in defence industries; and

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

THE MINISTER OF STATE OF THE MINISTRY OF YOUTH AFFAIRS AND SPORTS AND MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI JITENDRA SINGH):

(a) Yes, Madam.

(b) to (f) For achieving self-reliance, Defence Research and Development Organisation (DRDO) has more than 50 laboratories. DRDO is primarily engaged in design and development of strategic, complex and security sensitive systems for the Armed Forces. DRDO is developing critical technologies for the Armed Forces. DRDO has been involving public and private sector industries in development projects and programmes, wherever feasible. It has involved more than 400 private sector companies in its various projects and programmes.

Further, Ordnance Factory Board (OFB) comprising of 39 factories and 9 Defence Public Sector Undertakings (DPSUs) are engaged in defence production. These are modernised on continuous basis and make substantive investments, including in research and development.

The Government has also taken several steps to

promote participation of private sector in defence production. These measures, *inter alia*, include promulgation of Defence Production Policy 2011; opening of Defence Industry Sector since May 2001, up to 100% for Indian Private Sector Participation with Foreign Direct Investment (FDI) permissible up to 26 per cent, both subject to licensing; promulgation of Make and Buy, & Make (Indian) procedures; provision of offset obligation in all capital acquisitions categorised as Buy (Global) and Buy & Make with Transfer of Technology (ToT) where the estimated cost of the acquisition is Rs.300 crores or more; Joint Venture Policy for DPSUs, etc.

At present, there is no proposal under consideration in the Ministry of Defence for revision of the FDI limit for the Defence Industry Sector.

Indigenisation and self-reliance are the joint efforts of DRDO, private industries, DPSUs and Ordnance Factories, for which efforts are made on continuous basis.

#### **VVIP Helicopter Deal**

2289. SHRI TATHAGATA SATPATHY:  
SHRI RUDRAMADHAB RAY:

Will the Minister of DEFENCE be pleased to state:

(a) whether the Government has sought help from the United Kingdom (UK) to investigate allegations of bribe in the controversial helicopter deal;

(b) if so, the details thereof;

(c) whether the Government also proposes to review anti-graft law as applicable in the UK; and

(d) if so, the other measures likely to be taken to enforce more stringent anti-graft laws to eliminate middlemen from all Government deals including defence?

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

(a) and (b) Since the reports that had appeared in the media about alleged wrong doing and unethical conduct by M/s Finmeccanica, parent Company of M/s Agusta Westland, UK in connection with the purchase of 12 VVIP helicopters also referred to alleged involvement of a middleman who is said to be a British Consultant, and the fact that the contract had been signed with M/s Agusta Westland, UK, Ministry of External Affairs (MEA) was requested to take up the matter with the Government of UK

requesting their cooperation in verifying the allegations and helping us by providing relevant information relating to the alleged involvement of a middleman and / or of any Indian individual / entity. The UK side informed MEA that they have not launched any investigation and are awaiting the results of the Italian investigation in order to ascertain whether any further action needs to be taken.

(c) Presently, there is no such proposal under consideration of the Ministry of Defence.

(d) All Capital procurements are carried out as per procedure laid down in the Defence Procurement Procedure (DPP). DPP contains provisions of penalties to be imposed if any seller engages any individual or firm, whether Indian or foreign, whatsoever, to intercede, facilitate or in any way recommend to Government of India or any of its functionaries, whether officially or unofficially, for the award of the contract to the seller. These provisions are in place to check the role of middlemen and ensure the highest degree of probity, public accountability and transparency in defence acquisition cases. Besides this, the Pre-Contract Integrity Pact, signed with the vendor, provides for invocation of contractual provisions in case any wrong doing is established in addition to any action that may be required to be taken under the relevant provisions of the Prevention of Corruption Act and the Indian Penal Code.

#### **Agricultural Workforce**

2290. SHRI ANANTHA VENKATARAMI REDDY:  
SHRI ASADUDDIN OWAISI:  
SHRI S. PAKKIRAPPA:

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

(a) whether due to the implementation of Mahatma Gandhi National Rural Employment Guarantee Act (MGNREGA) and also huge interment in infrastructure sector the labour from agriculture sector is shifting to construction and other infrastructure sectors;

(b) if so, the details thereof;

(c) the total workforce reduced to agriculture sector and added to construction and other sectors during the last three years;

(d) whether 95 per cent of the labour in the construction sector have no social security coverage; and

(e) if so, the steps taken or being taken by the Government for the welfare of workers under social security in the manufacturing and construction sector?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI KODIKUNNIL SURESH): (a) to (c) The Mahatma Gandhi National Rural Employment Guarantee Act (MGNREGA) aims at enhancing the livelihood security of people in rural areas by guaranteeing hundred days of wage-employment in a financial year to a rural household whose adult members volunteer to do unskilled manual work. No such report is available to conclusively demonstrate that the Act has caused shifting of labour from agriculture sector. In fact, the Act has resulted in reducing distress migration from rural to urban areas in some parts of the country.

(d) and (e) The Government has enacted the Building and Other Construction Workers (Regulation of Employment and Conditions of Service) Act, 1996 and the Building and Other Construction Workers' Welfare Cess Act, 1996 with a view to regulating the employment and conditions of service of building and other construction workers and provide for their safety, health and welfare measures etc. Under Building and Other Construction Workers (Regulation of Employment and Conditions of Service) Act, 1996, every State Government has to constitute a State Building and Other Construction Workers Welfare Board. The functions of the Board include providing welfare and social security measure such as immediate assistance to a beneficiary in case of accident, payment of pension to the beneficiaries who have completed the age of 60 years, loan and advances for construction of house, paying amount in connection with premia for Group Insurance Scheme etc.

Further, with a view to providing social security to unorganized workers, including those from manufacturing and construction sector, the Government enacted the "Unorganized Workers' Social Security Act, 2008". The Act provides for constitution of National Social Security Board at the central level to recommend social security schemes viz. life and disability cover, health and maternity benefits, old age protection and any other benefit as may be determined by the Government for unorganized workers.

The Government has initiated steps in the context of all these social security benefits.

The Government launched the Rashtriya Swasthya Bima Yojana (RSBY) to provide smart card based cashless health insurance, including maternity benefit, cover of Rs. 30,000/- per annum on family floater basis to BPL families (a unit of five) in the unorganised sector. The scheme became operational from 01.04.2008. The scheme is presently being implemented in 28 States/Union Territories and more than 3.41 crore smart cards have been issued as on 28.02.2013. RSBY has been extended to building & other construction workers also, who are registered with Building and Other Construction Workers Welfare Boards (BOCWb).

The Aam Admi Bima Yojana (AABY) was launched on 02.10.2007 with a view to providing insurance cover to the head of family or one earning member of rural landless households. The scheme is being implemented through the Life Insurance Corporation of India (LIC). Under the scheme, the head of the family or an earning member of the family is eligible to receive the benefits of Rs. 30,000/- in case of natural death, Rs.75,000/- accidental death, Rs. 75,000/- for total permanent disability and Rs. 37,500/- for partial permanent disability.

The Government has been implementing Indira Gandhi National Old Age Pension Scheme (IGNOAPS), which has been expanded by revising the criteria of eligibility. All citizens above the age of 60 years and living below poverty line are eligible for benefits under the scheme. For persons above the age of 80 years, the amount of pension has been raised from Rs. 200/- to Rs. 500/- per month.

### **Vocational Training for Women**

*[Translation]*

2291. SHRIMATI YASHODHARA RAJE SCINDIA:  
SHRI G.M. SIDDESHWARA:  
SHRIMATI MANEKA GANDHI:  
SHRIMATI BOTCHA JHANSI LAKSHMI:  
SHRI SANJAY NIRUPAM:

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

(a) the State-wise number of vocational training centres set up in the country including tribal areas;

(b) the details of training programmes being formulated and implemented particularly for women in these Centres;

(c) whether the Government has adopted new vocational courses in the current curriculum;

(d) if so, the details thereof; and

(e) the steps taken by the Government to ensure employment to those students who completed vocational courses?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI KODIKUNNIL SURESH): (a) Vocational Training for women under the Ministry of Labour & Employment is provided through a network of 11 institutes- One National Vocational Training Institute (NVTI) at NOIDA (Uttar Pradesh), and ten Regional Vocational Training Institutes (RVTIs) at Mumbai (Maharashtra), Bangalore (Karnataka), Thiruvananthapuram (Kerala), Kolkata (West Bengal), Tura (Meghalaya), Panipat (Haryana), Allahabad (Uttar Pradesh), Indore (Madhya Pradesh), Vadodara (Gujarat) and Jaipur (Rajasthan). These are functioning directly under the control of Central Government.

Under the State Sector, vocational training is provided through 10,344 Industrial Training Institutes (ITIs) with about 14,66,032 training seats. State-wise details are given in the enclosed Statement-I. Out of these, vocational training to women is provided through 1454 Industrial Training Institutes (ITIs) for women/ women wings with about 78,080 training seats. State-wise details are given in the enclosed Statement-II.

(b) Details of training programmes in vocational training institutes for women under Directorate General of Employment & Training are given in the enclosed Statement-III.

(c) and (d) It is a continuous process. Vocational courses are added and new curricula prepared. Recently, new courses such as, Interior Decoration & Designing, Computer Aided Embroidery & Needle Work, Multimedia Animation & Special Effect, Office Assistant cum Computer Operator, Spa Therapy, Health, Safety & Environment, Human Resource Executive, Marketing Executive and Finance Executive were added.

(e) Placement cells have been set up in the Vocational Training Institutes for women under DGE&T to liaison with the industries to help the students get employment.

#### **Statement-I**

*Number of Government & Private ITIs/ITCs with Seating Capacities in various States/Union Territories as on 06.12.2012*

#### **Northern Region**

Sl. No.	Name of State/UTs	Number of Govt. ITIs	Seating Capacity (Govt.)	Number of Pvt. ITIs	Seating Capacity (Pvt.)	Total ITI's	Total Seating Capacity
1	2	3	4	5	6	7	8
1	Chandigarh	2	968	0	0	2	968
2	Delhi	16	11132	62	4860	78	15992
3	Haryana	89	23720	106	11560	195	35280
4	Himachal Pradesh	75	11604	122	11372	197	22976
5	Jammu and Kashmir	37	4087	1	110	38	4197
6	Punjab	98	21252	248	32304	346	53556

1	2	3	4	5	6	7	8
7	Rajasthan	115	15600	725	89359	840	104959
8	Uttar Pradesh	315	32428	1377	164830	1692	197258
9	Uttarakhand	59	7115	48	4854	107	11969
	Sub-Total	806	127906	2689	319249	3495	447155
<b>Southern Region</b>							
10	Andhra Pradesh	148	28446	581	117652	729	146098
11	Karnataka	179	30802	1285	101758	1464	132560
12	Kerala	40	16476	492	54042	532	70518
13	Lakshadweep	1	96	0	0	1	96
14	Poducherry	8	1432	9	508	17	1940
15	Tamil Nadu	61	23288	652	67790	713	91078
	Sub-Total	437	100540	3019	341750	3456	442290
<b>Eastern Region</b>							
16	Arunachal Pradesh	5	512	1	96	6	608
17	Andaman and Nicobar Island	1	273	0	0	1	273
18	Assam	30	5776	4	208	34	5984
19	Bihar	34	11433	558	80233	592	91666
20	Jharkhand	20	4672	157	34712	177	39384
21	Manipur	7	540	0	0	7	540
22	Meghalaya	5	622	2	320	7	942
23	Mizoram	1	294	0	0	1	294
24	Nagaland	8	944	0	0	8	944
25	Odisha	28	11376	588	98916	616	110292
26	Sikkim	4	580	0	0	4	580
27	Tripura	8	1120	0	0	8	1120
28	West Bengal	52	13580	51	5416	103	18996
	Sub-Total	203	51722	1361	219901	1564	271623
<b>Western Region</b>							
29	Chattisgarh	92	11104	50	5920	142	17024

1	2	3	4	5	6	7	8
30	Dadra and Nagar Haveli	1	228	0	0	1	228
31	Daman and Diu	2	388	0	0	2	388
32	Goa	10	3264	4	380	14	3644
33	Gujarat	157	57596	391	23752	548	81348
34	Madhya Pradesh	173	26126	173	20466	346	46592
35	Maharashtra	390	108616	386	47124	776	155740
	Sub-Total	825	207322	1004	97642	1829	304964
	Grand Total	2271	487490	8073	978542	10344	1466032

**Statement-II**

*State-wise distribution of Women Industrial Training Institutes & Wings in general ITIs /Private WITIs data as on October, 2012*

1	2	Government		Private		7	8
		WITIs	Women Wings	WITIs	Women Wings		
<b>Northern Region</b>							
	Delhi	21	39	12	Nil	72	3276
	Himachal Pradesh	16	Nil	Nil	Nil	16	1761
	Rajasthan	8	3	5	Nil	16	1360
	Chandigarh	1	Nil	Nil	Nil	1	376
	Uttar Pradesh	11	48	18	Nil	77	4444
	Uttarakhand	4	5	Nil	Nil	9	592
	Haryana	31	Nil	7	Nil	38	3204
	Punjab	49	40	26	111	226	9712
	Jammu and Kashmir	11	46	Nil	Nil	57	3106
	Total	152	181	68	111	512	27831
<b>Southern Region</b>							
	Karnataka	22	Nil	37	Nil	59	5437
	Kerala	11	Nil	1	Nil	12	2601
	Tamilnadu	12	3	7	Nil	22	2440

1	2	3	4	5	6	7	8
Andhra Pradesh		23	10	4	17	54	3980
Puducherry		2	1	Nil	Nil	3	283
Lakshadweep		Nil	1	Nil	Nil	1	16
Total		70	15	49	17	151	14757
<b>Eastern Region</b>							
Nagaland		1	7	Nil	Nil	8	376
Meghalaya		1	Nil	Nil	Nil	1	52
Bihar		10	Nil	1	Nil	11	861
Jharkhand		6	Nil	Nil	Nil	6	544
West Bengal		4	7	1	Nil	12	960
Odisha		10	Nil	5	Nil	15	936
Assam		5	23	1	2	31	1104
Manipur		1	Nil	Nil	Nil	1	80
Mizoram		Nil	Nil	Nil	Nil	Nil	0
Tripura		1	7	Nil	Nil	8	260
Andaman and Nicobar Islands		Nil	1	Nil	Nil	1	16
Arunachal Pradesh		1	Nil	Nil	Nil	1	80
Sikkim		Nil	Nil	Nil	Nil	Nil	0
Total		40	45	8	2	95	5269
<b>Western Region</b>							
Gujarat		15	44	3	nil	62	4120
Madhya Pradesh		14	Nil	Nil	Nil	14	8935
Chhattisgarh		8	Nil	Nil	Nil	8	832
Maharashtra		15	515	8	73	611	16320
Dadra and Nagar Havell		Nil	1	Nil	Nil	1	16
Goa		Nil	Nil	Nil	Nil	0	0
Daman and Diu		Nil	Nil	Nil	Nil	0	0
Total		52	560	11	73	696	30223
Grand Total		314	801	136	203	1454	78080

**Statement-III**

*Details of total Training Seats Sanctioned in National/Regional Vocational Training Institutes for Women (During Session 2012-13)*

Sl. No.	Institute	NVTI Noida	RVTI Mumbai	RVTI Bangalore	RVTI Trivandrum	RVTI Panipat	RVTI Kolkata	RVTI Tura	RVTI Allahabad	RVTI Indore	RVTI Vadodara	RVTI Jaipur	Total
1	2	3	4	5	6	7	8	9	10	11	12	13	14
<b>Courses sanctioned (Per Annum Capacity)</b>													
<b>I. CTS Courses</b>													
1.	Secretarial. Practice	16	16	32	16	16	16	16	16	16	16	16	192
2.	Hair & Skin Care	16	16	-	16	32	32	16	32	16	32	16	224
3.	Dress Making	-	16	16	-	32	16	32	32	32	32	32	240
4.	Fruit & Vege. Preservation	-	-	-	-	16	-	-	-	-	-	-	16
5.	Electronics Mechanic	16	32	48	32	16	-	-	16	16	16	-	192
6.	C.O.P.A	40	40	40	40	40	40	40	40	40	40	20	420
7.	Instrument Mechanic/D.E.O	-	-	16	-	-	-	-	-	-	-	16	-
8.	Archtectural D'manship	32	32	32	32	-	32	-	-	32	-	32	224
9.	Desk Top Publishing	16	16	16	16	-	16	-	16	-	16	16	128
10.	Stenography (Hindi)	-	-	-	-	16	-	-	16	16	-	16	64
11.	Fashion Technology	-	-	-	-	-	16	16	16	-	16	16	80
12.	Interior Decoration & Designing	-	-	-	-	16	16	-	-	-	-	-	32
13.	Catering & Hospitality	-	-	-	-	-	-	-	16	-	16	-	-
14.	Computer Aided Emb.& N.W	-	-	-	-	32	-	-	-	32	32	-	96

1	2	3	4	5	6	7	8	9	10	11	12	13	14
15. Travel & Tour Assistant	-	-	-	-	-	-	-	16	-	-	-	-	16
Total	136	168	200	152	216	184	136	200	200	200	164	1956	
<b>II CITS Courses</b>													
<b>Module-I&amp;II (Trade Skill-I &amp;II)</b>													
<b>Module-III (ET/VC&amp;S)</b>													
1. Secretarial Practice	70	70	70	70	70	70	70	70	70	70	70	70	770
2. Hair & Skin Care	70	-	-	-	70	70	70	70	-	70	70	70	490
3. D.M /C&S/FT	210	70	70	70	70	70	70	70	70	70	70	70	910
4. Embroidery & Needle Work	70	-	-	-	70	-	-	-	-	-	-	-	140
5. Electronics Mechanic	70	70	70	70	-	-	-	-	70	70	-	-	490
6. Architectural D'manship	70	70	70	70	-	70	-	-	70	-	70	-	490
7. Catering & Hospitality	-	-	-	-	70	-	70	-	-	-	-	-	140
8. Cutting & Sewing	-	-	-	-	-	-	70	-	-	-	-	-	70
9. Business Services	60	-	-	-	-	-	-	-	-	-	-	-	60
<b>Module-IV</b>													
10. Training Methodology	240	120	120	120	120	120	120	120	120	120	120	120	1440

**Beneficiaries Under SDI***[English]*

2292. SHRI VIJAY INDER SINGLA:  
SHRI DUSHYANT SINGH:

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

(a) the initiatives taken by the National Skill Development Corporation for skill development particularly for the youths in the country;

(b) the details of beneficiaries particularly BPL youth under the Skill Development Initiative (SDI) scheme during the last three years and the current year, year-wise and State-wise;

(c) whether the Government is contemplating to establish more such skill development centres in each district of the country to improve the effectiveness of skill development programmes; and

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

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI KODIKKUNNIL SURESH): (a) National Skill Development Corporation (NSDC) has target of skilling / up skilling 150 million people by 2022. Till January, 2013 NSDC had approved 89 proposals wherein 71 are training organisations and 18 are Sector Skill Councils. The total financial commitment for these approved projects is Rs.1703.75 crore out of which Rs.274.76 crore has been disbursed. At full scale, the annual capacity created is 13.43 million. Number of people to be trained over 10 years through training projects is 65.78 million.

(b) The State-wise and year-wise details of the beneficiaries including BPL youth during the last three years and the current year under SDI scheme are given in the enclosed Statement.

(c) and (d) The Government has formulated a scheme titled "Kaushal Vikas Yojana" to set up 3000 new Industrial Training Institutes (ITIs) & 5000 Skill Development Centres (SDCs) in Public Private Partnership (PPP) mode in the un-serviced blocks of the country to provide vocational training to the youth from socially & economically disadvantaged groups of society.

**Statement**

Sl. No.	State	FY 2009-10	FY 2010-11	FY 2011-12	FY 2012-13 (As on 25.02.13)
1	2	3	4	5	6
1	Andaman and Nicobar Islands	265	241	1098	2486
2	Andhra Pradesh	112038	48925	16335	5693
3	Bihar	10839	4616	2877	3173
4	Chandigarh	1880	500	0	114
5	Chhattisgarh	5020	4212	1294	1528
6	Dadra and Nagar Haveli	16	0	0	39
7	Daman and Diu	148	0	0	0
8	Delhi	15843	3601	3420	12654
9	Goa	871	87	293	1
10	Gujarat	1834	6870	10675	13747

1	2	3	4	5	6
11	Haryana	12032	3500	577	1850
12	Himachal Pradesh	4404	1810	4331	3281
13	Jammu and Kashmir	0	60	5225	966
14	Jharkhand	9185	3950	1559	2201
15	Karnataka	210860	54795	5662	7819
16	Kerala	13105	2659	6277	8923
17	Lakshadweep	0	0	0	1
18	Madhya Pradesh	3480	2014	2531	20578
19	Maharashtra	3641	76348	25506	31405
20	Odisha	3776	22221	6801	5417
21	Puducherry	113	37	0	110
22	Punjab	7200	3000	9428	9156
23	Rajasthan	1403	210	610	1710
24	Tamil Nadu	40736	52600	63478	9925
25	Uttar Pradesh	91058	134643	7449	1141
26	Uttarakhand	4973	1089	475	230
27	West Bengal	19163	12050	31826	25072
28	Arunachal Pradesh	33	135	51	0
29	Assam	1009	623	3175	4507
30	Manipur	0	0	0	0
31	Meghalaya	217	289	170	106
32	Mizoram	23	56	0	0
33	Nagaland	265	0	753	365
34	Sikkim	59	56	0	0
35	Tripura	0	17	485	850

### **Rashtriya Swasthya Bima Yojana**

[*Translation*]

2293. SHRI BHOOPENDRA SINGH: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

(a) whether the Government has received

complaints about the prevailing irregularities/corruption in the Rashtriya Sv/asthya Bima Yojana (RSBY) by certain private hospitals in the country;

(b) if so, the State-wise details in this regard during the last three years and the current year;

(c) he details of action taken by the Government against such private hospitals during the said period; and

(d) the measures taken/being taken to check such irregularities/ corruption under the said scheme?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI KODIKKUNNIL SURESH): (a) to (d) Some news items appeared in Newspapers last year regarding hysterectomy operations performed by some private Hospitals in the States of Chhattisgarh and Bihar on the Rashtriya Swasthya Bima Yojana (RSBY) patients just to claim insurance money. In view of the seriousness of the allegations, a High Level Team from the Ministry of Labour & Employment visited these States in August 2012 to investigate the matter. The core findings of the Team was that RSBY is not a 'reason' for the hysterectomy surgeries being done on the patients, which is otherwise also being performed in case of non-RSBY patients. However, as a precautionary measure for RSBY cases, Ministry of Labour & Employment issued an advisory to the State/UTs that for all hysterectomy operations under RSBY to be performed by the Hospitals on women less than 40 years of age, prior approval (Authorization letter) of the Insurance Company has to be taken before the operations are conducted.

Further, as a surveillance measure, the Government has constituted a Group headed by Deputy Director General to investigate the complaints received from stakeholders. Some complaints regarding irregularities in a number of hospitals were received. A central team consisting of senior officers of the Ministry and technical experts visited the concerned States to look into these complaints. On the basis of the finding of the Group, 272 hospitals have been de-empanelled from RSBY as they were found to be indulging in mal practices/irregularities. State-wise breakup of these 272 Hospitals is as under:

***De-Empanelled Hospitals List***

Sl. No.	Name of State	No. of Hospitals
1	2	3
1.	Bihar	14
2.	Chhattisgarh	12
3.	Haryana	39

1	2	3
4.	Jharkhand	5
5.	Kerala	37
6.	Maharashtra	31
7.	Punjab	18
8.	Uttar Pradesh	110
9.	West Bengal	6
Total		272

Apart from the above, various other steps have also been taken viz. making the beneficiaries aware of their rights; and evolving a data management system to facilitate effective monitoring of hospitals and insurance companies.

**Postings on Sensitive Posts**

2294. SHRIMATI USHA VERMA:  
SHRIMATI SUSHILA SAROJ:  
SHRI MAHESHWAR HAZARI:  
SHRI HARSH VARDHAN:  
SHRIMATI SEEMA UPADHYAY:

Will the Minister of DEFENCE be pleased to state:

(a) whether the Central Vigilance Commission (CVC) has issued any guidelines regarding appointment / rotation of postings of officers on various sensitive posts;

(b) if so, the details of the sensitive posts in the Ministry;

(c) whether the said guidelines are being observed in case of officers appointed on the said posts during the last three years;

(d) if so, the details of the posts in regard to which the said guidelines have not been observed during the said period; and

(e) the steps taken by the Government for proper implementation of the CVC guidelines on the subject?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY):  
(a) to (e) Yes, Madam. The Central Vigilance Commission (CVC) has issued guidelines regarding appointment / rotation of postings of officers on various sensitive posts. In Ministry of Defence, work in most of the sections is

sensitive in nature and accordingly, officers / officials associated with these sections are also considered to be sensitive. The assessment of posts regarding its sensitivity is a continuous process. Thus officers posted against sensitive posts are posted out from time to time. The advisories are issued to the concerned sections to adhere to the guidelines of the Central Vigilance Commission.

### **Import of Almonds**

[English]

2295. SHRI P. KARUNAKARAN:  
SHRI K.P. DHANAPALAN:

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

(a) the details of the total quantum of almonds produced, consumed, exported and imported in the country during each of the last three years and the current year;

(b) the specific steps being taken by the Government to promote the production and export of almonds from the country;

(c) whether the Government proposes to permit the export of coconut oil through all the ports in the country and if so, the time by which the said proposal is likely to be implemented; and

(d) the quantum of coconut oil exported from the country during the said period?

THE MINISTER OF COMMERCE AND INDUSTRY AND MINISTER OF TEXTILES (SHRI ANAND SHARMA):

(a) The quantum of almonds produced, exported and imported during the last three years and the current year is as under:

(Quantity in MT)

Year	Production	Export	Import
2009-10	--	60.972	67,149.805
2010-11	14,000	125.405	75,211.338
2011-12	4,300	60.065	88,318.390
2012-13	3,670**	19.734*	68,072.608*

\*Provisional for April to December, 2012; subject to change

\*\*1st Estimate

Major portion of the domestic consumption of almonds is met through imports.

(b) Export of Almonds is free. Government is also providing incentive on export of almonds under Vishesh Krishi and Gram Udyog Yojna (VKGUY).

(c) Through Notification No. 32 dated 05.02.2013 export of coconut oil has been permitted from all EDI ports and through Land Custom Stations.

(d) The quantum of Coconut oil exported during the last three years and the current year is as under:

(Quantity in MT)

Year	Quantity of Coconut oil export
2009-10	5,080.975
2010-11	4,342.571
2011-12	6,521.686
2012-13	5,170.614*

\*Provisional for April to December, 2012; subject to change.

### **National Highways in Maharashtra**

[Translation]

2296. SHRI PRATAPRAO GANPATRAO JADHAO:  
Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the number of National Highways (NHs) passing through the State of Maharashtra along with their length;

(b) the number of National Highways converted into four-lane in the State;

(c) the details of National Highways connected with Golden Quadrilateral project in the State:

(d) whether there has been delay in the above projects; and

(e) if so, the details thereof and the time by which they are likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI SARVEY

SATYANARAYANA): (a) In all 15 National Highways having an aggregate length of 4453 Km. pass through the state of Maharashtra.

(b) 7 National Highways aggregating to a length of 832 Km. have been converted to four lane in the state.

(c) National Highways No.8 and 4 having a length of 120 Km. and 277 Km. respectively are part of Golden Quadrilateral (GQ) in the state.

(d) and (e) All the projects connected with GQ have been completed.

**Surveillance System at Environmentally  
Vulnerable Places**

*[English]*

2297. SHRI D.B. CHANDRE GOWDA:  
SHRI S.R. JEYADURAI:

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

(a) whether the Government proposes to install Solar Surveillance System at environmentally vulnerable places, bird sanctuaries/national parks to detect sand and stone miners as well as poachers in the country;

(b) if so, the details thereof and the places where such systems are to be installed and the details of the time line for completion of this project; and

(c) the response of the State Governments in this regard and the likely expenditure to be incurred thereon?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRIMATI JAYANTHI NATARAJAN): (a) to (c) A pilot initiative of electronic surveillance ("e-Eye"), using long range, intelligent thermal and infrared cameras, has been implemented in the southern part of the Corbett Tiger Reserve for 24X7 surveillance to strengthen protection. The said initiative has been successfully implemented and well received by the State. Funding assistance is provided to the States under the ongoing Centrally Sponsored Scheme of Project Tiger based on their demands as reflected in the respective Annual Plans of Operations for such efforts.

**Agri Export Zones**

*[Translation]*

2298. SHRI SURENDRA SINGH NAGAR:  
SHRI YASHBANT LAGURI:  
SHRI LAXMAN TUDU:

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

(a) the details of the Agri Export Zones (AEZs) set up in different parts of the country, State-wise and location-wise particularly in Odisha;

(b) whether there have been instances wherein AEZs have been sanctioned but have not become operational till date;

(c) if so, the details thereof and the reasons therefor along with the steps taken by the Government to address their problems;

(d) whether the Government proposes to set up new AEZs across the country and if so, the details thereof and if not, the reasons therefor;

(e) whether the Government has noticed any shortcomings in the functioning of the existing AEZs; and

(f) if so, the details thereof along with the steps taken by the Government to overcome these shortcomings?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRIMATI D. PURANDESWARI): (a) One AEZ for Ginger and Turmeric was set up at Kandhamal District of Odisha. The details of 60 AEZs state-wise and location wise are given in the enclosed Statement-I.

(b) and (c) No, Madam. All the 60 AEZs notified by DGFT have completed their span of five years.

(d) No, Madam. A peer evaluation of the existing AEZs was carried out in 2005 to assess the performance of AEZs. On the basis of the recommendations of the Peer Group in 2005, it was decided not to consider notification of new AEZs unless there were strong compelling reasons.

(e) Yes Madam. As mentioned at (d) above, Ministry of Commerce had set up a Peer Review Group to look into the performance of AEZs, Some of the important findings

of the peer evaluation include (i) Lack of ownership by Government Authority and their Agencies, (ii) Lack of awareness about the scheme and its conceptual framework among stakeholders including State Government field establishments, (iii) Lack of project orientation in the conceptual design of AEZ, (iv) Lack of coordination/monitoring system in AEZs, (v) Non materialization of

adequate public investment from Central and State Governments, (vi) indiscreet proliferation of AEZs etc.

(f) The remedial action plan mainly aims at creating institutional/administrative mechanism for coordinating and monitoring the implementation of AEZs and short listing of a few AEZs for special focus for their revival as well as to make them model AEZs.

### **Statement**

#### *State-wise and location wise details of agri export zones*

Sl. No.	State	AEZ Project	State and Districts
1	2	3	4
1	Assam (1)	Fresh & Processed Ginger	Assam (Kamrup, Nalbari, Barpeta, Darrang, Nagaon, Morigaon, Karbi Anglong and North Cachar districts)
2	Andhra Pradesh (5)	Mango Pulp & Fresh Veg. Mango and Grapes Mango Gherkins Chilli	Andhra Pradesh (Chittoor District) Andhra Pradesh (Districts of Ranga Reddy, Medak & parts Mahabob nagar districts) Andhra Pradesh (Krishna District) Andhra Pradesh (Districts of Mahboobnagar, Rangareddy, Karimnagar, Warangal, Medak Ananthapur and Nalgonda) Guntur
3	Bihar (1)	Lychee, Vegetables & Honey	Bihar (Muzaffar-pur, Samastipur, Hajipur, Vaishali, East and West Champaran, Bhagalpur, Begulsarai, Khagaria, Sitamarhi, Saran and Gopalganj)
4	Gujarat (3)	Mango and Vegetables Value Added Onion	Gujarat (Districts of Ahmedabad, Khadia, Anand, Vadodra, Surat, Navsari, Valsad, Bharuch and Narmada) Gujarat (Districts of Bhavnagar, Surendranagar, Amreli, Rajkot, Junagadh and Jamnagar Districts)

1	2	3	4
		Sesame Seeds	Amerali, Bhav-nagar, Surendra-nagar, Rajkot, Jamnagar
5	Himachal Pradesh (1)	Apples	Himachal Pradesh (Shimla, Sirmour, Kullu, Mandi, Chamba and Kinnaur)
6.	Karnataka (4)	Gherkins	Karnataka (Tumkur, Bangalore Urban, Bangalore Rural, Hassan, Kolar, Chitradurga, Dharwad and Bagalkot)
		Rose Onion	Karnataka (Bangalore Urban Bangalore (Rural), Kolar
		Flowers	Karnataka (Bangalore (Urban) Bangalore (Rural), Kolar, Tumkur, Kodagu and Belgaum
		Vanilla	Karnataka (Districts of Dakshin Kannada, Uttara Kannada, Udupi, Shimoga Kodagu, Chickamagalur)
7	Jammu and Kashmir (2)	Apple	Jammu and Kashmir (Districts of Srinagar, Baramula, Anantnag, Kupwara, Badgaum and Pulwama)
		Walnuts	Jammu and Kashmir Region-Baramulla, Anantnag, Pulwama, Budgam, Kupwara and Srinagar) (Jammu Region - Doda, Poonch, Udhampur, Rajouri and Kathua)
8	Jharkhand (1)	Vegetables	Jharkhand (Ranchi, Hazaribagh and Lohardaga)
9	Kerala (2)	Horticulture Products	Kerala (Districts of Thrissur, Kollam, Emakulam, Kottayaam, Alapp-uzha, Pathanum-thitta, Thiruvantha-puram, Idukki and Palakkod)
		Medicinal Plant	Wayanad, Mallapuram, Palakkad, Thrissur, Emakulam, Idukki, Kollan Pathana-mittha, Thiruvananthapuram
10	Madhya Pradesh (5)	Potatoes Onion Garlic	Madhya Pradesh (Malwa, Ujjain, Indore, Dewas, Dhar, Shajapur, Ratlam, Neemuch and Mandsaur)

1	2	3	4
	Seed Spices		Madhya Pradesh (Districts of Guna, Mandsaur, Ujjain, Rajgarh, Ratlam, Shajapur and Neemuch)
	Wheat (Duram)		Madhya Pradesh (Three distinct and contiguous zones:- Ujjain Zone comprising of Neemach, Ratlam, Mandsaur and Ujjain; Indore Zone comprising of Indore, Dhar, Shajapur and Dewas; Bhopal Division, comprising of Sehore, Vidisha, Raisen, Hoshangabad, Harda, Narsinghpur and Bhopal)
	Lentil and Gram		Shivpuri, Guna, Vidisha, Raisen, Narsinghpur, Chhindwara
	Oranges		Chhindwara, Hoshangabad, Betul
11	Maharashtra (8)	Grape and grapevine	Maharashtra (Nasik, Sangli, Pune, Satara, Ahmednagar and Solapur)
		Mango (Alphonso)	Maharashtra (Districts of Ratnagiri, Sindhudurg, Raigarh and Thane)
		Kesar Mango	Maharashtra (Districts of Aurangabad, Beed, Jalna, Ahmednagar and Latur)
		Flowers	Maharashtra (Pune, Nasik, Kolhapur and Sangli)
		Onions	Maharashtra (Districts of Nasik, Ahmednagar, Pune, Satara, Jalgaon and Solapur)
		Pomegranate	Districts of Solapur, Sangli, Ahmednagar, Pune, Nasik, Latur, Osmanabad.
		Banana	Jalgaon, Dhule, Nandurbar, Buldhana, Wardha, Parbhani, Hindoli, Nanded.
		Oranges	Nagpur and Amraoti
12	Odisha (1)	Ginger and Turmeric	Odisha (Kandhamal District)
13	Punjab (3)	Vegetables	Punjab (Fatehgarh Sahib, Patiala, Sangrur, Ropar and Ludhiana)

1	2	3	4
	Potatoes		Punjab (Singhpura Zirakpur (Patiala) Rampura Phul, Muktsar, Ludhiana, Jullunder)
	Basmati Rice		Punjab (Districts of Gurdaspur, Amritsar, Kapur-thala, Jalandhar, Hoshiarpur and Nawanshahar)
14 Rajasthan (2)	Coriander		Kota, Bundi, Baran, Jhalawar & Chittoor
	Cumin		Nagaur, Barmer, Jalore, Pali and Jodhpur
15 Sikkim (2)	Flowers (Orchids) & Cherry Pepper		Sikkim (East Sikkim)
	Ginger		Sikkim (North, East, South & West Sikkim)
16 Tripura (1)	Organic pineapple		Tripura (Kumarghat, Manu, Melaghar, Matabari and Kakraban Blocks)
17 Tamil Nadu (4)	Flower		Tamil Nadu (Dharmapuri)
	Flowers		Tamil Nadu (Nilgiri District)
	Mangoes		Tamil Nadu (Districts of Madurai, Theni, Dindigul, Virudhunagar and Tirunelveli)
	Cashewnut		Cuddalore, Thanjavur, Pudukottai and Sivaganga
18 Uttar Pradesh (4)	Potatoes		Uttar Pradesh (Agra, Hathras, Farrukhabad, Kannoj, Meerut, Baghpat and Aligarh)
	Mangoes and Vegetables		Uttar Pradesh (Lucknow, Unnao, Hardo, Sitapur and barabanki)
	Mangoes		Uttar Pradesh (Saharanpur, Muzzfarnagar, Bijnaur, Meerut, Bhagpat and Bulandshahar)
	Basmati Rice		Uttar Pradesh (Districts of Bareilly, Shahajahanpur, Pilibhit, Rampur, Badaun, Bijnor, Moradabad, J B Phulenagar, Saharanpur, Mujjafarnagar, Meerut, Bulandshahar, Ghaziabad)

1	2	3	4
19	Uttaranchal (4)	Lychee	Uttaranchal (Udhamsingh Nagar, Dehradun and Nainital)
		Flowers	Uttaranchal (Districts of Dehradun and Pantnagar)
		Basmati Rice	Uttaranchal (Districts of Udham Singh Nagar, Nainital, Dehradun and Haridwar)
		Medicinal & Aromati Plants	Uttaranchal (Districts of Uttarkashi, Chamoli, Pithoragarh, Dehradun and Nainital)
20	West Bengal (6)	Lychee	West Bengal (Districts of Murshidabad Malda, 24 Pargana (N) and 24 Pargana(s))
		Potatoes	West Bengal (Districts of Hoogly, Burdwan, Midnapore (W) Uday Narayanpur and Howrah)
		Mango	W. Bengal (Malda and Murshidabad)
		Vegetables	W. Bengal (Nadia, Murshidabad) and North 24 Parganas
		Darjeeling Tea	West Bengal (Darjeeling)
		Pineapple	West Bengal (Darjeeling, Uttar Dinajpur, Cooch Behar and Jalpaiguri)

### **Provision of Land to Projects**

2299. SHRI MADHU KODA: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether there are provisions for making equal area of land available for afforestation to Ministry in lieu of the land provided to lease holders for permitting non-forest works such as industrial and mining works in forest land;

(b) if so, whether a number of private and public sector companies are undertaking industrial and mine works in Jharkhand;

(c) if so, the details of forest land being used for non-forest works; and

(d) the number of lease holding companies that has given lands to the Government for afforestation of other places in lieu of works undertaken in non-forest area in Jharkhand along with the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRIMATI JAYANTHI NATARAJAN): (a) The diversion of forest land for non-forestry purposes including industrial and mining works is regulated in accordance with the provisions of the Forest (Conservation) Act, 1980. The guidelines issued under the Act require compensatory afforestation over non-forest land of equivalent area. The Ministry has granted exceptions to certain categories of projects to the effect that the compensatory afforestation can be taken up over degraded forest land double in extent to the forest land proposed for

diversion. Certain other categories of projects have been exempted from compensatory afforestation. The former categories of projects includes projects undertaken by Central Government/Central Government undertakings, extraction of minor minerals from riverbeds, construction of link roads, small waterworks, school buildings and hospitals etc. in hill districts, transmission lines upto 220 KV. The latter category includes proposals seeking diversion of forest land upto 1 ha and underground mining etc. These exceptions and exemptions are subject to certain conditions.

(b) and (c) The details of approvals granted for diversion of forest land for industrial and A mining activities in the State of Jharkhand is as below:

Sl. No.	Category	No. of proposals approved	Area Diverted (ha)
<b>Hydro Electric</b>			
1	projects	4	26
2	Mining	141	17,222
3	Thermal Power	6	1240
4	Transmission Lines	115	3000
Total		266	21488

(d) The provisions of the Forest (Conservation) Act, 1980 does not require lease holding companies to provide land for afforestation in lieu of works undertaken in non-forest area.

[*English*]

#### **Shortage of Coaches**

2300. SHRI C. RAJENDRAN: Will the Minister of YOUTH AFFAIRS AND SPORTS be pleased to state:

(a) whether several sports federations in the country are facing shortage of trainers/coaches;

(b) if so, the details of the federations/institutions along with the sanctioned strength of coaches at present;

(c) the steps taken by the Government to fill up the vacancies, institution-wise and State-wise including Andhra Pradesh; and

(d) the funds spent for the purpose during the 11th and 12th Plan Period, State-wise and year-wise?

THE MINISTER OF STATE OF THE MINISTRY OF YOUTH AFFAIRS AND SPORTS AND MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI JITENDRA SINGH): (a) and (b) No record is maintained on requirement of Coaches by the National Sports Federations.

(c) Sports Authority of India has sanctioned 1524 posts for coaches. The process of direct recruitment of Coaches on regular basis to fill up the vacant posts of Coaches in Sports Authority of India has been initiated. In the first phase, applications have been invited for recruitment of 200 Coaches and process is underway.

(d) The regular coaches in SAI are paid salary and allowances as per approved scales.

**12.00 hrs.**

#### **PAPERS LAID ON THE TABLE**

[*English*]

MADAM SPEAKER: Now, Papers to be laid on the Table of the House.

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY): Madam, I beg to lay on the Table:

(1) (i) A copy of the Annual Report (Hindi and English versions) of the Defence Institute of Advanced Technology, Pune, for the years 2006-2007 to 2010-2011, alongwith Audited Accounts.

(ii) Statement regarding Review (Hindi and English versions) by the Government of the working of the Defence Institute of Advanced Technology, Pune, for the years 2006-2007 to 2010-2011.

(2) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library. See No. L.T. 8515/15/13]

[*Translation*]

THE MINISTER OF STATE IN THE MINISTRY OF MINORITY AFFAIRS (SHRI NINONG ERING): Madam

Speaker, I, on behalf of the senior colleague Dr. Farooq Abdullah, lay on the Table a copy of the Detailed Demand of Grants (Hindi and English versions) of the Minister of New and Renewable Energy for the year 2013-2014.

[Placed in Library. See No. L.T. 8516/15/13]

[English]

THE MINISTER OF LABOUR AND EMPLOYMENT (SHRI MALLIKARJUN KHARGE): Madam, I beg to lay on the Table:

- (1) A copy of the Annual Report (Hindi and English versions) of the National Instructional Media Institute, Chennai, for the year 2011-2012, alongwith Audited Accounts.
- (2) Statement regarding Review (Hindi and English versions) by the Government of the working of the National Instructional Media Institute, Chennai, for the year 2011-2012.

[Placed in Library. See No. L.T. 8517/15/13]

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRIMATI PANABAKA LAKSHMI): Madam, on behalf of my senior colleague, Shri Anand Sharma, I beg to lay on the Table:—

- (1)
  - (i) A copy of the Annual Report (Hindi and English versions) of the National Jute Board, Kolkata, for the year 2011-2012, alongwith Audited Accounts.
  - (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the National Jute Board, Kolkata, for the year 2011-2012.
- (2) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library. See No. L.T. 8518/15/13]

- (3) A copy of the Notification No. S.O. 26(E) (Hindi and English versions) published in Gazette of India dated 2nd January, 2013, exempting the State Agencies from the operation of the Order No. S.O. 2659(E) dated 31st October, 2012 upto the extent of a total quantity of 3.48 lakh bales for the Jute Year 2012-

13 under sub-section (2) of Section 16 of the Jute Packaging Material (Compulsory Use in Packing Commodities) Act, 1987.

[Placed in Library. See No. L.T. 8519/15/13]

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRIMATI D. PURANDESWARI): On behalf of Shri G.K. Vasan, Madam, I beg to lay on the Table:

- (1) A copy each of the following papers (Hindi and English versions) under sub-section (1) of Section 619A of the Companies Act, 1956:
  - (i) Review by the Government of the working of the Cochin Shipyard Limited, Kochi, for the year 2011-2012.
  - (ii) Annual Report of the Cochin Shipyard Limited, Kochi, for the year 2011-2012, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.
- (2) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library. See No. L.T. 8520/15/13]

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRIMATI JAYANTHI NATARAJAN): Madam, I beg to lay on the Table a copy of the Notification No. S.O. 273(E) (Hindi and English versions) published in Gazette of India dated 24th January, 2013, making certain amendments to Notification No. S.O. 93(E) dated 29th January, 1998 issued under Section 3 of the Environment (Protection) Act, 1986.

[Placed in Library. See No. L.T. 8521/15/13]

[Translation]

THE MINISTER OF STATE IN THE MINISTRY OF MINORITY AFFAIRS (SHRI NINONG ERING): Madam Speaker, I, on the behalf of my senior colleague Shri Paban Singh Ghatowar lay on the Table a copy of the Detailed Demand for Grants (Hindi and English versions) of the Ministry of Parliamentary Affairs for the year 2013-14.

[English]

THE MINISTER OF STATE OF THE MINISTRY OF YOUTH AFFAIRS AND SPORTS AND MINISTER OF STATE

IN THE MINISTRY OF DEFENCE (SHRI JITENDRA SINGH): Madam, I beg to lay on the Table a copy of the Ministry of Defence, Coast Guard Director General, Group 'A' post Recruitment Rules, 2013 (Hindi and English versions) published in Notification No. S.R.O. 8 in Gazette of India dated 26th January, 2013 under sub-section (3) of Section 123 of the Coast Guard Act, 1978.

[Placed in Library. See No. L.T. 8523/15/13]

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRIMATI D. PURANDESWARI): Madam, I beg to lay on the Table:—

- (1) A copy of the Notification No. G.S.R. 58(E) (Hindi and English versions) published in Gazette of India dated 31st January, 2013, designating Shri Mukesh Bhatnagar, Additional Director General Foreign Trade as Authorised Officer for the purpose of the Safeguard Measures (Quantitative Restriction) Rules, 2012 issued under Rule 3(1) of the said Rules.
- (2) A copy of the Notification No. G.S.R. 59(E) (Hindi and English versions) published in Gazette of India dated 31st January, 2013, notifying the countries, mentioned therein, as developing countries for the purposes of the Section 9A of the Foreign Trade (Development and Regulation) Act, 1992 issued under sub-section (4)(a) of Section 9A of the said Act.

[Placed in Library. See No. L.T. 8524/15/13]

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (DR. S. JAGATHRAKSHAKAN): Madam, I beg to lay on the Table:—

- (1) (i) A copy of the Annual Report (Hindi and English versions) of the Indian Rubber Manufacturers Research Association, Thane, for the year 2011-2012, alongwith Audited Accounts.
- (ii) Statement regarding Review (Hindi and English versions) by the Government of the working of the Indian Rubber Manufacturers Research Association, Thane, for the year 2011-2012.
- (2) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library. See No. L.T. 8525/15/13]

- (3) A copy of the Notification No. S.O. 289(E) (Hindi and English versions) published in Gazette of India dated 30th January, 2013, making certain amendments to Notification No. S.O. 1105(E) dated 11th October, 2004 under Section 29B of the Industries (Development and Regulation) Act, 1951.

[Placed in Library. See No. L.T. 8526/15/13]

- (4) A copy of the Trade Marks (Amendment) Rules, 2013 (Hindi and English versions) published in Notification No. G.S.R. 21(E) in Gazette of India dated 14th January, 2013 under sub-section (4) of Section 157 of the Trade Marks Act, 1999.

[Placed in Library. See No. L.T. 8527/15/13]

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI KODIKUNNIL SURESH): Madam, I beg to lay on the Table copy a each of the following Notifications (Hindi and English versions) under sub-section (2) of Section 7 of the Employees' Provident Fund and Miscellaneous Provisions Act, 1952:—

- (1) The Employees' Provident Funds (Amendment) Scheme, 2013 published in Notification No. G.S.R. 60(E) in Gazette of India dated 1st February, 2013.
- (2) The Employees' Pension (Amendment) Scheme, 2013 published in Notification No. G.S.R. 80(E) in Gazette of India dated 14th February, 2013.

[Placed in Library. See No. L.T. 8528/15/13]

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI SARVEY SATYANARAYANA): Madam, I beg to lay on the Table:—

- (1) A copy each of the following Notifications (Hindi and English versions) under, sub-section (4) of Section 212 of the National Highways Act, 1988:—
  - (i) S.O. 1574(E) published in Gazette of India dated 13th July, 2012, notifying the details of the National Permit Account and the Share of the States and Union territories out of the consolidated fee deposited in the National Permit Account, mentioned therein.
  - (ii) The Central Motor Vehicles (Amendment) Rules, 2012 published in Notification No. G.S.R. 514(E) in Gazette of India dated 29th June, 2012.

[Placed in Library. See No. L.T. 8529/15/13]

- (2) A copy each of the following Notifications (Hindi and English versions) under section 10 of the National Highways Act, 1956:—
- (i) S.O. 2(E) published in Gazette of India dated 1st January, 2013, regarding acquisition of land for building, maintenance, management and operation of National Highway No. 12 (Bhopal-Biaora Section) in the State of Madhya Pradesh.
  - (ii) S.O. 44(E) published in Gazette of India dated 4th January, 2013, regarding acquisition of land for building, maintenance, management and operation of National Highway No.75 (Satna-Bela Section) in the State of Madhya Pradesh.
  - (iii) S.O. 45(E) published in Gazette of India dated 4th January, 2013, regarding acquisition of land for building, maintenance, management and operation of National Highway No. 212 (Kerala-Karnataka Border to Kollegal Section) in the State of Karnataka.
  - (iv) S.O. 85(E) and S.O. 86(E) published in Gazette of India dated 8th January, 2013, regarding acquisition of land for building, maintenance, management and operation of different stretches of National Highway No. 89 in the State of Rajasthan.
  - (v) S.O. 217(E) Published in Gazette of India dated 21st January, 2013 making certain amendments in the Notification No. S.O. 48(E) dated 5th January, 2012.
  - (vi) S.O. 385(E) published in Gazette of India dated 15th February, 2013, regarding acquisition of land for building, maintenance, management and operation of National Highway No. 8 (Beawar-Baghana) in the State of Rajasthan.

[Placed in Library. See No. L.T. 8530/15/13]

12.02 hrs.

MESSAGE FROM RAJYA SABHA

[English]

SECRETARY-GENERAL: Madam Speaker, I have to report the following message received from the Secretary-General of Rajya Sabha:—

" I am directed to inform the Lok Sabha that the Rajya Sabha at its sitting held on Wednesday, the

12th December, 2012 adopted the following Motion in regard to the Committee on Public Undertakings:—

"That this House concurs in the recommendation of the Lok Sabha that the Rajya Sabha do agree to nominate one Member from Rajya Sabha, vice Shri Tariq Anwar, appointed as Minister, to associate with the Committee on Public Undertakings for the unexpired portion of the term of the Committee and do proceed to elect, in such manner as the Chairman may direct, one Member from among the Members of this House to serve on the said Committee."

2. I am further to inform the Lok Sabha that in pursuance of the above Motion, Dr. Janardhan Waghmare, Member, Rajya Sabha has been duly elected to the said Committee."

12.03 hrs.

**Statement correcting reply to Unstarred Question  
No. 3758 dated 17.12.2012 regarding  
safety of GM Technology\***

[English]

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRIMATI JAYANTHI NATARAJAN): Madam, I beg to lay the Statement correcting the reply to the Unstarred Question No. 3758 given on the 17th of December, 2012 asked by Shri Jose K. Mani regarding "Safety of GM Technology".

Reply to part (a) and (b) of the Unstarred Question No. 3758 regarding "Safety of GM Technology", may be read as under:

"(a) and (b) There is no ambiguity in adoption of GM technology by India. Government of India is following a policy of case by case event based assessment of GM technology in accordance with 'Rules for the Manufacture, Use/Import/Export and Storage of Hazardous Micro Organisms/Genetically Engineered Organisms or Cells, 1989' of Environment (Protection) Act, 1986 and following international norms prescribed by the Organization for Economic Cooperation and Development (OECD), CODEX Alimentarius Commission, Food and Agriculture Organization (FAO) and International Plant Protection Convention (IPPC)".

\*Laid on the Table and also Placed in Library. See No. L.T. 8531/15/13

The Correcting Statement has been necessitated due to inadvertent typographical error in the answer of Unstarred Question No. 3758 dated 17.12.2012. The error is regretted.

12.04 hrs.

**BUSINESS ADVISORY COMMITTEE**

**45th Report**

[English]

THE MINISTER OF URBAN DEVELOPMENT AND MINISTER OF PARLIAMENTARY AFFAIRS (SHRI KAMAL NATH): Madam, I beg to present the Forty-fifth Report of the Business Advisory Committee.

12.04½ hrs.

**AGRICULTURAL BIOSECURITY BILL, 2013\***

[English]

THE MINISTER OF AGRICULTURE AND MINISTER OF FOOD PROCESSING INDUSTRIES (SHRI SHARAD PAWAR): Madam, I beg to move for leave to introduce a Bill to provide for establishment of an Authority for prevention, control, eradication and management of pests and diseases of plants and animals and unwanted organisms for ensuring agricultural biosecurity and to meet international obligations of India for facilitating imports and exports of plants, plant products, animals, animal products, aquatic organisms and regulation of agriculturally important micro organisms and for matters connected therewith or incidental thereto.

MADAM SPEAKER: The question is:

"That leave be granted to introduce a Bill to provide for establishment of an Authority for prevention, control, eradication and management of pests and diseases of plants and animals and unwanted organisms for ensuring agricultural biosecurity and to meet international obligations of India for facilitating imports and exports of plants, plant products, animals, animal products, aquatic organisms and regulation of agriculturally important micro organisms and for matters connected therewith or incidental thereto."

*The motion was adopted.*

SHRI SHARAD PAWAR: Madam, I introduce the Bill.

12.05 hrs.

**MATTERS UNDER RULE 377\***

[English]

MADAM SPEAKER: Hon. Members, the matters under Rule 377 shall be laid on the Table of the House. Members who have been permitted to raise matters under Rule 377 today and are desirous of laying them may personally handover slips at the Table of the House within 20 minutes. Only those matters shall be treated as laid of which slips have been received at the Table within the stipulated time. The rest will be treated as lapsed.

**(i) Need to check smuggling of cardamom from neighbouring countries**

SHRI ANTO ANTONY (Pathanamathitta): I draw the attention of the Government towards the plight of cardamom growers whose condition is grim due to falling prices of cardamom. Free flow of Guatemalan cardamom is the major cause behind the declining prices of cardamom in domestic market. It is to be noted that the prices of cardamom during the period from June 2012 to January 2013 were ranging between Rs. 700 and 800 per kg. However, prices touched the lowest rate of Rs. 500 per kg. over the past few weeks. According to the Spices Board, import of cardamom during the last nine months has been 200 tonnes. It is a moderate rate. But what is alarming is the illicit trafficking of cardamom in bulk quantities into the country via Bangladesh, Nepal and Pakistan. Both the Government and the farmers are losing due to this illegal activity. In addition to declining prices, cardamom farmers have also been affected by crop failure for the last two years. There has been 40 per cent reduction in production of cardamom due to severe drought in last year. Therefore, I request the Government to take urgent action to stop the smuggling of cardamom from neighbouring countries.

**(ii) Regarding construction of bridge or underpass on NH-45 at Kootterapattu village under Arani Parliamentary constituency in Tamil Nadu**

SHRI M. KRISHNASSWAMY (Arani): I would like to draw the attention of the Government regarding the dire

\* Published in Gazettee of India, Extraordinary, Part II, Section 2, dated 11.03.2013

\*Treated as laid on the Table.

need to take steps to avoid accidents in my Arani Parliamentary Constituency in Kootterapattu Village on the NH-45, which is 130 kms. from Chennai. Pedestrians are being hit by the speeding vehicles due to the lack of bridge to reach another village or town as it is a junction. So far 200 people died and more than 1000 people were injured due to accidents on this highway. In this regard, I have already taken up this matter with the Hon'ble Minister for Road Transport & Highways and the Chairman of NHAI, and also raised the subject in the Lok Sabha and consequent upon this, Hon'ble Minister has given instructions to the officials to take necessary steps in this regard to construct over bridges or under pass. But, so far, nothing happened. Detailed Project Report for the construction of elevated bridge or under pass road at Kootteripattu junction (Mailam - Pondy road - SH 136 and Vellimedupettai - Mailam road - MD 739) should be taken up. There is heavy traffic density on NH-45 even after completion of four laning by NHAI. Mailam - Pondy road (SH-136) and Vellimedupettai-Mailam road (MD-739) are branching on NH-45 and no under pass has been provided at the junction of NH 45, SH 136 and MD 739 to facilitate traffic movement along NH 45. There is heavy traffic and the location is accident-prone. Accident prone occur at these junctions due to uncontrolled speeding of vehicles. The local people are agitated. Hence, I request the Hon'ble Minister for Road Transport & Highways to take up these projects on an urgent basis by directing the Road Transport and National Highways Authorities.

**(iii) Need to set up Breeding Center for Siberian Cranes in Keoladeo National Park in Bharatpur, Rajasthan**

*[Translation]*

SHRI RATAN SINGH (Bharatpur): Keoladeo National Park in Rajasthan is a world class heritage and a national pride. Lakhs of foreigners come here to see this park. It is situated in Deeng which is at a distance of 31 Kms. from Bharatpur. World famous Jalmahals and Braj Chaurasi Kos area is also here. In this national park, birds of thousands species mainly the Siberian cranes flock here. After 2001, Siberian cranes are not coming here because the climate of this place is no doubt suitable for them but it lacks necessary government facilities to attract them. On the routes of Siberian cranes, the tragic events of hunting by Certain unwanted people have been taking place. Three

years ago, on the occasion of Nambhoomi Divas, the Minister of Rural Development had made an announcement regarding the setting up of a breeding center for Siberian cranes which could help the promotion of Keoladeo National Park and could attract foreign tourists. But proper action has not been taken to this day to set up the aforesaid breeding center.

I request the government to set up a Breeding Center for Siberian Cranes in Keoladeo National Park in Bharatpur district and to give a concrete shape to the announcement made in this regard.

**(iv) Need to enhance the amount of pension of plantation labourers in the country**

*[English]*

SHRI P.T. THOMAS (Idukki): I would like to draw the attention of the Government towards the grievances of plantation labourers in the country. Majority of plantation labourers are getting a nominal pension amount which is less than Rs.1000/- per month. Most of them are women living in miserable condition and suffering from diseases after a service of 20 to 40 years in plantations. These workers are not able to meet their monthly medical expenses with this meagre amount of pension. I request the Government to consider increasing the monthly pension provided under the EPF Scheme. The Government must come forward to formulate a plan to support these workers in their old age.

**(v) Need to set up a multi speciality Hospital at Kalpakkam in Tamil Nadu to treat diseases caused by nuclear radiation**

SHRI P. VISWANATHAN (Kancheepuram): At Kalpakkam in Tamil Nadu there are seven nuclear organizations viz. Madras Atomic Power Station (MAPS), Bharatiya Nabhikiya Vidyut Nigam Ltd. (HQ), Indira Gandhi Centre for Atomic Research, PFBR Project (IGCAR), Nuclear Desalination Demonstration Plant (BARC), Kalpakkam Fuel Reprocessing Plant (BARC) and General Services Organisation. The MAPS have two units which produce 440 Megawatt of electricity. The first and second units of the station went critical in 1984 and 1986 respectively. In 2012, the Department of Atomic Energy (DAE) for the first time admitted that the deaths of some employees and their dependents at the Kalpakkam nuclear

site were caused by multiple myeloma, a rare form of bone marrow cancer linked to nuclear radiation. The DAE acknowledged that nine people, including three employees working at the Madras Atomic Power Station at Kalpakkam died of multiple myeloma and bone cancer between 1995 and 2011. Within the 5 Km radius of MAPS, approximately 30,000 workers are living in five villages. The DAE Township accommodates thousands of permanent workers and their families. There are more than 60 villages within 20 Km. in the vicinity of MAPS and more than one lakh people are living in these villages. As per reports incidents of cancer and auto immune thyroid diseases are common in the surrounding villages.

I request the DAE (Department of Atomic Energy) to establish a multi speciality hospital to cater to the needs of the villagers in and around DAE Township immediately on priority basis since the existing DAE Hospital is meant only for their employees.

**(vi) Need to expedite completion of Angamaly-Sabari rail project in Kerala and ensure payment of compensation to the owners of land acquired for said project**

SHRI K. P. DHANAPALAN (Chalaky): In the Railway budget 2011-12, an amount of Rs. 83 crores was allocated for the Angamaly - Sabari Rail project in Kerala, but only Rs. 4 crore could be availed for the project. At the same time in the Budget 2012-13 the fund allocated for the project is only Rs. 15 crores. In the Budget 2013-14 the amount allocated for the project again reduced to Rs. 10 crores. This continuous reduction in the Budget allocation will adversely affect the timely completion of this dream project of Kerala which is considered as the alternative rail route from Angamaly to Thiruvananthapuram. The opening of the new Angamaly - Sabari rail line will be a solution to the heavy traffic congestion and increase frequently of train services for Kerala. At present construction works of the rail line up to Kalady including Kalady railway bridge and Kalady railway station is at the threshold of completion. The finalization of the alignment of the line in Kottayam, Idukki and Pathanamthitta districts are also in progress. An amount of Rs. 153.91 crore is required for paying compensation to the land owners in the 1st phase of land acquisition process for 21.6403 acres of land acquired by Railways in Kunnathunadu and Aluva Taluks of Ernakulam District. The land owners in Ernakulam district have been

waiting for their compensation for more than 7 years. In Kalady area, there are still a number of land owners still not paid the compensation for their land acquired by Railways. The proposal of Railways that 50% of the cost of the Project should be borne by State of Kerala is not acceptable on account of the poor financial condition of the State.

I request that sufficient fund may be allocated for the payment of compensation to land owners and timely completion of the project in a time bound manner.

**(vii) Need to set up an Ex-servicemen Contributory Health Scheme poly-clinic at Vizianagaram town in Andhra Pradesh**

SHRIMATI BOTCHA JHANSI LAKSHMI (Vizianagaram): I would like to draw the attention of the Government regarding the grievances of Ex-Servicemen / widows / Service personnel of Vizianagaram District., Andhra Pradesh. The strength of total defense personnel would be about 20,000 in Vizianagaram district. Ex-servicemen and serving personnel including their families are facing many troubles, due to non availability of Ex-Servicemen Contributory Health Scheme (ECHS) facility in hospitals at Vizianagaram. The Vizianagaram District covers Parvathipuram Municipality Limits, Saluru Municipality Limits, Cheepuripalli Municipality Limits, Bobbili limits and also Vizianagaram Limits which are nearer to some of the tribal cities of Odisha namely Sunabeda, Koraput and border area of Srikakulam district. The ex-servicemen personnel, mostly senior citizens and widows at large are facing many troubles to reach hospitals in Visakhapatnam having ECHS facility due to far distance and huge amount of bus fare from villages of Vizianagaram district to Visakhapatnam.

In this connection, the District Ex-Servicemen Welfare Association had submitted their memorandum to District Collector as per the guidelines of the defense service to provide suitable land to construct ECHS poly clinic at Vizianagaram. In fact, the association leaders and Vizianagaram District Sainik Welfare Officers are in touch with MIMS Hospital at Nellimeria in Vizianagaram District to provide ECHS facilities to Defense Personnel.

I, therefore, urge upon the government to provide ECHS Poly Clinic at Vizianagaram town to mitigate the

difficulties being faced by serving defence officials and Ex-Servicemen belonging to my constituency.

**(viii) Need to convert National Highway between Jhansi and Chhattarpur into four lane Express highway.**

*[Translation]*

SHRI VIRENDRA KUMAR (Tikamgarh): On Jhansi-Chhattarpur-Satna National Highway which passes through my parliamentary constituency Tikamgarh- Chhattarpur, Orccha and Khajuraho are two important tourist and religious centers and at these places, a large number of tourists and religious people come from India and foreign countries. In view of the heavy movement of vehicular traffic on Jhansi- Chhattarpur route, the process of land acquisition had been initiated to convert it into a four lane express highway but later on that process had been stopped while on account of a heavy pressure of traffic on this road, the number of accidents is also increasing substantially.

I, therefore, urge upon the Central Government to take an early action to convert the National Highway between Jhansi and Chhattarpur into a four lane express highway.

**(ix) Need to check the incidents of infiltration on Indo-Bangladesh Border**

SHRIMATI DARSHANA JARDOSH (Surat): The recent incidents of violence in Assam may come up as a new challenge to the internal security of our country.

A large number of Bangladeshi citizens have been infiltrating in to our country from Bangladesh border and have been promoting illegal and terrorist activities in this country. The recent incidents of violence in Assam are the latest examples of it.

Our State governments try to repatriate those Bangladesh nationals who have illegally entered into our country and on several occasions, such cases have come to light when unwanted elements get them re- entered into the Indian territory after charging money from these persons. At times Bangladesh government does not accept them as their citizens which is proving to be a headache for our police.

This statement of the Assam Chief Minister in which he has alleged that they received the services of Central forces quite late, is quite distressing.

The government is, therefore, requested to take all these things very seriously and to take necessary and concrete steps in this regard at the earliest.

**(x) Need to provide loans at concessional rate of interest for modernization and development of sugar mills in Bihar**

*[English]*

SHRI KIRTI AZAD (Darbhanga): Sugar Industry had prospered in Bihar in the past. Besides providing employment to the majority of the population in the State, it facilitated spread of transport and communication, and assisted in developing the rural areas by mobilizing the resources in the best possible manner. Although, endowed with suitable agro-climatic conditions, yet, Bihar has not been able to fully exploit its potential for emerging as a front ranking sugar producing State in the country. Today, the sugarcane farmers as well as sugar industry are struggling for survival. Out of the 28 sugar mills in Bihar only 9 are operational now.

Therefore, keeping in view the importance of Sugar industry in the State, the Central Government should provide concessional loans for modernization and development of sugar mills. There is also an urgent need to provide financial relief to sugarcane farmers of Bihar who do not find buyers for their produce as most of the sugar mills processing sugarcane from the farmers have been forced to shut down.

**(xi) Need to enhance the Minimum Support Price and adequate storage facility for wheat in the country**

*[Translation]*

SHRI R.K. SINGH PATEL (Banda): I would like to draw the attention of the government to a matter of urgent public importance. The nominal increase in the Minimum Support Price of wheat by the government is not acceptable to the farmers. This year the farmers will be able to sell their wheat at the government procurement centres at a rate of Rs. 1350 per quintal with an increase of Rs. 65. Farmers' stand is that at times they have to pay double

freight when they wait for their turn at the weighing spot. Therefore, it would be better to sell out their wheat to the Commission agents at their place. Last year the wheat of farmers was procured at a rate of Rs. 1285 per quintal. Some farmers say that the price of one quintal wheat does not suffice to meet the expenses of one month's vegetables and soap in these times of increasing prices. For non-payment of a reasonable price for their produce, the poor farmers have been facing difficulties even in the general course of their life.

Besides this, I would also like to draw the attention of the government to it that last year since there was not a sufficient storage capacity in the godowns, thousands tons of wheat had been destroyed in the sun and rains outside the procurement centers. In spite of that, the administration did not take a lesson from it and on that account it appears that even this year the same story shall be repeated.

I, therefore, urge upon the government to take concrete steps in view of the seriousness of the farmers' problems.

**(xii) Need to develop Balamau railway station in Misrikh Parliamentary Constituency in Uttar Pradesh**

SHRI ASHOK KUMAR RAWAT (Misrikh): In my Parliamentary Constituency Misrikh, Balamau railway station has been selected as a model station. Since it is an important railway station of this area, this station needs to be developed further. All the important trains passing through this station like Lucknow Mail, Shramjeevi Express and other trains going via Kanpur, need to be given stoppage and platforms for loading and unloading.

I, therefore, urge upon the government to take necessary action in this regard.

**(xiii) Need to convert railway line from Chhapra to Thave via Masrakh-Gopalganj in Bihar into broadgauge and augment railway services in Gopalganj Parliamentary Constituency**

SHRI PURNMASI RAM (Gopalganj): The conversion of railway line from Chhapra to Thave via Masrakh-Gopalganj of north eastern railway into broad gauge line lying pending even after it has been sanctioned years ago, because the money has not been provided for this

public utility scheme. Due to pendency of this scheme, Gopalganj though being district headquarter, is deprived of broad gauge and at the same time is deprived of Express, Superfast trains. Whereas Railway Ministry is has announced last year about starting train No. 15203/15204 (Lucknow Barauni Express) and Gorakhpur-Asansole Express Via Thave. Previously, there was track point on Jalalpur Station of Banaras circle under Gopalganj district, but afterwards it was closed, due to which people of this important area for the commercial point of view, are facing heavy loss.

I demand from the hon'ble Minister of Railways that on the above rail section of North Eastern Railway already sanctioned Chhapra to Thave via Masrakh-Gopalganj gauge conversion may soon be done and Superfast Train 12566/12565 (Bihar Sampark Kranti) should in the public interest be operated upto Siwan via Thave Gorakhpur and its stoppage may be provided at Thave. Stoppage should be ensured at Thave of Poorvanchal Express (15048/15047). Gorakhpur via Thave Siwan upto Kolkatta then from Kolkatta to Siwan via Thave upto Gorakhpur and one day in a week. The Gorakhpur-Asansole Express to Gorakhpur via Thave Siwan upto Asansole and then Asansole to Siwan via Thave upto Gorakhpur and stoppage at Thave. Lucknow-Barauni Express (15203/15204) from Lucknow to Gorakhpur via Thave Siwan upto Barauni and from Barauni to Siwan via Thave Lucknow and at Thave there should be stoppage.

**(xiv) Regarding setting up an educational institute of logistics management in Tamluk parliamentary constituency, West Bengal**

[English]

SHRI SUVENDU ADHIKARI (Tamluk): I would like to draw the kind attention of Hon'ble Minister of Human Resource Development, Govt. of India that it is very desirable to have a target to achieve an expected double digit GDP growth over next decade. But to reach the target the present logistics infrastructure of India, must be given a well equipped shape, covering rail, road, waterways, air network etc. In true sense, a developed logistics infrastructure of a country is the backbone on which a nation marches ahead. For any company approximately 10% to 35% of gross sales are logistics cost depending on business, geography and weight value ratio. In fact,

logistics is essential for a company's competitive strategy and survival.

But for a sustainable development of logistics infrastructure we need prudent long term strategy for which in-depth knowledge and insight is needed. And, herein lies the importance of giving emphasis to the study of logistics management. But it is very disappointing that my parliamentary Constituency, Tamluk in West Bengal is completely devoid of the scope to pursue such studies. There is no such institution where the students can study this discipline.

So, this is my humble request to Hon'ble Minister of Human Resource Development, Govt, of India, to please consider building an institution in my parliamentary constituency, Tamluk in the district of Purba Medinipur, West Bengal to Start the study of logistics management.

**(xv) Need to formulate a comprehensive policy for welfare of the aged persons in the country**

SHRI D. VENUGOPAL (Tiruvannamalai): Number of persons above 60 years of age has grown three times during the last sixty years. Many of them are not in the joint family set-up due to the changing scenario of the society. They are forced to live alone in separate Houses which is very dangerous. Because of professional duties, their wards stay in other towns and cities and sometimes abroad. As a result of this, aged persons are not able to get due medical attention and help. There is a need for specialized medical centres for aged persons where medically trained professionals should be made available. Government should set-up health centers meant for aged persons throughout the country. An organization should be set-up which can have dedicated and determined youth as members, and that organization can work for the welfare of these aged persons taking care of their medical and personal needs. Taking into account of the ever-changing situation and increasing population of aged people, Government should take urgent steps in this regard. Particularly, aged persons in rural areas should be taken care of. In every taluk of the country, aged persons' welfare homes should be set-up to take care of these people. Students and dedicated volunteers should be utilized for running these homes. Educational institutions should be encouraged to work with such homes and there should be an organizational mechanism for effective implementation

of this scheme. In radio, there should be a special bulletin for ten minutes everyday, which is meant for the aged persons. There should be awareness among the people in this regard. Since FM radio stations are becoming popular nowadays, Union Government may use this medium. I urge upon the Hon'ble Prime Minister to take an initiative for implementation of a comprehensive policy in this regard and also to allot adequate fund for the same.

**(xvi) Regarding adequate supply of power in Andhra Pradesh**

SHRI NAMA NAGESWARA RAO (Khammam): I would like to bring to your kind notice the grim power situation in Andhra Pradesh. The State is reeling under frequent power cuts and erratic electric supply. The demand for power is 264 MU per day, the supply is only 215 MU. So, there is a huge gap between the demand and supply. Consequently farmers, domestic power consumers and industry are suffering which is affecting the industrial production. The State Government has failed to establish a power corridor to enable transmission of electricity from neighbouring States. The consumers are forced to bear with power cuts for 10-12 hours in the rural areas and five to six hours in the urban areas. In the capital city of Hyderabad, the power utilities are imposing power cuts up to four hours in three spells. So far as farmers are concerned, they are not getting power supply for their agricultural operations even for four to five hours. The Andhra Pradesh Chambers of Commerce and Industry has blamed the State Government for sleeping over the issue of power for the last three years, which has ultimately led to the severe crisis for small and tiny industrial sector. In view of this grim power scenario, I would request you to intervene and arrange to supply power from neighbouring States to mitigate the hardship of framers, domestic power consumers and industrial sector.

**(xvii) Need to ensure adequate payment of compensation to land oustees whose lands are being acquired for setting up of a thermal power station in Bausi block of Banka district in Bihar**

*[Translation]*

SHRI JAGDANAND SINGH (Buxar): Permission has been received for construction of thermal power station by a company in Bausi division of Banka (Bihar). Thermal

needs 2200 acre land for which the state government has permitted the company to acquire this land from the farmers. Not acquiring land by state government itself and allowing the company to acquire it from farmers in proving very dangerous process for farmers.

Farmers do not oppose the construction of Thermal power House, but they want adequate price of their land. They are negotiating with the farmers and by not giving adequate price, getting the land registry done forcibly. Whereas government is given 20-25 lakh rupees per acre for acquiring land from other places Bihar state and there is Bausi land is being looted at the rate of only 40-50 thousand rupees per acre. Destitute widow and illiterate, helpless villagers are being taken forcibly to Registry office and by asking them to put their thumb impression, the formalities are completed and the extreme thing was when a unknown person who is powerful by intimidating hundreds of farmers get the power of attorney and got their land registered himself on throw away prices and in turn price was also not given. Those who do not want to give land at any cost, grabbed their land without Registry.

The injustice being done in the matter of land has gone upto this extent that the water of 'Chanan Reservoir' has also been handed over to the company. 'Chanan Reservoir' is 50 years old from which a big part of fertile land is irrigated. The farmers are restless. No one has come forward to save the farmers and therefore they are agitating.

I demand from the central government that by interfering in the matter, the interest of the farmers should be saved.

**(xviii) Need to include people belonging to Paradh community living in Bihar in the list of Scheduled Castes**

SHRI PUTUL KUMARI (Banka): People of Pairdha caste live in many states in the country and out of these they live in more number in many districts in Bihar state. Apart from these the families of Pairdha caste in more number live Munger, Nawada, etc. districts, but Pairdha castes has not been included in Scheduled Tribes/ Backward castes by the government. Whereas the castes of less number of people have been included in the backward/Scheduled tribes. Therefore, the central government should take early steps to include Pairdha

caste in Backward/Scheduled caste. The people of these castes are living their lives in backwardness and poverty for many years. There is cent per cent possibility of improvement in the plight of these families by giving this caste special status by taking reformative steps in the society. The number of people of this caste may be assessed in all the states and should soon be included in the scheduled/backward classes in all states. The centre should seek proposal from state government to this effect and should include these people in the list of Scheduled castes.

12.05 ½ hrs.

**SEXUAL HARASSMENT OF WOMEN AT  
WORKPLACE (PREVENTION, PROHIBITION AND  
REDRESSAL) BILL, 2012**

[English]

**Amendments made by Rajya Sabha**

THE MINISTER OF STATE OF THE MINISTRY OF WOMEN AND CHILD DEVELOPMENT (SHRIMATI KRISHNA TIRATH): I beg to move:

"That the following amendments made by Rajya Sabha in the Bill to provide protection against sexual harassment of women at workplace and for the prevention and redressal of complaints of sexual harassment and for matters connected therewith or incidental thereto, be taken into consideration."

Enacting Formula

1. That at page 2, line 1, for the word "Sixty-third", the word "Sixty-fourth" be *substituted*.

**Clause 1**

2. That at page 2, line 5, for the figure "2012", the figure "2013" be *substituted*.

MADAM SPEAKER: The question is:

"That the following amendments made by Rajya Sabha in the Bill to provide protection against sexual harassment of women at workplace and for the prevention and redressal of complaints of sexual harassment and for matters connected therewith or incidental thereto, be taken into consideration."

**Enacting Formula**

1. That at page 2, line 1, for the word "Sixty-third", the word "Sixty-fourth" be *substituted*

**Clause 1**

2. That at page 2, line 5, for the figure "2012", the figure "2013" be *substituted*.

*The motion was adopted.*

**Enacting Formula and Clause 1**

MADAM SPEAKER: We shall now take up the amendments made by Rajya Sabha.

The question is:

"That at page 2, line 1, for the word "Sixty-third", the word "Sixty-fourth" be *substituted*." (1)

"That at page 2, line 5, for the figure "2012", the figure "2013" be *substituted*." (2)

*The motion was adopted.*

MADAM SPEAKER: The Minister may now move the amendments made by Rajya Sabha be agreed to.

SHRIMATI KRISHNA TIRATH: I beg to move:

"That the amendments made by Rajya Sabha in the Bill be agreed to."

MADAM SPEAKER: The question is:

"That the amendments made by Rajya Sabha in the Bill be agreed to."

*The motion was adopted.*

12.07 hrs.

**SUBMISSION BY MEMBERS****Re: Reported drying up of and Pollution in River Yamuna**

[English]

MADAM SPEAKER: We will take up 'Zero Hour'

[Translation]

SHRIMATI SUSHMA SWARAJ (Vidisha): Madam Speaker, We call Ganga ji and Yamuna Ji as " Ganga

Maiya" and "Yamuna Maiya" because these rivers are not rivers but are mothers for us. You know that Indian civilization is called as Ganga-Jamuni civilization. In our national anthem we praise it day and night saying Vindhya, Himachal, Yamuna, Ganga. The devotees of Krishna when imagine of "Braj Kshetra" then they see therein flowing Yamuna with a murmuring sound. But it is very sorry state of affairs that in Mathura, Vrindavan of very " Braj Kshetra" Yamuna has almost dried up and in Delhi Yamunaji has severely been polluted, and when the same polluted water reaches in Mathura, Vrindavan then it is neither found fit for "Achaman" nor for bathing purposes. The Priests have become helpless to give bath to Thakurji of all the temples of Braj Kshetra with the same polluted water. Although this issue was brought to the notice of government many a times, assurances were given many a times and a big scheme was also made, Yamuna action plan of thousands crore rupees was also prepared, but of no avails till date. As the saying is " Vahi Dhak ke teen Pat" (the situation has remained the same). Situation has become so painful and resentful that a "Muktikaran Padyatra" has started from Braj Kshetra. This is reaching Delhi today. Sonia ji is sitting here. They had come to meet Sonia ji on 8th February and I think perhaps she herself had called them. But despite her assurance no solid action has been taken thereon so far.

Madam, it is not so that dried up rivers cannot be revived. The example of Sabarmati in Gujarat is before us. The example of Narmada and Kshipra in Madhya Pradesh is before us. Sabarmati river in Ahmedabad was totally dried up. When we used to go to Ahmedabad then cracks were visible clearly. But diverting the water of Narmada to Sabarmati, now Sabarmati is flowing to its capacity. Recently a new scheme of linking Kshipra with Narmada river has been introduced by Chief Minister of Madhya Pradesh. That effort will be completed within a year and Singharsth Kumbha is going to be held in Ujjain. We will see as to how Kshipra river is flowing to its capacity. But for what reason neither the water flow of Yamuna is increasing nor its pollution is decreasing. Therefore with your permission, I would like to raise this issue here. I don't want that this issue should be taken up in Zero Hour and finished. You have much obliged by giving permission to speak. But we people want that government should give reply to it, should give assurance on it. Because I would like to say that this is our cultural heritage. This is the

symbol of our faith. In 1380 square kilometre area of Yamuna, it provides drinking water. It while irrigating of lakhs of hectares of agricultural land gives us food. That is why it is our lifeline. It would be better if the government itself should have taken over such duties, but now social workers have been stood up, the citizens of country are persuading them then in such a position the government should take action thereon with more Vigorously. Therefore, I would like to say that there is a immediate measure and a long term measure. Immediate measure is that the government should take decision to release water from Hathini Kund Barrage immediately so that water flow of Yamuna ji can be increased and pollution thereof can also be decreased to some extent. But long term measures should also be there. Therefore, I through you, would like to ask the government that Hon. Minster concerned Shrimati Jayanti Natrajan ji is also sitting here who can make it pollution free. Chairperson of U.P.A. is also sitting who are most powerful leader, Whatever she says, the government does it. Just now we were saying, today we both were pointing out to each other that whosoever Minister stands he says about Raibareilly. I was saying that nothing for Vidisha, nothing for Sasaram, everything for Raibareilly. ...(*Interruptions*)

SHRIMATI SONIA GANDHI (Raibareilly): Lots have been given to Vidisha also.

SHRIMATI SUSHMA SWARAJ: If Yamuna would have been passing through raibareilly then pollution therein would have certainly been decreased and water-flow increased. The problem is that Yamunaji is not flowing from Raibareilly. It is drying up in Mathura-Vrindavan. It is drying up there ...(*Interruptions*) As I am daughter of Braj, it is very painful to me personally that Yamuna has dried up.

Madam Speaker, I would like to say you that we want reply and assurance both. But the reply should satisfy to those devotes who go to visit on foot there and satisfy to all of us sitting in this House. Therefore, I want that Hon. Minister should himself standup and assure us to take immediate measure and longterm measures also regarding Yamuna Ji. ...(*Interruptions*)

MADAM SPEAKER: Shri P.L Punia, Shri Arjun Ram Meghwal and Shri virender Kumar associate themselves with the issue raised by Shrimati Sushma Swaraj.

[*English*]

MADAM SPEAKER: I cannot compel. I think it is a very important subject

[*Translation*]

It is very important subject.

...(*Interruptions*)

MADAM SPEAKER: If you give notice, will allow discussion.

...(*Interruptions*)

[*English*]

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRIMATI JAYANTHI NATARAJAN): Madam, I heard the hon. Leader of the Opposition. I want to assure the House, through you, that the UPA Government takes this issue extremely seriously. This House discussed the entire issue of the pollution of the River Ganga last year. Under your guidance, the entire discussion took place for over three hours. We are aware of the pollution issues of the River Yamuna. I would only point out, in the beginning, that the effort to clean the River Ganga and also the River Yamuna was started by the then Prime Minister Shri Rajiv Gandhi. And after those efforts, after the Ganga Action Plan-I and II, after the Yamuna Action Plan-I, II and III, the efforts have borne fruit to this extent that the water level would have been much worse had those efforts not been taken up. ...(*Interruptions*) I was listening to Shrimati Sushma ji. Please listen to me. I totally agree with Shrimati Sushma ji that today the 22 drains that drain into Delhi in the Yamuna, as it passes through Delhi, has made it a drain. There is no water. Today, water is an issue. First, the river has to flow and the water has to be released. She talked about the release from the Hathni Kund Barrage. This is a political issue where the entire House has to take a call. ...(*Interruptions*)

[*Translation*]

SHRIMATI SUSHMA SWARAJ: What will House do on political issue?

[*English*]

SHRIMATI JAYANTHI NATARAJAN: I will tell you. ...(*Interruptions*)

[*Translation*]

SHRIMATI SUSHMA SWARAJ: You have your govt. in Haryana, you have your government in Centre. Will the Centre like that water should not come from Hathini Kund Barrage? You have directed your Haryana government. ...(*Interruptions*) This is not the government of any other party. ...(*Interruptions*)

[*English*]

SHRIMATI JAYANTHI NATARAJAN: I will explain how. I will explain why it is a political issue. Madam, I do not want to take too long. I just want to say this. It is a political issue because water is taken by every State for agriculture. About 90 per cent of the water is used for agriculture. Are people willing to let that water go? So, the water should flow. ...(*Interruptions*)

[*Translation*]

MADAM SPEAKER: You please sit down.

...(*Interruptions*)

MADAM SPEAKER: What are you doing?

...(*Interruptions*)

MADAM SPEAKER: Let her speak.

...(*Interruptions*)

MADAM SPEAKER: Jagdambika Pal ji, please sit down.

...(*Interruptions*)

[*English*]

MADAM SPEAKER: What is happening? No, nothing else will go on record.

...(*Interruptions*)\*

[*Translation*]

MADAM SPEAKER: Jagdambika Pal ji, you please sit down.

...(*Interruptions*)

[*English*]

MADAM SPEAKER: Nothing is going on record.

...(*Interruptions*)\*

SHRIMATI JAYANTHI NATARAJAN: I think the hon. Member has not understood what I was saying. The only way the river can be cleaned is if the water flows. If there is no water flow, it cannot be cleaned because there is no dissolution, it does not dissolve.

Regarding the pollution, Madam, the point sources of pollution, I want to say as a matter of pride for this Government, during the Kumbh Mela we took short-term and medium-term measures to ensure that during the Kumbh the water was clean. And in the same way we will see that there are short-term measures. We are looking at new and innovative measures like bioremediation. We are looking at measures like interceptors. The problem is, all the money that Sushmaji referred to has been spent by the Central Government in setting up sewage treatment plants but the sewage treatment plants do not work because the State Governments and the urban local bodies have not connected their sewers to the sewage treatment plants; and there is no electricity. ...(*Interruptions*)

Therefore, Madam, we need to look at new and innovative ways. We have to ensure that the sewage treatment plants work at full capacity. We have to also ensure that there is bioremediation and that treated water is not sent back into the dirty drain. All these are being submitted before the Supreme Court today. The Government has taken this up very seriously and we will ensure that we do everything in our power to make sure that the Yamuna is clean. ...(*Interruptions*)

[*Translation*]

SHRI JAGDAMBIKA PAL (Domariyaganj): Shri Rajiv Gandhi gave so much money, who will be responsible for that? ...(*Interruptions*)

MADAM SPEAKER: You all please sit down.

...(*Interruptions*)

MADAM SPEAKER: Hon. Members, the leader of Opposition raised a very serious matter during zero hour and I feel that all the members are very much distressed and concerned over this and if you give a notice we shall get a discussion done in this regard. I think it would be right.

...(*Interruptions*)

MADAM SPEAKER: Now we start discussion on Rail Budget. Item No. 20 Shri Lalit Mohan Shuklabaidya. *...(Interruptions)*

MADAM SPEAKER: You please give notice, we shall get discussion done at the earliest.

*...(Interruptions)*

MADAM SPEAKER: You give notice, we shall get it done at the earliest.

*...(Interruptions)*

SHRI LALU PRASAD (*Saran*): Madam, the agitation has started. The people of the whole country are on march. *...(Interruptions)*

MADAM SPEAKER: What do you want?

*...(Interruptions)*

DR. NIRMAL KHATRI (*Faizabad*): Madam, it can't be denied by terming it a political issue. *...(Interruptions)*

MADAM SPEAKER: What do you people want?

*...(Interruptions)*

DR. NIRMAL KHATRI: Madam, the date of discussion be fixed. *...(Interruptions)*

SHRI LALU PRASAD: River is our life line. *...(Interruptions)* The discussion on this should take place today itself. *...(Interruptions)* Make Yamuna pollution free. *...(Interruptions)* Please do this in the House itself. *...(Interruptions)*

SHRI SHAILENDRA KUMAR (*Kaushambi*): Madam, people from all over the country are here. *...(Interruptions)*

SHRI HUKMADEO NARAYAN YADAV (*Madhubani*): The Government should immediately take decision in this regard. *...(Interruptions)*

MADAM SPEAKER: We get the discussion held early.

*...(Interruptions)*

DR. NIRMAL KHATRI: The manner in which a passage was made at Ganga River on the occasion of Kumbh, the same may be done for Yamuna. You please fix the date of discussion. The Hon. Minister can't evade the issue simply by saying that it is a political issue. *...(Interruptions)* A solution to this problem should be found and you please fix the date of discussion. A solution should be found without further delay. *...(Interruptions)*

MADAM SPEAKER: Agitated people from Brij and Mathura have come here on the issue of Yamuna. In the recent past, there was discussion on the Ganga. Both these rivers are life line of our country. Ours is an agriculturist country. The farmers as well as common people are linked with it. Our faiths are linked with it and these faiths are not related to any particular religion. The faith and belief of the people of every religion is linked with it. I feel today that this House should assure the people who are leading the agitation in unison that this House is with them. These sentiments should reach there in one voice. I am feeling the pulse of the House-Leader of Opposition has spoken, our Minister from treasury benches have spoken. All have associated themselves with this issue.

*...(Interruptions)*

MADAM SPEAKER: Yes, yes, you have also spoken. All have spoken. I would like that the sentiments of this House should echo, outside also and have such effect that all our rivers become pollution free. It should be our resolution.

*...(Interruptions)*

MADAM SPEAKER: The House has resolved, you please sit down. Now we take up Rail Budget. Shri Lalit Mohan Suklabaidya.

**12.24 hrs.**

**RESOLUTION RE: APPROVAL OF THIRD REPORT OF RAILWAY CONVENTION COMMITTEE, RAILWAY BUDGET (2013-14)—GENERAL DISCUSSION, DEMANDS FOR GRANTS ON ACCOUNTS (RAILWAYS)—2013-14**

**SUPPLEMENTARY DEMANDS FOR GRANTS (RAILWAYS), 2012-13**

**AND**

**DEMANDS FOR EXCESS GRANTS (RAILWAYS), 2010-11**

*[English]*

MADAM SPEAKER: Now, we can take up the discussion on Railway Budget. Shri Lalit Mohan Suklabaidya to continue.

*...(Interruptions)*

SHRI LALIT MOHAN SUKLABAIIDYA (Karimganj):  
Madam, although I am happy that all the States of North East will soon be coming on the railway map, but at the same time, I express my deep concern because various projects of the North East are either stalled or inordinately delayed.

Madam, Dullabcharra to Charagi railway extension work was taken up and survey was completed some years back, but after that, no work was done. This time also, we have got a line - Patharkandi to Kanmum. I request the Government to see that these two are taken up in this Budget itself. I would request the Government to take up these two railway lines, because they will connect the remotest area of Barak Valley; and the people will be coming closer to the mainland.

Madam, I repeatedly requested for resumption of Karimganj-Bangladesh link through Mahisasan in Assam. This is an old railway line and it is not a new one. We have railway infrastructure and that is to be re-constructed. I would request the hon. Minister to take up this because it is not there in this Budget. This will help in the development of trade and commerce of the area.

Madam, the gauge conversion of Rangiya-Murkongselek will be completed this year for which we are happy but unfortunately the conversion of Lumding-Silchar is going to be delayed further. It was to be completed by 2007, then in 2009, then in 2012 and finally we were told that it will be given to us as a New Year gift of 2014. In the completion list, which the hon. Railway Minister has given in the House, it has not been mentioned which means that it will not be completed up to 31st March. However, hon. Railway Minister has expressed his desire to complete it immediately after 31st March. So, it is going to be delayed again. I have visited the construction site along with the hon. Minister of the Government of Assam. I found that if the speed with which the work is going on continues, then it will be completed in six months. I would request the hon. Railway Minister or the Minister of State in the Ministry of Railways to visit the site as it is a long pending national project which requires to be completed soon for the people of Barak Valley. Madam, this is 180 Kms. line and it takes 14 hours to cross this line whereas in other parts of the country this much distance can be covered in two hours. So, this work has to be completed as soon as possible.

Another national project which is running behind the schedule is Bogibeel project. It is an important link between North and South banks of Assam. It is yet to be completed. I would request the hon. Minister to take note of it and kindly take action for its completion as soon as possible.

Madam, we are happy that we have been given three new trains this time. In this connection, I wish to say that in the earlier Budget a new train from Kamakhya to Mumbai was given to us but that train ran for a few weeks only and after that it was suspended because of its sub-standard coaches. Now, these coaches are occupying the parking space of Kamakhya station. We expect that this time whatever train we get, it should run properly.

Madam, earlier we were given a number of assurances like multifunctional complexes at Guwahati, Silchar and Dibrugarh, diagnostic centre at several stations and most importantly the conversion of Guwahati railway hospital into a medical college. These are lying in Railway Intensive Care Unit and are not coming out.

One assurance regarding construction of a Wagon Factory at Guwahati has come out of the Railway Intensive Care Unit. I had reminded the hon. Minister of it during the last Railway Budget and the hon. Minister informed me in writing that an initial sum of Rs.180 crore has been sanctioned for starting the Wagon Factory on PPP basis. I would request the hon. Minister to start construction of this wagon factory as it will absorb a large number of unemployed people. Railway is concerned about employment generation and that is why I would request the hon. Minister to start it immediately.

Railways have proposed to establish 25 skill-development centres and I am happy that three of these centres will be established in my State.

Madam, there is one sentimental demand which I have raised in the House a number of times and that is regarding re-naming Silchar Station as Bhasha Sahid Station because eleven persons laid their lives on this station for the cause of language. For their supreme sacrifice, Bengali language was recognised as the official language of Barak Valley. These martyrs are recognised all over the world and they find a place in the history. Our demand was refused, we then protested but after that we did not get any response. The then Railway Minister interfered in my speech made in this House and she told

that she had received the request and she had been looking into it. But after that, we did not hear anything. I do not know the reason. I do not know whether they want to deny it or delay it. We know that in recent past, many stations are named after many famous persons. If so, why could Silchar Station not be renamed? I would request once again the hon. Railway Minister to consider renaming the Silchar Station as Bhasha Shahid Station.

Madam, though many stations have been converted into model stations and have been given a face-lift, yet there are many stations which require upgradation. The most urgent requirement is maintaining cleanliness and hygienic conditions at the small stations for the comfort of passengers. The Waiting Halls at all the stations require urgent attention. Therefore, I would request the Government to fulfil the need of the passengers by providing all basic amenities required by them during journey.

The Railways touch almost all corners of the country. The Railways can tackle the growing unemployment. Therefore, the Railway employees should be from all corners of the country. So, kindly consider recruiting lower category staff area-wise. If it is done, the Railway employees will be spread all over the country and that will not be centralised. I would request the hon. Railway Minister to consider this.

These are some of the points which need urgent attention. I would again request the hon. Railway Minister to visit the broad gauge construction site and ensure that it is completed within six months. I know Rs.100 crore were not released last year for this project. This time, I know that the hon. Railway Minister is hopeful that he will get all the funds from the Government of India. At the same time, I would request the hon. Finance Minister also to kindly provide the funds required for conversion to broad gauge.

\*SHRI P. KARUNAKARAN (Kasargod): Before presenting the Railway Budget, Railway has already raised the freight charges as well as the passenger charges. In this Budget also, Railway raised the freight charges. Though it is stated that there is no charges on passenger charges of Super Fast train, Reservation charges, charges on cancellation of tickets, charges on Tatkal tickets etc. are all raised. This is really a burden on the Railway passengers

and common people. So new charges have to be withdrawn.

Railways has taken a decision of private participation in almost all the projects either in the construction of lines or in the construction of new Railway stations or new coach factories. Railway is the largest public undertaking in our country. It is really a symbol of national integration. The success of the Railway is due to the participation of the people and the cooperation of lakhs of workers. But, now-a-days, Government has taken a new liberal policy, as a result large number of workers are denied employment. There were about 17 lakh workers earlier but now it has declined to 13 lakhs. It adversely affects the security and protection of Railway. So these changes in the policy have to be reviewed. We witness number of accidents now-a-days in Railway. More RPF persons have to be deputed. Railway should consult with the State Governments also with regard to protective measures that has to be taken.

I like to mention some of the issues in Kerala. Kerala is neglected in this Railway Budget badly. So I like to give the following suggestions in this regard:

- (a) More funds should be allocated for the Palakkad Coach Factory and Allapuzha Wagon Factory and the time bound road maps should be drawn to complete the project.
- (b) Number of surveys have already been included in the earlier budget. But most of them are not completed. The Kanhangad-Panathoor survey is over. Railway Board has accepted and it has been sent to the Planning Commission's appraisal. So I would like to speed up the work and allot funds in this Budget. The Panathoor-Kanniyoor survey was included in the last Budget. The survey is in progress. I would request to speed up this survey as early as possible.
- (c) The other important services are Thalassery-Mysore, Kannur-Matanoor, Guruvayoor-Thanoor, Nilamboor-Manchangad and Angamali-Sabri. Railway should give due importance to these surveys.
- (d) There is a mistake on the part of the Railway officers that a new line Kaniyoor-Kotikulam is included. There is no need of such line because this Kanhangad-Panathoor-Kanniyoor line is in progress.

It is sad to say that new trains are very less and no important trains are included. So I suggest to include the following items:-

A new train from Trivandrum to Mangalore.

A new passenger train from Calicut to Mangalore or Kannur to Mangalore.

The frequency of Lokmanya Tilak and Kochivelli should be increased from one to two.

The frequency of Chandigarh to Kochivelli should be increased from one to two.

The frequency of Rajdhani and Samparak Kranti should be increased for one more day.

A new train from Cochin to Bangalore.

The Executive Passenger Train from Ernakulam to Kannur should be extended to Mangalore.

Janashatabadi train from Alleppey to Kannur should be extended to Mangalore.

There should be new train from Chennai to Mangalore.

A tourist train from Kanyakumari, Karnataka, Kerala to Goa.

In order to make better passenger connectivity in northern part of Kerala, a demo service should be started from Shornur to Mangalore or Calicut to Mangalore.

More funds should be allotted for the doubling and electrification. There are about 80 acres of land in Bekal Railway station premises and Bekal is a national tourist destination. So Bekal or Kotikulam should be declared as the tourist destination station.

Since Kasaragod is the last end of the State, a stoppage to Rajdhani should be given to Kasaragod. Though number of stations are declared as Adarsh stations such as Manjeshwar-Kasaragod, Kanhangad, Nilleshwar, Cheruvathur, Payanoor, Payangadi, no new projects or facilities are provided. So I request to atleast allot one crores rupees for such station. In other stations, the minimum facilities such as upgradation of platform, new shelters, drinking water facilities etc. has to be provided.

I would like to request the Hon'ble Minister to consider these issues especially the issue of northern Malabar or Kerala.

*[Translation]*

\*SHRIMATI SUMITRA MAHAJAN (Indore): The primary objective of the Government is to improve the lot of the weakest of the weak by providing him assistance. The situation of Madhya Pradesh is somewhat like this with reference to Railways. From railway density point of view M.P. comes at last stage. In such circumstances, special efforts are needed to bring it at par with the national level. Not only Madhya Pradesh, but there are many States, which need to be given special promotion. If we see the future of Indian Rail especially while assessing the above circumstance.

It seems the budget has been made with such thinking in mind. I am of the opinion that if we review the whole budget, we will find that no permanent solution has been found to improve the financial condition of Railways. In place of increasing passenger fare and freight charges or expecting from the Central Budget, stress should have been given to such schemes which could not only increase the volume of freight movement but also passenger traffic. In place of Re-laying the third line or running the bullet train, it was necessary that along with dedicated freight corridor such alternative routes be indentified and funds be spent on their upgradation. Instead of increasing the speed of passenger trains to 160 Kms, it is more important that after finding alternative routes pressure be eased on main lines by running other trains. I would like to give an example that if gauge conversion of Ratlam - Khandwa section is undertaken on high priority, it will not only provide shortest route from North to South, it would also provide connectivity to other areas. Many such routes are available on Indian Railways, the need is to exploit them. The development of such routes will not only cost less, but it will also take less time and their benefits could be reaped instantly.

If we review the budget from common man's point of view by distancing ourselves from the jugglery of figures, the effort has been made only to maintain c the status quo of railway income as an interim measure. The real source of railway income is freight traffic. The hon. Minister has clarified in his budget speech that the Rail Department incurs loss in the matter of passenger traffic. But no measures have been suggested in the budget to make good of the loss except to increase the fares. If any action

\*Speech was laid on the Table.

would have been taken in this regard, it would have been good for the future of railways.

Rail traffic is very important for common man and he mostly depends on it. In such circumstances the increase in fares will naturally affect the budget of common man. This increase will directly and indirectly make an impact and the common man will remain apprehensive in future also.

I welcome the move to increase the number of security forces, especially the women security personnel from passenger safety point of view. But only appointment is not sufficient. It is also necessary to ensure that the appointed person discharges his or her duty honestly. There have been many occasions, when it is seen that the security personnel board the passenger train from the originating station, but after some distance they deboard the train and go back to their original place. Many such examples are there. In such a situation, security arrangements remain on paper only. Here I would like to mention that most of the accidents and the incidents of theft are committed by the people who remain in touch with the security personnel. Special arrangements should be made for the safety of suburban rail passengers.

I welcome the announcement of new passenger trains to Indore. I would also like to underline the fact that many such suggestions where utility of passenger bogies could be enhanced without mobilising any additional resources were ignored, as extension of Indore-Nagpur passenger train upto Raipur, Indore-Pune passenger train to be regularized, the train going from Indore to Patna be regularised and extended upto Darbhanga. The demand for passenger train for South on Konkan Railway is being ignored for years. I would request the Hon. Rail Minister to make an announcement in this regard.

\* SHRI BHAUSAHEB RAJARAM WAKCHAURE (Shirdi): A large number of devotees from Delhi and surrounding areas go to Shirdi for Darshan of Shri Sai Baba, but they have to face a lot of difficulties as they find it difficult to get rail reservation. Although a railway station has been established at Holy pilgrimage places Shirdi, but no arrangement could be made to run a daily superfast Duranto Train from the Capital Delhi to Shirdi, as a result

the devotees from Delhi and surrounding areas have to face lot of difficulties in going there.

Therefore, I would request that keeping in view the increasing number of devotees, a daily Duranto Express train from Delhi to Shirdi from both sides may be started. Necessary action may be taken to increase reservation quota in all categories of all trains passing through Rajdhani Delhi to Manmad/ Kopargaon and to provide atleast 5 minutes stoppage of all trains at Kopargaon.

A large number of devotees of all religions not only from various parts of the country but from foreign countries also come to world famous pilgrimage of Shri Saibaba. But there the nearby Railway stations of Kopargaon and Nagarsul lack in basic amenities for devotees.

There is need to increase the availability of seats in all classes of all superfast trains at Kopargaon/ Manmad. There is need to provide basic facilities and making both these railway stations more comfortable and beautiful by giving them the status of Adarsh (Model) Railway Stations for devotees visiting the world famous Shirdi Dham of Saibaba and to provide stoppage of all Express trains including Sampark Kranti Express (2629) and Pune-Gorakhpur Express (1037) and Yashwantpur- Bangalore-Hazrat Nizamuddin at Kopargaon Station.

The demand for laying new rail line between Nasik and Pune and Manmad-Shahpur via Akola and Belapur via Nevara Parli Baidyanath is being made for a long time. But these lines have not been laid so far.

Although in this rail budget fare has not been increased directly but by increasing reservation charges, Tatkal and Cancellation charges, passengers have been made to pay some more. This type of indirect increase in fares is not justified.

In addition to this, by increasing the freight charges people have been burdened with price rise. It is clear the prices of many commodities will increase and the common man will have to bear the brunt of all this Rail Budget.

Further, this increase in freight charges will make the transportation of fertilisers costly for the farmers. This will increase the fertilisers subsidy bill of Government. Already there is subsidy bill of 61 thousand crore on the Govt. which it is trying to reduce. Most of the fertiliser transportation in the country is undertaken by the railways.

In such circumstances its burden will be put on the farmers of the country which is not in the interest of poor farmers.

Ultimately, the common man will have to bear the burden of 5-8 percent increase in freight charges. In the coming days, not only cement and steel but the prices of petroleum products are also going to increase. With the increase in transportation of all industrial products including cement and steel from house building to T.V. and fridge are going to be costly. This will definitely result in price-rise.

The Steel companies are of the view that due to increase in freight charges, the prices of steel in the domestic market can increase from five to eight percent. It will be double lashing for Steel Industry, as they will have to spend more on the transportation of coal and one other major, input, the iron ore. It will affect all the equipments which use steel as raw material. The cement companies will also be subjected to double lashing. With the increase in rail freight, a 50 Kg. bag of cement will cost seven rupee more.

The Cement companies have announced that their cost of production will increase. With the increase in retail prices of Steel and cement, the house making will become a costly proposition for the common man. Not only this, the electricity companies will have to bear the brunt of coal freight.

I would like to request that necessary steps be taken while considering my following suggestions sympathetically:

- The rail passengers of Belapur maybe provided the facility of travelling in general compartments in Karnataka Express.
- Kolhapur- Dhanbad weekly rail may be run via Pune- Manmad- Khandwa-Itarsi Dhanbad.
- Monthly season Pass may be allowed from Belapur to Daund.
- The Bangalore, Ahmedabad weekly train from Sai Nagar Railway Station should be run three times in a week and this rail service should be extended upto Ajmer, Jaipur, Jodhpur.
- The Sai Nagar-Tirupati Rail Service should be run two times in a week via Solapur-Daud.

- Solapur-Sai Nagar Jaipur weekly Holiday Express should be run through Bhopal route.
- Sai Nagar Pune Mumbai fast passenger should be run separately.
- Pune-Amritsar Express should be run weekly.
- Pune-Manmad Passenger should be run directly upto Kalyan or Igatpuri.
- Kolhapur-Dhanbad weekly Express train should be provided stoppage at Sai Nagar.
- A special religious train should be run for Viswatmak Jangli Maharaj Ashram, Shirdi.
- A new train should be started via Daund-Manmad-Aurangabad to Ahmedabad-Rajkot-Gandhidham.
- A new train for Shirdi-Ahmadnagar-Ajmer-Jodhpur.
- A new train from Shirdi to Ajmer should be run.
- A new rail line should be laid from Rotegaon to Puntambe.
- No building construction work should be done by Railway at Srirampur (Belapur Railway Station) which is near Hazrat Syaed Shah Kadra Dargah Shareef.
- More seats should be made available in all the classes of trains in all superfast trains at Kopargaon/ Manmad for the pilgrims who visit world famous Shirdi Dham for the devotees of Sai Baba.
- Stoppage for all Express trains at Kopargaon should be provided including Sampark Kranti Express (2629) and Pune-Gorakhpur Express (1037) and Yashwantpur Bangalore- Hazrat Nizamuddin for the devotees who come to world famous Shirdi Dham.
- The Kopargaon Railway Station should be provided the status of model station in view of the importance of world famous Shirdi Dham and all the necessary basic facilities should be provided there for all the devotees visiting the place by beautifying it and with more facilities.
- A daily special express train should be run from Shirdi to Delhi and Delhi to Shirdi for world famous Shirdi Dham.

- Additional coach should be attached with Devgiri express and Pune-Mudkhar express (1321)
  - Three tier coach should be attached in Daund-Manmad-Mumbai train.
  - 18 coaches should be attached in Shirdi-Mumbai fast passenger train.
  - Pune-Manmad (1601) passenger train should be extended upto Kalyan.
  - 2113/2114 Pune-Nagpur Garib Rath should be provided a stoppage at Balanpur.
  - Kolhapur-Dhanbad weekly Express train should be provided stoppage at Belapur.
  - All the trains should be provided stoppage at Belapur.
  - The Nagarsul Railway Station near would famous Sai Baba Shirdi Dham should be provided a status of model railway station and this station should be beautified and more facilities should be provided there so that all basic necessary facilities could be provided to the devotees coming there in thousands of numbers from South India daily.
  - The world famous Sai Baba Shirdi Dham should be linked with Delhi through a superfast train at the earliest.
  - A daily superfast train should be run daily between Shirdi and Delhi on priority basis.
  - Funds should be allocated for on-going survey work on the different Railway lines in Maharashtra.
  - Modernisation of plants, equipments and Railway stations in all the railway stations in all the railway divisions coming under Maharashtra should be done immediately.
  - The reservation quota in all the trains coming to Shirdi should be increased.
  - Platform should be constructed at Kopargaon station.
  - A Railway Spare part manufacturing unit should be set up at Shirdi.
  - A special package tour should be prepared for prominent religious pilgrimage places of India
- particularly for world famous Sai Baba Shirdi Dham by Indian Railway Catering and Tourism Corporation and an air-conditioned train should be run from the national capital Delhi to Shirdi.
  - Gangmen should be appointed in ratio of rail routes in different zones of Railways in Maharashtra.
  - Railway workers should be deployed particularly in the night at such railway gates in different railway divisions in Maharashtra where no railway worker is deployed.
  - A railway coach factory in Maharashtra particularly at Shirdi City should be set up.
  - All the tourist places of Shirdi should be linked with rail network.
  - A train on the lines of "Palace on wheels" should be run in Maharashtra State.
  - Adequate number of trains should be made available in Maharashtra State.
  - Timely construction of rail over bridge/ under bridge should be done in Maharashtra.
  - Timely completion of laying of new rail lines in Maharashtra should be done in Maharashtra.
  - Shri Sai devotees should also be provided 50 per cent relaxation in Railways like "Patti puri" devotees.
  - Pune-Nagpur Garib Rath (2113) should be provided stoppage at Kopargaon.
  - Pune-Gorakhpur Express (1037) should be provided stoppage at Kopargaon.
  - A 25 BSN length should be constructed for high level platform at Kopargaon.
  - A provision of Shird covered be made for 20 BSN at Kopargaon.
  - The capacity of godown storage should be increased for 15 BSN at Kopargaon.
  - Provision of drinking water for workers and passengers should be made at Kopargaon.
  - All the Express trains should be provided stoppage at all the big stations of Maharashtra State.
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- Adequate arrangements for water coolers to Railway Stations of Maharashtra should be made.
- The announcement system should be strengthened at important railway stations in Maharashtra.
- A fully equipped railway hospital should be established at Shirdi city in Maharashtra State including kidney transplantation, heart surgery and diagnosis and treatment of cancer.
- Injustice done with Maharashtra State in the Railway Budget should be removed.
- Adequate arrangements for manning railway crossings should be made under different railway zones in Maharashtra State.
- Doubling of Manmad-Daund railway line should be done.
- Bijapur-Pandharpur to railway line should be laid.
- Mohol-Pandharpur railway line should be laid.
- Kolhapur-Ratnagiri railway line should be laid.
- Kothapur-Rajapur railway line should be laid.
- Kolhapur-Nipnai-Sawantwadi railway line should be laid.
- Chiplun-Karad railway line should be laid.
- Lonand-Foltain Baramati railway line should be laid.
- Foltain-Pandharpur railway line should be laid.
- New railway line between Nasik-Pune.
- New railway line between Manmad-Shahpur via Akola.
- New railway line between Belapur via Nevasa-Parali Vaidynath.
- Covered parking and other facilities be provided at districts headquarters railway stations in Maharashtra.
- Repair and maintenance of railway stations under Shirdi Parliamentary constituency.
- Covered sheds should be constructed at railway stations in Maharashtra especially Shirdi constituency.

- Adequate drinking water facilities be provided at railway stations in Maharashtra especially Shirdi constituency.
- Proper cleanliness be maintained at all the railway stations in Maharashtra especially Shirdi constituency.

Recent increase in number of accidents is a matter of concern. It is true that most of the accidents occur due to human error. There is a shortage of 17 thousand loco drivers in railways. Apart from it, 3-5 thousand drivers in 16 zones have been deployed to performing the duties of peon or car drivers at stations. Fatigue and lack of proper rest is another reason behind the accidents.

Therefore, my submission is that proper attention be paid to this aspect and necessary steps be taken for filling up vacant posts of loco-drivers. And these drivers should not be deployed for duties other than train driving.

I urge the hon. Minister for sympathetically considering the above points and take necessary action.

\*SHRI RAMASHANKAR RAJBHAR (Salempur): The disappointment of Poorvanchal over Rail Budget is beyond expression. The area covered by North-Eastern Railway is densely populated and has large number of unemployed people. Youth from this area go to different places in search of job, thereby contributing to railways revenue. Gorakpur-Chhapra-Bhatni-Varanasi, Varanasi-Ballia, Ballia-Chhapra rail line fall under my constituency districts Ballia and Deoria. People of both these districts pine for boarding the trains plying on these lines. Even trains such as Co-Intercity does not stop at important stations. Thousands of people of my constituency staged dharna twice and blocked the trains for 14-14 Hrs. More than 8 times there have been agitations demanding stoppage of trains at Rewati, Salempur, Velthara, Bhatpar, Vankata, Kirhirapur railway stations. But of no need, it seems that the department has become deaf and it will hear the voice of people only if something serious happens. There has been demand of the people that 15159/160, Durg-Sarnath Express 13105/06 Ballia-Sealdah Express should be provided stoppage at Rewati railway station. The department has recommended it to the Railway Board. 15133/34-Ballia-Varanasi Passenger and 55137/38 Ballia-Shahganj should be extended upto Chhapra station and newly proposed, 15111/12 Chhapra-Varanasi Intercity

\*Speech was laid on the Table.

Express be provided stoppage at Rewati station. The level of platforms at this station is low, it should be raised. Passenger sheds should also be constricted. Platform at Velthara road station should be further extended and trains like 12537/38 Bapudham, 15021/22 Shalimar, 11037/38 Gorakhpur-Pune Express should be provided stoppages. The level of Platform at Kiriharapur station is quite *low* causes accidents when passenger board/de-board trains. It should be raised. 1503/04 Varanasi-Gorakhpur should be stopped at this station. Godan Express, Durg Express, Pune Express, Bapudham Express be provide stoppage at Kiriharapur station. I have met the hon. Minister a number of times in this regard, but of no avail. I am fed up and I feel I should lead an agitation in this regard. There are unmanned railway crossings at all the places on these routes. Causing accidents quite often. I again urge the hon. minister to consider my these demands.

SHRI REWATI RAMAN SINGH (Allahabad): Madam Speaker, my thanks to you. You do not let me ask this questions during question-hour, but as you have called me now, so I am highly thankful to you.

Madam, we are in 21st century. Bansal is our Minister of Railways. I thank him and I am sure that he would tackle the difficulties being faced by railways. Our railway is still in nineteenth century. There is only one difference that now we have switched over to diesel/electric engine in place of steam engines. I would congratulate Late Shri Madhav Rao Scindhia ji. He introduced Shatabadi and Rajdhani Expresses in the country. Rajdhani expresses are our most prestigious, important and efficient trains. Sir, I am aghast, I was expecting you to make some new announcements in your budget speech envisioning something remarkable for future. Sir, I am not comparing with America or Europe. I am comparing with South East Asian countries like China, Korea and Japan which are running bullet trains. We have no resources. Government pleads that it has no resources. It is your business. Mobilising resources is the task of the government. Recently, there was news in our papers that the government proposes to introduce fast speed trains with speed of 200 km. PH. That time I met the hon. Minister and urged that a similar train should be introduced on Delhi-Howrah grand route.

I get amazed, when it comes to China, Japan and Korea. Earlier India was ahead of China so far as rail

network is concerned. But, today we cannot compete with China. In China bullet-trains run at the speed of 350 KMPH. China can move its forces by the said bullet train within hours upto Laddakh. If we use our Rajdhani Express, it will take 37 hours in reaching Dibrugarh. It is hardly of use in our north-eastern states such as Manipur and Nagaland. Our railway carries 2.5 crore passengers daily and it is the biggest employment provider, largest public sector industry.

I would like to thank the Minister on one more account. He has said that the railway would offer one lakh jobs this year. But let him think it over. The Chairperson of UPA, Shrimati Sonia Gandhi ji is also sitting here. In 1924, railways used to contribute 70 percent to our general budget. Shri Lalu Prasad Yadav ji is sitting here. When he was Railway Minister, he contributed 79 thousand to general budget whichever way the profit came, but it came. ...(*Interruptions*) You have seen where they have gone. It is not our responsibility. Bullet trains were run in China after obtaining loan from banks at the rate of one percent interest. They have changed all tracks, all have been renewed. There is no old track there, all are new but here all the tracks could not be changed. You have a very ambitious scheme. Dedicated freight corridor from Delhi to Mumbai, which Jayco of Japan have financed. But you made no mention of Eastern Corridor in the budget.

I would demand, that like Western Corridor, something should be done for Eastern corridor. It is most important. When will it be completed. If it goes on like this on papers only, then when will it be completed? If I give you the details of your ongoing projects. After independence, the length of roads has increased 11 times from 4 lakh Kilometres of 44 lakh kms. The expansion of Railways has been mere 20 percent from 54 thousand kms. to 64 thousand kms. But more people travel by rail than roads. If you improve the condition of trains, people will prefer travelling by rail than by aeroplanes. But there is no certainty of trains. We come from Allahabad, it takes 45 minutes to come from Ghaziabad to Delhi. Some time it takes one hour to cover a distance of 15 kms. 45 minutes, 50 minutes and sometimes one hour to cover a distance of only 15 kms. Nobody knows, whether your train will come on time or not. When you enquire on phone, it is always informed that the train is on time. When you reach station, the train is nowhere. You keep on waiting for

hours on the station. These are modern times, one has prior information about the timing of planes. Why this can't be done in the case of trains? Why don't you provide walkie-talkie to ascertain the time of arrival of train.

12.41 hrs.

(Dr. M. THAMBIDURAI in the Chair)

The passengers will be aware of the right position. I would request that you please stop this patch-work, surgery is needed. There is need of over-hauling the whole system. Railway is our most important unit. If you correct the Railways, then you can make a big contribution in railways. You will not have to depend on the General Budget. But you announce some trains, you announce some works and these are never fulfilled. I am talking about the former Rail Minister. We can't say anything to you, because you are new, you are intelligent. I have praised you a lot. We have many expectations from you. I will tell you, that Mulayam Singh ji is our leader, the work on a rail line from Gwalior to Mainpuri is going on since 1996, and the distance is only 120 kms. Deve Gowda ji was Prime Minister at that time. Abdul Kalam ji and Ramvilas Paswan ji also went there. ...*(Interruptions)*

SHRI MULAYAM SINGH YADAV (Mainpuri): Lalu ji has not uttered anything. ...*(Interruptions)*

SHRI REWATI RAMAN SINGH: But the project has not completed till today. You are requested that this project may be completed this year or in the next year in a time bound manner. ...*(Interruptions)*

SHRI MULAYAM SINGH YADAV : Only 19 Kms. of rail line remains to be laid for Mainpuri and this 19 kms. line could not be completed in years.

SHRI REWATI RAMAN SINGH: Now they will do it. Now he will definitely announce. Today he will announce in the House and your line will be completed this year.

Sir, through you, I would like to say that please do not announce the new projects, but try to complete the on going projects in a time bound manner, so that this house and the country should know that the projects going on for the last 19 years will be completed in a time bound manner.

I would also like to make a request, suppose you have completed a project in Raebareli, there will be hue

and cry, that the work is being done in Sonia ji,s constituency. I would request you, ...*(Interruptions)*

SHRI MULAYAM SINGH YADAV : We don't have any objection if the work is going on there.

SHRI REWATI RAMAN SINGH: We don't have any objection but people make an issue out of this. You must do there as it is also part of U.P. and he is Chairman of U.P. Allahabad is a very important place. Sh. Lal Bahadur Shastri was congress leader and was also the Rail Minister. Later on he became the Prime Minister also.*(Interruptions)* I am talking about the Rail Minister. I want to say that Allahabad has given five Prime Ministers. There is a public sector company, named TSL there, when Shastri ji was alive, fabrication work was done in that factory. Work relating to Railway was also undertaken there. I had submitted that it is a public sector company which is lying closed in U.P. Please restart it and allot some work related to Railways. It can be manufacturing of wheels or Fabrication of wagons for goods so that this company could be revived. It should start functioning. It is the creation of Shartri ji, I would request don't let it die.

Sir, We have never criticized that you have increased the fares. It was necessary. It is necessary because if Railway does not get revenue, it won't be able to pursue its works. You have increased the fares for the budget, but you have not increased the facilities. Bansal ji, you please visit the waiting Room of second class, it is dirty even today. Generally any citizen who cares for cleanliness, would never visit that Bath Room. Make special arrangements for it. Same, Daal, Bhat, Sabzi is there. Please do something creative. Also provide Dosa there, so that Mr. Chairman, Thambidurai Could go there and have Dosa. Idli and Sambher can also be provided, please do something different. The same food, same Thali and same filth there on railway stations, even clean drinking water is not available, on railways stations. It is 21st century and we are not able to provide clean drinking water to our people, what more can we expect? Railway is not able to provide cold drinking water to its passengers in the summer season. I would request that one year of your tenure is left. Do something, which is visible and be felt by the people.

I want to say some points more. Allahabad is an important place. ...*(Interruptions)*

[English]

MR. CHAIRMAN: Shri Rewati Raman Singh, there are many Members to speak from your Party. If you are going to take more time, then we may not accommodate other Members from your Party.

SHRI REWATI RAMAN SINGH: Sir, it is as good as saying "Sit down"

MR. CHAIRMAN: No, no. It is not like that. I am just informing you that other Members will not be getting time to speak.

SHRI REWATI RAMAN SINGH : Sir, I am the first speaker from my Party and you are bounding me.

MR. CHAIRMAN: There are eight Members to speak from your Party.

SHRI REWATI RAMAN SINGH: If you say, I will sit down.

MR. CHAIRMAN: No, no. You take your own time; I have no problem. But other Members from your Party may not get much time.

SHRI REWATI RAMAN SINGH: Sir, this discussion is going to be taken up tomorrow also.

[Translation]

Mr. Minister, Allahabad is an important place. I would like to thank Shrimati Mamta Banerjee also, though she is not Railway Minister now. She introduced Duranto train for Allahabad. She did not announce first but when I stood up and spoke about she said yes it will also operate on Allahabad route. We are requesting you to be kind enough to make Duranto from Allahabad a daily (service). It runs bi-weekly from Allahabad to Mumbai while it runs from here for 3 days in a week. You had visited Kumbh Mela, had Duranto been in service, it would have provided another option to the large number of passengers who in addition to Prayagraj could have travelled by Duranto. You have made announcement about a number of stations. I would like to tell you that 15 lakh foreigners (Angrej) visited Kumbh Mela this year. They took holy dip in the Ganges in Kumbh mela. These foreigners were from America, England, Germany, France and Spain. We have been requesting you for installing an escalator there. I repeat it today also. You were not Minister at that time,

however I had made Railway Board agree to this that these should be in place by December. But they failed to do so.

Mr. Minister, Sir, I frequently enquire about it while coming and going to Allahabad. The accident that occurred at Allahabad station was unfortunate. I don't want to indulge in politics over it. Kindly make Allahabad an international or model station. Allahabad sees Ardh-Kumbh mela every six years, followed by Kumbh Mela. I would submit that while passing through, while travelling I notice that this station is quite old. This station was constructed by Britishers. Kindly get it remodelled to make it a good station fit to be called a station of 21st century. I always find the same old station constructed by Britishers. Lal Bahadur Shastri and Pandit Jawahar Lal Nehru contributed toward giving the new look to the Allahabad Rly. station. I would request that Manikpur to Chitrakoot, Jhansi rail line should be doubled. A surprising thing I would like to tell you that the distance of Lucknow from Allahabad is merely 200 kilometers, however the Express trains which operate on this route take five or six hours to cover this distance, that suggests that they run at a speed of 40km per hour. What is the use of such trains? I have been requesting for a long time for doubling the rail line from Allahabad to Pratapgarh. This will facilitate all the trains of the Grand Chord to go to Delhi via Banaras, Pratapgarh, Raibareilly, Allahabad and situation of jam will not arise there. Kindly think it over. This line is 50-60 kilometers long. Can't you lay 50-60 kilometers line to save your grand chord from choking? Please stop the trains which take six hours to cover such a small distance. People are made to shell out express fares. Gomti Express should be discontinued. It is not worth it.

Sir, with this I would submit that you have declared that dedicated corridor will be ready in 2017. Kindly review it. We notice while travelling that no work has been started at the stations like Delhi, Kanpur, Ghaziabad etc which fall on this route. In this situation how you propose to complete it in 2017. Further, I wish to submit that your operating cost is 95 per cent. Kindly reduce it to make it 75 per cent. Making it 75 per cent will make railway earn something.

Prayag Ghat is there in Allahabad. Kindly get the trains originated from Naini, Daraganj and Rambagh it will save the passengers from going to Allahabad junction to catch the train. They can catch the train from the nearest

station. I had submitted that Kumbh and Ardha Kumbh melas are organised at Allahabad. You had stated about allotting rupees 52 crores for Rambagh crossing and had said that the work on this would be started this year itself so that the situation of jam was not created there. However, you have failed to mention about it in this Budget. So I would like that a declaration should be made here also. It will be so kind of you. I would like to say that railway requires the safety most. Today we, see that the number of accidents taking place on railways where so many people are losing their life, you have not given any sort of assurance that no accident is likely to occur this year (2013-14) and that you will take all precautions to avoid its occurrence.

Sir, you have shown that you are incurring heavy expenditure on diesel. I would submit that there is an alternative for that and that is electrification. If you go for electric trains, it will help you save on diesel. You kindly ponder over it, initially it is expensive, but later on when the trains start operating you will save a lot on costs while the burden of diesel will go away.

Sir, I would conclude by saying that you had declared that a stoppage of Shatabdi train will be given at Etawah, kindly get it checked whether Shatabdi bound for Kanpur stops at Etawah or not and if possible, kindly extend this train upto Allahabad. You have two sources of earning, first by increasing passenger fares and second by increasing freight rates. Recently you have increased freight rates. India is the country where freight rates are the highest. It will lead to inflation which will affect common man while comparatively more people will opt road transport for transporting their goods, while you will start suffering losses. I would advise you not to go for steep increase in freight rates with a view to encourage more and more people to opt for railways as means of transport for their goods.

I would like to give certain suggestions to make you increase your earnings. Railway generate a lot of scrap. You please take to selling it on a large scale, it will make you earn a lot. Your lands are lying vacant in the entire country. Kindly organize them, get something constructed on them which will become a source of income for you. Giving advertisement on coaches of all the trains will also go to provide you a source of income. These are the alternatives I have suggested to you.

The conditions in general compartment are pathetic, they are so crowded and present the sight of tractor trolley which is full of straw being carried for sale. They are so crowded that one cannot board them. So I would urge that the number of general coaches should be increased in all the trains irrespective of the fact whether they are mail, express, or passenger trains so that the common man can find a seat there to sit upon.

Every train should have a separate ladies coach which is reserved for ladies to travel along with their kids.

With these words, I support this Budget.

[English]

\* DR. SANJEEV GANESH NAIK (Thane): Hon'ble Minister have stated that Railways have struggled to generate resources to meet its operational expenditure and this has hindered investment in planned activities like safety, capacity and passenger amenities. The operating ratio in 2011-12 was 94.9%. However this is expected to fall significantly to 88.8% in 2012-13.

The Minister proposes a plan investment of Rs. 63,363 crore in 2013-14. The main focus of the investment would be doubling of tracks, safety and passenger and staff welfare. Compared with 2012-13, this would be a 5%. About 500 km of new lines, 750 km of doubling and 450 km gauge conversion is targeted in 2013-14. Raising of Rs.1000 crores through PPP for both the Rail Land Development Authority and Station Development Corporation in 2013-14.

The following are the important demands of my Parliamentary Constituency:—

- Status of work regarding development of Thane railway station into "World Class Station". It was announced during the budget session of 2009-10 by Ms. Mamata Banerjee Madam—Former Union Minister for Railway. -Two new Foot over Bridges (6 meter wide) to be sanctioned at Thane Railway Station.
- Thane-Kasara local service to be started as early as possible.
- To install more A.T.V.M. machines at Thane Railway Station as long queues are often seen at Ticket Vending windows and also ATVM machines.

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\*Speech was laid on the Table.

- Parsik railway station to be sanctioned between Kalwa and Mumbra Railway stations.
- To start the extension of existing Foot Over Bridge (FOB), which lands between platform No. 1 and 2 at Thane Railway Station, as early as possible.
- The height of the platform at Thane Railway Station should be increased as the existing height is very low which increases the risk of accidents.
- Number of toilets should be increased at Thane Railway Station. Currently there are only two toilets which are always in unhygienic state and also not cleaned properly.
- To start local service from Thane to Vasai via Diva, as commuters have to go to Diva Station for boarding Diva-Vasai Train.
- Shed on Platform No.7 and 8 is incomplete (i.e.) half of the platform towards C.S.T. end which should be done till end of the platform (upto C.S.T. end).
- To increase frequency of Garib Rath and Duranto Express, which are currently scheduled bi-weekly.
- More ticket vending windows to be started near the S.T. Depot side (Thane West) at the station as to avoid long queue and burden from the existing ticket vending windows as this will also help and prove to be of great convenience to the commuters coming from the Cidco Bus Depot and S.T. Depot.
- Special ticket vending window to be introduced at the both sides of the station for senior citizens and physically handicap commuters at Thane Railway Station.
- Walk through metal detectors to be installed at all the gates at Thane station in order to ensure security.
- Introduce new trains plying between Kurla to Thane and Thane to Kurla to Panvel.
- Starting Madgaon Nagpur via Shegaon train on the eve of centenary celebration of great Sant Gajanan Maharaj of Shegaon near Akola Junction Central Railway.
- Halt to all long distance trains at Thane Railway station.
- Increasing Frequency of local trains between Thane to Karjat and Karjat to Thane.
- The proposal of escalators has already been passed by Railways for Thane Railway Station, but still no progress regarding the same has been seen.
- LCD TV has been installed at the station but the number of LCD TVs seems to be insufficient. So, number of LCD TVs' should be increased of Thane Railway Station.
- Ticket windows on SATIS Bridge have been already sanctioned by Railways. These windows should be started as soon as possible
- New railway station should be built between Thane and Mulund near Mental Hospital at Kopri.
- To give stoppage to Mandvi Express Train No. 10103 & 10104 at Vilvade Station in Ratnagiri District. Vilvade station having connect around 30-40 villages.
- To change departure point of Diva Madgaon Passenger Train No. KR5 from Diva to Thane Railway Station.
- To increase number of bogies (i.e. 18 to 20) instead of 12 for RajyaRani Express (Dadar-Sawantwadi).
- Digha railway station to be sanctioned between Airoli and Thane Railway Stations.
- Mowgli dam at Iltanpada, Digha, Navi Mumbai, to be handed over to N.M.M.C.
- Increase more ticket vending windows at the both sides of all Navi Mumbai Railway Stations.
- Ticket fare card to be installed at ticket vending windows at all Navi Mumbai Stations.
- Lack of security was reported by the ladies commuters due to absence of police staff in ladies coach for harbour line trains i.e. Thane - Panvel Trains and Thane-Vashi Trains.
- To appoint doctors and also provide medical facilities including Ambulance services at all the Railway Stations in Navi Mumbai.

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<ul style="list-style-type: none"> <li>- Currently all trains on harbor line are of nine bogies which should be increased and made fifteen bogies.</li> <li>- To start direct train service to Haridwar from Mumbai as there are lakhs of devotees who visit Haridwar and Chardham.</li> <li>- Increase the frequency of local to and fro Borivali/Andheri to move from track No. 5 and 6 during peak hours.</li> <li>- More trains to start for Borivali/Andheri/Dadar/Churchgate during peak hours.</li> <li>- Increase in breadth of F.O.B. (Virar Side) at Bhayander Station and there is only one 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 bridge during peak hours.</li> <li>- Construction of subway at Bhayander station and Mira Road station.</li> <li>- Renovation of Bhayander/Mira Road railway station.</li> <li>- Availability of shuttle/express tickets of Gujarat bound trains to be provided at Mira road and Bhayander station.</li> <li>- Vapi passenger train stopping at Bhayander in the morning should have a stoppage at Bhayander while on its way towards Bandra.</li> <li>- At least one Mail train going towards Surat should have stoppage at Bhayander as many service class people travel on this route and should have stoppage at Bhayander while on its way towards Mumbai Central.</li> <li>- From last 30 years there is no train between Andheri to Virar between 12.08 a.m. to 12.41 a.m. i.e. almost 33 minutes, so you are requested to kindly keep one train between these periods.</li> <li>- Kindly make some arrangements from Bhayander west side for platform No. 1 and 2 for handicapped and senior citizens who are not able to use foot over bridge.</li> <li>- In case of an accident, passengers should be taken to the hospital immediately and then Panchanama to be done.</li> <li>- More compartments for ladies, ladies coach converting into gents after 11 p.m. should be kept as ladies coach for full 24 hours.</li> </ul>	<ul style="list-style-type: none"> <li>- Pole No. 9 and 10 are near Railway tracks between Mira Road and Dahisar which leads to mishaps. Can something be done about this?</li> <li>- Bhayander bound local trains should not stop between Borivali-Bhayander.</li> <li>- Improve the quality of foods/eatables at tea stalls.</li> <li>- Cleaning of trains and platforms to be done on regular basis and maintaining all electric fixtures regularly which are not working.</li> <li>- Increase the time period to 24 hrs. for the seats reserved for senior citizens instead of i.e. 12 pm to 3 pm and increase the number of seats in each compartments or kindly allot the half coach just like handicap coach.</li> <li>- The entire vendor at the station and nearby station premises to be removed for easy movement and safety of passengers.</li> <li>- Passenger from Bhayander/Mira Road are not allowed to enter in Churchgate bound trains and simultaneously while during nights trains coming from Churchgate to Virar passengers block the doors by sitting near and do not allow the other passengers to board the trains. Kindly depute some RPF staff at platforms for a close watch on miscreators and give some relief to the passengers.</li> <li>- Allow deaf and dumb public in handicap compartment. Individuals who are handicapped and disabled with legs should be given preferences in sitting, old trains racks having smaller handicap compartments should be bigger.</li> <li>- Proper announcement in local trains.</li> <li>- All passengers and some mail trains should be stopped at Bhayander station in both up and down direction, so that load on Borivali station can be reduced.</li> <li>- Weather shed at Bhayander (West) North side Ticket counter.</li> <li>- Installation of train timetable TV screen on every entrance of station.</li> </ul>			

- Construction of toilets on Platform 1 and 2 south side is very slow. Toilets on platform No. 3 & 4 north side is completed but not open for passengers.
- No toilets facilities on Platform No. 5.
- Toilet on Platform No. 6 south sides are operative but very unhygienic.
- Tube lights brightness on platform No. 3 and 4 is very dim.
- No tube lights on the extended part of platform No. 5 north side.
- No weather sheds on the extended part of platform No. 6 north side.
- No first aid and Ambulance facilities for Railway accident victims at Bhayander/Mira Road station.
- Waiting rooms for passengers stuck up at the station at night time.
- Escalators facilities on Bhayander/Mira Road Railway Station on North and South side.
- To give halt to all locals at Mira Road Railway Station.

\*SHRI PRALHAD JOSHI (Dharwad): Indian Railways is a major symbol of our national unity and integrity as it is such a vehicle which brings people of all regions in the country together. If there is one big organization which since independence successfully united our people and brought them under one umbrella irrespective of region, religion, caste creed, language etc, it is none other than Railways.

The county had eagerly expected this time Railway budget would take a different shape and show a more national face with a new congress Railway minister after 17 years unlike the previous budgets presented by regional satraps who had only regional agenda aimed at more achieving their political goals. This Budget achieved neither of the above and only once again landed the people in the same old predicament of traveling in the same trains with the same uncomfot and rusted system where even in ac coaches the rats and the cockroaches make their dens and dwelling.

I am saying this because the Govt, once again has failed to exploit the opportunity of giving priority of creating much needed infrastructure to Railway.

I have been pressing for the better rail network across the county as the present Railway Route Length Density (RRLD) is very poor, a 19.27 Km. and that it is not uniformal in the country. But the Railway minister seems to have a backward vision and not moved forward and hesitant to take any visionary steps in this direction giving a clear indication of bankruptcy of congress in innovative thinking and thereby taking Indian Railways forward.

It is just like a old wine in new bottle. Hence he has showed no direction for radical changes in approach and seriousness to address key concerns. It can very visibly be seen in the Railway Ministers failure to augment money from somewhere. If this is the situation how can he raise the resources for modernization and more importantly for safety and other passenger amenities.

In the present scenario of terrorist threats all major stations in the country are unsafe and vulnerable. There is nothing concrete in the budget addressing this sensitive issue. There is a talk in the budget to put in place a corporate safety plan for 10 years. No clear cut road map is indicated in this regard.

Though some new line projects are announced all appear to be linked to a political motives.

Govt. has made a fake claim that fares were not being increased. After raising the fares by 20% recently this budget has definitely added to the fares further, which may be found in trick full hike in the supplementary charges on tatkal, Express Train reservation and ticket cancellation charges. It is nothing but a wolf in the garb of cow. In addition to this the fuel surcharge results in the fares going up twice a year. The 5% hike in freight charges across the board would have an escalating effect on inflation apart from having an adverse impact on prices of essential commodities as a result in linkage of freight charges to fuel adjustment component (FAC).

A look towards financial performance gives a clear picture of Railways in the march of reverse direction. It is very glaring that targets on at least three key fronts that brings revenues to Railways corpus were revised downwards during the year. Freight loading target from

1025 million tone to 1007 MT, freight earning target from Rs. 89339 cr to Rs.85976 cr which is a reduction of Rs. 3383 cr and revenue to passenger fares at Rs. 32500 cr which is a decrease of Rs.3573 cr from the budget estimate. One should know this is despite a fare hike effected in over a month back and 20% freight hike in March 2012.

As usual and like in the previous budgets my state of Karnataka continues to be figured in the list of the step motherly treated states by UPA Govt. I am at pains to tell this House that out of 22 new line projects so fervently announced by Railway minister not one finds its place for Karnataka. The people of Hubli Dharwad and other neighboring places are once again utterly disappointed over Dharwad-Belgaum new line project not included, despite the CM Karnataka writing to Railway minister of a clear assurance to share 50% cost with free land. Though Gadag-Wadi, Chikkaballapur-Gouribidnur, Shrinivaspur-Madanpalli and Chikkaballapur- Putparty are announced they are subject to approval by necessary authorities is a repeated unlaughble joke and nothing.

Though my incessant efforts and pressing demands of the region partly met 5 with a satisfactory response by Railway Minister in form of Hubli-Mumbai weekly train and frequency of Yeshwantpur-Nizamuddin Sampark Kranti express increased to 4 days, nothing soothing found in the budget. Hubli-Mumbai weekly train serves like a lollypop to children compared to the huge daily traveling traffic to Mumbai from Hubli and hence I strongly urge the Railway minister to make this train at least a tri weekly to offset the loss of Challuky express being extended up to Pondyichery and Tiravennalli in Tamilnadu.

I have been demanding carving Gulbarga and Mangalore as new Railway Divisions and bring them under SWR but to a failure again. People of this region do not understand why this justified demand not given its due respect.

The demand of people of both Gulbarga and Hubli for starting a new train connecting these cities is not considered again. I urge this Govt, to honour this demand before people come on streets and agitate for this.

Dharwad in Karnataka is a district Hqr and major connecting enroute railway station which stops all the

major express trains but with a poor amenities at its disposal. Though some minor works have been carried out recently which is not enough, I urge this Govt. to release more funds and equip this station on the lines of Yeshwantpur in Bangalore so that it can be a starting and terminal point for many new trains.

*[Translation]*

SHRI RADHA MOHAN SINGH (Purvi Champaran):  
Hon. Chairman, Sir, I am grateful to you for giving me opportunity to speak. Indian Railways is the second largest railway system of the world. It carries two and half crore passengers to their destinations. There are 14 lakh employees are working in it. But it is unfortunate that the railway which was considered as most profitable, now is under debt. Its pace of development has also gone slow. More than half of its projects have not reached upto their target. Discussion was being made on safety and Kumbh. Discussion on safety is made regularly because accidents take place. It is surprising that the total accidents taken place in railway in the world as a whole during the last four years, out of them 15 per cent accidents had taken place in our country. We have 21 thousand railway crossings here, 13 thousand are unmanned. For this five thousand crore rupees are required so that overbridges, underbridges can be constructed.

**13.00 hrs.**

We provide one thousand crore rupees per annum for this road fund. Now how to check accidents? Kumbh was being discussed. Whatever allegation is made due to political reasons, but we people also travel in the train. Normally, if two thousand passengers are there on platform and information of change of platform comes two or four minutes before of trains arrival, then what will the condition of the people like us? One thousand passengers are there and platform will be changed before two-three minutes, on coming of this information stampede takes place even in one thousand people and where lakhs of people are there on station and platform is changed from three to six and six to three before five minutes then what will be happened? My request is that when train arrives on a platform and making sudden change in platform is also a biggest example of mismanagement of railway. It should certainly be thought as to how this situation will be set right.

Such a belief was awakened in the country that after becoming Railway Minister, Hon. Railway Minister will concern about railway. Now owing to bring balance between economic reform and election, I think this budget should be as super fast but instead of that this budget has become like your passenger train. Talk has been made therein to provide employment to workers of MNREGA. ...(*Interruptions*)

[*English*]

MR. CHAIRMAN: I request the members to speak very briefly because there are many speakers who want to participate in this debate.

[*Translation*]

SHRI RADHA MOHAN SINGH: Mr. Chairman, Sir, I have spoken just for three or four minutes only. MNREGA is being failed. Fund has also not been raised for this. How much corruptions is there, how much mismanagement is there, how this scheme is being failed how we will provide employment? ...(*Interruptions*)

[*English*]

MR. CHAIRMAN: You speak about Railway. Why are you speaking about MNREGA?

[*Translation*]

SHRI RADHA MOHAN SINGH: Sir, I come from Bihar. ...(*Interruptions*) It has come in Railway Budget. ...(*Interruptions*) Sir, you would have certainly seen it. ...(*Interruptions*) You are our leader. ...(*Interruptions*) You would have seen it necessarily. ...(*Interruptions*)

[*English*]

MR. CHAIRMAN: You can speak about all these things when take up the discussion on the General Budget. Now, you speak on Railway.

[*Translation*]

SHRI RADHA MOHAN SINGH: Talk has been made to link Railway with MNREGA that will absolutely not be fulfilled.

Sir, I come from Bihar and there are 26 projects of railway construction in Bihar, which are ongoing projects. Any of the projects was not provided with sufficient amount. Ganga Railway Bridge of Patna was needed 640 crore

rupees but only 180 crore rupees were provided for this. This is our very ambitious plan. Similarly, 502 crore rupees were required for railway bridge of Munge, but only 175 crore rupees were provided. 50 crore rupees were required for Kosi bridge whereas only 3 crore rupees were provided. Sandhi Itihas of Sugauli is famous. The demand to connect Hazipur with railway line was made during British period. When Atalji became the Prime Minister of the country, then it was sanctioned. This work is going on for many years. 118 crore rupees were required for that but only 20 crore rupees were provided.

Similarly, Motihari and Sitamadhi project is of 200 crore rupees, but only one crore rupees have been provided for these projects. One crore rupees have been provided in earlier budget and one crore rupees have been provided in this budget also. My request to you is that all these are very important schemes, therefore their amount should invariably be increased. Now take the issue of re-construction of bridges. There are 19 bridges in dilapidated condition from Muzaffarpur to Balmiki Nagar. The Talk of their reconstruction was made six years ago. Out of the fund provided for this work, six or six and half crore rupees were spent by the year 2012-13. Eight crore rupees were required for this but only one crore rupees have been provided. There are 19 such bridges which are in dilapidated condition. Accidents can take place there anytime. I would like to draw your attention towards it.

It is beyond to understand as to why the Government hates Champaran and Mahatma Gandhi both. Champaran broad gauge line was constructed 12-14 years ago and after making broad gauge line only goods train runs on it. When we come Muzaffarpur to Delhi, Champaran is most dense populated area of Bihar. The people of Nepal also board the train from Motihari. Now for coming from Muzaffarpur to Delhi there are two railway section-first, Muzaffarpur-Chhapra-Gorakhpur and other Muzaffarpur-Motihari-Narkatiyaganj-Gorakhpur.

When Hon. Nitish Kumar ji was Railway Minister, then he introduced Sapt Kranti train. Second announcement was made to operate Sampark Kranti. When Hon. Laluji became Railway Minister, then he took that train towards Chhapra. There are 20 pairs trains operated from Muzaffarpur via Chhapra-Siwan-Gorakhpur. This is good thing, it should be so. But Sapt Kranti train running on Motihari-Bapudham railway section, in which we five

members have come today, two persons have come in second AC, one day a member of Parliament had also been allotted seat in third AC, has one coach, wherein half is first AC and half is second AC. Sir, I demand that more super fast trains should be operated on that railway section. First AC and second AC coaches should invariably be attached to Sapt Kranti train. ...*(Interruptions)* It has only one coach. This route covers eight-nine Members of Parliament. A chakiya railway station is there, beside it there is a highest Buddha Stupa of the world. It has B-grade status. That station should be converted into model station. Chakiya and Motihari both are dense populated areas. Seven crore rupees are required for over road bridge there. Twenty lakh rupees for each were provided earlier and thirty seven lakh rupees for each have been provided this time. Chakiya, Mehasi, Pipra, Jeevdhara, Bapudham, Motihari are four stations under Champaran. This is work place of Mahatma Gandhi. Large number of tourists come on these four stations. The roads of railway stations are in so bad condition that rickshaw gets turned, speed of vehicles goes slow, garbage is piled up. The condition of these roads is very poor. I request that fast train should be operated on this route. You operate 22 pairs of train in Punjab and Haryana, I have no objection. But another super-fast train should invariably be introduced on Muzaffarpur- Bapudham- Motihari-Narkatiyaganj railway station this is my request. Champaran is work place of Mahatma Gandhiji. Whatever you do in Rai bareilly, I have no objection thereon, but you should invariably be thought over Champaran, the work place of Mahatma Gandhi.

*[English]*

SHRI H.D. DEVEGOWDA (Hassan): Hon. Chairman, Sir, I would like to draw the attention of the hon. Railway Minister to some of the pending works which have been lingering over the last 18 years. I do not want to take much of the valuable time of the House.

Sir, the hon. Railway Minister has made certain efforts to improve the Railways by giving more amenities to the traveling public, but at the same time he has also expressed his difficulty about mobilizing the resources. I do not want to quote the figures, but I know the difficulty because some of the works which have been sanctioned in the Eighth Plan, Ninth Plan are still going on. The demand is so much. I do agree when some people try to say that increasing the passenger freight will adversely affect the

common man, but at the same time the people's demand is to give more train facilities as it is cheaper than all other modes of transport, whether air or road transport. That is why so much of demand is there from all sections of this House.

We must admit that from the last 15 years, they have not made any efforts to mobilize the resources. That is why, nobody wants to increase the freight charges. That is how, the Railways are suffering. I am not going to blame anybody. Everybody wants to earn popularity. But, this time, you have made some efforts. I welcome the pre-Budget increase in some of the freights because I know the difficulty. When you have short duration, you want to raise the resources. At the same time, there is so much of criticism by the entire House thinking that this is going to adversely affect the common man and going to increase the inflation. It is an issue about which everybody is concerned but looking at the quantum of pending works, resource mobilisation and, further, the amenities which you have to provide to the travelling public, it is a biggest task. What you want, you have listed all those things. The intention is good. After 18 years, I met you in the Rail Bhawan. I had never gone to the Rail Bhawan during this period. When Narasimha Rao was the Prime Minister, I went there. You were good enough to ask me not to come but I wanted to personally see and convince you.

Now I come to the railway line from Mangalore to Chennai. These are two major harbours that are going to be connected. You are announcing various schemes like the Eastern Corridor etc. Government's intention is there; I have no objection. I am not to say that that area is going to be developed and not this area. But the only thing I would like to emphasise is that from Mangalore to Chennai, two major harbours are going to be connected via Bengaluru Hassan and Mangalore. About this route, I had taken the decision during my period in 1996-97. I explained it to the hon. Minister. So, it is still lingering. There is a dispute between the National Highways Authority and the Railway authorities whether it is going to be underpass or overpass. This is one of the major difficulties with these two departments. Both are Central Government departments. Your goodself should try to contact the Minister of Road Transport and Highways, and kindly speed up the decision. It should not be further delayed. That is my humble request.

The other one is that, in my home town, I am facing the difficulties. There are 18 trains from Mysore to various destinations. They are going through my home town. There is a railway platform where there is no crossing and the other side of the platform has not been raised. There are so many accidents. People actually curse me. I have never participated in the discussion on the Railway Budget hitherto. Only for this purpose, I would like to draw the attention of the hon. Railway Minister, kindly issue necessary direction to your officers to see that firstly the work on the platform on the other side should be immediately taken up and see that the work is finished. And an overbridge should also be provided. Otherwise, in my home town I am suffering with the criticism of the travelling public.

Sir, I am going to raise two-three other points; that is all. I do not want to make a lengthy speech. One of the doubling programmes which we have included in 1996-97, till today it has not been concluded. Mysore and Bengaluru, your goodself knows, are two important cities. I would like to draw the attention of the hon. Railway Minister that it is still lingering. Mysore and Bengaluru doubling work is one of the best facilities we are going to provide for the tourists. Not even one kilometre electrification has been done in Karnataka. There is railway electrification up to Jolarpet. It has been completed from Jolarpet to Bengaluru. But from Bengaluru to Mysore it has not been completed. May I request the hon. Railway Minister - wherever the small bits are there -complete the doubling work? The electrification of Bengaluru to Mysore is one of the very essential needs. Please take note of this.

Another point is this. When Madam, Gandhi was contested in 1978, she had announced the connection between Chikmagalur, Sakleshpur and Kadur. During my period 1996-97, I also sanctioned this project but still it is not going to be operational. These are the two things that I am trying to bring to the notice of the hon. Railway Minister.

One more thing that I would like to bring to the notice of the hon. Minister and that is regarding the Railway Workshop at Hubli. Sir, that workshop is there. During the British period more than 5000 workers are there. Some sort of dispute was arisen there during my period about the Railway Zone. I am not going to discuss that issue. It has been settled. At that time, I had provided Rs. 50 crore.

Out of that money they have spent about Rs. 30 crore for the purpose of for workshop for making the coach factory constructing goods wagon and the passenger wagons. There were four or five coach factories at that time. You can go through the then Budget. All these things have been there. At that time the Railway Board had taken a decision about manufacturing of Railway goods wagons. We have spent Rs. 30 crore on that but still nothing has been done. I am not going to say as to where a new coach factory has to be opened for the construction of railway bogies. I am not bothered about that. Let it be opened anywhere in our own country. I am not jealous about that. Please look into it.

We are demanding a push-pull train or whatever the new name it has been given from Arsikere to Mysore. I do not want to say anything beyond this. I hope and trust that the hon. Railway Minister will take care of these things. Sir, you have to do something immediately about the platform work and solve the dispute between the National Highways and the Railway authorities so that the rest of the work is completed. It can be pushed through from Mangalore to Chennai which will be a major corridor. It will help the entire area's industrial production. I have only requested it to you with all sincerity. Even if you increase 5 paise or 10 paise more for super class or first class passengers, I am not bothered. People are so pressurising me to raise this issue in the Parliament. The bus charge is Rs.180 and the Railway fare is Rs. 35 or Rs. 40. Everybody wants this facility. I am telling this in the House itself and it is no fear for me. You are the only person whom we will trust that you will do something for these neglected ones.

\*SHRI P.T. THOMAS: Being a member of Kerala, the extreme south of India, I am very happy to join this budget discussion of Indian Railways. The Budget which is introduced in this August House is a notable one. Indian railway is one of the largest railway networks in the world. Today more than 14 lakh employees are working in this largest public sector undertaking. Indian Railways is one of the pivot point of our national integration.

The Railway budget 2013-14 provided 67 new express trains and 27 passenger trains and 8 DEMUes. The operating ratio of Indian railways is 88.8 per cent and even giving the dividend in the rate of 4 per cent. The

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\*Speech was laid on the Table.

present budget ensures that within one year 1200 km. electrification works will be completed. This is a good initiative which is taken by the railways.

The assurance given by the Railway Minister in the present budget that 47000 vacancies for weaker sections and physically challenged will be filled up is a welcome step. Since the last several years these vacancies were pending ideal. The unemployed youth who are looking for a job is very much indebted to the Railway Minister.

Being southernmost part of the country, our state Kerala is needed much more consideration from the part of Indian Railway. The allotment to Kerala has reduced in such a manner. I am requesting the hon'ble Minister to consider more allotment to the Kerala state. It is to be pointed out that not only new trains as well as the extension of services also is not up to the mark.

The budget allocation to Palghat rail coach factory is 59 crores but we expect more allotment. A separate railway zone is our long pending which is not at all considered. It is very unfortunate. Coming to Cherathala wagon factory only an amount which is below 1 crore is too little.

I am coming from very remote part of Kerala, Idukki where there is no rail connectivity. I am requesting the Railway Minister to expedite the survey works of Kochi-Madurai line which passes through Idukki to Tamil Nadu. If this line will come true, it is in the first time we will come under the railway network.

The most important issue which Kerala is facing is the doubling of lines. From Mangalore to Traivandrum 7 km doubling work is pending since last many years and Ernakulam to Kottayam as well as via Alleppey the doubling works are progressing very slowly. We need immediate intervention from hon'ble Minister's side. The two important demands are very crucial.

Tens of thousands Keralites are living almost in all the states of our country. The demand for increasing the frequency of trains from major cities to Kerala should be considered favourably. I request the minister to consider for one more daily train from Delhi to Trivandrum.

Indian railway is giving much importance to the sports persons but it is not up to the mark. Therefore, I am requesting to recruit more sports persons in Indian railways.

[Translation]

\*SHRIMATI SEEMA UPADHYAY (Fatehpur Sikri): I would like to apprise Hon. Minister of Railways of following major problems related to railway of my Parliamentary constituency.

Hon. Minister of Railways Sir, presently I am Member of Parliament from Lok Sabha constituency, Fatehpur Sikri which is a historical place at the world map. Dargah of Sheikh Salim Chisti and world heritage Buland Darwaja are there and it is known as capital of emperor Akbar the Great. Where hundreds of Tourists come every day. The facilities available at Fatehpur Sikri railway station are not commensurate with the Tourists and filth is seen all the times near station. Railways' property, plenty of land is lying vacant near Railway station where garbage of the town is dumped. Besides, Fatehpur Sikri, Agra is also much famous with tourism point of view, Agra district is very large where sports facilities for youth are not available. Proposals for constructing stadium in Fatehpur Sikri have been received from the local people much time before and during my visit the local youth put their demands if stadium is built in Fatehpur Sikri there will be no garbage near station and it will be much beautiful and decorated with the tourism point of view.

Therefore, I would like to request Hon. Minister of Railways that he should take the above issue in his personal notice and direct the officers concerned to conduct survey of the vacant land for constructing stadium in Fatehpur Sikri and grant sanction to construct stadium there.

Hon. Minister of Railways Sir, in Bichpuri block of Fatehpur Sikri Vidhan Sabha under my Parliamentary constituency. Bichpuri railway station is about 12 kilometre away from Raibha railway station. In middle of both the railway station there is road way from Artoni Pyau Runakta up to Malpura, about two dozen villages are there on this way and about same number of other villages are also connect at Nagar with other link ways. Inter connected and inhabited all sides of Nagar village Sahai, Kukthala, Rasulpur, Bhilawati, Kathwari, Khadwai, Atus, Panwari, Sadarvan, Anguthi, Lohkarera, Sahata etc. are about two dozen of other villages and there is no means of proper transport for the people of these villages. Neither any Bus stop nor any nearest railway station in there. Nagar village

\*Speech was laid on the Table.

is a central point of other villages, where from distance of both the railway stations Bichpuri and Raibha is about 6-7 km.

Therefore, Keeping in view of public facilities in public interest you are requested that necessary effective action may kindly be taken to construct Railway sub-station at Nagar village.

Hon. Minister of Railways, I would like to bring to your kind notice that level crossing has been built at Gopalpura, Kukthari village inhabited near under construction Agra-Bah-Etawah railway line. The road constructed from that crossing in very circuitous, as a result it hampers the vision of the people using this road. In this situation the probability of occurring serious accident is always there. In this regard the complaints from rural people are receiving constantly. In these complaints rural people have requested that dividers should be built making the road wide to avert the accidents.

Therefore, I request you that in view of above serious problem of the rural people the officers concerned should be directed at the earliest for providing dividers by widening the road in the public interest.

Hon. Minister of Railways Sir, the proposed height of the bridge at Agra end of sanctioned Bah yard is 10 feet, in the regard. I have been told by the local farmers and villagers that they will face lot of difficulty due to low height of this bridge as their agricultural vehicles will not be passed through the bridge.

Therefore, I would like to urge upon you that the officers concerned should be directed to raise the height of the above bridge from 10 feet to 12 feet or 15 feet in the interest of the local farmers and people.

Hon. Minister of Railways, I would like to bring it to your kind notice that in my home district Hathras, demand to provide stoppage of Gomati Express at Hathras Junction is being made for the long time. In a meeting held with General Manager, North Central Railway, Allahabad in district Agra on 18.01.2013, General manager had assured to provide stoppage of above train at Hathras Junction. It is also brought to your notice that there is no stoppage of above train at any station within limits of district Hathras. Therefore, with reference to my letter dated 29.11.2012 addressed to Hon. Union Minister of Railways, Government

of India and letters dated 18.08.2011 and 29.11.2012 addressed to Hon. State Minister of Railways, Government of India, New Delhi. I received the letters No. MR/A/766/2012 dated 10.12.2012, R.M/A/1053/2011 dated 15.09.2011 and R.S.M(K)/A/93/2012 dated 21.12.2012 respectively from offices of Hon. Union Minister of Railways and Hon. State Minister of Railways wherein it was apprised that the matter is being examined. Despite elapsing of so much time the action is still awaited.

Therefore, you are requested that as per demand of the people officers concerned should be directed to provide stoppage of Gomati Express train at Hathras Junction railway station in the public interest.

Hon. Minister of Railways, it is brought to your kind notice that in my home district Hathras, construction work on over bridge sanctioned at N.H. 93 Hathras (Mathura-Kasganj road) has not been commenced. In a meeting held with then General Manger, North Central Railway, Allahabad in Agra on 20.06.2011, I had demanded for over bridge at Talab crossing of N.H.-93 road (Mathura-Kasganj railway line) on the demand of the people of district Hathras and given a proposal also keeping in view the problem of the local people baffled with traffic jam for hours together. Regarding above proposal, it was brought to my notice that over bridge on Talab crossing at N.H.-93 (Mathura-Kasganj railway line) has been sanctioned but work is not being started due to non-cooperation of state government which causes traffic jam remains continuously. Therefore, you are requested that construction of above over bridge should be started at the earliest in the public interest to provide relief to the local people from traffic jam.

Hon. Minister of Railways Sir, it is to bring to your kind notice that in village Putta Charita of Block Jaitpur of Vidhan Sabha constituency Bah under my Parliamentary constituency the railway crossing at under construction Agra-Bah-Etawah railway line has been built at much height due to which people are facing huge difficulties in vehicular movement and I am receiving complaints in this regard continuously. Therefore, I request you if a ramp is made on that place then the problem of vehicular movement will be solved for the rural people. You may kindly direct the concerned officers in this regard.

Hon. Minister of Railways Sir, It is brought to your kind notice that in Sikandararau Vidhan Sabha constituency

in my home district Hathras request to provide stoppage of Chhapra express is being made for the long time. In this regard with reference to my letter dated 29.11.2012 addressed to Hon. Minister of Railways, Government of India and other letters dated 18.08.2011 and 29.11.2012 addressed to Hon. State Minister of Railways, Government of India, New Delhi, I received the letters No. MR/A/764/2012 dated 10.12.2012, R.M/A/1052/2011 dated 15.09.2011 and R.S.M(K)/A/0/2012 dated 21.12.2012 respectively from office of Hon. Minister of Railways and Hon. State Minister of Railways wherein it has been apprised that matter is being examined. Despite elapsing of so much time action is still awaited. Therefore, you are requested to take necessary and effective action at your own level for providing stoppage of Mathura-Chhapra express train at Sikandararau railway station in public interest.

Hon. Minister of Railways Sir, it is to bring to your kind notice that request to start the work of level crossing sanctioned at Palia village of Vidhan Sabha-Fatehabad under my Parliamentary constituency at under construction Agra-Bah-Etawah railway line is being made for the long time. In this regard with reference to my letter dated 29.11.2012 addressed to Hon. Union Minister of Railways, Government of India, New Delhi a letter No. MR/A/765/2012 dated 10.12.2012 was received from the office of Hon. Union Minister of Railways. In that letter it was intimated that he was getting the matter examined. Despite elapsing of so much time action is till awaited. Therefore, you are requested that as per demand of local people the postponed construction work of level crossing at Palia village of Fatehabad at under construction Agra-Bah-Etawah railway line should be restarted in public interest. The officers concerned should be directed for the same at the earliest.

Raising of emergency quota in all the trains passing through Agra division should be ensured.

In addition to existing AC coach one more AC coach should be attached in intercity train running between Agra and Lucknow.

It is very necessary to operate Agra fort — Ahmadabad train on daily basis instead of thrice a week.

The train running from Agra to Kathgodam was discontinued for unavoidable reasons. It is very necessary to operate the discontinued Agra-Kathgodam train in Public interest.

Avadh Express has two births for the long time, these should be raised to 20.

An AMU (Shuttle) train should be operated from Fatehpur Sikri Railway station to Agra.

Fatehpur Sikri railway station should be provided with stoppage of other express trains besides Maharaja Express.

Agra Fort-Ahmedabad train should be operated on daily basis and its stoppage should be provided at Achhnera Junction.

It is very essential to provide stoppage of Agra-Jaipur shatabdi express at Achhnera Junction.

Kasganj-Achhnera passenger train should be extended up to Agra Fort.

Shuttle passenger train from Agra Cant to Jajau, Sainya should be operated in morning and evening.

Railway stations should be built at Fatehabad, Shamshabad and Jaitpur on Agra-Bah-Etawah under construction railway line.

Shatabdi train should be operated from Agra fort to Kota and its stoppage should be provided at Fatehpur Sikri for the benefit of tourists.

\* SHRI KAPIL MUNI KARWARIA (Phoolpur): I congratulate Hon. Minister of Railways Shri Pawan Kumar Bansal ji for presenting first Railway Budget, but I criticize it as no additional provision has been made therein for development and modernization of Railway and giving pace to pending projects. Today we dream for developed India of twenty first Century and have pride for development and modernization and feel honour on being a largest railway network but reality remains that we stand nowhere in comparison with other countries in the matter of safety, security, punctuality and high speed trains.

Regarding running of trains behind scheduled time, our specific identity is still continue. No provision has been made in the budget for improving this situation.

The proposals for doubling of railway lines sanctioned by Railway in eleventh five year Plan are pending still today, no additional provision has been made in the budget for this also. For Kumbh fair to be organised in January, 2013 in Allahabad, I had put my demand in the

meeting of consultative committee three years before for extending of basic facilities at Daraganj, Jhunsi, Prayag, Prayag ghat, Allahabad city. Naini, Allahabad Junction and Subedarganj stations near Allahabad (Sangam) and construction of over bridge near Moti Lal Nehru National Technology Institute, Teliyarganj, over bridge at Nagar Panchayat Phoolpur, over bridge in Sari Gopal, over bridge near IERT Prayag station and foot over bridge at Subedarganj and Jhunsi Stations and providing First Aid centre, Passengers Retiring room and other basic amenities at Daraganj, Jhunsi, Prayag, Prayagghat, Fatamau, Naini, Allahabad Junction and Subedarganj etc. stations of nearby Kumbh fair area.

Despite my continuous request being made for the last three years the Ministry of Railways could not make better arrangement, consequentially 37 devotees and passengers returning from Kumbh fair with fruit of righteous deed killed in the stampede on 10.02.2013 at Allahabad junction and hundreds were injured and all the claims made by Ministry of Railways for safety and security of railway stations proved as false.

Recommendation has been made to close the level crossing by not increasing the Railway safety fund for the work related to safety at level crossing by Railway. Attention has not been paid towards inconvenience likely to be face by the rural farmers, workers and traders due to closure of level crossings.

A concrete road has been constructed under Pradhan Mantri Gram Sadak Yojna for Samnai, Phoolpur alias Jagapur, Bhati, Pannupur, Maroofpur, Korali, Sarayrah, Riprodh, Shankardara etc. Villages situated at Allahabad-Lucknow Highway. Allahabad - Lucknow Railway line is on the same road and there is manless railway gate No. 10-C to cross the railway line which is used by the people of above mentioned villages. The Railway has closed the traffic to come and go by putting stones on both the sides of Railway gate No. 10 C due to which people coming and going of people through that gate by their own conveyance has stopped. Those stones at manless gate No. 10 C should be removed in the interest of villages and it should be restarted.

The Dayalpur Halt Station on Allahabad- Faizabad Rail Route was closed in the year 2006 due to financial losses. Dayalpur tower has developed due to the

development of nearby areas and proximity to Allahabad city. Hundreds of students, businessmen and employees from the nearby areas of Dayalpur come to Allahabad daily. The Rail travel will be available to hundreds of students, farmers and businessmen if this station again start operating.

A gate at Ramnathpur station on Allahabad- Varanasi rail route has been made one kilometer away from the village instead of making it near Ramnathpur village. It is of no use as it is away from the main road near the village. The Railway Department has accepted this fact but due to financial reasons it is not being shifted. This should be shifted on to the main road near Ramnathpur in the interest of the residents of that area and the amount of cost should be borne by the Railways.

Jhusi, Daraganj, Prayag, Prayagghat, Lalgopal Ganj and Naini stations of Allahabad district were declared as model stations in the last budget and overall development was said to be done but it is a matter of regret that even after one year no construction work has started on these model stations.

The hon. Railway Minister has admitted in his speech that the quality of eatables supplied to passengers while travelling in the trains is of very sub-standard but no policy for catering has been made upto now. Passengers are compelled to take sub- standard food items as no improvement in catering service has been made till now. No scheme has been chalked out in the budget to check it.

Better cleanliness arrangements have been announced to be made in the Rail Budget but the shabby conditions of toilets, coaches, platforms, retiring rooms and waiting halls is well known to all. Arrangements for bio-toilets has been said to be done in the budget but there is pitiable condition prevailing regarding clean drinking water and toilets even in the first class and second class air-conditioned coaches today. An acute problem of regular and permanent arrangement of water supply prevails at the stations during summer season in the long distance trains. There is no provision for this in the budget.

There is an increase in the incidents of eve-teasing in the trains in the poor years. An announcement has been made to create women RPF Battalions to check this increasing incidents of eve-teasing but there is no

permanent arrangement for starting helpline of RPF and showing its number in the coaches.

The country is celebrating 150th anniversary of Pt. Motilal Nehruji and Pt. Madam Mohan Malviya ji but no Rail project has been started in Allahabad in their memory in the Rail Budget.

There is no scheme in the Rail Budget 2013 for the safety of passengers, modernisation of Railway and accelerate the pending projects. Nothing has been done for improving passenger amenities even after increasing fares and freight charges. Budget is very disappointing. Therefore, I oppose this budget.

\* DR. KIRIT PREMJI BHAI SOLANKI (Ahmedabad West): I represent Ahmadabad West Parliamentary Constituency. Railways has meted step motherly treatment with Gujarat after independence. Surat, Vadodra, Ahmadabad which are big cities of Gujarat link North India and other main States and in addition to that North Gujarat which is close to international border along with Pakistan and there is vast coastal area in Saurashtra area of Gujarat. The Rail facility is negligent in these two areas which was built in the British time. Very less development of Railways has been done in these two areas in the independent India.

I request that the Central Government should provide Railway infrastructure in these areas in view of sensitive border along with Pakistan and vast coastal border so that to protect the country and enhance the business from North India at these sea ports. Following are my main demands for Gujarat.

The Rail traffic between Ahmadabad and Mumbai is largest in the whole country. An announcement has been made in the earlier Rail Budgets to run High Speed Train Service (Bullet Train) between Ahmadabad- Mumbai. Survey was also conducted but when it will be implemented has not been mentioned in this Rail Budget. I demand that this is a national Project and announcement should be made to implement it at the earliest.

More than 95 percent traffic is from roads in North Gujarat. I am very sorry to say that Rail line Chansabha, Kamboi to Harij has been laid few years ago. This is injustice with North Gujarat. I demand that the Chansabha-

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\*Speech was laid on the Table.

Harij Rail track should be proposed again as broad gauge line and it should be linked with Radhanpur so that there should be a new Rail route for Kandla sea port. I also demand that a promise was made in the last Budget to conduct a survey to convert Kalol, Bahucharji, Chansabha to Ranunja Rail line into broad gauge. That should be completed and converted into broad gauge line at the earliest.

Injustice is continuously being done with Gujarat even in this Rail Budget 2013-14. Not a single project from Projects of National Importance has been awarded to Gujarat. Not a single line has been earmarked for border area connectivity even Gujarat being a border state. Raibareilly was awarded a coach factory last year in Rail based industries a forged wheel factory has been awarded in this budget whereas no factory has been given to Gujarat even after having such industry.

Palanpur-Samarviyali has been announced in doubling but other doubling lines will be laid by the Government whereas it will be made under PPP model here. I demand that this doubling work should be done from Government exchequer.

An announcement was made in the year 2012-13 to complete 36 new lines but not a single line has been given in Gujarat. A promise is made to for gauge conversion of 14 lines in 2012-13 but there is not a single case of conversion for Gujarat. Intension has been expressed for doubling of 67 lines in the country in 2012-13 and not a single one is for Gujarat.

The Rail Minister has made some minor announcements in the rail surveys but no major announcement has been made. The long pending demand of making Ahmedabad the headquarter of Western Railway has not be considered. The promise of making Ahmedabad, the station of International level, remained a promise only. No announcement has been made with regard to the long pending demand of providing stoppage of Ahmedabad-Delhi Rajdhani Express at Sabarmati station. Sabarmati railway station can cover a large area and Mahatma Gandhi ran the freedom struggle from Sabarmati Ashram. It is a historical place and Gandhi Nagar is also near Sabarmati railway station. It will be an important decision, keeping in mind the convenience of people to provide a stoppage of Rajdhani Express here. Therefore, I demand that the

stoppage of Rajdhani may be provided at Sabarmati railway station immediately. Shatabdi train may be given to Ahmadabad, Rajkot and Jamnagar in Saurashtra.

SHRI JAGDISH SHARMA (Jahanabad): Mr. Chairman Sir, I thank you very much for giving me an opportunity to speak. The discussion on Rail Budget invites the attention of the entire country. Whenever Rail Budget comes, the Hon. Rail Minister starts his speech by saying that priority will be given to socially and economically backward areas, so that they could be developed. When Bansal Saheb became the Rail Minister, I congratulated him. We respect him a lot. He is very dignified and experienced person, but I don't know why, I am not leveling any allegation, but if you study the Rail Budget you will find that discrimination has been done to backward State like Bihar. The people of Bihar had not expected this treatment from Bansal Saheb. We have praised their General Budget. When General Budget was presented our party Janta Dal (United) praised it and thanked him. But in the Rail Budget, nothing has been given to Bihar. All the trains are already running in Bihar. I do not want to enumerate them. I was under the impression as the Rail Minister this time is a very seasoned person he can feel the agony of Bihar. The areas which don't get any priority in the matter of railways, their MPs are considered weak in *their area*. Bihar is making all-round progress under the leadership of the Chief Minister Nitish Kumar ji. We hope when the Rail Minister gives a speech on the Rail Budget, he will try to compensate the injustice done to Bihar in his speech and assure them. Bansal Saheb comes from Union Territory. Today Hon. Nitish Kumarji is not in the House. You just see the Rail Budget of his time. I have studied the Budget. He had taken care of the whole country along with Bihar. Sir, I come from Jahanabad which is completely naxal affected area. Hon. Sonia has just left the House. She went there in the year 1998, and I also went with her. The survey of four Rail Projects was completed. I thank her that during the period of UPA (2), the survey of those four projects started. From Behta to Aurangabad, Islampur to Bodh Gaya via Maanpur, Bihar Sharif to Jahanabad via Kangan Sarai and Jahanabad to Kinger, these four rail lines are of international importance. Through you, I would request the Hon. Minister to give assurance to start the work at least on Bodh Gaya line. Bodh Gaya is a place of international importance and for that you get assistance from Japan also. Please give instructions to start the other projects, so

that the country and the people of Bihar should have the feeling that the Government are doing some development work in naxalite areas.

Your NH-10 crosses Rajabazar-Jahanabad but as there is no over-bridge it is always crowded. The State Government have given a proposal in this regard. It is the responsibility of the Railways and you are answerable for making R.O.B. as it is passing through National Highway and Patna-Gaya rail line is there. The previous Government made announcement of converting many railway stations of the country into Adharsh Stations. Makdampur and Jehata are two such stations on Patna rail section. I request you to give these two stations, the status of 'Adarsh Station' Intercity train does not stop at Tehata railway station. It stops at all other stations but it does not stop at Tehata railway station.

[English]

MR. CHAIRMAN: Please wind up. Many members are waiting for their turn to speak.

[Translation]

SHRI JAGDISH SHARMA: Sir, I am going to conclude.

Ganga Damodar Express runs upto Dhanbad. It terminates at Dhanbad. I would request that lakhs of people of Jahanabad Gaya work in Kolkata. You have developed New Kolkata Station, therefore extend this train from Dhanbad to Kolkata. Start one train from Delhi to Kolkata via Patna and Jahanabad. An ROB is sanctioned in Narkatiaganj and Bagah in Western Champaran and it was announced that it would be completed by the year 2014. But its tender has not been floated till today. Same is the condition of our party member Smt. Ashwamegh's constituency. An ROB was to be constructed at Gumti No. 32. But there also tender has not yet been floated. I would like to request that this time the Hon'ble Minister should announce that at least two PRS, if not two, then one PRS, as earlier as possible should be given.

With these words, I conclude my speech.

[English]

SHRI M.B. RAJESH (Palakkad): Sir, I would seek your permission to speak from this seat.

MR. CHAIRMAN: Okay. Be very brief and conclude your speech within five minutes.

SHRI M.B. RAJESH: Thank you very much, Sir. At the outset, I would like to share the general feeling that has been created by the Railway Budget in my State of Kerala right from the Minister, who is in-charge of Rail in the State to the common man. Unfortunately, the feeling is that the injustice has been done to the State of Kerala. But I earnestly hope that the Railway Minister, Shri Pawan Kumar Bansalji, who is a reasonable person and who has been accommodative, will rectify that mistake; and justice will be done to Kerala.

Secondly, I would like to raise an issue once again, which had been raised by me in the last three-four years in this House 13 times. That is nothing but Palakkad Coach Factory Project. The hon. Defence Minister, Shri Antonyji is here; and he knows well the entire history of the Palakkad Coach Factory. The Coach Factory was promised to us in 1980 by the then Prime Minister, Shrimati Indira Gandhi. But unfortunately, that project went to Kapurthala in Punjab instead of Palakkad. After waiting for long 28 years, during the UPA-I period, when Luluji was the hon. Railway Minister, the Palakkad Coach Factory Project was again announced along with Raebareli Coach Factory Project. Now, the Raebareli Coach Factory has started production; and I have no complaint about it. That is due to the pressure exerted that the Raebareli Factory has started production. But in Palakkad, we can see only the foundation stone. The foundation stone was laid one year back but nothing has happened since that time.

Sir, the land has been made available by the Government of Kerala, which the Railways had taken over and now, that is to be sold. Now, we are waiting for the global tender and other procedures. But in the last one year, the global tender and other procedures have not been completed. We got the Cabinet clearance for the PPP project. Though we have got some ideological differences on the PPP projects, still I do not oppose the PPP project because I want that Coach Factory to be a reality. That is why I am not opposing the PPP. But the reality is that no major PPP projects has been materialized in the Railways. That is the history; and that is the reality.

In this regard, therefore, I would like to make an important proposal to the hon. Railway Minister for the consideration of the Railways. In my informal talks with the people concerned with the Steel Authority of India (SAIL), I came to know that the SAIL is willing to be a partner in

the Palakkad Rail Coach Factory Project. Now, it is for the Government of India and the Railways to take a decision to respond positively. If the Railways respond positively and if the Railways take initiative, I hope that the Steel Authority of India is willing to become a partner in the Rail Coach Factory. Now the ball is in the court of the hon. Railway Minister and the Railways. If the hon. Railway Minister responds positively, then I believe that this coach factory project can be made a reality without any further delay. This has been delayed for 33 years. We have been waiting for the last 33 years and now we are looking for a global tender and looking for a private partner but we have not been able to find an appropriate private partner. So, in this situation if such an offer comes from the Steel Authority of India or if the Railways approach the Steel Authority of India and if the Railways accept the Steel Authority of India's proposal, then that would be a great relief and this will help to materialise this important project. This is the third issue and I hope that in his reply, the Railway Minister will respond to this proposal.

And, lastly—I would conclude with these things—that there have been media reports about closure of a railway station in Palakkad constituency and in Palakkad Division. The name of that railway station is Mankara. I am not sure whether such a decision has been taken or not but, Sir, this is not an ordinary place and this is not an ordinary railway station. Though I belong to a different political party, CPI-M, I respect Sir Chettur Shankar Nair. Sir Chettur Shankaran Nair was the one and only Malayali President of All-India Congress Committee. So, this place is the place of Sir Chettur Shankaran Nair and after becoming the President of AICC, he came to that railway station. He was accorded a warm welcome. So, this railway station and this place has got an historical importance. So, at least in the name of respected Sir Chettur Shankaran Nair, the former AICC President, I request the hon. Railway Minister that if such a decision has been taken, do not take such a decision. Please do not close down the Mankara railway station.

I would like to conclude while once again appealing to the Railway Minister that the feeling of injustice that has been done to the State of Kerala, the injustice that has been done in the case of Rail Coach Factory at Palakkad, that injustice will be done away with and justice will be done to the State of Kerala.

[Translation]

SHRI SATPAL MAHARAJ (Garhwal): Mr. Chairman Sir, I am thankful to you for giving me an opportunity to speak on Rail Budget. I would thank the Hon. Minister of Railways a lot for identifying Tanakpur-Bageshwar project as a project of national importance. Deharadun has been selected for National Skill Development Programme. The government has fulfilled the long pending demand of the people by providing direct rail link between Rishikesh and Doiwala in Uttrakhand. Apart from it, a bye-pass has also been sanctioned. It will protect elephants. Earlier elephants used to fall prey to train accidents. I am greatly thankful to the Hon. Minister for this kind gesture. Doubling of Haridwar-Dehradun and Nagimabad-Kotdwar rail lines has also been sanctioned. A new train has been sanctioned for Amritsar-Lalkuan-Bandra terminus, Ramnagar-Bandra terminus-Haridwar. Also, a passenger train between Bareilly-Lalkuan has been sanctioned. Sriganga Nagar-Haridwar Express has been extended upto Rishikesh. Frequency of Dehradun-Madurai-Chandigarh Express has been increased to two days a week. I am thankful to the Hon. Minister for these.

I would also mention that Rs. 5 crore have been sanctioned for Rishikesh-Prayag Railway line for 2013-14. It will fulfil aspirations of every Indian who desires to come to Badrinath. Earlier, people going to Badrinath, used to start their journey after performing their 'Shradha' because they were afraid they may or may not come back. It was very difficult journey. But now the Hon. Minister desires to lay a railway line upto there. Therefore, Rs. 5 crore have been sanctioned for 3D survey for Rishikesh-Prayag railway line. I would thank the Hon. Minister in this regard also. It has thrilled the poor man and sant community and they say that the Government is doing something great for making journey to this difficult hill area easy and accessible. It will fulfil our aspirations. At the same time it would lead to development of the State. I would like to quote the poem of our Hon. Speaker Meira Kumar ji:

Na rahe Raidas

Na rahe woh kathoti woh kangana

Karam, kiska man hai ab changa

Bahut udas rahti hai Ganga

Sahstran diye

Taira diye har shyam Maa ka naam

Tairai jisne pathai ke shaligram

Shyad uski soch main

Bahut udas bahati hai Ganga

Shabd bemani

Aarti main mardu sur nahin shor hai

Palit pawani ko ghore malinata ghor hai

Samete yaha kalus tera mera

Bahut udas bahati hai Ganga

Kar Sakun teri aarti is layak kar de, Maa

Pranam ke bihar main basant ke rang bhar de, Maa

Unglij thame rakh, mele main mat chod akela

Mere sang aa, Maa Ganga

Mere sang aa, O meri Maa Ganga

Sir, Meira kumarji says that the train would witness the pain and current of Ganga while flowing between Rishikesh to Ganprayag. It would be a matter of great pride for all of us. People would be able to have darshan of Hemkund Saheb, religious abode of Sikhs. It would facilitate journey to Badrinath, Kedarnath, Hemkund Saheb all the three places and would result in all-round development of Uttrakhand. It would benefit our country a lot. I would like to suggest the Hon. Minister that since very large number of people in our country suffer from diabetes, therefore suitable food should be provided for them in trains. There should be some exclusive diet for them like veg or non-veg.

Sir, Uttrakhand eats variety of dishes. My submission is that when the train passes through Uttrakhand local dishes should be served to the passengers. Kanda, a vegetable prepared out of Bitchughas is quite tasty. If it is served with rotis of mandua, then it gives great taste. The vegetable is eaten with Jakhya. Therefore, local Uttrakhandi dishes should be served in trains.

Toilets should be clean. In China, when the train stops at platforms, toilet-doors are automatically closed so that people can't use toilets when the train is at stations. It prevents stations from getting dirty. My submission is that our trains too should have such mechanism. Bio-toilets should be provided in trains. Toilets in trains should be cleaned by vacuum on the lines of aeroplane. Why can't we have multi-storey railway stations. Motels, shopping complexes can be opened at stations, so that people can use them and railways will earn revenue therefrom.

Sir, super-fast trains should be started. Dedicated corridors should be created. Recently I got an opportunity of visiting Japan and ride a superfast train. Trains door opened for five minutes, we boarded the train, then it started. The passenger present there told that if a train is late by a minute the Ministry as well as the Government renders apology on television. What I mean is that the trains are so punctual. We should follow it because if train reaches on time, everything in the country will go on smoothly.

Sir, my submission is that Utrakhandi art and architecture should be used while constructing new railway stations in Utrakhand. I want Utrakhand art should reflect on the upcoming 12 station buildings in the State. Museum should be opened at such stations where freedom struggle was fought and such stations should be dedicated to the freedom fighters and their photos should be displayed there so that people remember that they laid their lives for country's freedom.

"Shahidon ki chitaon par lagenge har bars mele,  
Vatan par marne walon ka yahi baki nishan hoga."

Sir, we should open our borders for trains so that our trains can go to other countries as messenger of peace. If we go to Tripura through Bangladesh, it will take only 10 hours, otherwise it takes three days in reaching Tripura. If we take cross-border route we can go to Thailand from Kolkata via Tripura, Myanmar ana even we can go upto Malaysia. We can connect upto Singapore. The Government should make similar efforts for starting cross-border services so that India can have rail connectivity with other countries.

I further demand that Ramnagar- Haridwar passenger should be provided a halt at Dhampur. I urge

the Hon. Minister to include Ramnagar, Kashipur, Lal Kuan, Haldwani station in North Eastern Railways rest all the stations in Utrakhand fall under North-East zone. Only Ramnagar, Lalkuan, Haldwani stations area under North-Eastern Zone. It causes many problems. Kashipur-Barielly train should originate from Ramnagar. Ramnagar-Chandigarh train should be restored. First class AC coaches should be provided on Delhi-Ramnagar route. It will facilitate passengers coming to see Jim Corbett Park. Same day reservation facility should also be restored.

With these words, I would like to thank the Hon. Minister of Railways and would add following lines in support of the Budget.

Peer parvat si pighalni chahiye,

Is railway se koi ganga nikalni chahiye,

Mere sine me na sahi to ter sine main sahi,

Kahin bhi aag nikalni chahiye,

Sirf hangama karna mera maksad nahi,

Meri yaha kosish hai ki surat badalni chahiye.

[English]

\*SHRI ANAND PRAKASH PARANJPE (Kalyan): I belong to Kalyan (Maharashtra) Parliamentary Constituency. Maharashtra is a state where first train on the Indian sub-continent steamed off Mumbai to Thane on April 16, 1853 in Central Railway. The Hon'ble Minister has tried to accommodate many works in Railway Budget like safety and security by setting up Railway Safety fund. Surplus expected to increase with operating ratio projected to fall to 88.8% in 2012-13 and 87.8% by 2013-14. Added 500 km of new lines, 750 km of doubling and 450 km. gauge conversion is targeted in 2013-14.

Passenger Amenities in which identification of 104 stations, serving population of more than one million or those serving places of religious/tourist important for immediate attention. There are other aspects related to cleanliness, setting up Rail Neer bottling plants at 6 places, upgradation of another 60 stations as Adarsh Station in addition to 980 already selected, providing free wi-fi facility on several trains, provision of 179 escalators and 400 lifts at A-I and other major stations for differently abled

\*Speech was laid on the Table.

passengers. The upgradation of IRCTC ticketing system will be able to support 7200 tickets per minute as against 2000 tickets per minute today. For providing hygienic food, arrangements are tied up with food testing laboratories in addition to third party audit. State of the art base kitchens are proposed to be set up in railway premises. For promotion of Rail Tourism, executive lounges are going to be set up in the country and launching of multi-modal travel package with cooperation of state Government of Jammu and Kashmir. Government is planning to generate Rs. One lakh crore through PPP route during the 12th plan. Special emphasis has been given to Rail based industries to meet the increasing demand, reduce dependence on imports and to generate employment opportunities. Multi-disciplinary training institute at Nagpur will be set up for imparting training in rail related electronics.

New projects have been proposed like laying of new lines, gauge conversion, doubling and electrification. Surveys for 59 projects will be undertaken in the year 2013-14. New trains have been started.

In this budget less emphasis was given to state of Maharashtra, the reasons best known to the authorities. No new Railway lines will be going to be laid in the year 2013-14, likewise no doubling of tracks and no electrification of line in Maharashtra. Only 4 surveys for the new projects will be taken up out of 59.

There is very thin Railway network in Maharashtra. No direct connectivity between major stations like Pune-Nasik, Pune-Aurangabad, Kolhapur-Aurangabad, Solapur-Nagpur, Solapur-Nasik, Ahmadnagar-Mumbai.

20 surveys have been carried out but no new line except Wardha Yavatmal-Nanded was sanctioned during the last 15 years.

Despite Maharashtra Govt, agreeing for 50% of the cost, the work of Manmad-Indore is not sanctioned.

No doubling project was sanctioned during the last 15 years except Bhigwan-Gulbarg which is given to RVNL and progressing at a very slow pace.

No production unit is based in Maharashtra for manufacture of coaches, diesel loco, electric engine and wheels. I hope Maharashtra gets one of these soon.

Work on world class station (Thane) is still not progressing in Maharashtra.

In Delhi to decongest the Railway Station Govt. has decided to setup three new Railway Terminus but not a single one in Mumbai.

In the last budget the then Hon'ble Minister had informed that Mumbai Rail Vikas Corporation has successfully completed its flagship project of MUTP Phase I costing Rs. 4500 crore with cooperation of Government of Maharashtra. The work on MUTP Phase II at a cost of Rs. 5,300 crore is also progressing well. A road map for MUTP III has been prepared to further strengthen and augment the suburban rail infrastructure and MRVC would carry out feasibility study for construction of faster corridors on CSTM-Panvel and Virar-Vasai-Diva-Panvel to Navi Mumbai Airport will be also be examined. But I am surprised to see that no mention of MUTP Phase III has been in the Budget.

The work of integrated security system have stopped for want of funds. The following are the important demands related to my Parliamentary Constituency.

- India's first green field new Coaching Terminal on Railway land situated at Thakurli near Kalyan Junction in PPP Mode, is strategically and geographically an important location as train plying on 3 directions pass through Kalyan Junction namely south-east bound trains, north-east bound trains and Konkan railways.
- Elevated suburban Railway Corridor from Chhatrapati Shivaji Terminus to Kalyan Junction on suburban main line.
- Starting of suburban services on mainline between Diva Jn to CSTM.
- Extension of 15 Coach EMU Services between CSTM to Kalyan Jn upto Karjat and Kasara.
- First AC EMU Service on Mumbai Suburban services as declared by you should be from CSTM to Kalyan Jn.
- Extended Thane Station between Thane & Mulund on suburban Main line.
- 72 new additional service has been introduced out of which 50 on Western Railway and 22 on Central Railway. All the 22 services are on Harbour line of Central Railway. No service has been increased on

Main line i.e. CSTM-Karjat-Khopoli, CSTM - Kasara. The new service should be introduced on Main Line too.

- Dombivali and Kalyan junctions are AI stations in Mumbai Division but there is no facility of escalators. The escalators should be installed at the earliest.
- There is long pending demand of ROB at Diva Junction (Thane Municipal Corporation) on 50-50 cost sharing. It should be constructed immediately.
- The total funds allotted for Central Railways under passenger amenities PH-53 is a meager Rs. 73 crore for the 2013-14 for Central Railway with its urban traffic catering to 40 lakhs commuters daily. Considering the big volume of traffic passengers, the allocation should be increased to atleast Rs.150 crores.
- No work has been started for doubling of Kalyan-Kasara 3rd line as announced in 2011-12 Railway Budget.
- Survey of Kalyan - Karjat 3rd line kindly be done at the earliest and work to be started at the earliest.
- Ticketing is another area of concern which needs your attention and intervention. Lack of ticket windows on suburban stations is a concern. ATVM's were introduced for quick and easy ticketing for commuter but it is proving to be a nightmare with more 50% of ATVM's are faulty and have maintenance problems. CVM's are popular means of ticketing and should continue to stay.
- Inclusion of Diva-Panvel and Diva-Vasai under suburban main line system.
- To start new services for Kalyan Jn to Panvel and Kalyan to Vasai suburban services.

With these words I support the Railway Budget 2013-14. Mumbai.

[Translation]

SHRI SANJAY SINGH CHAUHAN (Bijnour): Mr. Chairman, Sir, I am grateful to the Hon. Minister and I praise the Rail Budget. The day he became the Minister of Railways, it sent a ray of hope and everybody was happy and thrilled. That day I was in Muzaffarnagar, my

home district, when he was sworn in as the Minister. I kindled a hope that the pain of people of West who have suffered for the last 65 years, will get relief. Something has been done but still I would like to bring certain points to the notice of the Hon. Minister. The population of Delhi is increasing at an alarming rate and it may result in population explosion. If still we fail to chalk out any long-term plan for the Delhi, then after 20 years, it won't be possible to have an entry in the city. Railways can play a major role in solving this problem. In 2010, Kumari Mamta ji evolved vision 2020, which has now been extended to 2024.

There is a single railway line between Saharanpur-Delhi. It is neither doubled nor electrified. Before Budget also I have made requests in this regard. This time, the Hon. Minister has made an announcement but it is with regard to Shahdara, Shamli, Tapri and not from Delhi. Shamali-Tapri has been covered leaving Delhi-Shahdara, Shamali aside. Therefore, I urge that it should be from Shahdara and as per earlier announcement work was to be under taken on Daurala-Tapari upto Saharanpur. But it was done only upto, Muzaffarnagar. And in current Budget, there is no mention of Daurala, Muzaffarnagar. Things have become very difficult, sometimes announcements are made and subsequently changed. Hastinapur is a big holy place. In 2009-10 an announcement was made with regard to Daurala-Panipat. Now our democracy has matured and people have become aware of things. Whenever we visit our areas, people ask us as to what happened to such and such announcements? My predecessor M.P had asked the Hon. Minister about an announcement made by the Minister some years ago. Therefore, the Minister should give clarification with regard to the announcement made earlier.

My submission is that a new line should be laid between Meerut-Bijnore. Also, clarify about present status of Meerut-Hastinapur line. What is the status of Damala-Hastinapur-Panipat rail line announced earlier? What about Muzaffarnagar Roorkee line. People have to travel an extra distance of 30 kms for reaching Roorkee. If this line is laid it would shorten travelling distance. Constitution of diversion at Moajampur Narain ji would make journey convenient. Delhi-Shahdara-Bagpat-Shamli-Saharanpur, Kosi-Jajampatti via Barsana-Nandgram-Govardhan lines needs to be electrified. Mathura is another big holy city. It is so

sad that lakhs of devotees who come for Parikarna at Govardhan have to travel on train-top in absence of adequate number of trains. ...(*Interruptions*) There is a need to pay attention to it. We have to approach the Hon. Minister even for petty matters which can be resolved by the officers in Railway Board. I submit that Indore Express, Okhla Express, Okhla-Dehradun Express, Kochubeli Express, Amritsar-Indore Express, Nizamuddin Express should be provided i stoppages at Modinagar. Further, Balasad-Haridwar Express, Anand Vihar-Jammu Tawi Express, Lokmanya Terminal-Haridwar Express trains should be provided stoppage at Muzaffarnagar. Lucknow-Chandigarh Express had a halt at Chandok railway station. This halt has been cancelled during the last three months. I urge the Government to restore it. Kolkata-Jammu Tawi Express should halt at Balawali station and Saharnapur-Delhi train at Khandarwail station.

Mr. Chairman Sir, the practice of cancellation of trains during foggy weather deprived the people of that particular area of trains services. Though important trains such as Rajdhani or Shatabdi are not affected or stopped but other daily passenger trains are cancelled on pre-fixed dates, such from 15th December to mid-February, no matter fog falls or not. People of the affected areas have to suffer a lot Delhi-Shamli, Kotdwar-Delhi, Garhwal Express, Lucknow-Chandigarh Express trains are cancelled due to fog. There should be some solution to it. More coaches should be added to Shamli-Delhi, Delhi-Haridar, Saharanpur-Delhi, Delhi-Saharanpur trains. I demand that some stations in this areas should be upgraded to model stations. Bijnoer, Chanpur, Najibabad, Chandak, Khatoli, Ruhana, Jhalu stations be upgraded to model stations.

Hon. Chairman, a train from Bijnore to Delhi was bound in the morning it has been changed to evening without any reason. If someone has to come to Delhi for some work, he will have to come Delhi one night before. My request is the g train which was earlier scheduled for the morning, that should come in the morning and return in the evening. There is a need of a over bridge at Baraut railway station. The height of the Railway bridge near NH 58 on Delhi- Meerut Saharanpur Rail route be increased. The construction of Rail Gate at Pole No. 1424 A 28/50 is necessary. Over bridges are required at Muzaffarnagar, Chandpur and Bijnore. The tin shelter at Platform No. 1 at Chandpur Railway Station should be extended and a

waiting Room may be constructed at Platform No. 2, one additional wheat counter may be opened towards Mandi side at Muzaffarnagar Railway Station. It is requested that a Railway reservation counter be opened at world famous Jain Pilgrim tourist place Jambudweep-Hastinapur.

SHRI DARA SINGH CHAUHAN (Ghosi): Mr. Chairman you have given me a chance to speak on Railway Budget for which I thank you. Mr. Chairman, Railway is said as the life line of this country, so the people have high expectations from the Railway Minister.

Sir, I come from Uttar Pradesh, from where it is an expectation to get a chance to be a Railway Minister. It seems somewhat strange that the people of that State who got chance not once but a number of time to handle the Ministry of Railway are now raising the questions. I do not want to name but it include the people of Bihar, Bengal and many more. ...(*Interruptions*) I had said, for once for a short period Janeshwar Mishra ji was Railway Minister.

The Hon. Railway Minister might be thinking of getting many facilitations on this Rail Budget. People have great expectations from the Railway. Rail is directly connected with the people and when the expectations are high, it is but natural that there must be negligence and it may be possible that all the expectations may not be fulfilled.

Sir, I come from Mau, it is the most backward area of Uttar Pradesh and Poorvanchal. During these sixty four years of independence till today, not once but many Members of Parliament have got the chance to go much ahead and had got chance to occupy the position in Central Government, but it is the misfortune of Mau district that it could not connect with Delhi directly. I want to congratulate the Railway Minister that for the first time he understood the backwardness of Mau, the city of weavers, their sufferings and worked to connect Mau to Delhi for first time. For this act I congratulate him on my own behalf and on behalf of my Constituency from the core of my heart. The thanks is not only from Mau, but the way from Mau, specially the Aligarh Muslim University which is well known in the world. All the professors of that university held a meeting as that train will pass through Aligarh University, so all the Professors had conveyed their thanks to you. They had sent that paper clippings to all.

The Hon. Minister, number of passengers, 250 crore passengers travel daily. Many vacancies are lying vacant even today. Mr. Minister, the Mau district besides, the most backward district of Poorvanchal, is also weavers concentrated area. The weavers travel to South India in connection with their work. They travel to Kanpur. ...*(Interruptions)* They go to Bihar also. The train which you have introduced from Mau, I would like that it should go via Mau, Mohammadabad, Ajamgarh, Shahganj, Lucknow, Kanpur, Aligarh and then the originating point Anand Vihar. I would also like to say to the Hon. Minister that for the first time the people have high hopes from it. The people of Mau are happy and the people of Ajamgarh are also happy. The people of Shahganj Jaunpur are happy and the people living on this route including Aligarh and Kanpur all are very happy. The Hon. Minister, you have given it for two days in a week. The people of this area have got the train after long time. Not one but dozens of MPs come from these areas, so I would like that the train may run at least daily, for we people. The Members of Parliament have the only train, through which we can have a chance to attend directly the proceedings of Lok Sabha.

A demand was made from the Hon. Minister for a train to South India. Since the weavers after completing their business in Maharashtra go for the work at Chennai, Bengaluru, Secunderabad, Hyderabad in South India. I think the Hon. Minister was in favour of it, but somewhere due to the lack of resources you might not have made a provision of the new train. It may be your compulsion but as a suggestion I want to bring it to your notice. You have extended the trains: If you wished you could have started number of trains from where you are the Minister, the area you have been elected, as you are the Minister to Government of India. It was your privilege but perhaps due to the shortage of resources you could not connect it directly. As an important train from Nizamuddin to Madgaon, but due to paucity of resources, in spite of introducing new train you have extended it upto Chandigarh. ...*(Interruptions)* Its utilisation is correct. ...*(Interruptions)* That train will terminate at Chandigarh via Delhi.

THE MINISTER OF RAILWAYS (SHRI PAWAN KUMAR BANSAL): We have no space here that is why it has been extended here.

SHRI DARA SINGH CHAUHAN: Sir, there are daily trains from Gorakhpur to South. A train from Gorakhpur is

for Jaswantpur. Bangalore is one of the important city of this country, where the engineers go for jobs and are engaged in the business also. The students could not go there due to the mismanagement of transport system. They had to come to Delhi. I want to bring it to the notice of Hon. Minister that inspite a daily train from Gorakhpur to Jaswantpur in South, one more train has been introduced from South to Gorakhpur, which arrives at Gorakhpur at 5.10 on every Sunday. This train halts at Gorakhpur for 48 hours. You can extend the same train to Mau, Azamgarh or Maduwadi, Varanasi to Allahabad to any place for cleaning and washing. You can move it to Lucknow and get it cleaned and back to Mau, when it goes after two days, you can extend it to these place. At present this train arrives at 5.10 in the morning on Sunday and depart at 8.10 on Tuesday. Then it moves to Gorakhpur to Jaswantpur. I want to say that the train remain idle for 48 hours, if you may be kind enough, this train can operate from Gorakhpur to Bhatni, Deoria, Mau, Azamgarh. You can take it to Varanasi, if you desire so, if there is any difficulty in cleaning at any place. The washing facility is available at Azamgarh. You can take it to Lucknow. By doing so the people of that place will get the transport facilities and get the facility of going to Lohan from Gorakhpur. No one will be at disadvantage from it. It is my suggestion.

**13.57 hrs.** *(MR. DEPUTY SPEAKER in the Chair)*

Hon. Deputy Speaker, Sir, I want to bring it to the notice of Minister that in the last Rail Budget, Mau Rail terminal was announced. Mau is the most important business city and in spite of it, there was no train for it. I will congratulate you that for constructing a terminal you have made an allocation of about Rs. 15 crores and sanctioned project. I want to inform you that proposal of about Rs. 55 crores were made for it and you have invested about Rs. 10 lakh as token money. I want to say on behalf of the entire population, that from its construction at Mau people at large will be benefitted. You should at least provide that much fund, they which may not cause any hindrance from the construction of a better terminal. Sir, the Zero B Gate of Mau, from where 80 percent population of Mau lives in Western side and on the eastern side there are collector office and other officers. The 80 percent population of weavers lives this side and that Zero B Gate remains closed for 48 hours a day. I have not once, but

said many times that there should be ROB. I had also said when people say that it is not technically feasible, then I say when a bridge is possible to be constructed over sea at Bandra, then why a flyover cannot be constructed at Mau? So it is my submission that the ROB or the underpass, in case of the feasibility of ROB should be constructed at the earliest.

Mr. Deputy Speaker, I want to inform the Minister that the narrow gauge from Indore to Dohrihat, 32 Kms. is of British time. We have demanded several times but it is lying in the files of Planning Commission. I think in travelling from Mau to Dohrihat four important town areas fall. I think it will be better if the Planning Commission at the earliest make an effort to allocate funds for converting it into broad gauge, and to start the work. I want to tell one thing more as a suggestion.

**14.00 hrs.**

The Hon. Minister has said about the enhancement of GTBS, that the GTBS will be increased. But there is doubt in the minds of people on GTBS. While giving you say that unemployment in the country is on the increase. The Railway campus are at many important places in the country. The GTBS opens their own offices for tickets, which creates non-confidence in the mind of people. I would like to thank the Hon. Minister that even today the people have faith on railways. When the GTBS is rented out for tickets outside the railway campus, the people do not purchase tickets from them, but they try to purchase it directly from the ticket window. So I demand from the Hon. Minister, that the railway counter remain vacant due to the shortage of staff. Rent them out to open. The Railways will not suffer any loss on tickets from it.

Sir, I want to say that a train Ganga- Kaveri is bound from Chhapra to Chennai. If you connect it from Chhapra to Mau, I think the people from Ballia to Mau will be benefitted from it. Hon. Minister, last time the model stations were mentioned in the rail budget. I had given it in writing that in my parliamentary constituency Kasara is an important Tehsil and is also headquarters and demanded for making it a model station, as early as possible. With these words, as the Hon. Prime Minister and the Finance Minister of India have congratulated the Railway Minister many times, I would like that the Prime Minister and the Finance Minister of Government of India should see to it and allocate more

funds, so that the pending projects of the Railways could be started. Azamgarh is the headquarter of our Commissionaire. ROB is being constructed with a slow speed for four five years. I want that directions should be given for speeding up the work. Second platform, where the passengers face great difficulties in descending, particularly the ladies and the aged persons. Cleanliness in Railways has been said which should be done.  
...(Interruptions)

MR. DEPUTY SPEAKER: Shri Lalu Prasad.

SHRI LALU PRASAD (Saran): Sir, the Minister is not present here. Who will listen the speech? It will be better to give in writing. ...(Interruptions) What Reddy ji know? Call the Minister. ...(Interruptions)

MR. DEPUTY SPEAKER: It will not be recorded.

...(Interruptions)\*

SHRI LALU PRASAD: The discussion here is on Rail Budget. You call the Minister. ...(Interruptions) It is not a good thing. ...(Interruptions)

SHRI DARA SINGH CHAUHAN: While congratulating the Hon. Minister I want to say to open a ticket counter at the western side of Mau station, and construct a foot over bridge, so that the people may feel convenience in their movement and catching the train. With these words I once again thank you, that you gave me a chance to speak on Rail Budget.

SHRI LALU PRASAD: Sir, I am not going to make a long speech. Indian railways is the lifeline of India. The poor and the rich both travel by rail. As far as the development is concerned, we cannot neglect Indian Railways in the matter of infrastructure. Dr. Rakesh Mohan Committee had mentioned about the troubled situation of Indian Railways in its Report in the year 2004. Hon. Minister must consult that report. Dr. Rakesh Mohan Committee had suggested for increase in freight and fares in its report in 2004. A number of posts were abolished at that time in the Railways. Government was thinking of privatising Indian railways which is called the Golden bird in terms of manpower and other things. Sir, the situation was so bad that Railways was not in a position to pay dividend for capital maintenance. This condition was going from bad to worse. When I took the charge of Railways as

the Minister of Railways at that time I reviewed the situation. Hon. Minister and other people should examine those things. After change of Minister everybody right from the Minister to the officials use their brains to solve the problem facing them. As a result thereof Railways are once again facing that bad situation. Everybody is interested to see that railway is privatised. But we have to ponder over its results.

Sir, I admit that Indian Railways are passing through huge congestion. The ingesting line of Indian Railways has huge congestion. The financial condition of Railways is not likely to improve. By increasing passenger fare and exploiting the passengers. Today Indian Railways are in deplorable state. Sometimes I also feel sorry for them. I had run this railway without going to the Government of India seeking their help. We never went to the Government of India and sought their help. Rather we alone handled this situation with the cooperation of Railway employees who took it like a family and brought it to a situation where it gave us 60000 surplus earning without incurring any extra cost. People challenged it. I do not want to mention their names. Efforts were made to defame us terming our performance some jugglery. We can go to any extent to cut joke of it but the fact remains that Harvard, America, Singapore, Ahmadabad etc. places where our children used to go to study, people from there flock to Lalu Yadav to learn from him the trick by which railway made surplus income? So, Sir, I told them. People asked me about the future of railways when I will not be there as the Minister of Railways. I replied that my colleagues who will take over after me will certainly follow the path shown by me. Indian Railways have huge congestion.

Today, it is the Centre of debate where they say increase the fares freight. Today railway contractors are waiting for their payments. How will it work? People are not getting payment of the work which they have done. In this g situation railways cannot progress. Sir, we had reviewed the situation with a view to avoid fares increase. We stopped theft in railways. Raided the train by stopping it and found about the member of mafia groups that exist in Indian Railways. As a result we started moving forward without seeking help from Government of India, we started paying dividend also. We paid bonus to the railway employees.

The coolies working on the stations, their condition was very bad. When they used to go to find a match for their daughter, they used to be asked about the profession of the girl's father? And knowing that he is a porter, a coolie they used to refuse the proposal. We accorded them the status of first grade. It was given to the poor. Many people left after. I ceased to be the Minister. Huge congestion, fares are not to be increased. You must have observed our Hon. Members must have read these things. Preference is being given to passenger trains, Express, Rajdhani and Shatabdi. While our goods train which carry jersey cows, Goods train, which is called the Golden Bird, they used to be put in the loop line saying it will remain in pending, goods train will have to wait. It is there only where pilferage is done. They pilfer the goods from the goods train. They should read and observe things with a view to avoid huge congestion. They should review the ways that their predecessors followed in this connection. That is with that end in view, in consultation with the Prime Minister Man Mohan Singh, Madam Sonia Gandhi we came to conclusion that dedicated freight corridor will have to be made to avoid huge congestion and to allow passage to Goods train. Goods train will not be placed on loop line. Right from Ludhiana to Howrah it will cover all parts of Kolkata including Haldia. It will be made without acquiring anybody's land and suppose some big cities come in its way, we will divert it. We will not trouble the public. This is the Parliament record which says that we will not beg. We will construct eastern corridor ourselves with our earned money. Goods are coming from China and it is going to China. ...*(Interruptions)*

MR. DEPUTY SPEAKER: Please speak on Rail Budget.

SHRI LALU PRASAD: I am speaking on Railway Budget only. You kindly listen. You are holding a high office. So, I respect you. Goods come at Kolkata port from China. We have conceived of eastern corridor for the purpose of handling goods that land at Kolkata port from China or that we send from here. It covers all ports of Kolkata including Haldia. We have started this work, earthwork from Mughalsarai onwards. The western corridor from Delhi to Howrah, Delhi to Mumbai was to be expanded. An agreement was signed by the Indian and Japanese Prime Minister while Prime Minister of Japan had offered to give us money at very low rate of interest. I visited

Japan and get the work started. However, the work stopped as soon as I left. Hon. Members you must be knowing 80 per cent of goods transported by road in the country, we are spending on roads. Traders want rail rate. This was the reason we thought of dedicated freight corridor. For this we have to strengthen so that our business and the goods are not diverted to rail from road, increasing fare will not help. It will not increase by exploiting people. Increasing fares in respect of senior citizens will not help. It all require.sthe will to do. Whatever good things done by us have been stopped by them.

Mr. Deputy Speaker, I know the time is short. Dedicated freight corridor requires urgent compliance. What happened to the decision taken by the Cabinet of Government of India that the Industrial hub will be set up on this western corridor. Ministers go blaming each other, I would not blame anybody or mention anybody's name. I want the Rail Minister should discharge his duties the same way as the soldier on our border discharges his duty by remaining alert. They are not doing their duties properly in the railways. When I was Railway Minister, MPs and other whether they belong to BJP or some other party, they used to hear the complaints of the public and used to help them. BSP was all powerful.

Goods must be hauled, Railway must get goods for transport. Without this it cannot sustain. We had helped forming a group of businessman to know about the hardships being faced by them. We worked after taking them into confidence. Country's money should remain in the country. If it goes outside, how will it help creating jobs, employment. We are importing wheels so our money is going out. I wanted that the wheel manufacturing industry should be setup here only. We are importing loco-engine, diesel engine and our money is going out, in this situation we are depositing our money in the foreign countries. Our children are going out of country for jobs. It applies to all places be it Chhapra, Raibareilly or Kerala. Because of this we hurriedly set up the wheel industry at Haldia Sone Dariyapur. This private. ...*(Interruptions)* The wheel manufacturing factory stand complete. However, they are taking it over. In Madhora nobody is taking diesel loco-engine. Sharadji is not there in Madherpura while we have given funds and all formalities completed, Madhepura and Dehri on Sone

*[English]*

*(Note Down. There is a Dehri on sone in Bihar.)*

The cost of coupler for Dehri on Sone had been taken from the Hon. Prime Minister by us. If we dispose of only scrap it will fetch rupees four hundred crores in our kitty. There was some work to be done in Bihar such as new railway lines from Digha to Sonapur and a bridge for connecting it with Central Bihar, which was to be ready in 2012. However, it could not be completed. New rail lines were laid around Bihar. The rail lines in Bihar do not move in circular form like jalebi. They go to all the four directions and connect all the States. It is very simple for you to say that rail went up to Raibareilly but that does not mean that it will move in circles in Raibareilly, it will go to other places beyond that. Thus benefitting other people also not Sonia ji's constituency alone.

Uttar Pradesh is the most neglected area. For example take Mainpuri the area to which Mulayam Sigh ji belongs to. I admit that even though I got the work started on time but that was not completed because some land dispute crop up in between. Mainpuri is very strong as far railway is concerned. Kindly see to it that all the sanctioned schemes right from Mata Mundeshwari to Aara in Bihar are completed.

I am not criticising. ...*(Interruptions)* withdraw support. Madam you please rest a while. You talk too much do not interrupt me. ...*(Interruptions)*

MR. DEPUTY SPEAKER: Hon. Member please address the Chair.

SHRI LALU PRASAD: I am not criticising. This country belongs to all. This rail belongs to us all. Therefore, it should be reviewed. In Sonapur on North-Eastern there is a railway Mahavidyalaya (degree college). It was decided to takeover but it has not been taken over so far. At that everybody saying that all the schemes/projects etc are going to Bihar. But that is not true. However, the fact is that Bihar has been subjected to gross neglect till today. So we people from Bihar do not say that Shri Pawan is responsible for late running of trains. Rail tickets are being sold in black market everywhere. You can procure one from him. For that matter any M.P. will not be able to arrange ticket reservation for 10 births, it will not be done. Everywhere there is chaos. Indian Railway must work in a robust way. We have built this railway and nurtured it. Why operating ratio is on the lower side. The situation should be low

costs while profits should be up. How the Government of India will provide money.

MR. DEPUTY SPEAKER: Kindly conclude.

SHRI LALU PRASAD: Mr. Minister be vigilant, country's right should not be snatched. It is being debated constantly that a separate authority should be constituted to look after the fare structure. ...*(Interruptions)*

MR. DEPUTY SPEAKER: Please conclude.

SHRI LALU PRASAD: We will not allow the railways to be privatised. It is a very big conspiracy to give the railways in private hands, the corporate. It is not a simple thing. ...*(Interruptions)* People wait to hear Lalu Prasad, I deliver lecture. Our railway is the lifeline today.

MR. DEPUTY SPEAKER: Kindly conclude.

SHRI LALU PRASAD: How can we finish railways? ...*(Interruptions)* I am just concluding. ...*(Interruptions)*

MR. DEPUTY SPEAKER: You are not concluding. Time is up. Now please conclude.

SHRI LALU PRASAD: The people of the country decide the duties of the Railway Minister. You can ask them? Do not anticipate from him. They are people who interrupt. ...*(Interruptions)*

MR. DEPUTY SPEAKER: Please delete these words.

SHRI LALU PRASAD: I support this, we pass this but kindly read all these things.

*[English]*

\*SHRI C. RAJENDRAN (Chennai South): Being the first Railway Budget presented by a Minister belonging to the Congress Party, after 17 long years, he has succumbed to political compulsions. He has announced many new trains to some specific States, and also some new infrastructural facilities to some particular area of a State, at the cost of other States of the country.

Though the Railway Minister has not increased the passenger fares. In this Budget, he has increased surcharges and reservation/cancellation charges, making rail travel very expensive. I want to remind the House that the Railway Minister had in fact increased the passenger

fares by 20%, just about 35 days prior to the presentation of the Railway Budget.

The expensive railway travel is due to the increase in additional charges on the superfast trains and on tatkal tickets, and higher reservation/cancellation charges. He has further mentioned in this budget speech that the freight charges would be linked directly to the diesel prices. This proposal to link freight rates to any charges in diesel prices from April this year, would lead to nearly 5-6% hike in freight rates.

He has also cautioned the country that in future, passenger fares would also be linked to fluctuation in diesel prices, and that it would be effected once in six months. It means that the passenger fares would be revised twice a year, depending on the diesel prices. This will put the common man into further difficulties. This will affect the poor and the middle class travelers the most.

Moreover, the increase in freight rates would definitely have an impact on inflation. The indirect increase in passenger fares and the increase in freight rates will cause a rise in the prices of essential commodities. Our Hon'ble Chief Minister of Tamil Nadu, Dr. Amma had said that the Railway Budget is inflationary in nature, uninspiring and devoid of long term perspective for the infrastructural development of our country. Dr. Amma had further said that it is encroaching upon the rights of the States because the Railway Ministry is trying to appropriate fund allocation towards MGNREGS for its needs, which is very unfair and interfering in the decision-making powers of the local bodies and the State Govts. This autocratic style of functioning of the Railway Ministry must be strongly objected to and stopped.

The Hon'ble Railway Minister has announced new projects that include seven new lines, 10 doubling and five electrification projects. Apart from this, he has also proposed to take up 22 new line projects, one gauge conversion and one doubling project. He has ordered survey for 59 new lines, five gauge conversions and 25 doubling projects.

He has proposed to introduce 67 new Express Trains, 26 passenger trains, five MEMU, 8 DEMU services and also he is going to extend the services of 57 trains, apart from increasing the frequency of some trains.

Though I welcome these announcements, I would like to remind that many projects are pending to be completed that were sanctioned several years ago. Some are on-going in Tamil Nadu for the last many years, and they are not completed. All such projects are delayed due to paucity of funds, resulting in further cost escalation. This being the case, the further announcements are aimed at hoodwinking the public. I feel that they are going to remain more as announcements alone.

Passenger fare hike and freight tariff increase would drive up prices of commodities and raw materials. This freight increase would increase the pressure on State electricity utilities. There is no high speed freight corridor that has been proposed in the peninsular India including Tamil Nadu, which is the crying need of the hour. The Railway Minister should take notice of this and try to sanction one or two high speed freight corridors for Tamil Nadu.

Whenever we think of rail travel, the filthy toilets, dirty station area, unhygienic food, cockroach-ridden coaches come to our mind. The entire Indian Railways - Railway platforms, coaches or trains - lack hygiene. We receive a lot of complaints about lack of hygiene at railway stations and platforms. This is the case with most of the running trains, including prestigious Duranto and Rajdhani Trains. The Railway Minister may look into this and do the needful.

Robbery and thefts in running trains is continuing to be a cause of worry; some effective measures need to be taken and CRPF men should be posted on all the coaches of the running trains, especially during nights. This will ensure safety of women passengers also.

The food served in the trains is not of good quality. We always get complaints that bad quality food is served at high prices. Though a new Catering Policy is introduced, there is no improvement in the quality of food supplied, nor is hygienic food served to the passengers. I request the Minister to give a close and serious look at it. I welcome the proposal of the Railway Minister to set up food testing laboratories and state-of-the-art base kitchens in the Railway premises. At the same time, this should not be the end, but it should be the beginning of a better food for passengers and quality food at affordable prices should not be compromised at all.

During the last year's Budget speech, I mentioned about a demand for stoppage of Mail/Express trains, in both the directions, at Tirusoolam Suburban Railway Station, where we have Chennai Airport. People from southern districts of Tamil Nadu have been facing severe hardship catching domestic flights from Chennai Airport. This could be avoided if all the trains are made to stop for two minutes at Timsoolam Railway Station, in both directions.

I am a Member of Parliament from South Chennai Parliamentary Constituency. In Chennai, the MRTS Phase-II project is going on. It has so far been covered only up to Velacherry. This project was sanctioned 30 years ago, and still it has not been completed, with paltry allocations in successive Railway Budgets. It was supposed to go St. Thomas Mount. I demand that it is completed this year with more allocation of funds.

Chromepet Railway Station is becoming a very big hub in South Chennai. There is a growing population in this area and this area being very vast, people find it difficult to get connected from the Chromepet Railway Station to the Bus stand. Hence, I request that a foot over-bridge may kindly be constructed to ease congestion and for easy connectivity. I request the hon'ble Railway Minister to pay attention to this very seriously and concede to these demands.

The city of Chennai is offering huge employment opportunities, and people from all over the country came in search of employment and also for setting up their own businesses. Many people from Rajasthan had established their own businesses in Chennai and its suburbs since the past many decades. They settled down in Chennai, and for generations together, they are living in Chennai. The irony of the situation is that we have only one express train going to Jodhpur from Chennai which runs only once a week. People find it very difficult to go to Jodhpur, in the absence of a daily train. Hence, to cater to the needs of the people going to Jodhpur, I request the Railway Minister to kindly make this as a daily train or at least to increase the frequency to thrice a week, which will at least partially alleviate the suffering of those people. I have raised this demand, many times in the past, in this House, but this is not considered yet.

In the Chennai Suburban Railway Section, there is a station called Tambaram Sanatorium. On many occasions

in the past, I raised the demand for changing the name of Tambaram Sanatorium Station as Chitlapakkam Station. Tambaram Sanatorium Railway Station is in Chitlapakkam area. Chitlapakkam is a fast-developing residential town panchayat. This Railway Station caters to the needs of those people living in Chitlapakkam Town Panchayat and surrounding areas. So, it is very apt that Tambaram Sanatorium Station is renamed as Chitlapakkam Railway Station.

Tambaram is a major station through which all the south-bound trains go. This Tambaram Station lacks modern facilities. Hence, I request the hon. Railway Minister to immediately sanction more funds for the modernization/upgradation of Tambaram Railway Station.

I request the Hon'ble Railway Minister to consider all these demands and allocate sufficient funds and sanction so that they are taken up and completed during this year.

PROF. SAUGATA ROY (Dum Dum): Sir, I rise to oppose the Railway Budget. I must say that this was a very disappointing Budget.

We thought that Shri Pawan Bansal has no constituency; he has no State to cater to; like the earlier Ministers, he will present a favourable balanced Budget. But unfortunately, it seems that he has been brought to this post just to increase the burden on the common people.

Earlier, he increased the passenger fares by 21 per cent and raised Rs.6,600 crore. Again, in this Railway Budget, he has increased the charges for reservation, cancellation, Tatkal, etc. by another 5-6 per cent, thereby trying to raise Rs. 600 crore.

The Railways is the main carrier of the country. We see that he has increased the cost of transporting diesel, kerosene, LPG by six per cent. This will make these items costlier; this was done only to raise money. That is why, I say that this is a pedestrian Budget. I expected that Shri Bansal would present a vision of Railways for the next ten years, like Kumari Mamata Banerjee had presented a Vision-2020, but there is no vision in this Budget.

The countries are built on the railway system. America, Canada and now China are being built on their railway systems. But in India, we have failed because in 65 years after freedom, we have added only 10,000 route kms. to make it 65,000 kms. Now, look at Brazil - how it

is expanding its railway network, being a large country. That is how, the economic prosperity travels to the hinterland.

But here, Shri Pawan Bansal has no such intentions, other than raising more money for the Railways. He should have been an accountant instead of being the Railway Minister. He has no vision on how the Railways should go.

Look at the Japanese bullet trains - Shinkansen. In the last 17 years, there has not been a single accident on Shinkansen, though it runs at the speed of 250-300 kms. per hour. Now, they have introduced magnetic levitation technology, where the wheels do not touch the rails. We have not talked about China which was 20 years back, 15 years behind us. Now it is 40 years ahead of us in Railways. Where is the Railway Minister's vision of a future? If you go to Tokyo, over the Central Station there is a 20 storied house. We have not thought of building world-class railway station. There is no mention of a vision for the future. That is why I am disappointed.

Sir, one of the major reasons of congestion on our freight routes is the archaic signalling system. In airports, planes take off and land within a spell of one minute. Here, one train passes then the signal becomes green and then after 20 minutes another train will pass. All lines are getting clogged. He has not talked of modernising the signalling system; connecting the whole thing by optical fibre so that the Chairman Railway Board, sitting in his chamber would know which train is moving on a moving board. No thought of modernising the Railways for the benefit of the people is there.

Sir, the Railways are going, how will we transport? Lines are clogged. How will we ensure food security? The way Railways are going, I do not know whether they will be in a position to pay bonus to its 14 lakh employees in the current year in spite of all the money he is trying. The tracks, the rolling stocks, the platforms, terminals, all of these need modernisation. How can we get money? Yes, Gross Budgetary support has to be increased but if we can reduce the operating ratio in the Railways, we can get money from the whole world. You may look at the Metros. In different cities Metros are being built. Japanese JAICA is giving money for Metros, even for Delhi Metro. We are getting money for the dedicated freight corridor between Mumbai and Delhi. Money is not the factor. The factor is whether you will modernise the whole structure. You still

have a Railway Board. It is a continuation of the legacy of the British system. We do not need a Railway Board. If all the Ministries can run with one Secretary, why do we need a Railway Board? Railway Board is there only so that they can have big bungalows and the bungalow peons can serve the wives of the Railway officers. They hold on to the archaic principles and that is how Railway is not going forward.

Shri Pawan Bansal has said that he is a frequent traveller on Railways. Where does he travel, Sir? He travels between Delhi and Chandigarh on Shatabdi Express, Executive class. He has added one Anubhuti Class for greater comfort. Has he ever travelled by a local train? He may come to Kolkata and go from Sealdah to Barrackpore. Human beings are herded into trains like cattle and there is no relief for them. The Minister has said that he will only add 18 suburban trains to Kolkata; 72 to Mumbai and only 18 to Kollkata. Why? Kolkata should have had more suburban trains. He is not thinking of that.

Sir, unfortunately, this Railway Budget is to kill Bengal. You may have an anger, an issue with TMC but why penalise the people of Bengal for that purpose? I will give you an example and you will be astounded. Kolkata has so much population that the suburban railway is not being able to carry the load. Ms. Mamata Banerjee, as the Railway Minister, had announced a series of metro projects connecting the Centre of Kolkata to different parts. I will now quote the figure to show this Railway Budget is an attempt to kill the Bengal and Kolkata. He should not travel to Kolkata as angry people may show black flags to him. There is a line extension of Metro Railway from Dum Dum-Baranagar-Nawapara to NSCBI Airport. It was Rs.3040 crore and only Rs.30 crore have been given. That means, it will take hundred years to complete the project. As regards Kolkata Circular railway - Dum Dum Cantonment to NSCBI Airport - against Rs.573 crore project, he has given only Rs.24 core. Is it alms? As regards Joka to BBD Bagh - for Rs.2619 crore project, he has given only Rs.45 crore; Nawapara-Barasat via Airport - Rs.2394 crore project, he has given only 170 crore; Boranagar - Barrackpore to Barrackpore and Dashineswar through my Constituency - against Rs.2069 crore project, he has given only Rs.10 crore. If I was not democratic, I would have sat in hunger strike in front of his room in protest against the way he has deprived the people of Kolkata of having good transport.

As regards East-West Metro, when we were in the Ministry of Urban Development, this project was under this Ministry. Around 80 per cent of the work overhead had completed. It is a Rs.4874 crore project to be funded by JICA, do you know how much money he has given? He has given only Rs.100 crore. Will the project ever get completed? It will take 48 years to complete this project. I have never seen such a cruel joke on the people of a State.

Sir, West Bengal had some no railway districts. Kumari Mamata Banerjee had tried to give projects like Laxmikantapur to Namkhana which was a Rs.546 crore project and he has given only Rs.5 crore. For all these projects, money was sanctioned and put on the Pink Book. For three years, they had budget and now they will get Rs.5 crore. Tarakeswar to Bishnupur is a very important sector but it has no railway line. It is a Rs.1500 crore project and only Rs.20 crore have been given. Then Tarakeswar to Furfura Sharif was a Rs.527 crore project and he has given only 2 crore. Hashabad to Hingal Ganj right up to Sunderbans - for Rs.260 crore project, he has given only Rs. 10 crore. What a cruel joke on West Bengal it is.

Now again Kumari Mamata Banerjee had announced some factories. Nawapara Metro Coaches Repair Workshop in my constituency - for Rs.147 crore, he has given only Rs. 1 crore. Dankuni Factory for manufacture of components for E&T locos - for Rs.265 crore project, he has given only Rs.19 crore; Kanchrepara New Rail Coach Manufacturing Unit, it was Rs.864 crore project and he has given only Rs.2.94 crore. Then Haldia Factory for Diesel EMUs - for Rs.122 crore project, he has given only Rs. 10 crore.

Then, again on South-Eastern Railway, Kumari Mamata planned a railway line through Jangal Mahal, a Maoist infested area - Bhadutola to Jhargram via Lalgarh right in the heart of Maoist area. It is a Rs. 289 crore project. But the Railway Minister has given only Rs. 1 crore. It is a joke on the Maoist affected pople. On Tumluk-Digha - Rs. 1075 crore and he has given only Rs.15 crore and for Digha-Jaleswar connecting West Bengal to Odisha, it is a Rs.553 crore project and he has given only Rs. 1 crore. Howrah to Furfura Sharif, which is the biggest Muslim pilgrimage - for Rs.535 crore project, he has given only Rs. 4 crore. It is the cruellest joke on the people of the State.

Look at how trains have been deprived. A survey for new lines - 59 and none for West Bengal; gauge conversion projects - 5 and none for West Bengal; doubling projects - 25 surveys and none for West Bengal; new lines - 7 and none for West Bengal; doubling - 10 and none for West Bengal; and electrification - 5 and none for West Bengal. Twenty five new projects on socio-economic considerations have been announced, but none for the State of West Bengal. In respect of new express trains, 67 of them have been announced, but only four for the State of West Bengal - one bi-weekly, and three weekly. What a joke on the people of Bengal! But this joke has not been played only on the people of Bengal. Such a joke has been played on the people of almost all the States in the country. When the Railway Budget was being presented, the hon. Members from the State of Uttar Pradesh stood up and said that they were against this Budget. The hon. Members from the State of Bihar stood up and complained that the people of their State have been discriminated against. Take the case of Maharashtra. Shri Sharad Pawar himself complained at the UPA meeting that the people of the State of Maharashtra were totally unhappy with the Railway Budget. Now, whom Shri Bansal has made happy in this Budget? He has made happy the people of two cities - Delhi and Chandigarh. So, this is not a Budget but a tale of two cities! The hon. Railway Minister is a pious man and so he has to pay obeisance to the Pope and that is why Rae Bareilly has been promised another factory. The Pope of the Congressmen stays in Rae Bareilly. Again, doubling of the line from Rae Bareilly to Amethi has been announced. ...*(Interruptions)*

MR. DEPUTY-SPEAKER: Please conclude now.

PROF. SAUGATA ROY: Let us take the case of Khunti which is in the State of Jharkhand. Your State also has been deprived and so you should sympathise with us. There is no justice and no vision in this Budget. What this Budget will do is add to the inflation rate and result in rise in prices.

MR. DEPUTY SPEAKER: You may please conclude now.

*[Translation]*

PROF. SAUGATA ROY: Sir, what is this you also kindly think. ...*(Interruptions)*

MR. DEPUTY SPEAKER: Yes, I am thinking and also looking at watch.

...*(Interruptions)*

*[English]*

PROF. SAUGATA ROY: Sir, I am making my last point and then I will conclude. Most of the former Railway Ministers of this country were great men. One of them was the late Jagjivan Ram. He had announced that all *Paani Panres* would be from the Dalit community. It was an attempt at eliminating untouchability. The late Madhav Rao Scindia introduced foiled packs for railway food. The late Madhu Dandavate, as Railway Minister, introduced cushions for second class sleepers, previously it was all wooden. Then came Shri Lalu Yadav and he decided to accord a status to the coolies in the railways which was mentioned. Ms Mamata Banerjee allowed *izzat* tickets for Rs. 25 to poor people and also gave the rights to the MPs to give certificates. She also introduced the Duranto train to which a second class coach also was attached for poor people. Shri Lalu Yadav introduced Garib Rath and Ms. Mamata Banerjee introduced Duranto. Ms. Mamata Banerjee also gave the vision 2020. Which class is Shri Pawan Bansal catering to? He is saying that there will be an exclusive lounge in Delhi where the rich can sit. ...*(Interruptions)*

Sir, the Railways is one of the major modes of transport in this country. About two crore people travel on Railways everyday. Those who are rich can travel by plane but for the poor there is no transport other than the Railways to travel. ...*(Interruptions)*

MR. DEPUTY SPEAKER: You, please conclude.

...*(Interruptions)*

PROF. SAUGATA ROY: Mr. Deputy Speaker, there is meeting scheduled to be held in your room at 30 minutes past 3 o' clock in the afternoon. I have to also go there. ...*(Interruptions)*

Mr. Deputy Speaker, you kindly give me one minute's time to speak. ...*(Interruptions)*

MR. DEPUTY SPEAKER: There are so many Hon. Members who have yet to speak, so please express your view point early.

...*(Interruptions)*

PROF. SAUGATA ROY: They have forgotten Shastriji. ...(*Interruptions*)

[*English*]

The late Lal Bahadur Shastri resigned over a Railway accident at Allahabad. Recently during the Kumbh Mela around 17 people died in a Railway accident and the Railway Minister does not talk of resignation. There are no "Shastris" and no "Jagjivan Rams" any longer in this country. There are no principles. Even after the death of 17 people in a accident in the railway platform while going for the Kumbh Mela, the hon. Railway Minister does not talk of resignation.

MR. DEPUTY SPEAKER: Please conclude now.

[*Translation*]

PROF. SAUGATA ROY: In view of that there is nothing in this Budget to comment upon. This Budget is meant for the elite. This is anti people budget. This budget aims at killing West Bengal. This is not a common man budget. Only those elites will travel in Shatabdi. ...(*Interruptions*) This budget is for them. I strongly oppose this budget and hope that you will also lend me your support.

[*English*]

\*SHRI N.S.V. CHITTHAN (Dindigul): I support the Rail Budget for the year 2013-14 presented by the Hon'ble Minister of Railways. I hasten to thank him on behalf of the people of my constituency for the introduction of new Express trains:- Chennai-Palani Express (daily), Palani-Tiruchendur passenger (daily) and The extension of Madurai-Dindigul passenger to Palani.

The train services to Palani, one of the six abodes of Lord Muruga (Sraavan) will help the devotees from all over India will have direct link.

For the first time in the history of Railway Budgets the Minister of Railway has introduced 14 trains to Tamil Nadu and so I wish to thank him for his timely efforts.

I welcome the announcement for an educational tourist train called Azadi for places connected with freedom movement.

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\*Speech was laid on the Table.

I also wish to congratulate the railway Minister for his announcement to introduce totally 67 Express trains, 26 passenger services, 8 Demu services, 5 Memu services, 57 trains extended and 24 trains frequency.

It is to be noted that freight rates have been hiked slightly about 5.79 per cent yielding Rs. 4200/-crores. A notable feature is that the passenger fares are not touched.

The number of passenger trains has increased from 8897 in 2001-02 to 12335 in 2011-12 and the losses were from Rs. 4955 crore in 2011-12 to Rs. 24600 crore in 2012-13.

Due to the dedicated and disciplined service of 14 lakh strong 'Rail Parivar' we are enjoying safe journey. We welcome the announcement that 1.52 lakh vacancies will be filled.

There is only one track between Chennai and Kanyakumari from the time of Britishers. As there is no double line the entire south Tamil Nadu is economically backward. To cover the distance of 742 kms it takes 13 hours for the journey. The ticket fare will be half when compared to bus fares.

Between Chennai and Madurai route, double line is available between Chennai and Tambaram and between Dindigul and Madurai. Between Chengalpattu and Villupuram the total distance is 103 km. and the double track work will be completed before 31.3.2013.

The total distance between Villupuram to Dindigul is 273 kms. the project has been entrusted to RAIL VIKAS NIGAM LTD. for execution. It is said that work on Ariyar-Valadi (51 km.) is in progress. Tenders for works between Villupuram-Vridhachalam (54 km.) and Vridhachalam-Ariyalur (53 km.) have been processed. Ariyalur-Valadi double track is to be completed during 2012-13. In this section land acquisition work is not yet completed. The total amount for double track would be more than 900 crores. So far very small amount has been allotted and I urge upon the Railway Minister to allot the balance amount at one time so that the track between Villupuram and Madurai double track will be completed and more than 10 train services will be introduced daily between Chennai and Madurai.

Shri Lalu Prasad Yadav while he was the Railway Minister had announced during the year 2008 that a

passenger train service would be introduced between Shencottai and Erode. I urge upon the Hon'ble Railway Minister to introduce the service even without delay by converting the proposed passenger train to Express train to facilitate the passengers from Shencottai Virudhnagar, Madurai, Dindigul, Kanrur, Erode.

Coach Indication Board should be placed in all platforms so that the passengers could easily locate their compartments.

It is almost very essential to arrange close circuit TV so that the RPF will easily monitor the movement of passengers.

In most of the stations, the platform level is low naturally elders and ladies find it difficult to board the train and alight especially during night hours. Hence, the platform surface should be raised wherever necessary.

\*SHRI P. VISWANATHAN (Kancheepuram): After 17 years the Railway Ministry has come to Congress and Hon'ble Mr. Pawan Kumar Bansal has become Railway Minister after successfully completing his tenure as Minister in Parliamentary Affairs and Minister of State in Finance Ministry. This was celebrated in my constituency by distributing sweets to the public by our Congress Party workers. I have become the Member of Parliament in Kancheepuram Reserved Constituence after serving for the Congress Party for more than 29 years in various capacities.

While welcoming the Railway Budget presented by the Hon'ble Union Minister for Railways Mr. Pawan K. Bansal without any hike in passenger fares, the request for certain urgent matters raised before the last railway budget (2012-13) has not been considered this year also pertaining to my Constituency. I request the Hon'ble Minister to consider the following long pending demands of the people of my constituency very seriously. The land acquisition for the new train route from Chennai to Puducherry via Mamallapuram is in progress. I request the Hon'ble Railway Minister to take necessary steps for speedy implementation of this project.

**Southern Railway - Completed alignment for the Two new train routes;** The Southern Railway has completed the alignment for the following two routes:

Chingleput - Mahabalipuram - Kalpakkam - Pondicherry - Cuddalore and Chennai - Perungudi - ECR - Mahabalipuram - Kalpakkam - Pondicherry - Cuddalore.

This East Coast Road route is essential and important for gearing of the income from passenger fare as well as increased freight charges. The ECR route covers Mahabalipuram which is a heritage city and attracts tourist income in forest also. The DAE establishments at Kalpakkam which is one of the prestigious establishments will also be benefited. The Cheyyur UMPP is falling in this route requires freight services for providing infrastructure to the mega power plant. Cuddalore is having one of the largest chemical Parks, SIPCOT and also geared up for providing a huge textile park which requires freight service facilities. I request the Hon'ble Minister for implementation of this project in the interest of public.

**New Line Project of Avadi to Guduvancherry:** My sincere thanks to Smt. Sonia Gandhiji and and Dr. Manmohan Singh, Hon'ble Prime Minister for approving this project which passes through my Parliamentary Constituency.

The Railway Ministry had recommended 85 new line projects to Planning Commission for approval during the previous Railway Budget 2012-13. I whole heartedly welcome that this project of New line has been included in the Current Railway Budget 2013-14. The new line project of Avadi-Guduvancherry-via Sriperumbudur and Oragadam will be beneficial to large population due to the proximity to Sriperumbudur and Oragadam due to the presence of large industrial parks, MNC companies, heavy industries and automobile industries. I wish that this project should be implemented speedily in the interest of public.

**Avadi + Poonamalle + Irunkattukottai + Sriperumbudur + Oragadam to Kancheepuram via Sunguvarchatram, Enathur, Rajakulam:** I request the Hon'ble Minister to extend the new line from Sriperumbudur to Kancheepuram via Sunguvarchatram, Enathru and Rajakulam. According to history, Kancheepuram is one of the beautiful cities out of the 7 cities regarded as wonderful. Dharmabala is the architect and founder of Dhakshinaseela University in Kancheepuram well before the establishment of Nalanda University. The principles of Panchsheel was popularized by the Gaudhama Buddha from Kancheepuram only. Kancheepuram is not only the city of

Education. Bhodidhama of Kancheepuram has taken the material art and medicine to China. Yuwan Swang has visited Kancheepuram. Being one of the historical place in India, the extension of new line from Sriperumbudur to Kancheepuram is justified in the interest of the public.

**Chennai Beach to Chengalpattu New Service Extended to Kancheepuram:** In the Railway Budget speech, our Hon'ble Railway Minister has mentioned that in Chennai area, there is a proposal to run 18 additional services. Out of the 18 additional services announced, I would like to request the Hon'ble Minister that Chennai Beach to Chingleput service can; be extended to Kancheepuram. This will benefit the students, employees, pilgrims who are visiting nearby Mahabalipuram and the general public.

**Pending Electrification Thakolam to Arakonam:** I request the Hon'ble Minister to implement the long pending Thakolam to Arakonam 7 kms electrificaion immediately since all the disputes have been settled or resolved.

**Rail Over Bridge (ROB) at LC 54, Tambaram-Villupuram Road:** The Rail Over Bridge at LC 54, Tambaram-Villupuram Road is almost on the verge of completion. I request the Hon'ble Minister to speed up the completion of bridge work and request him to inagurate at the earliest.

**Bangalore to Cuddalore (via) Kancheepuram - Melmaruvathur -Pondicherry:** A proposal for the new train between Cuddalore to Bangalore via Melmaruvathur - Kancheepuram has to be considered favourably for immediate implementation.

**Extension upto Kanchipuram of early morning train departing from Chennai from Chennai Beach Station:** Kancheepuram attracts thousands of tourists from all over the country and abroad. The nearest main city is Chennai. Many people want to visit the important places in Kancheepuram within a day and return to Chennai by the evening. In order to facilitate such tourists and also attract more tourists, the first train departing early morning from Chennai Beach Station for Chingleput can be extended upto Kancheepuram. This may be considered on top priority and necessary steps to be taken immediately.

**Railway Reservation Centre for Siruseri IT Park:** Siruseri is a south eastern suburb of Chennai, in

Kancheepuram District. It is located between Navalur and Kelampakkam. Siruseri is one of the prestigious and biggest IT corridors along old Mahabalipuram Road in Kancheepuram Parliamentary Constituency. A railway reservation centre is urgently required to cater the needs of the residents as well as the floating population. The people residing in Siruseri have come from several states in India, a Railway Centre is essential in public interest.

I hope that Hon'ble Railway Minister will look into the matter and implement the pending projects at the earliest in the interest of public.

SHRIMATI INGRID MCLEOD (Nominated): At the outset, I extend my thanks to the Hon'ble Railway Minister for making provision in the Railway Budget 2013-14 for the setting up of Rail Neer Water Bottling Plant at Bilaspur, Chhattisgarh, creating four companies of women RPF personnel to strengthen especially, the security of women passengers and running the women special local trains escorted by women RPF staff in Metropolitan cities.

I would like to avail this opportunity to make the following demands for my area:

- (i) There is an urgent need for a Medical College in S.E.C.R.Zone. It may be mentioned here that the Railways are self sufficient in employment of trained Medical staff. However, after the formation of S.E.C.R.Zone there is tremendous pressure on the Railway Hospitals. There is an urgent need to upgrade the Medical Services provided to Railway Staff in S.E.C.R. The establishment of a medical college will greatly supplement the Medical Services already being provided by S.E.C.R. Also it will give a much needed boost to the efforts to acquire trained Medical Staff.
- (ii) Central Railway Hospital at Bilaspur under S.E.C.R. needs to be upgraded in consonance with its status. Specialist doctors should be posted here and clinical/ medical facilities like CT Scan, MRI, digital X-ray, color sonography, blood bank should also provided.
- (iii) Provision should be made for New Coaching Terminal at Uslapur, Bilaspur to facilitate the stoppage of required number of express trains;
- (iv) Provision should be made for Yatri Niwas at Bilaspur;

- (v) Railways has made a provision of Rs. 2.5 crore for provision of astro-turf hockey stadium in Bilaspur, but the work on this project is yet to commence. This work should immediately be started and completed.
- (vi) All major inter-railway tournaments are held at Bilaspur. Therefore, multipurpose indoor stadium should be established at Bilaspur;
- (vii) Ongoing construction work of RUB at Tarbahar railway crossing & ROB at Lalkhadan in Bilaspur should be expedited and completed at the earliest to obviate the problems being faced by the common people.
- (viii) Pantry car should be attached to all the long distance trains.
- (ix) Train No. 18517 running between Korba and Vishakhapatnam with one AC-II Coach, one AC-III coach and six sleeper coaches should run with two AC-II coaches, two AC-III Coaches and ten Sleeper Coaches. Its frequency should be increased to run daily and be given a stoppage at Sarogbundiya station;

I hope the Hon'ble Railway Minister would kindly include these demands in the present Railway Budget in the larger public interest.

[Translation]

\*SHRIMATI YASHODHARA RAJE SCINDIA (Gwalior): I wish to tell you that the Gwalior is a city which is fastly coming up in terms of not only historic and tourism point of view but in the area of education and technical development also. Gwalior is seeing rapid commercial development. Besides this city is also the gateway of important cities of Rajasthan and Uttar Pradesh.

In spite of this the development of Railway station and rail facilities have remained the least at Gwalior. On the one side while the Gwalior Railway station needs to be made ultra modern and beautiful from the point of view of tourism, on the other linking the city with commercial transport is the most important requisite. At present the parcel and goods transport facilities that exist at Gwalior railway station are quite primitive while the commercial activities are increasing at a fast pace.

It is worth mentioning that Gwalior is also an important centre of Boarder Security force and Airforce. So, from the strategic point of view also Gwalior needs to be developed as an ultra modern 'Nerve Centre' of goods and strategic transport. In the absence of Railway transport facilities there is always overcrowding of trucks, Goods carriers on important National Highway (Agra-Mumbai), which pass through Gwalior. As a result of this local people are inconvenienced while the environment is also getting adversely affected. It not only poses danger for the water creatures and wild life, it has endangered several places of historical and archeological importance located in this entire belt.

I would propose that in addition to develop the Gwalior Railway station to make it ultramodern, Commercial hub Rairu, which is merely 10 Km. away from Gwalior, may be sanctioned a wider project for Rail parcel and Goods yard (Mall Godown) so that people may be able to send their goods speedily and economically. I am fully confident that initially the cost may be heavy for developing the infrastructure but finally it is bound to provide substantial revenue to the railways.

Gwalior is a prominent City of the state from the commercial, educational and tourist points of view. Therefore the narrow gauge line which is operating from Sabalgarh to Sheopur in Gwalior is a cheap and main source of transportation for the remote rural areas. The condition of the train which is operating on this line is very bad. Nobody bothers for its maintenance, Though it is one of the narrow gauge trains in the country which holds a special place from the tourist of view. Concrete steps urgently needed to be taken for upgrading and development of this train. I would request you to tackle the following problems urgently:

- Passenger and foreign tourists are being inconvenienced due to the parking and traffic arrangements of the Gwalior railways station which in complete Shambles.
- Platform No. 4 was selected for being developed as a model station, however the facilities supposed to be provided under this scheme are yet to be provided.
- The circulating area which was to be developed outside platform No. one and four has not been development so far.

- The pace of development work of Birla Nagar, Rairu railway stations is very slow, effective steps should be taken to complete it urgently.
- Nobody bothers about the maintenance work of Gwalior Sabalgarh-Sheopur Narrow gauge train.
- Halt of Rajdhani, Sampark Kranti and other trains should be provided at Gwalior Railway station.
- It is requested that V.I.P. Quota at Gwalior station should be increased.
- Trains coming from Bhind to Gwalior are made to stop at outer for a longtime. Construction of new platform is necessary for the convenience of passengers.

I have been struggling for the last so many years for development and expansion of public conveniences at Gwalior Railway Station. I have met hon. Railway Minister and hon. Chairman, Railway Board several times and apprised them of the problems being faced by public by submitting memorandum and also by writing letters. However, the problems are there without any let up. Rather they are on the increase. In reply to my letter regarding main station Rairu and Birla Nagar, Northern Railway have stated that goods complex for Rairu station and construction of new building for the station has been sanctioned. Work concerning earth work for the embankment, road and enclosure has been completed. Construction of platform (450 X 4M and 450 X 8M) and construction of building of new station on the other side of the yard is in progress. After commissioning of new station building, work to demolish the old station will be taken up and there after the remaining work of goods complex will be completed.

My representative who made the spot visit has submitted the following report in respect of the above work:

- Construction of Mal Godown and the new building of the Railway station was sanctioned in the year 2009.
- Construction work for the new Railway station has commenced about a month back.

Beside this, Construction work of 290 meter platform is in progress Earthwork has since been done while flooring work is to be done.

Work pertaining to road and enclosure remains to be done only loop line has been laid on the side of yard.

After Construction of building of new station and after it is commissioned, old building will be demolished and construction of Godown will be taken up.

Progress of work is exceptionally slow.

Railways have also stated that sanction for work pertaining to Railway loop line, new building for the station, overbridge platform etc. on the Birlanagar Railway station has been given. Work relating to construction of new building for the station, Quarters, foot over bridge, demolition of station's old building has since been completed, while the work for providing shed on the platform is in progress. After the electricity poles are shifted. Work pertaining to connect track and related work will be taken up. Efforts will be made to complete the work by March, 2013.

My representative who made on the spot study, gave the following report:

Old over bridge is still there, work relating to construction of platform was started some time back. Presently no work is being done.

Construction of Toilet was started, however, it is not being done now. In addition to the above, following work is required to be under taken at Birlanagar station.

In view of the number of passengers at this station, the length of the shade is very short and the present shade is in a decrepit condition.

Condition of the Chairs/Benches provided at the platforms for the passengers is very bad and even the number thereof is very short.

There is only one ticket booking window which causes a lot of inconvenience to the passengers. There should be one more window.

There is no reservation office. A reservation office needs to be provided here.

Passengers have to face a lot of difficulty in going from platform No. 1 (at Birla Nagar station, from the side of Jhansi, by the side of the sign board) to the platform No. 2 when there is a train at platform No. 1. This problem can be solved by removing the old foot overbridge which is existing at present.

There is acute problem of drinking water at the platform. There is an old tank here from which the water is spreading on all sides. There should be a proper arrangement of it.

On the entire station, there are heaps of garbage at several places, bushes etc have grown up. The main reason of this uncleanliness is that there is only one part time Safai Karamchari who gets only a salary of Rs. 60. Therefore, sanitation is not possible with that Karamchari.

Since there is no provision of RPF/GRP at the station, daily incidents of pick pocketing and other incidents are not being controlled.

I mean to say that claims made by the railway officials hurt the sentiments of the general public. Now I would like to conclude with these words that appropriate action may kindly be taken for the development and extension of Gwalior station with regard to the aforesaid issues.

\* SHRI PREMDAS (Etawah): Today we are having a discussion on the Railway Budget. Railways is the largest mode of transport in the country. When we visit our constituency, the people ask us as to what new thing has been given in this Budget. I would like to request you that steps may kindly be taken to provide the stoppage of at least two trains in each Parliamentary constituency area. We did not oppose the fare hike as it was a need of the hour. When you assumed the charge of the ministry of railways, the people felt that there would be something new. But you did not do anything new in this Budget. Number of general bogies should be increased for the poor. Today this country is living in the 21st century and the Department of railway is still working on its earlier pattern. Everyday there are incidents of theft on the trains. These should be checked.

You are creating a freight corridor from Delhi to Kolkata. Its work should be expedited to speed up the to and fro movement of goods traffic at the earliest.

A lot remains yet to be done. Roads have been four-laned. We are preparing for eight lanes and at some places, this work is in progress. But even today the railways are running on their earlier old pattern. Improvement in quality of food and punctuality of arrival and departure of trains should be ensured. Since Etawah is a model station, action may kindly be taken for its facelifting.

\*Speech was laid on the Table.

Importance should be given to the problems of the members of Parliament because only they know about the real problems of the public. My following demands may kindly be fulfilled. Stoppage of Kanpur-Delhi Shatabdi Express should be given at Etawah; In my area there is a railway station by the name of Achhalda. Stoppage should be given to one Up and Down Uchahar Express at this railway station and Dibiyapur station is midway of Delhi-Kanpur route where there is a plant of NTPC and a GAIL plant. Lucknow Shatabdi Express should be given stoppage here.

[English]

\*SHRI E.G. SUGAVANAM (Krishnagiri): Hon'ble Deputy Speaker Sir, On behalf of my DMK Parliamentary Party, I have great pleasure in speaking on the Railway Budget for the year 2013-2014 and I support the same.

Our Hon'ble Railway Minister, Shri Pawan Kumar Bansal has presented his maiden Budget and took all steps to improve the present status and financial condition of the railways. Assuming charge as Union Minister of Railways, he announced fare hike ranging from 2 paise to 10 paise per km. in all classes of passengers, as it was long overdue. However, in the rail budget, though the base fares are unchanged he has hiked supplementary charges for superfast trains, like reservation, tatkal, and other charges so as to generate a revenue of Rs. 483 crore. People are already burdened with the earlier hike and further hike will adversely affect the passengers. In addition to that, across-the-board hike of 5.8% in freight rates desired to raise a additional revenue of Rs. 4,200/- crore. This fare hike will ultimately push up the prices of all essential commodities. Our Hon'ble Leader, former Chief Minister of Tamilnadu, Dr. Kalaignar has rightly termed that 'the budget gives both pleasure and displeasure to the people'.

I am glad to say that railways fully repaid a loan of Rs.3,000 cr. Higher targets for freight traffic and passenger growth can be attained only by improving its services. For the year 2012-2013, railways later slashed the original targets of freight traffic. Major chunk of revenue of railways comes from freight traffic. Frequent hike in freight rates will discourage movement of cargo by train and the major chunk of goods traffic meant for railway will divert to

\*English translation of the speech originally delivered in Tamil.

roadways. Procedures should be simplified and goods should be reached to the respective destinations at the earliest possible time. Railways should take concerted efforts to load more freight. Construction of dedicated freight corridors should be expedited. Production of more freight wagons and rakes should be augmented.

The proposal to introduce 67 new express, 26 passenger, 8 DEMU and 5 MEMU services, first AC EMU rake to Mumbai, increasing the rake length from 9 to 12 cars, extension of 57 trains and increasing the frequency of 24 trains and out of which 14 new trains to Tamilnadu is a welcome step.

Railways could meet the target of new lines and electrification during XI Plan period but fell short of the targets for doubling and gauge conversion. The delay in allocation of funds for projects results in delay in completion and leads to cost escalation. Steps should be taken to complete the ongoing and pending projects in a time-bound manner.

Safety is the primary concern for railways and travelling public. Large number of train accidents, namely, derailment, head-on-collision, ramming with the stationary vehicle, trespassing at unmanned level crossing, low visibility, human error are on the increase in the last few years. The preventive steps taken by the railways to avoid such increasing accidents are inadequate. The recommendations made by the Committees headed by Dr. Anil Kakodkar and Shri Sam Pitroda for improving safety and bringing about modernization of Railways have to be taken into consideration for implementation on priority. Accidents on the level crossings are unabated. Elimination of level crossings will not solve the problem. Some of the level crossings need to be converted into Road Over Bridges (ROB) and Road Under Bridges (RUB) or as manned level crossings, depending upon flow of traffic at the location. Railways should undertake proper study before closing the unmanned level crossings. Introduction of Train Protection Warning System on automatic signaling systems, improvement of signaling, Train Collision Avoidance System (TCAS), etc., will address the issue to some extent.

The first ever rail link to connect Arunachal Pradesh and proposal to Manipur of Northeastern state is a welcome step. Bringing of railway related activities under MGNREGA

will promote more employment opportunities in the rural areas.

Safety of women passengers is another cause of concern. They are afraid of theft, chain snatching, eve teasing, etc. in trains and stations. Reservation of 10% vacancies of women RPF personnel will improve the confidence of women travelling in trains and improve their safety. Extension of internet booking hours, E-ticketing through mobile phones, introduction of executive lounge at seven more stations will greatly help the frequent rail travelers.

A number of vacancies in railways have not been filled up since long and it has added much pressure on the existing staff. The proposal to fill 1.52 lakh vacancies should be expedited. Out of which, allocation to weaker sections and physically challenged is widely welcomed. Besides, I urge upon the Railway Minister to give adequate preference to the pending cases of compassionate appointments.

The onboard facilities like provision of announcements, electronic display boards, neat and clean toilets, quality food remains a distant dream to the train passengers. Complaints are accumulated relating to quality of food served in trains and stations and there is no proper monitoring regarding its quality. Being frequent train traveller, Shri Bansalji knows the pathetic condition of ordinary passengers. Therefore, I urge upon him to take immediate steps to improve the quality of food. Complimentary passes to the sports personalities who have excelled in various sports events and Police Gallantry awardees are much deserved. As regards, setting up of six new Rail Neer bottling plants, I urge upon the Hon'ble Minister to quicken the Palur Plant in Tamil Nadu which was announced in the last budget.

The physically challenged people are facing much difficulty in their train journeys. In most of the railway stations, there is no facility for ramps, lifts, escalators, etc. I shall, therefore, request Hon'ble Minister to provide the above facilities in all railway stations in towns/cities.

Enhancement of fund allocation to railway staff quarters is a welcome step. The railway quarters are not in a good living condition. All necessary basic facilities should be provided there and provision of hostel facilities to single women railway employees at all divisional

headquarters is a welcome step. This facility may be extended to the railway stations located in cities and towns also or in the station complexes itself.

Another important point is regarding Salem Division. Though this Division was started only few years ago, it was not provided with adequate staff and infrastructural facilities thereby hindering its functioning. I therefore urge upon Hon'ble Railway Minister to allocate adequate funds to the Salem Division to improve its functioning/facilities.

I have some specific demands in respect of my Krishnagiri District/Constituency, Tamilnadu. The demand for laying of new railway line between Jolarpettai - Tirupathur - Kandili - Barugur - Orappam - Krishnagiri - Sulagiri - Hosur (101 kms) is long pending issue for more than decades and remains a distant dream to the people. Based on this, a Survey was ordered by the Railways and its Report was submitted to the Railway Board on 27-05-2008 and it was announced during the Railway Budget Speech in February 2010. Thereafter, as per the advice from the Railway Board, an Updated Survey was completed and its Report was sent to the Railway Board on 31-01-2011 and the total cost of the project was estimated at Rs. 687.92 crore. However, no adequate funds were sanctioned for carrying out this project so far.

Since majority of the products meant for exports Viz., fruits, vegetables, flowers, electronic goods and other perishable items produced here are sent through road or airlifted to various parts of the country and abroad. Absence of a rail link in this route has been an impediment to the district's industrial growth. Therefore, I urge upon the Hon'ble Minister to allocate adequate funds for this project.

There has been a long pending from demand for introduction of a Daily Express Train between Nagercoil - Bangalore Via. Madurai - Tiruchirappalli - Salem - Hosur. On the contrary, the Hon'ble Minister in his budget speech announced Nagercoil - Madurai - Tirachirappalli-Salem-Jolarpettai - Bangalore Express Train. If this train runs Via. Jolarpettia, large number of people who are working in and around Hosur will be deprived of this train facility and greatly suffer.

Sir, Operating the Nagercoil - Bangalore Express Via. Madurai -Tiruchirappalli - Salem - Hosur will greatly help the people living in and around and working in the industrial hub of Hosur. It is also requested to operate this

train as Overnight Express leaving both the destinations between 1500 and 1800 hrs. reaching both the destinations between 0500 hrs. and 0800 hrs. Otherwise, the frequency of the existing Nagercoil - Bangalore Train (16537/16538) may be increased from Weekly to Daily.

Besides, the following proposals are pending since long and it has been represented to the Hon'ble Railway Minister time and again:

- Stoppage of all trains in Samalpatti & Kallavi Dasampatti in Krishnagiri District;
- Introduction of Coimbatore - Hosur - Bangalore Inter City Express;
- Increase of coaches in Mysore - Mayiladuthurai Express (from 19 to 24);
- Introduction of Hosur - Erode Passenger Train;
- Deployment of RPF at Hosur Railway Station;
- Extension of Bangalore - Anekal Train upto Hosur;
- Doubling and Electrification of Bangalore - Hosur - Salem Railway Line;
- The new Railway line between Katpadi-Thiruvannamalai-Villupuram, announced during the last Railway Budget, has not become operational. I urge that the new line may be made functional soon.

I shall, therefore, urge upon the Hon'ble Minister to kindly consider the above proposals and order implementation of the same during this year itself.

With these words, I conclude my speech on Railway Budget.

\*SHRI S.S. RAMASUBBU (Tirunelveli): At the very outset, I would like to congratulate the Hon'ble Railway Minister, Shri Pawan Kumar Bansal for presenting a growth oriented maiden budget for the year 2013-14. It is happy to note that he is the first Congress Minister to do so in 17 years and take steps to strengthen this vital segment of our transport infrastructure and also kick started stalled investment in the economy and striving hard to bring back the Railways into the right track.

Due to austerity measures taken by the Railways, it has been able to fully repay its loan of Rs. 3,000 crore and its operating ratio is likely to increase to 87.8% during 2013-14. It is also very happy to note that Indian Railways

\*Speech was laid on the Table.

is set to achieve milestone of entering the select club of railways with over 1 million ton freight loading. At present, only the Chinese, Russian and the US Railways have this distinction. Indian Railways have joined another select club of railways which run freight trains of more than 10,000 load.

As regards passenger traffic, the hike in tariff announced in January was overdue for several years and if it had not been implemented, railways would become bankrupt. Presently, as expected, the Rail Budget 2013-14 did not propose any further hike in passenger fares. The Minister has announced only a marginal increase in reservation fee, supplementary charges for superfast trains, cancellation and tatkal charges which are aimed to improve the passenger services by pushing out the increasing tout menace. As regards freight traffic, higher targets were fixed for the year 2013-14.

In this Budget, Hon'ble Minister has announced introduction of 67 new express trains, 26 new passenger trains, 8 DEMU and 5 MEMU services. Further extension of 57 trains and increasing frequency of 24 trains is a welcome step. As regards Tamil Nadu, I thank Bansalji for announcing 14 new trains and extension of six existing trains to the State and also increasing the frequency of few trains. He has also announced 72 additional services in Mumbai and 18 in Kolkata being introduced. However, no such announcement was made for Chennai. As the suburban service between Chennai Beach - Tambaram - Chengalpat, is much congested, additional services are urgently required. Moreover, increase in length of rake from 9 to 12 cars only for 30 services in Chennai is inadequate. I urge upon the Hon'ble Minister that for Chennai all 9 cars should be converted into 12 cars.

500 km. new lines, 750 km. doubling, 450 km. gauge conversion is targeted in 2013-14. In this connection, I would like to submit that the BG line between Madurai - Tirunelveli - Kanyakumari is the lifeline of our country. People from all parts of the country visits Madurai, Tirunelveli, Kanyakumari and other places of tourism and religious importance en route in Tamil Nadu throughout the year. However, they are facing lot of difficulties due to inadequate train facilities. Railways are not able to introduce more trains in this route because of non-completion of doubling work.

As regards this Section doubling survey was announced in the Budget for the year 2011-12 and the Survey Work between Madurai - Maniyachi is completed. The work is presently going on the sections between Maniyachi -Tirunelveli and Tirunelveli - Kanyakumari. It has been time and again reiterated that this section is an inevitable link between north -south viz, from Kashmir to Kanyakumari and it will boost the overall development of our country.

I shall humbly urge the Hon'ble Minister to kindly allocate necessary funds for doubling of Madurai - Tirunelveli - Kanyakumari Broad Gauge Section and open this doubling section for traffic at the earliest.

The proposal to bring Arunachal into rail network and connectivity to Mizoram of Norhteast is a great milestone in Indian Railways.

The women police force is very less and women feel much insecurity while traveling in Railways. The proposal of 10% reservation for women in RPF is a welcome step. Setting of up another 8 companies of RPF personnel especially women would improve safety and security of women passengers. The proposal to set up Rail Based Industries viz. Wheel factory at Rai Bareli, MEMU at Rajasthan, Coach Manufacturing Unit at Haryana and Wagon Maintenance Workshop in Kalhandi will resolve the problem of shortage of wagons, coaches and other rolling stock to a great extent. However, I am sorry to state that as regards Tamil Nadu, no such railway production units were announced since many long years.

Cleanliness and hygiene of trains and stations reached a very low standard. Coaches and stations are filthy and passengers are facing lot of difficulties to stay in platforms to travel in trains. Replacement of new coaches in place of old coaches which are lying in a bad condition along with rat and mosquito menace are putting much suffering to the passengers. The proposal for the extension of On Board Housekeeping Scheme and Clean Train Stations to more stations and trains is a welcome step.

Rail travel has remained a nightmare to the physically challenged persons. The proposals regarding provision of large number of new escalators, lifts, Braille stickers indicating the layout of coaches, battery operated wheel chairs at more stations, wheelchair-friendly coaches will greatly help the differently abled people traveling in trains.

The new proposals viz. SMS alert system to provide updates on reservation status, e-ticketing system, new system to support 7,200 tickets per minute up from 2,000 now and from 40,000 users to 1.2 lakh, linking train tickets with Aadhar cards in order to keep out touts, free wi-fi facility on select trains are important passenger amenities widely welcomed.

Safety is one of the primary concerns for the railways passenger. The recommendations of Kakodkar and Sam Pitroda Committees should not be overlooked and they should be implemented in *letter and spirit*. Elimination of 10,797 level crossings during 12th Plan period should be given a serious thought. Simply elimination of level crossings will not solve the purpose and it will greatly affect the road users and the villagers residing nearby. Railways may consider outsourcing of level crossings which will generate employment opportunities. Meaning the level crossing will not incur much amount to the railways than the compensation being paid currently on the accidents victims at the level crossings. Modern technologies like implementation of Train Protection Warning System on Automatic Signal System, installation of Anti-Collision Devices, and Vigilance Control Devices, comprehensive Fire and Smoke Detection system in coaches and setting up of Railway Safety Authority will go a long way in improving the railway safety. Often incidents of theft and robberies are reported in railways. Proper coordination should be ensured between GRP and RPF in order to protect the law and order and railway properties.

The food served in Railways is often unhygienic and sub-standard. Every day, large numbers of complaints are coming regarding the quality of food items. Time and again, Railways increase cost of food items, however, the quality is not improved. Surprise and frequent checks should be carried out to inspect the quality of food items and any violation in standards are to be dealt with seriously. Rail Neer is not adequately stocked in railway stations and trains and the passengers are forced to buy other brands by paying higher price. Adequate steps should be taken to ensure easy availability of rail neer which will boost more revenue to the Railways.

It is a matter of grave concern that railway properties are often targeted. Coaches are damaged and gutted in various parts of the country in the event of bandh,

vandalism, rail-roko agitations, etc. by vested interests and anti-social elements. This has resulted in huge loss of revenue to the railways. To avoid such losses, I urge upon the Hon'ble Minister to instruct the State Governments to deal firmly with those who are damaging railway properties and damages are liable to be recovered from the individual/ organizations responsible.

The proposals regarding setting up of Railway Energy management Company, new windmill plants and provision of solar power to 1,000 level crossings will considerably solve the fuel bill problem of railways. Shri Bansalji has announced setting up of six more Rail Neer bottling plants in the country. In this connection, I would like to submit that in the last budget, a Rail Neer Plant at Palur and a new coaching terminsl at Nemam, Tamil Nadu were announced. I urge upon the Hon'ble Minister to allocate adequate funds and to expedite the two projects.

As regards staff welfare measure, the Minister enhanced fund allocation by Rs. 300 crore for railway staff quarters by setting up of hostels for single women railway employees at all divisional headquarters. Railway staff quarters are lying in a very dilapidated condition and the allottees are facing lot of difficulties. Besides, construction of new staff quarters, existing quarters should be renovated and more facilities should be provided there and improvement of the condition of barrack for PRF personnel should be speeded up. He also announced 1.52 lakh vacancies in Railways will be filled up, out of which 47,000 will be for weaker sections and physically challenged. This is a welcome step. In this regard, I would like to point out that large number of candidates of compassionate appointments are running from *pillar to post* to get their railway job due to the demise of their beloved ones in service. I urge upon the Hon'ble Minister to kindly give high priority to compassionate appointments to light their families.

There are certain long pending demands of the people of Tamil Nadu which I have listed below for your kind consideration.

First I would like to thank the Ministry of Railway for inaugurating the Tirunelveli - Tenkasi BG line (68 kms.) for traffic on September 25, 2012 at an estimated cost of Rs. 220 crore. This has become a big tourism and industrial boom of this region. In this regard, I would like to point out

that on MG line there used to be two trains running on this Section. After BG conversion only one train is running. There is huge traffic in this section. People are feeling much relying and using this train for safety, security and also it is economical. One train is not sufficient to cater to the growing traffic. Therefore, I urge upon Hon'ble Minister to operate one more train between Tirunelveli - Tenkasi new BG line.

Since long, there is demand for a Daily Express Train between Nagercoil-Bangalore Via Madurai - Tiruchirappalli - Salem - Hosur. I am thankful to Bansalji for announcing a new daily train. However, the proposed service would be from Nagercoil - Madurai - Tiruchirappalli - Salem - Jolarpettai - Bangalore. If this train runs via Jolarpattai, large number of people from southern Tamil Nadu who are working in and around Hosur will deprive of this train service and would be put into much hardship.

Therefore, I suggest the Hon'ble Minister either to operate the Nagercoil -Bangalore Express via.:- (i) Madurai - Tiruchirappalli - Salem - Hosur for 3-4 days; (or) (ii) Madurai - Tiruchirappalli - Salem - Jolarpettai for 3-4 days; (or) (iii) Increase the frequency of the existing Nagercoil -Bangalore Train (16537/16538) from Weekly to Daily, Which will greatly help the people of southern Tamil Nadu working in and around the industrial hub of Hosur.

I express my hearty thanks to the Railway Minister for the new line from Sankarankoil to Tirunelveli by covering Veerasigamani, Semthamaram, Surondai, V.K. Pudur, Alangulam, Maranthai, Pudur, Pettai and Tirunelveli. Please allot adequate fund for early survey of this new line.

Thisayanvilai is a town panchayat located in the Radhapuram Taluk of my Tirunelveli District, Tamil Nadu. Tisayanvilai is surrounded by Uvari, Perumanal, Kuthankuzhi, Kooduthali, Koottupanai, Thomaiyarpuram, Idinthakarai, Kootapuzhi, Koothankulam and Panchal having a population of 1,00,000 people, mostly consists of fishermen folk. Number of schools are located in Thisayanvilai and the literacy rate is 77%, higher than the national average of 59.5%. However, Thisayanvilai is presently not connected with rail facility. Moreover, the people are facing lot of difficulties to book their tickets in the absence of a PRS counter and there is a long pending demand for the same and it is an essential one. Oral

permission was given by the DRM Office, Madurai for its opening. Location for it was identified at the Post Office in Thisayanvilai and necessary arrangements were made for its opening and they require grant of permission from Railway Board. Hence, I humble urge upon the Hon'ble Minister of Railways to gant necessary permission for opening of a PRS centre at Thisayanvilai Town, Tamil Nadu.

I thank the Ministry of Railways for providing stoppage of Ananthapuri Express at N. Panagudi Station. But that is not sufficient to meet the flow of Passenger traffic there. Therefore, there is a persistent demand to provide stoppage for another express train at N. Panagudi. Moreover, many times passengers to and from N. Panagudi face lot of problems in getting the reserved tickets because N. Panagudi is not added in the 'PRS Computer System'. Therefore necessary instructions may please be issued for adding the N. Panagudi Station in the system.

Nanguneri is a pilgrimage centre and Special Economic Zone is coming there. Nanguneri Vanumamalai Math, Thirukurundudi Temple, Uvari Church, Koonthakulam Birds Sanctuary, SEZ - Nanguneri and Kalakadu Tiger Resort are nearer there and with the result, the passenger traffic at Nanguneri is also heavy. Therefore, there is genuine demand to provide stoppage of at least two more express trains at Nanguneri Railway station.

Apart from this, the below long demands may kindly be considered favourably:

- Reopening/Provision of Railway Station at Maharajanagar, Kavalkinaru, Melakallur, Pavoorchatram in Tirunelveli District, Tamil Nadu;
- Provision of roof shed to the entire new platform in the Tirunelveli Railway Station and Foot-Over-Bridge (FOB) and Escalator to connect all platforms and adequate funds need to be allotted for the purpose;
- As there is huge rush of passengers in Tirunelveli Railway Station, the existing five platforms are not sufficient to cope with incoming-outgoing trains. It is kindly requested to increase the number of platform from 5 to 7;
- Stoppage of all important trains at Palayamkottai, Kovilpatti, Melapalayam and Valliyur railway stations and provision to increase berth/seat quota and all basic facilities in those stations;

- Constructions of (i) Road Over Bridge (ROB) near Thatchanallur Railway Crossing at Thatchanallur - Madurai road, (ii) Kulavankkarpuram Rly Crossing at Tirunelveli - Trivandrum road, (iii) to expedite ROB at Tenkasi near Tenkasi Railway Station;
- Increase in the frequency of (i) Tirunelveli - Hapa (12997/12998 - Hapa Express), (ii) Nagercoil - Tirunelveli - H. Nizamuddin (12641/21642 - Tirukkural Express), (iii) Chennai - Vasco & Chennai - Hubli (17311/17312 & 17317/17314) Express as a daily express;
- Increase in the number of Coaches in (i) Nellai, (ii) Kanyakumari, and (iii) Anandhapuri Express Trains and introduction of Special Trains during seasons, summer/winter vacations and festival times and provision of *First AC Coach* in Nellai Express;
- Immediate need to develop Royapuram Railway Station as third Railway Terminus of Chennai and to ensure operation of all trains going to southern districts from Egmore Railway Station only;
- New Inter-city Express from Nagercoil - Tirunelveli - Madurai;
- New Railway Line from Kanyakumari - Tiruchendur Via. Kundankulam, Tisaiyanvillai;

\*DR. PADMADINHA BAJIRAO PATIL (Osmanabad): The survey of new Broad-gauge railway line between Solapur - Jalgaon via Osmanabad, Beed, Jalna and Aurangabad districts is completed and has been submitted to the Railway Board at New Delhi.

Tuljapur is a major pilgrimage center of entire Maharashtra and South Peninsula. Millions of devotees visit Tuljapur to offer their reverence to almighty Kulswamini Tuljabhawani.

Tuljapur is also pivotal in providing connection to Marathwada region which has presently inadequate connection facility through railway network. The proposed railway line will help millions of devotees to visit Tuljapur and also help in developing Marathwada region.

This route will also act as an alternative corridor for North-South railway network as presently North-South railway link is one of the busiest corridors. This will help

\*Speech was laid on the Table.

in reducing the journey time to North -South route as compared to present link. This link is important for the economically backward region of Osmanabad District.

Additionally, it has been proposed in the Railway Budget to extend the Mumbai-Osmanabad-Latur train upto Nanded. Considering the fact that this train service is already inadequate to meet the demands of passengers from Latur and Osmanabad District, it is not prudent. Instead a new train service from Nanded to Mumbai via Latur-Osmanabad should be started immediately.

[Translation]

\*SHRI HARISHCHANDRA CHAVAN (Dindori): The proposed rail route i.e. 'Manmad-Malegaon-Nardana-Indore' for Maharashtra has remained pending since several years for which even Maharashtra government is paying its 50 percent share of money to be incurred on this project of that state. But to this day, work on this route project has not been started and aforesaid rail route project is still under consideration and the new rail routes i.e. Nasik Road-Pune, Nasik Road-Surat and Nasik Road-Dahanu are still awaited since long. I, therefore, request to give your clearance for these rail routes and get the work there started at the earliest.

My second demand is that for the banana growing farmers of Jalgaon on the central Railway, Horticultural Express has been introduced, Similarly, even for the grape and Onion growing farmers of Nasik, a Horticulture Express train should be started. I would also like to inform you that the farmers of Nasik who produce large quantity of grapes and Onion in the Asia region will be given justice.

A Superfast train like Mumbai Rajdhani or August Kranti may be introduced between Mumbai CST Central Railway and New Delhi via Nasik Road, Manmad, Bhusawal and Gwalior. These demands I have been raising since last several years. I hope that the government would fulfill all these demands.

I would like to mention that under the new time schedule of July 1, stoppage of following 27 trains at Manmad Junction has been reduced from 5 to 2 minutes. (Train nos. 12809, 12322, 18029, 11015, 12141, 11057, 12879, 12745, 12811, 22848, 11093, 11067, 11069, 12165, 15017, 12741, 12519, 12534, 12546, 12362, 15611, 11071, 12617, 12161, 15192, 18610, 12105). You can think as to how the women, Senior citizens, children and patients can

\*Speech was laid on the Table.

board or disembark a train in two minutes while Manmad is a big Junction and covers 8 blocks. The Farmers of the neighboring areas send seeds and other products to the whole sale markets in the entire country from Manmad junction. For these railway rules, farmers are not in a position to send their products. I would like to inform you that Railways earn a daily profit of Rs. 1.50 lakhs means Rs 40 lakhs per month. I am surprised to note that 70 to 80 percent of products are transported by these trains. Everyday 800 to 1000 persons remain engaged in the work of loading but now these people are on the verge of being jobless.

A stoppage may also be provided to Rail number 11025 Busawal—Pune Express train running between Busawal to Pune at Nandgaon, Laslgaon, Nefad and from Varanasi to L.T.T. Lok Manya Tilak Terminal train No. 11072 Kamyani Express at Nandgaon, Laslgaon and Nafad. The present Rail number 22102 Rajyarani Express originating from Manmad be started from Nandgaon and extended to Dadar. The Tapovan Express 17617 originating from Mumbai CST Nanded, Devgiri Express 17058 from Mumbai-Sicundrabad, Janshatabdi Express 12071 from Dadar to Aurangabad, Dakshbumi Express 11045 from Kolahapur to Dhanbad may be given stoppage at Nagarsul. The Jalana to Nagarsul, Jalna Demo Passenger 77683 be extended to Igatpuri. Because this train remain stopped at Nagarsul station from 9.00 a.m. to 5.45 p.m. In the Rail Budget 2011, a train Kusumagraj was announced to be introduced between Nasik Road to Mumbai CST. But the train on that route has not yet started. Kusumagraj was the Thor literate of Nasik Maharashtra. The above named train may kindly be started urgently.

The Mumbai-Haridwar Rail No. 12171 is operational only two days in a week i.e. Monday and Thursday. This train may be made operational daily and the facility of Pantry Car be provided in it, so that the Sadhu and saints coming from North in 2015 Kumbh Mela may be benefitted.

Very few rakes are available to the farmers of Nasik district for transporting the onion to different parts of the country. As such onion in plenty do not reach to the market, causing thereby heave losses to the farmers.

In the last year Budget 2011, it was announced to modernize the Nasik Railway station, but so far it has not been modernised. I am to request the government that Manmad station be modernised along with Nasik Road

Station. Keeping in view the growing population and extension of trains and also the Kumbh Mela 2015, these both the stations may be modernized.

Kotmgaon (Tehsil Yewla) situated on Nasik-Aurangabad Highway 30, Badgaon Chowki, situated on Yewal-Nandgaon Highway 25 are situated between Nandgaon (Tehsil Nandgaon) and Malegaon-Aurangabad Highway 16 passes through it and Bhagur (Tehsil Nasik). In the absence of a flyover at the railway crossings, the people have to face great difficulties. So please get the flyover constructed in place of railway crossings at Nandgaon, Badgaon chowki, Kotamgaon, Bhagur falling in district Nasik. At Nagarsul, Tehsil Yewla (District Nasik). Due to non-existence of Railway crossing Gates the accidents take place. So the railway crossing gate, signal and security guards may be provided immediately.

Keeping in view the growing population and extension of trains and also the Kumbh Mela 2015 a new rail terminal may be constructed at "Odha" stop (District Nasik). The causalities that took place at Allahabad junction due to heavy rush in recent 2013 Kumbh Mela, a rail terminal may be constructed at Odha stop. Nagarsul station is the last station of South Central Railway. Travel to Shirdi from that place is 37 Kms. So, Nagarsul station be made terminal for the facility of people travelling to Shirdi.

My demand is also that Chandwad (Tehsil-Chandwad- District Nasik) is one of the prominent place of education where thousands of students from all parts of the country come. For the facility of student a Ticket Booking counter be opened at Chandwad.

In the end, I request you and hope the demands placed by me will be fulfilled by the government.

[English]

\*SHRI C. SIVASAMI (Tiruppur): Sir, first, I would like to express my thanks for giving me an opportunity to speak on this discussion of the Railway Budget 2013-2014. The railways is important for the development of the country. The development of the railways is the basis for the development of the country. Sir, in my constituency, many consultative meetings are held under the chairmanship of the GM of Southern Railways, and the DRM of Salem Division, in the presence of some Hon'ble

\*English translation of the speech originally delivered in Tamil.

members of Parliament. The opinions of Hon'ble members of Parliament were also heard.

At the present situation, people and people's representatives have to approach the officials for expressing their needs and grievances. This situation has to be changed if the railways want to understand the real need of the people. That is, the officials have to go the residential areas of people and to interact with the people and People's representatives to understand their real needs. In each and every constituency of a member of Parliament, a particular railway station has to be considered and in that railways station, senior officials of the railways have to visit and they have to interact with the people and people's representatives to understand their real needs. Only then will development take place. Sir, it is my duty to point out this fact sir.

Sir, in the name of reforms, many new types of train services like Duronto Express trains are introduced. I welcome this initiative. Duronto railways service is introduced to provide speedy journey from one source station to another destination station. If the journey has to be fast, the speed of the train has to be increased. For example, a train traveling at the speed of one hundred kilometers per hour has to be modernized to travel at the speed of two hundred kilometers per hour. Instead of doing so, many stations in the route are reduced to reduce the duration of the journey.

Sir, if you enquire whether the newly announced Duronto express trains are beneficial to the people, I would humbly reply that it is not benefiting the people. Whether it is the Duronto express running between Coimbatore and Chennai or the Duronto express running between Madurai and Chennai, people are not benefited. If the Duronto express running between Coimbatore and Chennai stops at Tiruppur and Erode stations, it will benefit a large number of people. Similarly, if the Duronto express running between Madurai and Chennai stops at Dindigul and Karur, it will also benefit a large number of people in the real sense. Therefore, the service of Duronto express has to be changed into intercity level. The train has to stop at many stations. Otherwise, it will benefit the people only for name sake. Sir, I would like to bring the attention of the minister to reconsider the decision with respect to the Duronto express.

Sir, earlier, so many projects were announced for the city of Erode. Former Minister, E.V. K.S. Elangovan held a function at Erode Samraj Nagar city. A train service between Erode and Samraj Nagar, and another train service between Erode and Palani was introduced. These projects did not get any importance in this budget. Many new projects are announced. They are not of much importance. The projects of Erode-Chamraj Nagar, and Erode-Palani have to be considered and have to be given importance by the Minister.

Sir, a new train from Coimbatore to Rameshwaram was announced on weekly basis. I welcome this initiative. I request you that this service has to enhance as a daily service instead of a weekly service. Ooty is a centre of tourist importance. It is in Nilgiri district. The train which runs to Ooty often breaks down. Therefore a new train has to be given to Ooty.

Oothukuli is an important town in my constituency Tiruppur. The town is well known for dairy products such as butter, ghee and cur. These dairy products are exported to many states. But no proper facility is given to the people to export their products. The people have to utilize the service of two trains having the numbers – 6107 and 6865. In these trains, SLR coaches are provided which are very small for their need. Therefore, sir, I request you to convert SLR coaches into big coaches like VPU coaches.

Similarly sir, I would like to speak about Thirisoolam railway station at Chennai. This station is very nearby Chennai airport. If there is a station at Thirisoolam it will benefit people from southern states to reach airport conveniently. Therefore sir, efforts need to be taken to stop trains at Thirisoolam station at Chennai.

Former railways Minister Madam Mamta Banerjee introduced a new scheme called Tzath' for the welfare of the poor and the downtrodden. It will enable people to travel up to one hundred and fifty kilometers at the rate of Rupees Twenty five. It seems that this scheme is not implemented now. Hon'ble minister has to clarify whether this scheme is in vogue now or not. Similarly, a big work shop of the railways is present at Golden rock, at Tiruchirappalli city of Tamil Nadu. Considerable amount of land is available at the above said workshop which can be utilized for establishing a coach manufacturing factory at Tiruchirappalli. Sir, I reiterate that a coach manufacturing factory has to be established at Tiruchirappalli.

**15.00 hrs.**

Tirupur is an industrial hub which is known for its exports. The city yields foreign exchange up to Rupees ten thousand crore to the country. Therefore, a new express train from Tiruppur to Chennai is needed. Sir, during the last four years, we have been persuading the Government for introducing a train service from Tiruppur to Chennai, but our demand was not given attention. Along with some other members of Parliament, I went to meet the Chairman of the Ministry of Railways. Sir, he might have or might not have considered our demand for a new train. That is a different issue. But the Chairman did not give us due respect. Sir, he says, "Thousand of people are asking for new trains. Can we be able to give all the trains?" If such a person is occupying the office of the chairperson, how is it possible for the railways to implement all the projects efficiently? I would like to ask this question sir.

Sir, we need a new express train from Tiruppur to Chennai. The express train service from Trivandrum to Chennai, that is, trains having number 2623 and 2624, pass through Tiruppur. If there is a station in Tiruppur, it will benefit the people of Tiruppur to a large extent. Similarly Yahsvantipur Kochivel Express trains, having the numbers 2257, 2258, 6315 and 2660, also have to stop at Tiruppur. Tiruppur is a growing industrial city. Exports are carried out at international level from Tiruppur. If the Tiruppur railways station is modernized and if its infrastructure is enhanced, it will facilitate exports from Tiruppur and it will enable the traders to trade at international level more efficiently. More foreign traders would like to visit Tiruppur if the railway infrastructure is enhanced for Tiruppur. In brief, modernization of the railway station at Tiruppur will strengthen the export industry in Tiruppur, which is beneficial to the country. Therefore, I request the Hon'ble Minister to take steps accordingly. With these words, I conclude my speech.

\*SHRIMATI J. HELEN DAVIDSON (Kanyakumari): I would like to say that I support the Government on this discussion on the Supplementary Demands for Grants (Railways) and I have some points to raise in the greater interest of the people of Tamil Nadu and my constituency. I first of all thank the Union Government for fulfilling the 18 years long demand for a daily train between Bangalore and Nagercoil via Madurai, Tiruchirapalli and for a weekly

\*Speech was laid on the Table

train between Puducherry and Kanyakumari by announcing them in this railway budget. Only surveys for some new lines for Tamil Nadu have been announced in this budget. There is no mention about doubling projects and fund allotment for Tamil Nadu. Though the Hon'ble Railway Minister came forward with couple of new trains and extension and increase in frequency of some trains, there were hardly some words about the infrastructure facilities of Railways in Tamil Nadu to receive more trains and increase the speed of the trains in future. In the previous railway budget there was an announcement for new surveys for line doubling projects linking Madurai-Triunelveli-Kanyakumari along with electrification and Trivandrum and Kanyakumari and the electrification of Coimbatore-Mettupalayam route and surveys for new lines (Chennai to Sriperumbudur Via Guindy, Poonamallee; Kanchipuram - Thiruvannmalai - Katpadi, Kumbakonam - Andimadam - Jayankondam -Vridhachalam, Thanjavur to Pudukottai via Fandarvakottai, Attipattu-Ennore Sea Port and Dindigul-Kumuli via Bodinayakkanur) and I requested the Government to allot enough funds for doubling the Madurai-Triunelveli-Kanyakumari along with electrification, and Trivandrum and Kanyakumari during the discussion on the Supplementary Demands for Grants in the previous year too. But the Ministry of Railways has deceived the people of entire Tamil Nadu in this regard. Only surveys are announced for Tamil Nadu in the Railway Budgets during the past eight years, and hardly some new lines and doubling projects are announced. Even though some new lines and doubling projects were announced in the previous years, works will move at a snail's speed in Tamil Nadu.

I request the Ministry of Railways to place Automatic Ticket vending Machines, Cion operated Ticket vending Machines in all railway stations in Tamil Nadu, and it must be done first in Kanyakumari and the Railways know that it is a renowned tourist and spiritual destination, and the thousands of pilgrims and tourists visit this spot every day by different means of transportation, but the railway department does not seem to be interested in developing this railway station. The railway station here is not in a condition to park any train for maintenance. The major problem in this railway is not having water facilities. The trains reaching Kanyakumari Railway station are brought back to Nagercoil junction railway station for maintenance for since past 33 years, which is 18 kilometers far away

from Kanyakumari. And as there is vast area available in Kanyakumari Railway Station, it can be developed as a 'Terminal railway station' with Coaching Maintenance Terminal facility, where trains operated up to Tirunelveli, Trivandrum and Nagercoil Railway Stations can be extended up to Kanyakumari.

In 2008-09 Railway Budget, the Railway Ministry had announced a survey for a new broad gauge line connecting Karaikudi and Kanyakumari via Ramanathapuram and Tuticorin along the East Coast. Subsequently, the Ministry invited bids for the survey. But in this budget also no word has been mentioned regarding this project. Hence I request the Union Government to sanction enough funds for laying a new broad gauge line connecting Karaikudi and Kanyakumari via Ramanathapuram and Tuticorin along the East Coast.

Hon'ble Minister in this budget speech has mentioned about improvements of tourist and religious destinations. We say that Our Nation is the best example for Unity in Diversity among other nations in the world. Adding more power to the word 'Integrity', the railway should operate a train from Kanyakumari (Tourist & Spiritual spot) to Velankanni (Shrine) via Madurai (Meenakshi Amman Temple), Tiruchirappalli (Srirangam Temple), Thanjavur (Temple City), Nagappattinam (Nagore Dhaka). So it would be a wonder for the world to see the people belonging to major religions of the world sit together and travel to their pilgrimage destinations in a train when this Kanyakumari - Velankanni Train is operated via Madurai, Tiruchirappalli, Thanjavur and Nagappattinam.

Hon'ble Minister has mentioned in this budget speech that Indian Railways is playing an unparalleled role in integrating the nation from Baramulla in the (north and Kanyakumari in the south. But I say this line has not become alive until and unless the Railway Ministry increases the frequency of 12641/12642 Thirukural Express from Bi-weekly to daily.

Thirukural Express became very popular among lakhs of people from North and South parts of the nation as well as tourists from National Capital, as this is the only direct train from New Delhi to South and Central Tamil Nadu. As the train has proved to be success, constant efforts have been made from different quarters to increase the frequency of this train. Since the train is operated only once in a

week, people find difficulties in getting reservation in the train. The situation becomes worse, especially during summer vacation and other festive seasons.

The fact is that any train introduced up to Chennai Central is not much use of the people of South and Central Tamil Nadu as Chennai is geographically situated at the Northern tip of Tamil Nadu State. The major portion of Tamil Nadu is beyond Chennai and one has to undertake a travel of another 720 km beyond Chennai towards South to reach Kanyakumari.

Hence, it is very much necessary to increase the frequency of H. Nizamuddin – Kanyakumari (12641/12642) Thirukkural Express as daily in order to cater the need of public. And the people of **Kanyakumari, Tirunelveli, Tuticorin, Virudhnagar, Madurai, Tiruchirappalli, Villupuram, Kanchipuram and Tiruvallur districts** will be benefited a lot by increasing the frequency of this train as a daily express. Most of the people of Tamil Nadu working in and around Vijaywada, Nagpur, Itarsi, Bhopal, Jhansi, Agra and New Delhi will also be benefited. And by having its frequency increased, we will have an additional connectivity to Chennai and North part of India too.

And the people of Chennai and leaders of various political parties have a strong demand towards the development of Rayapuram Railway Station as a Terminal Railway Station, and so many representations were presented to Hon'ble Minister of Railways, but in this budget the government has not fulfilled the genuine demand of the people of Chennai. Hence I kindly request you to sanction appropriate funds for developing Rayapuram as a Station with all Terminal facilities.

The recently announced Bangalore - Nagercoil daily via Madurai, Tiruchirappalli must be operated via Karur, Namakkal, Salem, Dharmapuri and Hosur. And this train must be made as a SUPER FAST and to reach Bangalore and Nagercoil between 06.00 and 08.00 hrs in both directions. This train should be named as 'Naaniil Nadu' Express.

*[Translation]*

SHRI C.R. PATIL (Navsari): Mr. Deputy Speaker, the Rail Budget which has been presented in the House this time, the people were already annoyed from the TUPA-II and they were hoping that they will get some benefit from

the rail budget of this time, but the country as a whole is disappointed. Our Anurag ji, though there is no railway in his state, even then he has placed all the facts before the house after understanding the problems and having practical experiences. So, I express my gratitude to him.

Sir, the concern as much was required to be shown about safety has not been shown. During last budget rupees two thousand crores were deducted. This time it was felt that Pawan Bansal ji will increase the amount as he said about railway safety but did not disclose the amount allocated for safety. The entire country wants to know what you are going to do for safety.

Our Chief Minister of Gujarat, Narendra Modi Sahib framed a project on Railway, as to what type of railway should be for Gujarat. At that time we met Railway Minister Trivedi Sahib and all the Members of Gujarat gave full presentation. Two Ministers of Railway, Nitish Kumar and Mamta Banerjee are the Chief Minister. Another Railway Minister viz. Laluji had de-railed, Trivedi ji has also been de-railed. Now Bansal ji has come, it is not known he will become Chief Minister or de-rail. If he did not pay attention to the development of railways some mishappenings will surely take place.

I want to say this that, we gave the presentation and it was framed by the Chief Minister of Gujarat. If you will look into it, the problem of whole the country will be solved and the work will go easy. I would like to say that Mamta ji named many station to make them world class and for the first time did not mention the name of Surat. We met her and told her then, she in the second budget announced the name of Surat to convert it as world class railway station. But in the third budget she said, sorry we have done nothing in it. We were expecting that this time Pawan Bansal Sahib will throw some light on it, but he is also silent in this direction. When the work on it will start? The work on it should start.

Train used to come at 1st floor of Surat Station and people come to see it that what type of station it was where the train come at its 1st floor. But the filth we see there today we feel ashamed of it. The entire Surat is beautiful, it is number two in the entire country, but why our railway station is so dirty? We do not know the fault in the tenders awarded there. Parking tenders are awarded, its date expires even then the charges are taken. When

we raise our voice against it, we do not know what action is taken on it. The station functioning is very faulty there. The ticket is booked against the name of Pawan Bansal and Rahul Gandhi and when it comes in the complete paper, the case is lodged against the paperwala who gets the bookings done. This means that the offender is rebuking the security personnel. It should be seen that we have quota of 800 persons. There are three-four MPs in our area, they are of Congress also and they are Ministers also. No attention is paid if the letter is written in the name of a minister and ticket is not booked. But if you talk to some touts, you will immediately get the ticket. Quota is of 800 persons. If some MP writes, the ticket for two- three persons might be booked. But mostly no attention is paid towards this recommendation. But if you give money and meet some touts, your work is done at once. Therefore, it should be looked into. The name of Bansal Sahab and Rahul Gandhi was also published in the paper there in this connection. Same is the position in Rajasthan also. ...(*Interruptions*)

Surat and Nausar districts come under my parliamentary constituency. Nausar become the new district almost 8-9 years ago. When a new district has been made that means there might be huge population, but no facility has been provided there. No prominent train stops there. We had demanded the stoppage of Surya Nagri, Karnawati, Satabdi and all other trains but no attention is paid towards it so far. Gavit Saheb also come at our place and see our difficulties when there were Rail Ministers from U.P. and Bihar in the center, we had tried our level best that some trains might be started direct for Bihar and U.P. because lakhs of people of U.P. and Bihar live in my parliamentary constituency. But except Tapti Ganga, there is no other train so far. If some lady boards that train and she want to use the bathroom, she cannot go up to bathroom for two and a half days because there is crowd of people upto bathroom. If you carry any buffalo in a truck then there is rule for that also. The rule is that you cannot accommodate more than 6 people in it, but there also more and more people board it. There is no law for it.

I request Bansal Saheb to please sit once in Tapti Ganga and see the difficulties being faced there. Surat-puri, Ahmadabad- Puri train is operated from our place. We did it's video graphing. The way the people board the train and see how the police beats them, because there

is no place to go inside and people try to board the train to go to their villages and then police starts lathi charge. When we did video graphy, the lathi charge stopped, but there was no increase in the number of coaches. This difficulty is there in every train. The hon. President Pratibha Devi Singh Patil had got started Amrawati-Surat and Amrawati-Mumbai trains. This train was for two days in a week. But it so happened that Mumbai-Amrawati 7 train become daily and Surat-Amrawati train become three days in a week whereas we wanted it daily. But it has not been done daily so far. I request to make it daily. Rupees 14 crores were given for the first time and 70 crore rupees were given in a year. The trains go to Madhya Pradesh, Andhra Pradesh and Kolkata from there.

Sir, I am to request that Okha-Puri, Ahmadabad-Puri, Sura-Puri train should be made daily train. Mahatma Gandhi conducted Dandi March which is 30 Km. near Navsari. Navsari station should be made world class station, so that people go there and visit this historic place. Attention has not been paid towards my this demand.

Sir, now I want to state about Udana station. The goods yard here has occupied a large site here and now it has come in the middle of the city, when filled trucks go from here, it creates traffic problems here. There is large site is lying of railway at five p.m. Udana station, there is encroachment on it. My demand is that goods yard should be shifted from Udana station. Udna station has been announced satellite station. If the site of goods yard is used, there will be so much facilities which we cannot get anywhere else.

Sir, one more problem is of police station. It is located outside the railway station. It occupies the space and no space is left for parking. Surat is so prosperous that maximum two wheelers and four wheelers are here. So many new vehicles come here daily that perhaps in no other city this number will exceed. If parking arrangements are not done here, it will be a big problem. My request is that railway station should be shifted to platform No. 1 and the police station which is in railway station should be shifted and parking should be given space there.

MR. DEPUTY SPEAKER: Please conclude swiftly.

SHRI C.R. PATIL: Sir, seven minutes still remains.

MR. DEPUTY SPEAKER: Seven minutes are not there. Clock is before you. Please conclude soon.

SHRI C.R. PATIL: Sir, no one is caught without ticket in Gujarat. In such a situation, more facilities should be given to Gujrat because Railway earns maximum income from Gujarat, Surat. I request the hon. Minister for Railways and I hope that he will definitely think about it.

Sir, the number of local trains have been increased in Mumbai and Kolkata. My demand is that the number of local trains in Surat should also be increased.

MR. DEPUTY SPEAKER: You are given one more minute to speak. You may give the remaining points in writing to the hon. Minister.

SHRI C.R. PATIL: Sir, people travel on roofs in local trains. Most of these passengers are of 20-30 years of age who meet with accidents after falling from roofs and die. Their families are ruined. My demand is that the number of local trains should be increased.

If more local train facilities can be given in Mumbai then why not it can be given in Surat? People come here for work.

Sir, number of local trains should be increased. Bogies should also be increased. The train which goes to Surat that is stopped to Ahmadabad upto evening. Mehasana is 60 kilometer from here but if train is run upto there many passengers will be benefitted to go to the North Gujarat. The train is sanctioned idle there and the train can be used for this.

Sir, Dakor in Gujarat is such a place where lakhs of people come for 'Darshan'. The train runs from here should go via Dakor so that the people who go on the day of full moon should get the facility.

[English]

\*SHRI NALIN KUMAR KATEEL (Dakshina Kannada): The Hon'ble Minister for Railways has presented the Railway Budget 2013 to Parliament on 26th February. This Budget is a very impractical and imbalanced budget. This budget is disappointing and lacks farsightedness. Railway Minister, Shri Pawan Kumar Bansal ji immediately after taking over the rein of the Ministry has hiked the fares of railway passengers by 20% and other things, namely tatkal charges, reservation and cancellation charges. This

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\*Speech was laid on the Table.

is not fair at all by any standards or norms. It is very much disappointing.

It is unheard in the history of Railways in the country. As far as I am concerned, it is adding salt to injury as poor, needy and down-trodden are already reeling under acute price hike of essential goods. Petroleum products.

Having expressed my displeasure on the Railway Budget and the State of affairs of Railways. I would like to state that Karnataka has got a raw deal in the Budget.

I request following proposals to consider in the current year rail budget.:

- Formation of Magalore Divisional railway and joining with South Western Railway.
- An additional new daily night train between Mangalore and Bangalore (via Hassan).
- Converting the tri-weekly day train between Karwar to Bangalore as daily.
- Commencement of new train from Mangalore to Hyderabad (via Hassan-Arasikere-Chikkajajur-Gunthakal-Kachiguda)
- Discontinuing Karwar-Mangalore day train from Karwar and run between-Mangalore to Bangalore and starting a Vasco-Mangalore Intercity train to cut down the running hours from Mangalore to Bangalore. -Mangalore-Subramanya Road DEMU train.
- Secondary service terminal at Subramanya Raod station of SWR.

Out of the above, you have announced only one weekly train between Bangalore to Mangalore (route not mentioned)

Hence I urge upon the Railway Minister to take immediate steps to accommodate the following in the Railway Budget this year itself.

- Announcement of formation of Mangalore Divisional railway with Head quarters at Mangalore Junction Railway Station in this Budget year 2013-14. Sufficient fund should be allotted.
- Making Weekly night train as daily train with 21 coaches via Arasikere.

- Converting the existing passenger train as DEMU train between Mangalore to Subramanya Raod.
- Extension of Bhatkal-Tholkur DEMU train up to Subramanya road of SWR.
- Extension of Madgao-Mangalore Intercity train up to Subramanya Road.
- The Mangalore-Hyderabad train route should be via Mangalore central-Hassan-Arasikere-Chikkajajur-Gunthakal-Kachiguda.

I appreciate your initiative in this regard and positive decision/announcement in the forthcoming Supplementary Budget 2013-14.

In the Railway Budget for 2012-13 the survey work for track electrification between Mysore and Mangalore was announced. There is no mention about this work. That is why I request that this project should be taken up and completed in time.

The State Government's persistent demands to create new railway divisions in Mangalore and Gulbarga and bring them under the South Western Railway had been ignored this time too. For better accessibility Elevator facility should be provided at Mangalore Railway station.

To provide the facility of cold storage wagons for Horticultural produce, I request the Railways as there is a lot of Railway's own land available at various railway stations in the country, that land can be utilized to establish the manufacturing unit of Cold Storage Wagons Built Up factory. This will facilitate the better, safest and fastest railway transportation of largest horticultural produce such as Banana, Grapes and vegetables etc.

The budget does not deal with the issue of cleanliness on platforms at all and it is very disappointing. They have increased the Platform ticket fare from Rs. 3 to Rs. 5, although it seems less costly but it is not acceptable as people have to pay such an increased amount for entering and exiting which may lasts a few minutes.

As there is no control over the flow of people into the station by police and there is lack of safety, the Minister has to address this issue by increasing the RPF force.

I feel disappointed that the requirement and demand for more safety to women and children on trains has not

been looked into properly. Even the demand for more ladies compartments has been ignored. We require proper maintenance of over bridges that is used to cross the railways tracks and also easy crossing for senior citizens as they have difficulty in climbing stairs but the Minister seems to have forgotten this issue.

Another important aspect is food and beverages which are highly adulterated. Impure drinking water is passed off as potable. We hope that with third party auditing for catering this issue is addressed. Overall Railways integrates the entire country and therefore, they should connect all the districts of the country.

The Budget is pretty disappointing as many issues pertaining to safety and cleanliness on trains have been dealt with very frivolously. Especially cleanliness in coaches is awful and the hygiene in toilets is pathetic. These aspects needs to be addressed on priority basis and some funds allocated.

The women's helpline is a welcome feature, however, this is not enough to provide protection to ladies and elderly especially on long distance trains.

An amount of Rs. 100 crore has been earmarked for improving stations in New Delhi. I would suggest that Railways should also make efforts and earmark adequate funds for improving the conditions of all other major stations in the state of Karnataka.

I would like to suggest that Government should take steps to generate more funds for safety and for other pressing purposes without hiking the passenger fares further or collecting indirectly through Tatkal, cancellation and reservation charges and burden the poor and downtrodden. The above demands of my people should be paid immediate attention by Railway Minister and take steps to address them.

\*SHRI P. LINGAM (Tenkasi): Sir, On behalf of my party Communist Party of India, I would like to put forward certain points with regard to the Budget (Railways) 2013-2014. Our Hon'ble Minister of Railways has presented this Railway Budget 2013-2014. He said that fare hike would be considered twice in a year. Now, fares were hiked twice in a month. This is a burden on the people. Particularly, before the budget passenger fares and freight

rates were hiked. However, in the budget only the hike in freight rates are mentioned. The reservation charges, cancellation charges, tatkal charges are also increased. All these are included in passenger fare because of which passenger fares are also increased. I would like to bring this fact to the attention of the minister.

In India, there are two hundred and forty eight public sector units. The Railways is the most important public sector unit. Our Prime Minister Pandit Jawaharlal Nehru said that public sector units are the temples of India. The Railways are very important. The Railways budget is also very important. It should have coordinated the people, employees and the passengers. On the contrary, this railway budget is based only on politics. It has many shortcomings. It causes disappointment to the people. Therefore, I do not support the budget. Increase in passenger fares and freight rates have to be withdrawn.

The Railways employees are highly neglected. The development of the railways is based on its administration. The administration, in turn, is dependent on its employees. Is it possible for the railways to give qualitative and safe service to the people by having shortage of staff members? Almost one lakh and fifty two thousand vacancies are not filled up. Now, I would like to know about the policy of the railways with regard to its employees. An employee who enters the service as a Group IV employee has to retire as a Group IV employee. This policy has to be changed. An important decision has been taken with respect to the investment of private sector up to one lakh crore. This appears to be an attempt to privatize this public sector. The railways have to coordinate with the states to enhance its investment.

In order to improve service, it is announced that new lines would be laid up to five hundred kilometers. Last year, it was announced as one thousand kilometer. This decision seems to be withdrawn now. I would like to clarify about it. The length of the new lines has to be increased. More new lines have to be introduced. It is announced that more than thirty one thousand and eight hundred and sixty four unmanned level crossings will be closed. A fence is in place in order to prevent people from entering the crossing. This affects common people and farmers. Therefore, unmanned level crossings should not be closed. They have to be manned. Otherwise, over bridges or subways have to be built in those crossings.

Sir, my constituency is Tenkasi. The railway line runs from Virudhunagar to Sengottai. In this route, there are four important stations- Shankarankovil, Rajapalayam, Srivilliputhur and Tenkasi. Only one passenger train and only one express train, are the two trains running through this route so far. Therefore, the trains are overcrowded now. Earlier you have announced about 'Aadarsh' stations. Rajapalayam railways station was listed as one of the 'Aadarsh' stations. It was mentioned that modernization has been done in Rajapalayam station on 'Aadarsh' model. Sir, I would like to point out that no modernization work has been carried out in Rajapalayam station. It has to be considered.

15.18 hrs.

*(SHRIMATI SUMITRA MAHAJAN in the Chair)*

MADAM CHAIRMAN: Mr. Lingam, please sit down. Give the remaining portion of your speech, in writing, to him.

*...(Interruptions)*

MADAM CHAIRMAN: Mr. Lingam, this is too much.

*...(Interruptions)*

MADAM CHAIRMAN: Now, Shri Ganeshamurthi.

*...(Interruptions)*

MADAM CHAIRMAN: Nothing will go on record except the speech of Mr. Ganeshamurthi.

*...(Interruptions)\**

MADAM CHAIRMAN: Mr. Lingam, please take your seat. Nothing is going on record.

*...(Interruptions)\**

\*\*SHRI MANOHAR TIRKEY (Alipurduar): Although New Coochbehar, Alipurduar Jn. and New Alipurduar have been declared as Model Station, but New Alipurduar and Alipurduar Jn. stations are awaiting developments. Particularly, New Alipurduar station essentially requires a 3rd platform as at present 13141/13142 Teesta Torsa Express originates from this station. The station platform has been lengthened but a great part of it is yet to be covered with shed. Alipurduar Jn. station building is to be

\*Not recorded.

\*\*Speech was laid on the Table.

renovated and raised up to match the height of the platforms.

Extend Intercity Express up to Alipurduar Station which has been shortened its journey upto APDJ after BG conversion. Timely running of all trains are to be ensured. A Deluxe Chair Car may be attached to this train to attract tourists.

Extend 12377/12378 Padatik Express (daily), 12753/12754 Chennai Express [weekly] and 15721/15722 Paharia Express upto Alipurduar Jn. which are presently running upto New Jalpaiguri. It is mentioned that rolling stocks for both the trains are kept idle.

Slight modification of route and originating station of 12343/12344 Darjeeling Mail will help a lot the passengers and administration as well. Problems of congestion in station yards can easily be solved by originating this train from Siliguri Junction and running through newly converted Bagdogra-Thankurgunj section upto Kisangunj.

Introduce a Day Special Train having Chair Cars [AC and Non AC] from Dhubri to Kolkata / Sealdah via New Coochbehar and Alipurduar Jn. over newly commissioned BG section via Tufanganj.

Introduce a south bound train to Bangalore/ Yashbhanthpur via Vijaywara and Sathya Sai Prasanthi Nilayam originating from Alipurduar Jn. for innumerable poor patients going to avail free and better treatment facilities at the Sathya Sai Super Specialty Hospitals.

Introduce a new train originating from Alipurduar Jn. to Ranchi via Bagdogra, naming after the great martyr 'Birsa Munda' as Vir Birsa Munda Express for serving all the tea garden population and Adivasi people ST of Tari, Dooars and Darjeeling area.

The Kanchan Kanya Express [13149/13150] and North Bengal Express [13147/13148] are very much over crowded. To disperse the wait listed passengers provide one extra 2 AC/3 AC combined coach. Moreover, originating point of the North Bengal Express [13147/13148] and Kanchan Kanya Express [13149/13150] can be extended upto APDJ and NCB respectively, keeping the route unchanged for serving more people without incurring any extra expenditure.

Increase frequency of running of 15661/15662 Ranchi Exp. With introduction of new stoppage at Kalchini, Madarihat, Banarhat and Nagrakata station. Introduce stoppage of 15941/15942 Jhajha Exp. At Binnaguri and Hasimara station and stoppage of 15643/15644 Kamakhya-Puri Exp. at Hasimara, Dalgaon and New Mal Jn. stations.

Introduce new commercial stoppage at Alipurudur Jn. of Poorbottar Sampark Kranti Exp. [12501/12502] for better service to the Military and Para-military personnel working in this area and adjacent areas of Assam, Coochbehar District, Bhutan and Tourists.

Loop lines are very much essential at some station of APDJ-BXT section for easy train handling and punctuality of trains.

Introduce DMU service in between Coochbehar and Changrabandha via APDJ and NMZ and NMX ADD J to Naxulbari via NMZ, Siliguri Jn., Bagdogra for serving better the people of this backward region.

Introduce at least two Chair Cars [AC and Non AC] in all trains having single over night journey for serving more passengers as well as maintaining on board security.

One PRS at Jorai, Nagrakata and Chalsa stations is a long pending demand of the people of these localities.

There are ample scope of attracting tourists by laying a narrow gauge line from Chalsa to Matali and Samsingh, Alipurduar Jn. to Jayanti on existing alignment and a Toy train may be introduced in this section for avoiding ecological disturbances and loss of wild lives. As the existing route passes through Buxa Tiger Reserve, BG track and trains may not be conducive to safety of wild lives [it is heard that a survey project has been taken up for converting this line into BG]

Presently New Jalpaiguri - Samuktala Road patch doubling and Maynaguri - Jogighopa new line project is progressing very poorly for want of funds. Adequate fund should be arranged for timely completion of these projects.

Prepare underpass in forest areas to avoid accidents of wild animals.

A Sanghati Express train is to be introduced from Alipurduar Jn. to Sealdah via Bangladesh to shorten travel time to reach Kolkata as well as to develop relation between

SAARC countries like Bhutan, Bangladesh and India. Necessary move is to be made to the Foreign Ministry, New Delhi in this respect.

Unused Railway land be relinquished for development works.

As I have been reiterating time and again, a new railway line should be set up from Hasimara to Jaigaon to establish railway link with Bhutan so as to develop relation between Bhutan, Bangladesh and India.

[Translation]

\* SHRI NAVEEN JINDAL (Kurukshetra): I fully support the Rail Budget (2013-14). First of all, I would like to thank Hon'ble Railway Minister that he has met the years old demand of residents of Kaithal by giving them Delhi-Kurukshetra train via Kaithal. In this regard, I have to say that I raised this matter first time in the year 2005 and this could be possible this year after raising this matter every year. On this occasion I would like to thank all the social institutions, business enterprises and student community of Kurukshetra Parliamentary Constituency who have been helpful to me in this endeavor.

Now, I request the Hon'ble Railway Minister this train should be run at the earliest so that the people of this area should get gull benefit of this train. The former Hon'ble Railway Minister had approved the updating of survey of Patiala-Kurukshetra and Kurukshetra- Yamuna Nagar Railway line and in the Railway Budget 2010-11 emphasized the need to start required projects to socially link the backward areas. An order to conduct survey of 114 new railway line was also given, in which these two railway lines were also included. In the speech on Railway Budget 2011-12 gave an assurance to the House that all the 114 projects which are required socially and survey was conducted as per the Railway Budget 2010-11 would be included in the 12th Five Year Plan and its funding will be done through proposed Pradhan Mantri Vikas Yojana.

I request the Hon'ble Railway Minister that the expectations of people of Kurukshetra Parliamentary Constituency should be fulfilled in the 12th Five Year Plan by completing Patiala-Kurukshetra and Kurukshetra-Yamuna Nagar Railway line at the earliest as per the assurance given in the House. After updating the survey

\*Speech was laid on the floor.

of this line it was the proposal of Patiala-Kurukshetra line was sent to Planning Commission for evaluation, whereas the proposal for Kurukshetra-Yamuna Nagar Railway line has not been sent to Planning Commission for evaluation. Upto when Yamuna Nagar-Kurukshetra and Patiala-Kurukshetra line will not be completed, there will be no significant benefit to this area by doing the evaluation of Patiala-Kurukshetra line. Therefore, I request the Hon'ble Railway Minister that the evaluation of Kurukshetra-Yamuna Nagar line should also be immediately got done from the Planning Commission.

Kurukshetra is a historical and religious city, where people from not only from India but from all corners of world come there to do 'Pind Daan' of their ancestors and take a holy dip on the occasion of solar eclipse. Though, the announcement to make Kurukshetra as modern station was done by former Railway Minister but no work has been done in this regard till now. Therefore, immediately such works should be undertaken at this station so that people may feel that some change has come. Hon'ble Railway Minister has given directions in this year's Rail Budget that important places in view of religious and tourism should be identified at 104 stations where the population is more than 10 lakh.

As all are aware that Kurukshetra is a religious and historical place and not only from India but from all over the world people visit this place. Therefore, Kurukshetra station should also be included in the list of these stations so that modern facilities should be available there also.

A proposal to install 179 escalators and 400 lifts at important stations has been announced in this Rail Budget to make rail travel convenient for passengers particularly for disabled and aged people because lakhs of people visit Kurukshetra on the occasion of Solar Eclipse and other occasions from far-flung areas and a large number of old, disabled, women and children are among them. Therefore, in view of their convenience two escalators and two lifts should be installed at Kurukshetra Railway station because at the time of religious ceremonies old, women, sick, disabled, people and children face a lot of difficulty due to absence of arrangements of lifts and escalators at Kurukshetra railway station. A decision to make Kurukshetra station as modern station has also been taken, therefore, I request that the Hon'ble Railway Minister should declare to install lift and escalator there also.

The former Railway Minister sanctioned a survey for electrification of Kurukshetra-Kaithal-Narwana Railway line in the year 2012-13 on my request. My request is that this line should be immediately electrified as soon as the survey is completed so that the people of this area could get some more rail facilities as per their demands.

A long time is taken in the process of land acquisition under Land Acquisition Act, 1894 for Railway Projects. Therefore, an amendment has been done in the Act, 1989 through an ordinance on the lines of Indian National Highways Authority Act to ensure land acquisition on priority basis for important rail projects. On this subject I have to say that Kurukshetra-Narwana Railway line passes through densely populated areas in Kurukshetra and people residing on both the sides of this railway line face a lot of difficulties. A target of one thousand crore rupees has been proposed in the Rail Budget 2013-14 for Railway Land Development Authority and Indian Railways Station Development Corporation. I request that this subject should be given to Railway Land Development Authority. There are three Railway level crossings on this line in tis densely populated area which remain closed for hours and are cause of traffic jam on the both sides of these level crossings. The situation becomes worse on the occasion of solar eclipse and other festivals. Therefore, this railway line should be laid outside of Kurukshetra city. It will not be an exaggeration to say that the expenditure to be incurred on this new railway line can be compensated by using the old land for commercial purposes and railways can earn more money as a result thereof. These railway crossings should be visited till the decision is taken in this regard and the people of Kurukshetra will get rid of traffic jam upto some extent.

There is dire need to replace the railway line with new rails and single line is needed to be doubled or tripled or more. In view of the seriousness of this subject Hon. Minister has announced a new policy, which has been welcomed very well. My suggestion is that railway stations and godowns should also be included in this scheme and such a proper policy be evolved in which development of lines and all railway stations and godowns be included. The investors should be entrusted the right to use the railway stations, the land adjacent to stations and land of godowns for commercial use for a definite time. I think that under this policy all the facilities railway

will be developed. Our railway stations will be developed at world class level, where all the facilities will be available. The condition of our godowns will also improve and they will become modern logistic centers.

Many schemes of railways are lying uncompleted due to shortage of resources and many schemes could not be started because railways do not have funds. Oftenly, it is seen that the coaches and wagons lie for years together on both sides of the railway line after derailment. My request to Hon. Minister is that these coaches and wagons should be disposed of on as is where is basis.

Hon. Railway Minister must have seen while coming for Chandigarh to Delhi that many people had made encroachments on both sides of the railway line and they grow different crops there. My request is to instruct the PWI to prepare details of such land and submit it to DRM at the earliest and railway should increase its income by leasing out this land to the farmers.

The best measure to check the accidents on unmanned level crossings is to make them manned or construct under pass or over bridges. But to convert about 13000 unmanned level crossing in under passes over bridge, very much resources would be required and it will take too much time also. My suggestion to resolve this problem in short time and limited resources is that railways should install such switches on both sides on railway line 2-3 Kilometer from unmanned level crossings that when the train passes over that switch, a hooter should blow for 2-3 minutes continuously until the train passes that point. Doing so, the road using public will get a signal that train is passing and they will get alert.

I am thankful to the railway Minister, Prime Minister and Chairperson of UPA Smt. Sonia Gandhi for sanctioning the Hissar-Sirsa line via Agroha keeping in mind the sentiments of Aggarwal Brothers. My request to the railway minister is to get the work started on this line, so that the aggarwal brothers coming from the country and abroad may get facility to visit this place of Pilgrimage.

These days, we see news of deaths of elephants oftenly by trains. This news draws attention of everyone. It is necessary to develop such facilities, so that the lives of these animals are saved. Boundary wall is erected on both the sides of railway ones in foreign countries in such areas, which may not be possible in India in a short time

spell. So, my suggestion is as I have submitted for provision of hooters on unmanned level crossings, similar facility be provided on the elephant corridors. Apart from this, a unmanned level crossing be provided for elephants at a definite distance. When the elephant cross the track, its foot will not be entangled in the railway line. Walls should be erected gradually on both sides of the railways line, so that elephants could cross the railway line at a definite point.

Modern design water booths and modern restaurants should be constructed at Kurukshetra, Kaithal and Jagadhari railway station. The condition of sanitation is very bad on Kurukshetra, Yamuna Nagar and Kaithal stations The benches at Kurukshetra and Yamuna Nagar Stations are in a dilapidated condition. Some the benches should be replaced and these stations should be renovated, because Kurukshetra has been declared as modern station and lakhs of tourists visit this station, so all the trains passing through this station should stop here.

At the end, I would like to thank UPA Chairperson Smt. Sonia Gandhi and Dr. Manmohan Singh, under whose guidance this railway budget has been brought. I once again support this railway budget.

*[English]*

\*SHRI A. GANESHAMURTHI (Erode): Hon. Chairperson Madam, thank you for giving me this opportunity to speak on Railway Budget 2013-14, Hon. Railway Minister Shri Pawan Kumar Bansal has presented his maiden budget. I want to appreciate the Budget. Passenger fares have not been hiked in the Budget. Even though the passenger fares have not been increased the reservation and cancellation charges have been increased. Although I want but the indirect are hike stops me in appreciating your efforts. Like in the past, Tamil Nadu has been totally ignored in the present Rail Budget. To mention particularly, no new schemes have been announced. As mentioned by Hon. Member of Parliament Shri C. Sivasami, Chamarajnagar-Palani Rail Route has been announced in a function by the Former Union Minister Shri E.V.K.S. Elangoan. The Chamarajnagar-Palani rail line has now become Palani-Erode rail line with reduced distance. During the year 2008-2009, Rs.589 crores have been announced as Budget Estimate for this project. But during

\* English translation of the speech originally delivered in Tamil.

the meeting between General Manager and Member of Parliament held in November 2012, I asked them the status of this project and I was told that the project has been kept pending.

But while replying to a Question asked by Hon. Member of Parliament Shri Semmalai, the Minister has said that the project has been frozen due to low operational priority. After carrying out due feasibility studies budget estimates were arrived at for the Scheme. I wish to ask the Hon. Railway Minister that how a scheme which was useful before became low prioritized some time later. I do not understand the logic behind it. This is a long pending project. There has been consistent demand for implementation of this project. Original demand was for a railway line between Chamarajnagar and Palani. Since the railway line passes through forests between Chamarajnagar and Sathyamangalam it was said that it will affect the environment. They have stopped all the works with regard to this project even after survey and feasibility studies. Now the work relating to railways line between Palani and Erode has been announced all of a sudden. This has created tension in the minds of the people. I urge the Hon. Minister of Railways that while replying to this debate he should make announcement about the new Railway line in this route between Chamarajnagar and Palani.

Likewise many of the announcements made in the past Railway Budget are still kept pending. I have even mentioned about this in my past speeches during the discussions on Railway Budget. Announcements have been made in the past three Rail Budgets about the construction of an over bridge near Erode at Level Crossing No. 124. Even after starting the tender process, no work has been completed. Between Namakkal and Erode districts, in Cauvery an electric grid station has been installed and because of this lots of vehicular traffic ply in this route. Between Namakkal and Cochin via Erode, Tiruppur and Coimbatore, there is a possibility of construction of a National Highway as the heavy traffic load prevails in this route. But in Erode-Karur Rail route, at the 19th kilometer, because of closure of the Level Crossing No. 16, vehicular traffic is much affected. Hon. Minister of Railways has announced in the Budget that priority shall be given to construct over bridges at all the crossings. This level crossing is a connecting point between three district and

provides connectivity upto Cochin. I urge that necessary action be taken. Also at 342nd Km. there is bridge over rail route on Cauvery river, bearing No. 33820, there is a 40 year old road, and because of the construction of check dam in Cauvery river, this road was closed. Since the level crossing at this place is closed, people are affected. State Government and the local Panchayat have sought permission for construction of a Bridge in this place, for which I urge the Union Government to give immediate permission. Also at 386th km. the Bridge no 16 was mainly used by two wheelers. The local Panchayat is interested to implement the road project in this area due to heavy vehicular traffic. But they have been denied permission by the Railway Ministry. I urge that permission be granted. Coimbatore-Salem MEMU trains (No. 66602/66603) and Erode-Mettur Dam passenger train (No. 56100/56101) do not have stoppage at Alangaur Railway station. I urge the Minister to take necessary step for making these trains to stop at Alangur Railway station. Amirtha Express train (No. 16644/16645) presently runs between Thiruvananthapuram and Palakkad should be extended up to Erode. Trichy-Karur passenger train should be extended up to Erode. Electrification process should start in Erode-Trichy-Karur rail route. Air-conditioned coaches should be attached to Chennai-Yerkaud Train (No. 66609/66610). Quality of food served in Rail coaches is very poor. They give many reasons for this. In the restaurants outside railway stations only VAT are collected. But in addition to this value added tax, service tax is also collected from the passengers who used these railway canteens. Because of that the rates are high when compared to restaurants located outside the railways premises. I urge that only VAT should be collected from rail passengers as is done by outside agencies. Palani-Erode route is a much waited rail route by the pope of my constituency. There has been a long struggle for implementation of this much awaited project. There has even been a long march from Palani to Chamarajnagar insisting to operationalize this rail route. I urge the Hon. Railway Minister to immediately take notice of this project and do the needful for implementation of the same.

*[Translation]*

\*SHRIMATI SANTOSH CHOWDHURY (Hoshiarpur):  
I support the very first railway budget (2013-14) presented by the hon. rail minister Shri Pawan Kumar Bansal in this

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\*Speech was laid on the Table.

glorious House. Besides, I thanks the Prime Minister Dr. Manmohan Singh and UPA Chairperson for appointing a hard worker, honest, faithful and powerful man of thoughts of Punjab as Railway Minister and proved that the train is the lifeline of the country and states and can play an important role in fast social changes and economic development. After my repeated efforts, provision for a direct train for my constituency from Delhi to Hoshiarpur and Hoshiarpur to Delhi has been made after 66 years of independence. Hon. Bansal ji has blessed the backward area of Hoshiarpur by providing the 'Tumhari Gaadi-Tumare Dwar', the dream of UPA government. I hope that railway will keep in mind the Hoshiarpur and remove the backwardness of this area. I thanks for renaming the Jammu Express Train as Begumpura Express which originates from Banaras, the birth place of Dalit guru Ravidas Maharaj ji.

I thanks hon. Rail Minister for clearing the all projects of Punjab, which were lying pending for a long time, so many improvements have been made in railways, but some are still need to be paid special attention. Hoshiarpur is a backward district of Punjab and after 65 years of independence you have made a provision of direct train from Delhi. So, try to introduce the train at the earliest giving priority to my backward area. Since Hoshiarpur district was neglected by the railways, after your appointment as railway minster we are now hopeful. So, make a provision of rupees 1 crore for main station Phagwara (Distt. Kapurthala) Hoshiarpur Tanda, Jejo, Nasrela, Dasuha and Mukeriyana so that shed for passengers and goods, Water facility for passengers and sitting arrangements and toilet facilities can be provided.

Survey for a new line from Hoshiarpur to Tanda and Hoshiarpur to Una has been done, but budget was not provided. The work of Nangal-Talwara rail line is going on at snail's pace, please issue order for its completion at the earliest.

Begumpura express should stop at Phagwara railway station, Swaraj Express should stop at Tanda, Malwa Express should stop at Dasuha. Mukeriyana station need to be maintained properly.

DMU Trains should be provided with toilet facilities. The passengers have to face a lot of difficulties.

Gate is necessary to avoid accidents at the Railway crossing. The families who have been victims of accidents due to negligence of Railway, Jobs should be provided to those families.

Land is lying vacant near Hoshiarpur Railway Station in my area Kandi. A factory of Railway's spare parts should be set up there. In the end I would like to thank the hon'ble minister and again request that the place which is economically weaker should be given priority. Hoshiarpur is the gateway of Himachal and a place of tourism and religious importance. It should be encouraged with railway facility.

*[English]*

MADAM CHAIRMAN: Hon. Members, I have a list of 66 speakers. So, those who want to lay their written speeches, they can lay them on the Table of the House.

Now, Shri Nama Nageswara Rao.

SHRI NAMA NAGESWARA RAO (Khammam): Thank you, Madam, for giving me this opportunity. Madam Chairperson, the Railway is very, very important for the country. Railway line is the lifeline for the economy of the country.

*[Translation]*

Madam, Cargo transport is very important for Common man and requirement of the country but due to the policies of the government it has badly failed to fulfill that requirement. At one time the 80 percent of cargo transport was made through Railways and 20 percent was through roads. In the last 10-15 years when Golden quadrilateral project was taken in the time of NDA Government four laning of roads was improved all over the country. After that only 20 percent Cargo is going through Railways instead of 80 percent. The most of the transportation is being done through road sector. Government is not paying attention to it. Even now hon'ble minister is not attentive to it. Government and hon'ble Minister should have a vision for developing such an important sector. Hon'ble minister should pay attention towards it only then the requirement of railway line in our country will be fulfilled.

Madam, hon'ble Railway Minister has introduced a new clause 76 at page no. 23 in the Railway Budget, that is fuel adjustment component. Whenever the prices of

electricity will increase, whenever there is rise in the prices of Petrol or Diesel and Coal, automatically freight charges will also increase. This is a new clause which has been introduced. They want to do business with the people of the country. Railway is a service sector and when common man is using this service sector then facilities should be given keeping in view those people but there is no mention about them in the Rail Budget speech.

Likewise, if we see at page no. 24 a mention of expansion of Railway line infrastructure has been made (Interruptions) Hon'ble Minister is not hearing to me.

MADAM CHAIRMAN: Hon'ble Minister is hearing you.

SHRI NAMA NAGESWARA RAO: We are talking for record sake only. We want that we are putting our point then if hon'ble Minister pays some attention to it then only some problem of our country and our constituency will solved.

Infrastructure Expansion has been mentioned in clause 70 in this Rail Budget Speech. It has been said that the 700 kilometers Railway line will be scaled down and 470 kilometer new railway line will be laid. At present the requirement of the country is to move further. We should think about increasing the growth rate but he is talking about scale down. There was a target of doubling and gauge conversion of 800 kilometer rail line but it has been scaled down to 575 kilometer. If such a rail budget is presented then how the requirement of Railway will be fulfilled. This is the same problem of Railway in the whole country. The position of Railway line in Andhra Pradesh is very bad. There are 32 MP's and 10 Ministers of congress from Andhra Pradesh. The people of Andhra Pradesh expected that Andhra Pradesh will get Justice in the Railway Budget. There will be budget provision for some new Railway lines and some new railway lines will also be laid. It is first time after Independence that there are 10 Ministers, some one of Cabinet Rank and some are of state minister rank out of those ministers. A great injustice has been done with the people of Andhra Pradesh despite 32 MP's of Congress from that state.

Madam Chairman, If we see in view of whole country only 18 Kilometer is ours in Andhra Pradesh out of one thousand Kilometer whereas in other state it is 52 Kilometer and 42 Kilometers. As a result thereof we have not achieved

development. These people are fully responsible for lack of development in that area. There are 14 Railway lines in Andhra Pradesh but I will not get time to speak about all these Railway lines. Therefore, I am speaking about one Railway line. The work on Jagtiyal to Nizamabad Railway line was started twenty year ago but not half of work on that line has not been completed. Funds have not been provided for this Rail line in this budget also. Some is the condition of existing projects. New railway lines are also facing the same condition. I have written at least 120-130 letters to the Railway Minister after coming to 15th Lok Sabha and to the officers of Railways also.

A survey was conducted for a Railway line in our Khammam District. The survey for Bhadrachalam-Kurur Railway line was done in 1966. After that revision was done for that many a time. Railways will be benefitted if this Railway line is constructed.

The RO-RB of this railway line is 28 per cent. If railways spend one rupee on this railway line then it will make a profit of 28 rupees. The RO-RB of this line is 28 per cent. We have requested to take up this line. Only 50 lakh rupees were allocated to the Bhadrachalam Kovur railway line in the last Budget. This year only one crore rupees have been allocated. How the project of 950 crore rupees will be completed with the allocation of just rupees one crore in a year? Why you are doing like this? I am short of time, so I cannot read out all the details, but you are allocating rupees 20 lakh, one crore, 1 crore 50 lakh for individual project. What are you doing? It is not fare to make allocation in the Budget like this. The work of a project is going on for twenty year. The project will not be completed in this manner even after twenty years. This system will not do. They are not giving direction as per requirement of the country. It is the failure of the Government and railways. People do require railway very much. We face too much difficulty due to this. Madam, a meeting was to be convened with the Chief Minister and General Managers of the zones before the Railway Budget, so as to ascertain the real requirements of the States? They thought of obtaining a list, but they are unable to obtain that list.

Madam, we are unable to get a ROB constructed in our constituency. This is our pitiable condition. We had written at least 130 letters during the last three four years. We feel very bad as nobody is paying attention to our

demands. We have been elected by our voters. So, we are responsible for their problems. But they people do the things in this manner that troubles us very much. So, we want that directions should be issued for thinking in different way. Different ideas should be invited for fulfilment of requirement of the country. The average speed of a train in our neighbouring country has increased upto 400 kilometers, whereas we are still achieving it below 40 kilometers.

Keeping in view all these things, if we work with a vision with a criticism, with a new policy then only this will be fulfilled otherwise every year Railway Budget will be presented, we will discuss it which will be recorded and after five years we will go for elections. Some members will win and some will be defeated. But we are not solving the problems of the people and are not fulfilling the requirements of railways. So, finally, I would like to say through you Sir, to the Hon. Minister that allot at least 100 crore rupees to the Bhadrachalam-Kovur railway line. This line passes through SC/ST dominated areas. They have not seen the train till now. This is a backward area so provision of railway line is very necessary for that area.

MADAM CHAIRMAN: It is over. You have made very good points.

SHRI NAMA NAGESWARA RAO: Injustice has been meted out with Andhra Pradesh. I am requesting through you Madam, to increase the Budget. We are requesting to the Minister because we are facing problems. I am saying to let him know our problems.

[English]

\*SHRI T.K.S. ELANGOVA (Chennai North): The Railway Budget is direction-ess, as far as Southern Railway is concerned. the Hon'ble Railway Minister has announced about 14 new trains to various destinations in Tamil Nadu. But, as far as infrastructure is concerned there are not much schemes for Tamil Nadu. Southern Railway was awarded 'Best performing Zone' award for two years consecutively (i.e.) for the years 2010-11 and 2011-12. But the Budgetary allocation for Southern Railway was halved from the previous years. During the last Budget (2012-13) the amount allocated was Rs. 1800 crore. But for this year, the allocation is not even Rs. 1000 crore. This is the reward for the best performing zone.

\*Speech was laid on the Table.

During the last year's Budget a study was taken up for converting Royapuram Railway Station as a Railway Terminal and a certain sum was allocated for the same. This railway station is situated in my North Chennai Constituency. But, this year's Budget does not speak on the said project.

Likewise, a second unit was announced during the Budget 2011-12, with respect to ICF Chennai. I do not know whether the project will be taken up or not. Hence, I request the Hon'ble Railway Minister to increase the Budgetary allocation for Southern Railway and also to convert the Royapuram Railway Station as another Railway Terminal for Chennai.

I also request the Hon'ble Minister to implement the II unit of ICF Chennai project at the earliest.

\*SHRI NILESH NARAYAN RANE (Ratnagiri Sindhudurg): At the outset, I congratulate Shri Pawan Kumar Bansal, the Hon. Minister of Railways for presenting his maiden Railway budget on February 26, 2013. This Rail Budget is significant for two reasons. First, it is the last full-fledged Budget of the present Government and second, after a long time, almost after seventeen years, the Railway Minister deserves all-round praise for making sincere efforts in making Indian Railways a financially viable institution. Through this Budget, the Minister has made his priorities very clear to make Indian Railway, a safe, secured, comfortable and affordable means of transport. For this, the Minister has indicated to upgrade existing facilities, besides adding new services. Indian Railway is poised to innovate itself especially in meeting the needs of the commuting public in the areas of internet booking, a wi-fi facility in trains, special Anubhuti coaches for high end passengers. The Minister has indicated that the new facilities will require further investment of 63000 crore. But, the Minister has not passed on the burden to the passengers.

Indian Railways had been fighting a vicious resources crunch. Previous Railway Ministers took a moral high ground in not raising the passenger's fare, despite the growing operating cost, thus making it financially unviable. Just before the Budget, in the month of January, the Railway Minister went for a hike in fare. He was not feeling at all comfortable to do it before session, being a

\*Speech was laid on the Table.

strong votary of parliamentary democracy. Even then he did. That showed the desperate needs of Indian Railways that could brook no delay. The crunch situation in the Railways, I believe still continues. But even then the Minister did not propose further hike in the passengers fare and thus, relieved the public from further burden.

The Minister is an efficient administrator; he knows the trade quite well. Therefore, he focuss on freight sector, from where the Railways would generate bulk of its revenue. The proposed planned dedicated freight corridor is going to have beneficial impact. The land acquisition process is over and if work schedule gets time-bound priority, it would, no doubt, strengthen the railways finance.

I would also like to touch upon the focus on women safety in the Railway Budget. The Minister made special announcements for safety and security of women passengers. I only expect that the new companies of Women RPF personnel are put in place to dispel insecurity among the travelling women.

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 far flung corners. Hon. Minister for Railway is doing a commendable job and I request him to give some priority to Konkan Railways in his scheme of things.

As Hon. Members are aware, the sole purpose of Konkan Railway was to link the people of this region with Mumbai city as well as other parts of the country, to make the transportation of goods and movement of people easier and faster. But in reality, the people of South mostly Mangalore and Goa regions are more benefited. The irony is that the Konkan Railway which was conceived by the visionary leaders of Konkan and was named after Konkan region 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. Even the facilities of Town Booking Agents (TBAs) in the Konkan Railways are proposed to be dispensed with, creating a lot of inconvenience to the commuting public. As a result, the majority of the 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 wellbeing of the people of the region and also the country. Therefore, I seek the special attention for Konkan from our Railways Minister from economic and tourism points of view.

I once again crave the indulgence of the Railway Minister to keep the needs of the people of Konkan while replying to the Rail Budget discussion.

*[Translation]*

SHRI ASHOK TANWAR (Sirsa): Thank you Madam Chairman. I am thankful to you for giving me an opportunity to speak on the Railway Budget and I strongly support the Railway Budget. Since he had been Minister of State in the Ministry of Finance earlier, so I think that he had made efforts to ensure maximum facilities to the public without increasing the passenger fare.

I thanks from the lakhs of people of my parliamentary constituency Sirsa which falls in Haryana. Sirsa is the land of our deras. This is very important place from the point of view of religion. Crores of people from all over India visit the deras like Dera Saccha Sauda, Radhaswami, Baba Bhuman Shah, Jagmalwali etc. This time this entire Sirsa parliamentary constituency has been connected with the railway, which is a very historical step as it was the most neglected area in this regard. These are the areas which were demanding railway connectivity since independence. If we talk about the Sirsa parliamentary constituency and from the economic point of view it is a backward area and falls near the border, there has been twelve per cent growth rate. Sirsa is number two in production of cotton and number one in production of wheat in the country.

Just sometime before our colleague had talked about how to preserve the food grain from the point of food security and I have to say that this work has a historical importance. The farmers will be strengthened in future. Our neglected areas and border areas like Arunachal Pradesh, Jammu-Kashmir have been connected in this

Budget since this Government came into power. I specially thanks Railway Minister, Shrimati Sonia Gandhiji, Prime Ministerji and Rahulji, for focusing on these areas which are socially-economically backward and they have been selected for connecting with railways. From the view of geological point, this area has a very strategic importance from the defence point. I thanks for connecting this area and making a balance.

This time the Hon'ble Minister has provided for e-ticketing through mobile phones and for ticket reservation through another website to give maximum benefit to passengers. I think that it is a very big historical step which has been taken after a very long time in this way. It will give more powers and facilities to our young generation. For one more thing also I would like to thank the Hon'ble Rail Minister that he has created new posts which will ensure maximum government employment in the railways. Efforts also have been made to clear the backlog of 47000 in case of SC and STs and also for the physically challenged persons.

I think that in the direction of women empowerment, he has also taken one welcome step by providing 10 per cent reservation for women in the RPF and I think that it would create an environment of better security in the entire country through railways.

Through a study, the Ministry of MSME have come to believe and find out the ways of connecting the backward areas like Sirsa which have not seen their industrial growth. One thing is very important that the area of Sirsa Parliamentary Constituency has been a very pioneering area in the production of wheat, cotton, fruits, vegetables and other fruit products. Why this area has not been given that sort of industries? Most important reason of that is the lack of connectivity, particularly the lack of rail connectivity in this area. I think that this entire area has remained deprived of not only industrialization but also of education, health and other facilities. In this direction also, a very important step has been taken.

I would also like to thank the Hon'ble Minister for bringing about 11 new projects in Haryana after a very long time since independence for which demands were being made, be it for Sirsa Parliamentary Constituency or Mewar region. This time our major achievement is a rail coach factory and other minor plants. Besides that, opening

of new centres is also proposed through our 25 National Skill Programmes. Since last four railways Budgets we have been observing that in the entire country, thousands acres of railway land was lying vacant and unutilised in the heart of several cities and we wanted the ways of its proper utilization by launching some or the others schemes at those places to provide technical knowledge to our youth. Moreover, besides hospitals and education, other new 25 centres are being opened in Sirsa which will give very important direction to our young generation in the matter of employment. I think that I should give many thanks to the Hon'ble Rail Minister for taking steps to connect Hissar and Sirsa via Agroha-a religious place and Fatehabad alongwith Talwandi Saheb which is the fifth Takht of sikh community. Moreover, a beginning has also been made to connect through railway Agroha Dham which is visited by lakhs of devotees every year and Fatehabad which is the district headquarter of our Sirsa Parliamentary Constituency. I think today that on all the national highways passing through Delhi whether it is National Highway No. 1 which passes through Delhi, Panipat and Ambala and goes upto Jammu-Kashmir, or the National Highway No.2 which goes upto Eastern parts of India and passes through Kanpur Shatabdi and other trains are there. Even in respect of NH-8 which passes through and goes downwards Jaipur, everything is very good. Here the connectivity has been provided in a very nice way. Now this connectivity exercise has started for NH10 which connects it with the border area. It will give more powers to the common man and as I have already said that for the defence purpose, efforts have been made to strengthen this region. I welcome it.

I also give many many thanks to the Hon'ble Minister for several minor projects which he has brought here. I would request the Hon'ble Rail Minister that a new train-Delhi Ferozpur Intercity Express via Bathinda which has been just started, may kindly be connected with Sirsa because there are several trains on the Jakhal route, which run via Tohana, Narvana and Jind. But as regards Sirsa, there is no good train and I think that for this very reason, every year, hundreds of people die in the road accidents on this road though, in the entire country, thousands of people die in the road accidents. I would also like to draw the attention of this House to the plight of manual scavengers. Today there are seven thousand railway stations in the entire country but there are only a

few railway stations which have the cleaning facilities through technology. Even in this regard, I think the entire House needs to think as to how the Railway Minister can make concrete provisions in the time to come. As I have already said that in spite of all the projects given to Sirsa Parliamentary Constituency and all the trains plying in this regard and in view of this fact that we are agriculturally a very advanced area, Gorakhdham Express which goes upto Hissar, may kindly be extended upto Sirsa. Presently Shatabdi Express plies 4 days a week; it may kindly be run on all the seven days of the week and it should go from Delhi to Ludhiana via Tohana. We should see to it that Avadh Assam Express and Nanded Express connect this area with Nanded. With all these demands I would like to say that from the security point of view, all the RO bridges and under bridges may kindly be constructed at the earliest and for that matter, all the resources, as our former Minister of State who has been our Finance Minister has said, should be mobilised and fiscal deficit should be taken care of in the time to come. Even today the railway freight is 4-5 times lower than the road tariff. By making the best utilization of the available resources, we may try to make our railway system all over India that of world class. That is what all of us want.

[English]

\* SHRI S. SEMMALAI (Salem): Indian Railways, the world's ninth largest employer with over 1.4 million employees, is planning to invest Rs.63,368 crore this year, primarily on expansion of tracks and improving passenger safety. The Railway Minister has said 500 km. of new Railway lines would be built and 450 km narrow and medium gauge lines would be converted into broad gauge in 2013-14 fiscal.

Well, it is a laudable announcement. Will the Railway Minister keep up his promise? I doubt very much. Many of the announcements made in the previous Railway Budget remain mostly on paper only, why? In 2002-03, the Railways suffered a loss of Rs.4955 crores. In 2011-12, the loss was to the tune of 22500 crore a nearly five year time higher figure. In 2012-13, the loss is likely to be 24600 crore as admitted by the Railway Minister. With such mounting losses, I ask, where is the feasibility to implement grandiose projects?

\*Speech was laid on the Table.

The Rail Budget has disappointed the poor and the middle class who use the rail travel most. The Minister's claim that the fares have not been hiked is a cock and bull story as it was already done in January 2013. After 17 years a Congress Minister presenting a Railway Budget raised much hope. But it vanished, as the budget turned about to be a damp squib, with no relief to passengers and no proposal to accelerate growth.

However, I welcome the Hon'ble Railway Minister's focus on cleanliness, taking up 104 stations for cleanliness and adding bio-toilets in more trains. The innovative announcements of e-ticketing through mobile phone, women passenger safety and improving the catering system, if as promised, implemented would really make Indian Railway a more welcome corporate entity.

In 1997, the Railway announced broad gauge conversion work in Senkottai-Punalur division. Another BG conversion work on Madurai-Bodi Section around in 2009. Palani-Pollachi gauge conversion work, Dindigul-Kottayam Broad Gauge and Madurai-Aruppukottai-Tutucorin Broad Gauge conversion work have neither been started nor completed by Railways. I am quoting a few projects remaining unimplemented because railways have not allocated sufficient funds. On seeing the Railway Budget, I was totally disappointed that Salem Railway Division is fully neglected. No announcement is there about the new trains to be started from Salem to various states and particularly to the southern districts of Tamil Nadu. As an MP of Salem constituency, I appeal to the Hon'ble Railway Minister to operate more trains from Salem to the needy places.

For the ongoing new rail line projects in Tamil Nadu, a sum of Rs.2431 crores is absolutely required. But the allocation for the projects is a mere Rs.108 crore in this year's budget. Without allocating any amount, the Railway Minister announced construction of new rail line between Sriperumbudur-Guduvanchery. With great dismay I am constrained to point out that some six years, the Hon. Railway Minister announced a new rail line from Chennai-Cuddalore via Mahabalipuram, covering a distance of 150 km. The total cost of the project was Rs.800 crore. Till date, Rs. 9 crore has been allotted. This year, an amount of Rs. 20 crore has been allocated. Against an outlay of Rs.227 crore required to construct new rail line from Thindivanam to Thiruvannamali announced a few year

back, only a sum of Rs.72 crore has been allocated and in this year's budget, the allocation was Rs.20 crore only.

What I want to stress is that Railway Minister, in succession used to make attractive announcements during presentation of Railway budget without sufficient funds allocation to Tamil Nadu. It is only a mere paper announcement and no concrete action. Thus, most of the projects remain only on paper. Hon'ble CM of Tamil Nadu Puratchi Thalaivi Amma has aptly described Railway Budget as disappointing. "Totally lacks any long term perspective with regard to infrastructure development in the country. So far as the high speed freight corridor has been proposed in Peninsular India including Tamil Nadu, which is crying need of the region".

Hence, I think the Railway Minister has tried, but failed miserably to present a good budget.

*[Translation]*

\*SHRI BHUDEO CHOUDHARY (Jamui): Railway is the most convenient and the cheapest source of transport. Ordinarily railway is considered to be the part of normal life. It has also become a bridge for our civilization, culture and national unity. Railways are going to complete about 170 years which was started in 1853 on a short route from Mumbai to Thane. More than 15 lakh employees work for railways. Dearer rail service adds to the woes of public. I have been seeing a strange thing for the last few years. When we were slave at that time thousands of kilometer rail line used to be added every year in the railways. At that time this slave country had no solid means to conduct survey. Today we have a lot of means to conduct survey, we have aeroplanes, helicopters, shops even then work relating to laying railway lines is negligible.

Indian Railways is the lifeline of India and has been the organisational Centre for economic, political, social changes towards building a modern India. Development of Railways is very important for the country. Indian railway carries one hundred and eighty lakh people everyday and it transports one thousand seven hundred thirty nine tonnes of goods every year.

It is unfortunate that while the length of roads in the country after our freedom has gone upto 44 lakh kilometer from 4 lakh kilometer, the expansion of rail lines could

\*Speech was laid on the Table.

touch merely 64 thousand kilometer from 54 thousand kilometer. Such neglect in the matter of development of railways has been the source of much worry to the common man. Therefore, Government have to take effective steps for the development of the country in the interest of the people. The condition of the railway stations in the country is very poor.

Now I would like to inform you about my State, Bihar. In Bihar several projects are pending for about 6 or 7 years. It has become the subject of discussion quite often in the House. However, even after positive assurance from the Centre, no progress has been made as far as work is concerned. Wherever work on some project has been started, its progress is very slow. I had raised the matter of Jhajha railway loco, which comes under my parliamentary constituency, last year also. That was made during British regime. It is more than hundred years old which used to provide employment to about 18-20 thousand people directly or indirectly. People were better off. But the steam loco and diesel loco have been shifted from there as a result of which people were agitated. People resorted to hunger strike and sat on Dharna as a mark of protest. The Ministry of Railways had assured at that time that electricity loco shed will be provided there which will absorb the unemployed. However, nothing has been done so far. Thousands of youth of Jhajha have been rendered jobless. Though some beginning has been made at the initiatives taken by former Minister of Railways Shri Nitesh Kumar and the Minister of State of the Ministry of the Railways late Digvijaya Singh. However, the work is still incomplete.

I would request the Hon. Minister that electricity loco shed should be constructed at Jhajha railway station. Sir, Jamui railways station also falls in this area. A rest house was to be constructed there. There is a place Lachhwar, the Jain community people from all over the world come here to offer their prayers. It is only 4-5 kilometers away from Jamui station. There is no arrangement for stay for the passenger. The entire area is backward. In view of this a rest house should be constructed at Jamui Railway station which stands already proposed.

- I demand from the Government that electric loco shed should be set up at Jhajha railway station.
- The already constructed washing pit should be commissioned.

- The overbridge at Jhajha should be widened.
- Plus 2 studies should be started in railway high school.
- Arrangements should be made for the reservation system to work in two shifts while providing boarding I.D. at Jhajha railway station.
- A rail line should be laid from Jassdih to Girdhi via chakay.
- Jhajha to Ganga via Sikandra, Aliganj, Navada rail line should be expanded.
- Ticket counter and passenger shed should be constructed at Katauna halt.
- The work connected with RPSF training centre should be completed.
- Shed, toilet and water facilities should be provided at Jamui railway station.
- Stoppage of Howrah-Haridwar Express and Howrah-Dehradun Express should be given at Jamui Railway station.
- Mahabodhi Express which runs from New Delhi to Gaya should be extended upto Jamalpur via Sheikhpura.
- The Garib Rath which runs from Anand Vihar (New Delhi) to Sasaram should be operated on three days a week while extending upto Kiyul via Gaya and Sheikhpura.
- Stoppage of Howrah-Haridwar, Vibhuti Express, Patna-Puri Express, Akal Takht Express, Howrah-Nangal dam, Gurumukhi Express should be given at Jhajha railway station. Dhanwad-Patna intercity should be given a halt at Giddhaur and an overbridge should be constructed at Dadpur Railway station.

Hon. Minister, Sir, I hope that you will take steps to solve our basic problems by paying special attention to our backward area. I shall be grateful to you for this.

[English]

\*SHRIMATI SUPRIYA SULE (Baramati): Last decade was very important in the history of Indian Railway where

\*Speech was laid on the Table.

railway managed to provide services to the country without any substantial increase in the passenger fare. We were very hopeful about performance of Indian Railway in last year because of railway showing willingness for structural changes, modernization and safety. Constitution of high level committees, mentioning of the recommendation of committees in the rail budget speech and to some extent budgetary provisions actually raised our expectations from the Indian Railway. But we have to say unfortunately that though railway figures shows promising growth, the performance of Railway was not up to the elevated expectations. We strongly feel that the coming year is going to be the most crucial year for railway considering its recent past. The organization/Ministry with the glorious history of 150 years is looking at year 2013-14 with the hope of economical stability, safety and modernization. Overall, recent figures shows that the total revenue increased by 20% as compared with same period last year but the railway could not show the considerable improvement in decreasing operating ratio to targeted 85%. Safety is still crucial issue for railway. Rail Budget is generally well known for announcement and promises of many new lines improvements and progressive steps but people look at these promises with suspicion and are always doubt whether these promises will be reality within justified time.

Safety is the area most talked about and least done in the past five years. We had vision 2020, High Level Safety Review Committee, expert group for modernization and since last budget every document and speeches of different railway ministers are constantly mentioning giving first priority to safety and mentioned budgetary provision for it. In spite of all these expert committees and commitments of Hon. Railway Ministers, budgetary provisions for safety measures and accidents related to railway tells different story.

Mumbai suburban rail only has death toll of 6000 people every year i.e. Average 16 people per day. We must look at urgent action to avoid these death tolls. There is no practice of effective independent safety regulation by an independent agency separate from operations. Indian Railway's Safety Council/Commission needs to be the real watchdog with greater powers of inspection, suggestions and to take actions. Kakodkar Committee recommended increasing the power of this commission but we do not see considerable results in last one year.

The safety measures strongly recommended to adopt an advanced signaling system based on continuous track circuiting and cab signaling similar to European train control system Level-II on the entire trunk routes of about 19000 route kilometers. The house would like to know progress in these recommendations. After several directions from courts, reports of high level committees on safety, expert's opinion and several speeches of the respected members, there is no evident improvement in response time after accident. We are loosing the most precious Golden Hour after accident takes place. Emergency medical services near railway premises are not established and where these services are available through other bodies they are not used properly.

We have seen increase in passenger fare after almost a decade. The increment was also not realistic considering the functioning for last few years. Considering the present situation there is no need to specially justify the fare hike also there is no point in opposing the fare hike by any means with ideology.

Railway Ministry has also taken decision to round up the ticket fare to multiples of Rs. 5/-. We request the Hon. Minister to revisit this decision. Railway is the transport route for common man in the country. Many travelers travel with the daily fare of Rs. 5/- especially in Mumbai local. Our minimum currency unit used in retail is 50 paise. It seems really unfair for railway to round up to an amount which is 10 times that of minimum retail coin in the market. Reason given for this rounding up is shortage of change on the ticket counters and ease in operations accounts. We don't found the reason to justify for such a large network like railway which can easily manage for change on the counters with high level deluge with banks instead of charging from the commuters.

After making this provision on the ticket windows, Railway has to charge the same amount for online reservation through IRCTC where electronic transfer of money happens and there is no issue of availability of change. The increment happened a couple of months before the railway budget. It would have been following good practice if the proposal was introduced during the Railway Budget.

After the Sam Pitroda Committee's report, everyone was expecting Indian Railway to be in a new Avatar. ...We

think that Indian Railway tried hard for the same, but, we have to say that the progress in modernization is very slow after a year. Technologies, tracks upgradation, signaling system doesn't show tangible results which is evident with the number of mishaps. We are aware that the railway has to maintain its existing overburdened system and keep it running while taking up the agenda of modernization.

Present environment on Indian Railways reveals a grim picture of inadequate performance largely due to poor infrastructure and resources and lack of empowerment at the functional level. Present form of railway organization is more centralized, top heavy and hierarchical along departmental lines much to the detriment of a functional and objective oriented organization. The commitment and passion of its strong workforce of 13.62 lakhs though commendable has done little to translate into productive action due to present environment IR has to be energized with a new type of work culture.

The Railway Board has the unique distinction of being the rule maker, operator and the regulator, all wrapped into one. Functioning of Railway board needs to be streamlined. IR being the agglomerations of institutions in itself it is very difficult to procure information of railway operations by common passenger and concerned person. We are looking forward for railways to periodically publish actions taken on safety measures which will keep them up to date with the information and also to spread the feeling of safety.

Proactive dialogue with common people/passengers: Though Railway is a Government function, it is using age old methods to communicate with the people i.e. announcements at railway stations and printed messages in railway premises which are mainly for warning. Different railway committees are the only platforms for railways to have real communication with the passengers or people who are not railway staff. We expect railway to create discussion platforms for general people so as to spread the information of modern technologies it is adapting, different services it is providing. Railways can also come up with small booklets to update the passengers with the fastest development. Railway premises are one of the top spots to sell of magazines, newspapers and books which will be helpful for railway in this endeavour. This will certainly help Railway to establish good relations with the common people.

Railway commuters have been constantly complaining about catering services in railways. IR has taken a welcome step to launch a toll free number for complaints regarding catering services like food quality and overcharging. Complaint mechanism and departmental monitoring mechanisms are different things altogether. We hope that the Railway will have its own quality control system for aligned services for ensuring better services to the commuters.

Goods transport constitutes major revenue for railway. But porters which constitute major labour force in the entire goods transport are not provided basic facilities. They are not railway employees in legal terms and thus railway can easily say that it doesn't have legal obligation to provide any amenities to them. But they spend their work period in the railway premises and its railway's social responsibility to provide basic facilities to all the people who has their workplace as railway premises. We have been mentioning this issue constantly in the last few rail budget speeches but, on field, there is no considerable improvement.

Railway is said to be in bad economic situation by many media personnel and some of the Hon. Railway Ministers themselves. Considering this fact, the figures of earning are not too disappointing if railway has to run its business as it is doing today. But the entire nation looks at Railway with the expectation of ever evolving and upgrading mechanism. In this context railway has plans pending for thousands of crores. Thus, we cannot be satisfied with the existing performance of increase in earning only. There is no doubt that the finance ministry should continue its policy of supporting basic infrastructure for development, for which railway is very important components. We would request the hon. Finance Minister to provide sufficient funds for long term development of railways.

Railway has proposed different models for raising funds which includes public's contribution and PPP models. But, considering the railways way of functioning (which is autonomous to a larger extend), proceeding with reputed corporate for PPP models are finding difficulties.

Railway's communication with other local bodies and state governments is also very slow and workable agreements are taking long time than expected. Railway

needs to develop market oriented outlook if it has to raise funds from market. RORO type of goods trains on truck routes on Konkan Railway (Loading trucks at Kolad - 150 km. away from Mumbai and transporting these entire trucks through railway up to Mangalore) is found helpful for the industry and the railway. If such routes can be organized through terminus outside main city on routes of Mumbai-Delhi/Ahmedabad/Pune/Kolkata/Chennai routes under which loaded trucks can save valuable petroleum fuel and thereby foreign currency. Railway should think of expanding this RORO service on other viable routs.

Commercial Utilization of Land: Indian Railway network occupies a land area measuring about 10.65 lakh acres. Ninety per cent of this land is directly under utilization and the vacant land (measuring about 1.13 lakh acres) is mostly in the form of a narrow strip along tracks which railways have been utilizing, or plan to utilize, for its expansion. 55 sites having area of 154 hectare amenable for commercial development have been identified. As the commercial development is a market driven activity, to be undertaken with the approval of the State Governments/ local authorities, assessment of revenue generation can only be done when specific schemes are taken up for development.

Declaring Pune-Lonavla-Daund-Jejuri as Suburban zone: Because of the high density of population in Pune's urban areas and continuous influx of population people are preferring to live in nearby areas, even up to Daund-Lonavala. There is high number of people who commute daily from these routes to Pune city for daily work. All these parameters are sufficient to declare Pune-Lonavala-Daund-Jejuri as Suburban zone. We request you to do proper survey to check possibilities in this direction.

Third track between Pune and Lonavala: Proposal was approved in 2011-12 Budget but progress is unsatisfactory. This line is practically working as a suburban line but with current infrastructure, frequency is of 1 to 2 hours. Double Track with Electrification on Pune-Miraj-Kolhapur, Double Track with electrification on Daund Manmad Section and Double Track on Karjat Panvel Section.

Introduction of New Shuttle Service between Pune-Jejuri/Nira: Pune has grown very fast towards Saswad-Jejuri areas. There are thousands of people travelling

through State Transport, other public transport systems and private service providers. All these options are highly expensive and are not environment friendly. We demand for urgent Shuttle Service on this route.

Reservation Facility at Pimpri, Chinchwad and Akurdi Stations: Pimpri-Chinchwad is an independent municipal corporation with population of 17.5 lakh population which commute directly from these stations or from Pune. There is urgent need for reservation facilities at these railway stations.

New Trains for Pune-Mumbai: Pune-Mumbai continues to be highest revenue earning and most busy rail network. As per the reply during ZRUCC (CR) meeting, trains cannot be started during 1000 to 1500 hrs due to maintenance of track between Pune and Lonavala sections. I urge to relook this decision and increase frequency on this road.

Pune-Mumbai return Ticket: As there is high number of people travelling between Pune and Mumbai, Railway was providing return ticket valid for one day for return journey. Somehow this practice is stopped. Considering the conveyance of both, the passengers and railway administration, this service can be started immediately. (There is already provision for season ticket between Pune-Mumbai, thus there should be not technical problem to start this service).

Pune-Kolhapur Shatabdi Express: Pune and Kolhapur is a duo of cities in vicinity with high number of passengers. Presently, because of four lane highway travel time by road is reduced to 4-4.5 hrs. On the other hand trains passing these two stations are slower and run with inconvenient time for these cities. Thus Shatabdi train should be started for this route.

Pune-Ratnagiri-Wawantwadi Superfast Train: Pune is a growing city and Konkan is major tourist attraction and it is emerging as industrial area. Thus connectivity for these regions is very important for the state as a whole. Because of Ghat of Sahyadri, road connectivity is very inconvenient and unsafe. Thus a Pune Ratnagiri-Sawantwadi Superfast train will boost economic development and tourism at the same time. This route can be planned between Lonavala-Karjat-Panvel-Roha-Khed-Chiplun-Ratnagiri.

Pune-Shirdi Express via Ahmednagar: An important route to connect manor city to the pilgrimage.

Connectivity of Jejuri to Maharashtra: Jejuri is one of the most busiest pilgrimage for the common people from entire Maharashtra. Railway should have intensive plan to connect Jejuri with major stations in Maharashtra.

Other routes of Importance are: Pune-Surat intercity express-with timings 6.30 a.m. to 1.30 p.m. Pune-Surat & 2.30 p.m. to 9.30 p.m. Surat-Pune; Pune-Chennai Superfast Express; Pune-Bangalore Superfast express via Miraj and Belgaum; Pune-Bhusaval-Akola-Amravati Express; Pune-Jammu via Kalyan Vasai Vadodara-Ahmedabad-Jaipur-Jalandhar; Pune-Guwahati Superfast Train.

Frequency of trains to be increased: 11096-Pune-Jodhpur Ahimsa Express;

12263 Pune Delhi Duranto Express; Pune Ahmedabad Duranto Express; 11097 Poorna Express; 12520 Pune Ernakulum Express; 12135 Pune-Lucknow Express; 12939 Pune Jaipur Express via Ratlam-Sawai Madhvpur.

We are thankful to Railway for taking up steps like, Central Railway sending proposal to Railway Board for approval of flag/halt stations at Tanshet and Umbermalii on Kalyan Kasara section; declaring introduction of 22 EMU suburban trains between Thane-Karjat and Thane-Kasara Section (Declared in budget speech of 2010-11).

New Independent Railway zone for Mumbai: Railway has its own administrative setup and the divisions of railway are established as per this set up. But considering the statistics from Mumbai which comprises 1/3rd of railway's passengers every day, constitutes major chunk of revenue through passenger transport. There is an urgent need to consider Mumbai as a separate zone so that the commuters from Mumbai will get the due priority in railway planning and it will be easier to manage the railway in one major city by single unit.

MUTP-I has completed and MUTP-II is progressing. We could see work gong on some components of MUTP-II are even completed but the pace of these projects is very slow. MUTP can be seen more in discussions than on the field. Indian Railway needs to speed up the process of MUTP.

I request the Indian Railway to consider following demands for Mumbai's suburban Railways:

- Reducing gaps between train and platforms-Local trains running in peak hours put people in dangerous situation because of rush. There is huge gap between railway coach and the platform which is very dangerous for passenger rushing for the train. Many times people are agitated because of this issue and many MPs from Mumbai is following up with the issue with local railway officers. This is high time the ministry should take urgent call to raise the height of the platforms on urgent basis and issue orders in this effect immediately.
- Giving stops at Kapar in Dombivali, between Thane and Kalyan stations to Mail/Express train running through Vasai Road stations and Konkan Railway.
- Provision of double exit system at heavy rush suburban stations like Dadar, Thane, Dombivali, Kalyan, Bandra, Andheri and Borivali stations for convenience of passengers and to prevent the mishaps.
- Considerable number rail accidents and deaths in Mumbai suburban stations is because of crossing the tracks. Foot over bridges which work well for long distance trains are found inconvenient for local transport in Mumbai. Railway should take policy decision to have subways instead of over bridges for convenience of passengers.
- Mumbai Railway Vikas Corporation has the responsibility of development of ambitious railway projects in Mumbai. But it is found that there is ample scope to improve coordination between MMRDA and Ministry of Railways for effective functioning and fast completion of projects. We urge both the agencies to come forward with positive mindset to address urgent needs for Mumbai's Railways.

Konkan Railway is the most ambitious project of Indian Railway and an engineering marvel. The entire state of Maharashtra was please when the first Konkan Railway started in approximately 20 years back. The Konkan Railway is playing key role in connecting Konkan to Mumbai and industrial and business development in the region. But, we as a state had to hope to connect with

the region of Konkan beyond the mountains of Sahyadri which is also one of the most important tourist regions of the state. Maharashtra as a state not only shares on language but it has cultural bonds too and we expect railway to consider this fact while planning it. After two decades of starting the Konkan Railway we can see that in practice, Konkan region is not connected to any of the major city in Maharashtra except Mumbai. Konkan Railway is an independent Unit of Railway, thus it is very easy to see the connectivity with rest of the Maharashtra with Railway parameters. There are requests to connect specific cities to places in Konkan but if urged that serious stock taking is required and fundamental actions are needed to connect Konkan to other cities in the state.

At last, I urge the Hon. Rail Minister and the Railway Ministry to consider the demands from Maharashtra to improve rail services in the state.

*[Translation]*

\*SHRI NEERAJ SHEKHAR (Ballia): In the Rail Budget for 2013-14 Eastern Uttar Pradesh has remained badly neglected. In view of the passenger amenities, rail accidents and passenger security this Budget is disappointing.

Every now and then Railway has small or big accident. On an average Indian Railways have 150 accidents. In spite of a large number of assurances given by Ministry of Railways, rail accidents refuse to stop. Last month soon after Mouni Amavasiya Kumbh Isnan which was held on 10th of February, 2013 more than 40 people lost their lives as a result of stampede leaving 50 persons seriously injured. On the day of Mouni Amavasya some 3 crores of people took the holy dip, however as a result of mismanagement by the railways and its failure to make adequate arrangements led to the untimely death of dozens of people. Railway administration had announced to run 50 kumbh special trains on 10 February but as a result of mismanagement and neglect only five trains could be operated from Allahabad by the time the accident took place.

After the accident occurred neither the ambulance was available at station nor any means of disaster management were there. The preparation and management of railway were insufficient for a big celebration like

\*Speech was laid on the Table.

Mahakumbha. It is confirmed with this fact also that on 11th February Railway had operated 220 Kumbha special trains from Allahabad in a hasty manner. Had the Railway make such an arrangement before stampede then lives of the people killed could perhaps be saved. The second mistake that became the immediate cause of stampede was the last moment announcement of change of platform. But the Ministry of Railways shied away from the responsibility of this accident in a cruel manner and the guilty persons due to whom many people had lost the members of their family forever, will hardly be punished.

Thousands of people are killed in rail accidents every year, but Railway Safety Commission has not been setup by Railway till date. The present Railway Safety Commission is under the administrative control of Ministry of Civil Aviation. The rules relating to inquiry of railway accidents are framed by Ministry of Civil Aviation whereas the concerned inquiry rules are decided by the Ministry of Railway. The changes in safety code are made without consultation of Railway Safety Commission. For annual inspection of railway lines, Railway Safety Commission have to take the permission of General Managers. Due to this, large number of accidents remain without investigation, whereas Railway Act provides that Railway Safety Commission can investigate the accident with its own will. Many of the accidents are of serious nature whether any casualty occurs or not therein, but Railway does not get them investigated on the pretext of sections 113 and 120 of Railway Act. As per Reports of Railway Safety Commission, rail accidents mostly occur due to non-adherence of standard rules. But Railway does not pay attention towards it. Railway Safety Commission has even no right to safety audit of railway. In many reports of Railway Safety Commission, recommendation had been made to install modern systems to check rail accidents but these systems have not been installed till date. These systems include anti-collusion device, auxiliary warning system, data logger track circuiting in station yards, audio-visual device in engines etc.

In the year 2005, the Standing Committee on transport, tourism and culture their in 83rd Report had suggested to make Railway Safety Commission as autonomous, but after opposing by Ministry of Railways it was rejected in 2010. It is beyond to understand as to why the Railway wants to shy away from proper inquiry of

railway safety and accidents. I would like to urge upon the Government that it should adopt serious view towards railway safety and autonomous Railway Safety Commission should be set up so as to provide safety of life and property to lakhs of people. About 60,000 vacancies are there in railway safety category. No specific efforts were made to fill these vacancies for years together.

Over the years, incidents of throwing the passenger out of train, misbehave, molestation and rape with women passengers have been increased. In most of these cases employees of Railway protection Force and Railway have been found guilty. Recently the incident of pushing out two passengers by RPF personnel from running Delhi-Dehradun Shatabdi train had come to notice wherein one woman passenger was died. The Ministry of Railways should take effective steps for the safety of passengers in the train and orders should be issued to ensure action with very alertness in the cases of molestation and misbehaviour with women whether the persons of security forces railway are found guilty.

In developed countries, the average speed of passenger trains is 200km/hr. but here the speed of premium trains like Rajdhani and Shatabdi is maximum 120 km/hr. In India, trains were started to operate in the decade of 1850. Here, even after 160 years of introducing of trains neither a high speed railway network of one kilometer is built nor any single high speed train has been operated by Indian Railways so far. The countries where railway lines were laid after India did so, are operating fastest trains of the world in a safe manner. China got independence in 1948 but China today has built 9300 km. of longest high speed railway network of the world. China is also operating fastest high speed trains of the world. The practical speed of these trains is upto 380 km/hr. whereas pilot speed is more than it. Despite our oldest railway network the practical speed of trains is only 40 to 60 km/hr. Today it is the need of the hour that Indian Railway should make introspection and take concrete and practical steps in the direction of high speed railway network and high speed trains in the country.

The condition of railway catering and condition of filth in trains and stations is becoming bad to worse. The quality of food in the trains is being downgraded day by day. There has been no improvement in the condition of bedding, bed sheet, blanket and toilet in the trains for the

last many years. The Minister of Railway should ensure concrete steps in the direction of making passenger amenities and railway catering as standard over.

Eastern Uttar Pradesh has severally been ignored in the Railway Budget. Balia and Ghazipur districts of Uttar Pradesh are still deprived of basic railway facilities. It is matter of regret that in spite of drawing attention by me during past years the problems of Balia and Ghazipur districts related to railway have not been solved so far. I have written a letter to Hon. Minister of Railways on 27th February 2013 in this regard. I am repeating the railway related problems of Balia and Ghazipur and Railway Minister should ensure action for redressal of the same taking serious view on these problems.

Being Allahabad a place of High Court and headquarters of administrative offices of Uttar Pradesh thousands of people commute from Ghazipur and Balia districts to Allahabad but in the absence of train facility from Balia to Allahabad passengers have to face lot of difficulty. Therefore, High Court Express Train should be introduced between Balia to Allahabad via Ghazipur-Banaras. A new Express Train should be introduced from Balia to New Delhi via Man-Shahganj-Lucknow.

Despite repeatedly writing to provide stoppage to Sonapur-Valsad Express at Ghazipur and Balia stations order has not been issued for the same so far. The stoppage of above train at Balia and Ghazipur stations should be ensured. Gyan Ganga train between Darbhanga and Pune should be operated at least thrice a week increasing its frequency.

Chit bada gaon, Fefana junction, Sahatwar, Suremanpur and Kulha station of Balia district and Ghazipur ghat, Karimuddinpur, Yusufpur, Tazpur, Dehma stations are in dilapidated condition. These stations of Balia and Ghazipur districts should be repaired and renovated.

The railway stations under Ballia and Ghazipur districts should be renovated. A washing pit equal to length of 24 passenger coaches was approved during the premiership of late Shri Chandrashekhar ji. I am so sad to say that it has been reduced to 42 passenger coaches length. I urge the government to restore it to 24 coaches.

The number of II class coaches for Ballia in Swatantrata Senani Express (12561/62) has been reduced.

This number should be restored to earlier one. Hariharnath Express and Ganga Kaveri Express should be provided stoppage at Yusufpur railway station in Ghazipur.

No rail projects/factory/hospital has been opened in Ballia and Ghazipur districts in UP. I urge the government to start rail projects/hospitals in Ballia district.

There is a need for providing stoppage of Intercity Express and Ganga Kaveri Express at Suremanpur Station.

An over bridge was approved for Suremanpur station. The work on it has not been started for want of budgetary allocation. Budget should be allocated for the said over bridge and the work be started without any further delay. Samath Express should be provided stoppage at Rewati station in Ballia.

Shiv Ganga Express and Anand Vihar-Varanasi Garib Rath should be extended upto Ballia so that people of this area get sigh of relief. Till today Allahabad-Varansai- Ballia-Chhapra rail section is of single line and it is unelectrified. This track should be doubled and electrified.

I hope, in view of negligence of Ballia and Ghazipur station. so far as train g services are concerned, the hon. Minister would sympathetically consider my demands and take necessary action immediately.

SHRI S.D. SHARIQ (Baramulla): Hon. Madam, we have been discussing rail budget for the last two years and the suggestion, which are much needed, are being repeatedly put forth. I congratulate Shri Bansal ji on assuming the change of Minister of Railway and I hope that he would definitely ponder over seriously the problems and other constraints being faced by the railways and he would make all out efforts for tackling these problems.

Under the present condition, I do not think, there could have been a better budget than this. No doubt, financial health of the railways is quite poor, but we can improve upon it and there is a need to do so. Once, Shri Najhani, a member of Rajya Sabha told the Minister of Railways why the government is bearing so much losses, hand over railways to me. I will turn it into profit and fix certain amount that I will hand over to the government each year. When a private party is so confident of turning it around why can't the government do it? Railways is full of good officers, staff, there are lots of efficient persons in the railway board. I am sure they can bail out railways.

So far as cleanliness is concerned, there is a need to improve upon it. Our railway stations, rail coaches, trains, platforms are very dirty. We find large number of rats playing within bogies, on the tracks and at parts in railway premises. We need to see to it.

We need to ensure that the trains run on time. Some of the trains run late by even 10-10 hours. If the trains run on time, we will be able to increase our passenger traffic substantially as people will trust it and will automatically prefer trains.

So far as contracting out- catering services is concerned, if the condition of employing a fixed number of stall is removed and poor people are given opportunity for entry they, too, would be able to do something. There is a need to restructure the catering services and contract system at platforms.

Railway land has been illegally occupied. I do not know how railways tolerates it? If not anything else, at least charge rent from such land users so that railways get some revenue. Railways pays compensation in case of train accidents. Compensation is paid to the affected persons, to dead and those injured. But why there is no proper inquiry with regard to the cause of accidents and responsibilities are not fixed?

Touts are active everywhere on reservation counters. Stringent steps should be taken to nab them and ensure transparency in reservation of tickets.

I would like to draw attention of the hon. Minister to one more aspect. Kashmir is a tourist hot spot. Lakhs of people come for Amarnath pilgrimage and this number crosses crores in case of Vaishno Devi Yatra. There is huge rush in trains during these days. People from Mumbai complain that they face great difficulty in travelling they find no place in trains even for standing. In view of it, I request the hon. Minister to start one more fast train from Mumbai to Jammu. Shri Deve Gowdaji, during his premiership had inaugurated Katra- Banihal line. 15 years have gone by but it has not been completed so far. If special attention is paid for its expeditious completion, people of Kashmir will be highly grateful. And it would be a shot in arm for national integration and communal harmony.

I have received a representation, some people came to Kutchch area of Gujarat from Andhra Pradesh as

labourers and now they have settled there. They are requesting for a train from Katchch to Andhra Pradesh and came to me with a delegation. They may have met you also in a deputation. The vacant posts of officers and staff should be filled at the earliest. My earnest request is that conduct a survey of Baramula to Kupwara and Kama and see how much scope is there to construct the railway line. Similarly, there is biggest fruit industry in our area and we had to pay more fare for bringing the fruit and it got perished. We will be thankful to you if you connect Sopyan, Baramula and Rasiabad with railway line.

I support your Budget.

*[English]*

\*SHRI O.S. MANIAN (Mayiladuthurai): Indian Railways with so many technology developments have been not able to match the speed in comparison to other countries where the trains average a speed of above 650 kms per hour. Out of the 14 new trains announced for Tamil Nadu, most of them are not daily, it is some times weekly once or twice weekly. I would like to know as to how many trains run daily?

Also so many new projects have been announced budget after budget' without any time lines? There has been many heldup due to issues in land acquisitions. There is also no time line on conversion of metre gauge to broad gauge.

The railway compartments in the train are very badly maintained even in AC compartments and also the unreserved compartments are very less. The number of coaches for them has also to be increased. The facilities at station has also to be developed. Even today there are number of stations where there is no basic amenities like toilets etc. The platforms of many railway stations are not fully covered with the over head roof. In some places even the platform is not lengthy enough for the passengers to board the train. Thus it is creating huge problems to the senior citizens and children. Most of the railway stations are not having retiring rooms and the existing retiring rooms are not maintained properly.

We should have railway engineering/repairing department in each and every important city which we do not have at present. The engine needs to be towed to far

off places for repairs creating problems in maintaining the railway coaches.

The Railway Minister should conduct periodical meetings with the Hon'ble Members of Parliament along with the concerned officials of the Railway department to hear the views of the commuters. It will be very much useful to rectify the mistakes immediately.

Many of the trains start at night and reaches the destination in the morning. After that the coaches are lying at the yards. These coaches may be used as passenger train for the nearby destinations which will be very much useful for the general public.

There are huge unmanned level crossings in all over the country which cause huge accidents resulting loss of life. The Government should come forward to construct ROBs in such places to avoid such accident atleast in future.

In Chennai 'Thirissoolam' Railway station is situated just opposite to Chennai Meenambakkam Airport. Passengers coming from southern part of Tamil Nadu are to get down at Tambaram and to board in EMUs to reach 'Thirissoolam' which creates huge problem. We already requested the Hon'ble Minister of Railways several times for the stoppage of all express trains coming from south part of Tamil Nadu for a minute to facilitate those persons who are taking air journeys for several parts of the country. An assurance have already been given by the Minister of Railways in this House and it is not implemented till now. I once again request the Hon'ble Minister of Railways to take immediate action for stoppage of all express trains at 'Thirissoolam' Railway Station at Chennai.

SHRI MOHAMMED E.T. BASHEER (Ponnani): Thank you for giving me this opportunity. I would like to say that the State of Kerala has been ignored in the Railway Budget. We are totally disappointed. Even though we are not satisfied, we have not lost the hope. We still maintain the hope because we are having that much of confidence in the hon. Minister. After the submission of the Budget, he had given us a patient hearing to our MPs from Kerala. He had given enough time to our Chief Minister and to our Ministers. He had given us a very good hearing. We hope that we will get some relief in his reply. We are anxiously waiting for that.

As far as Kerala is concerned, we all know that Kerala is the only State in India where there is no exclusive railway zone. We have been demanding for that for years together but that has not yet been materialized.

Similarly, Sir, we know that doubling, electrification and automatic signal system is very much essential for the development of the railways. There are many pending proposals. Unfortunately, that has not been given serious consideration so far. We had a discussion with the hon. Minister and he himself admitted that something substantial would be done this time.

As far as introduction of new trains are concerned, we are having a lot of grievances. Considering the time constraint, I do not want to go into the details.

In the previous Railway Budget speech, the Minister had mentioned about the passenger amenities but they have not yet been materialized.

Similarly, Railway Medical College at Thiruvananthapuram, Coach factory at Palakkad, Wagon factory at Cherthala etc. are also moving at a very dead slow pace. I humbly suggest that expeditious action may kindly be taken in this regard.

As far as Rajdhani Express is concerned, it connects the State capital to the National capital. From our State, one Rajdhani Express is running. In Kerala, it is having stoppage in all the districts except Kasargod and Malappuram districts.

**16.00 hrs.**

Geographically and population-wise, Malappuram is the biggest district in Kerala. So, Rajdhani stoppage may kindly be allowed at Malappuram and Kasargod. I have got some other suggestions about stoppage of trains, which I do not want to elaborate at this juncture.

Towards the end, I wish to point out one thing. Railway is the biggest employer in the country. It has 14 lakh employees. According to the Sachar Committee Report, representation of minority in the railway employment is just about 4.5 per cent. I humbly request the hon. Minister to review the situation. How far have we progressed in that? That also may kindly be taken into consideration.

We admit the limitation of the railways. We are having fund constraint. We require Rs.4.00 lakh crore even to complete the announced projects. In addition to that, we have the Sam Pitroda Commission Report is also there. We require huge commitment for that also. In spite of all this, he is doing his level best to have better performance in the Railways. Anyhow, I humbly submit once again that the case of Kerala requires sympathetic consideration. We hope that in the reply of the hon. Minister, he would give due consideration to this.

SHRIMATI BIJOYA CHAKRAVARTY (Guwahati): Madam, I want to say that the Budget speech of the Railway Minister is a very good piece of prose. I must appreciate it. But it is without any substance. It is because the Railway has a huge network and it covers the entire country. While preparing the Railway Budget, the hon. Minister must think of the entire map of India, entire nook and corner of the country. What I have seen in the Budget is that only some portion of the country has been given importance and not all.

The entire North-Eastern Region is a land locked area. The railway is the only connectivity. It is the only connection by which people can go from the North-Eastern region and come to the North Eastern region. In this Budget, no railway line has been sanctioned. No industry of the railways has been given. The hon. Minister has simply repeated what is already there. Nothing is completed. You will be surprised to know that one railway line from Lumding to Barak Valley in Assam, which is called Badarpur, is a bottleneck. It took 17 years to complete a line. But it has not been completed yet. There is no rail line for the proper Arunachal Pradesh. There is just one train Parushrama Ganga Express. The hon. Minister has to extend the line to Parushrama Ganga where lots of people not only from all over the country but from the world go there for pilgrimage. It is just a question of extension of a few kilometres.

I want to mention one thing. A train originates from the Guwahati junction at a right time. Guwahati is the only junction where all the trains start. The trains start at a right time but there is a delay of seven to eight hours while it arrives at the destination. One hon. Member was saying that in Japan if the train is one minute late, the Government is held responsible. They have to give explanation. But who is responsible for this delay of eight to ten hours?

Who will give the explanation? These are the points. It is about the long distance trains. It takes two to three days to reach the destination. If there is a delay of eight to ten hours, what will be the condition of the passengers?

**16.04 hrs.** (Dr. GIRIJA VYAS in the Chair)

The North-Eastern region has sensitive States. The General Manager should be a sensitive person. One hon. Member was saying that he had written hundreds of letters but he did not get any response. The same is the condition with us. We get a very little response from the General Manager who is posted there.

Another thing is that the coaches in the trains coming from North Eastern region are in a dilapidated condition. I was informed by some people of the Railway Department that these coaches are sent to the trains running in North Eastern region. If it is so, it is very unfortunate.

We have been praying for electrification of the line repeatedly. I have been praying to the Government for electrification in my speech on the Railway Budget for the last four years. However, electrification of Assam trains has not even been started. The other point is that this is a broad gauge line. Towards the northern parts of Assam, we have one hon. Minister from Arunachal Pradesh here, it connects with the Arunachal Pradesh. In that area there is only one line and that is also of metre gauge. During the season of floods, trains cannot be operated there. So, the hon. Minister should think about it in a positive way, in a scientific way and ensure that the trains run smoothly. The broad gauge line should be completed within a fixed time frame. Otherwise it will not be completed.

The project of a bridge over Brahmaputra, that is the Bogibeel bridge, was an ambitious project started during the time of Shri Atal Bihari Vajpayee. It has not yet been completed. The work is also substandard. Madam, in many parts of the country, trains are run on concessional rates, for example to and from Delhi and other important cities. We want that one Garib Rath from Guwahati to Kolkata and Guwahati to Delhi should be started. If the hon. Minister introduces it, it will be very helpful for the people because most of the people travel from Guwahati to Kolkata and Guwahati to Delhi and to the other places. This is very important. I think the hon. Minister will take care of it.

Guwahati has become a very congested city. Land available there is very small and limited because on one side of the city is river Brahmaputra and on the other side are mountains. If possible, the hon. Minister may think of providing metro rail connectivity between Guwahati city and the suburban areas. This is also very important.

Madam, I want to mention again something regarding the northern part of Assam. Rail connectivity in the Districts of Darrang, Sonitpur, Dhemaji, and Lakhimpur which connect with Arunachal Pradesh, is almost zero. No new trains have been sanctioned by the hon. Minister to connect those Districts. It is very unfortunate because most of the people want to travel by train because it is cheaper. Due to the high price of diesel, it has become very difficult for the poor people to travel by bus. They have got no other means to travel except trains. If all the Districts are connected by train, it will be very helpful for the people of Assam.

There is only a metre gauge train as I have mentioned just now. If you travel by train to these areas, you will feel that you are in the first century or second century of the civilisation. It is like that, Madam. It is very unfortunate. Moreover, there are nearly fifty lakh unemployed youths in the entire Northeastern region.

Madam, through you I want to draw the attention of the hon. Railway Minister to what I have to say. If he is not interested in listening to us, why should we speak at all? If he is not interested in listening to any of our requests, to any of our speeches ...(*Interruptions*)

THE MINISTER OF RAILWAYS (SHRI PAWAN KUMAR BANSAL): Madam Chairman, each and every word of what the hon. Member is saying is being recorded. Sometimes what happens is that some Members even from opposition side come up and ask me for something and I have to respond to that. It is quite possible that it could be you. I have not said earlier that Members have been trying to do that. Three Members from your side have come up to me, gave me papers and wanted to talk to me. Since every word of what you are saying is being recorded, wherever it is necessary I will respond to it. So, please do not make an issue out of it.

MADAM CHAIRMAN: Everybody was listening. Please conclude now.

SHRIMATI BIJOYA CHAKRAVARTY: I am referring here to the point that there are 50 lakhs of unemployed youths in the North-Eastern region.

MADAM CHAIRMAN: Please wind up.

SHRIMATI BIJOYA CHAKRAVARTY: I am concluding. They have got no other means and they ask for employment in the Railways. But you will be surprised to know that hardly 5-10 per cent get jobs in the Railways. During the time of Kumari Mamata Banerjee, she declared in the Parliament that 50 per cent of jobs will be given to the people of the North-Eastern region, whenever there will be some vacancies. But nothing happened thereafter. The vacancies in the North-Eastern region are being filled up by the people of the other States. This is very unfortunate and I am very sorry. I am, of course, sorry, Mr. Minister, I was very much perturbed by this situation. They apply for jobs in the Railways; they appeared in the interview also, but they never get the jobs; all are talented people -some people passed M.A., and some are degree holders. But they took very sub-standard people - I can prove it also.

So, through you Madam, I would request the hon. Railway Minister that he should take care of the North-Eastern region.

MR. CHAIRMAN: Thank you very much.

SHRIMATI BIJOYA CHAKRAVARTY: I am just concluding.

This region is surrounded by various foreign countries. So, if the hon. Railway Minister takes care of the North-Eastern region, the people of North-Eastern region can survive; otherwise not. It is in your hands.

[*Translation*]

\*SHRI GORAKHNATH PANDEY (Bhadohi): I rise to express my views on the rail budget presented by the hon. Rail Minister and on some problems and reforms of the country and Uttar Pradesh.

Railway is the lifeline of the country. Today crores of people travel by rail in the country, but some areas of the country specially villages are deprived of infrastructural facilities. There is problems of doubling of railway line, over bridges, level crossings, accidents, stoppage of trains, extension of stations and beautification and introduction of

\*Speech was laid on the Table.

new trains. Unfortunately, our area of Bhadohi in eastern Uttar Pradesh, the rural area is also suffering from this problem. It is suffering from so many problems I am mentioning for the last four years.

I have to say with great sorrow that I have been saying dozens of time in the House to hon. Ministers and wrote them letters, but no significant action was taken so far. Doubling of railway line between Allahabad-Varanasi have been declared in the last budget and survey was also conducted. The work of this line was started from Varanasi and stopped at Bhatuadid. I demand to start this work rapidly and complete it at the earliest. Bhadohi is a major carpet manufacturer and exporter district of the country. The over bridge was sanction due to traffic jam problem in Bhadohi city, the construction work should be started immediately and complete it by 2013. Gyanpur Road is the main station of the Bhadohi district. I have been demanding for stoppage of UP and down Shiv Ganga express super fast 12559-12560 train at Gyanpur railway station and wrote 15 letters to different four Rail Ministers during the last four years.

The district headquarter along with Vindhyachal, Sita Samahit Sthal, Semra Sthal and Lakshagrih like religious, historical cultural areas will be linked by stoppage of Allahabad-Varanasi Shivganga express at Gyanpur Road railway station and long pending demand will also be fulfilled. I request to hon. Minister to fulfil this demand on priority basis.

My parliamentary constituency Bhadohi is world famous carpet city. Some of the trains were use to stop here, but not now. Hon. Minister is requested to provide a stoppage of the daily Purva express, which run between Hawrah and New Delhi, at Bhadohi railway station. The passengers and carpet industry will be benefitted. The public and traders of Bhadohi have demanded a stoppage of this train. I have also written letters in this regard. Train No. 1465-1466 is also demanded to be operated thrice a week. Please take action on these demands.

Agitations were staged for stoppage of train number 1071-1072 at Suriyavan railway station of Bhadohi district. The officers had given assurance but no action has been taken till date. Provide a stoppage of this train. Gorakhpur-Kurla Mumbai Kashi express train passes through our Bhadohi area. Train No. 15017-1018 used to stop at Bariya

Rampur railway station, but now it does not stop. Please provide a stoppage of Kashi express train at Bariya Rampur Station.

Hon. Minister had introduced so many trains. He is upgrading many stations. I request him to include Gyanpur Road, Bhadohi, Handia, Janghai railway station in the list for upgradation, beautification and extension. I request the hon. Minister to provide stoppage of Kamyani express and Bundelkhand express at Parsipur railway station. I wrote letters many time, but no action has been taken so far. Provide a stoppage of these two trains up and down.

Madhosingh is a railway junction between Varanasi-Allahabad. Some rack points have been started here, but no action has been taken. Rack points are necessary for carpet trade, food grain supply, chemical fertilisers etc. I request to hon. Minister to set up a rack point at Madhosingh station. Our parliamentary constituency Bhadohi is a rural area. It is suffering from so many problems and we are legging behind in development. My request that I have written so many letters and your reply were: examining the case, forwarded for action. I am once again giving you a letter with photocopies of my 15 letters.

Hon. Minister is capable, efficient and having will power. But keeping us deprived is discrimination. I once again demand that our all demands, which I made through letters and today making in my speech on budget should be fulfilled.

With these demands, I support the budget presented by the Railway Minister with hope that he will fulfill my all demands.

SHRI SAMEER BHUJBAL (Nasik): Hon'ble Chairman Sir, I am very very grateful to you for giving me an opportunity to speak on the Railway Budget on behalf of my party. Maharashtra had high hopes from this year's Railway Budget as it is the highest revenue earner state for the railway. It was felt that the new railway minister Shri Pawan Kumar Bansal would announce some good projects for Mumbai as a gift but all our expectations have been belied. Expectations were also there from the Railway minister just for this reason that after a lot of time, some minster of railway from the congress has presented the railway budget. In spite of that we are not yet disappointed. I hope that at the time of his reply on the railway budget, Bansal Saheb would definitely dispel the disappointment

of the people of Maharashtra and would give the gift of several new railway projects for the state.

The minister of Railway had said in his railway Budget that since railways have been running in losses, it does have funds for making much improvements in the railways. If funds are not there for the new projects, some or the other way out you shall have to find out. This is also the question that if you did not have funds for the old projects, how did you announce the new projects? In your budget, you have incorporated several new rail projects but in that you have done injustice to Maharashtra. In view of the shortage of railway coaches, I have been requesting you since last three years to set a rail wagon and coach factory at Nasik where railways have 300 acres of vacant land. I had also written a letter to the former railway Ministers Shri E. Ahmed and Muniappa ji and in their reply they had clearly stated that since the railway wagon and coach factory had adequate production capacity, there was no need of setting up a new factory. In this situation, my direct question is as to why announcement was made in this year's Budget for coach factory at Sonipat and a coach workshop at Kurnool without a demand for it. It is like the over feeding of a person who did not ask for the food and the other who was starving, had been left to starve. I think that since such announcements have not been made for Nasik, it is an injustice the railway minister has done with Maharashtra.

Though I agree that only a few days have passed since he had assumed the charge of the ministry. However, I have still pinned up my hopes on him. I represent Nasik Parliamentary constituency. Therefore I would like to apprise the Minister of railways of some problems of that area. A large number of traders, employees and students commute daily between Nasik and Mumbai. But the fact is that there is not a single train originating from Nasik to reach Mumbai. Therefore, everyday about fifteen thousand people have to face a lot of difficulties. I demand that you may kindly announce a Jan Shatabadi train between Nasik and Mumbai. Every day, about eight trains ply between Pune and Mumbai, but there is not a single train from Nasik to Mumbai. So I request the Minister to give a least this assurance that since the extension of the new line for Mumbai is going on, some new trains from Nasik to Mumbai may be started after the completion of the ongoing extension work. If the present local train running between

Mumbai and Kasera is extended up to Nasik, it can benefit very much the people of Nasik.

In the year 2014-15, there will be Maha Kumbh Mela in Nasik. Since this area has the religious places like Shirdi and Triambkeshwar and the developing industrial places like Nasik, a large number of national and international tourists and traders visit this area. For that matter, the railway station at Nasik is already a crowded place. Being it so, I request the railway minister to announce that Nasik would be made a station equipped with world class facilities.

It is worth mentioning that recently at the time of Prayag Maha Kumbh, there was a serious accident at Allahabad Station which took a heavy toll of devotees. Therefore, taking a lesson from that accident, we need to provide all the facilities at Nasik railway station so that we do not have to face any untoward incident during the coming Maha Kumbh. In this context, therefore, I hope that the railway minister would certainly make some special announcements for the Maha Kumbh. All of us are well aware of the significance of Nasik and Pune city of Maharashtra.

MR. CHAIRMAN: You may please wind up.

SHRI SAMEER BHUJBAL: Sir, I am sorry to say that to this day, we could not lay a direct railway line between Nasik and Pune. Since last 25 years, we have been demanding a direct railway line between Nasik and Pune but the Ministry did not pay any attention to it. Last year, a survey for this railway line had been conducted and Maharashtra government had agreed to bear the 50 percent of the estimated expenses. In spite of that, no work had been done on it. I request the Hon'ble Minister to make an announcement in his reply to lay a new railway line for a direct connectivity between Nasik and Pune. We were also expecting the construction of a new railway line between Manmad and Indore and also a line from Malegaon to Sendhava via Dhulia Nardana and Shirpur which is predominantly a tribal area and produces Power loom, Pomegrates, grapes, cotton, onion etc. This line is beneficial not only for Maharashtra but also for Madhya Pradesh. For that, Maharashtra government has already agreed to contribute 50 per cent of the expenses. But nothing has been said clearly by the government of Madhya Pradesh in this regard. I have talked to the people

and Parliamentarians of that state. I have also talked to the BJP MP from Dhulia. He has also stated that he had talked to the Chief Minister of that state but Madhya Pradesh lacks of a different type of development and that is not ready to incur expenditure on it. ...*(Interruptions)* I will request all the BJP members of Parliament to provide 50 percent of the required funds to lay this railway line. ...*(Interruptions)*

SHRIMATI SUMITRA MAHAJAN: Madam, the hon'ble member cannot say that. He should talk of himself.

MADAM CHAIRMAN: Bhujbal Saheb. Do not talk among yourselves. ...*(Interruptions)*

MADAM CHAIRMAN: Bhujbal ji, Please address the chair. ...*(Interruptions)*

SHRI SAMEER BHUJBAL: Besides this, Maharashtra is also prepared to give 50 percent of the funds for the new railway line namely Magpur-Nagbeer, Varsa-Dusganj, Garh Chiroli, Karar-Chiploon. Madam, Rajyarani Express has completed its one year. When announcement was made for Rajyarani Express, it was said that it would be extended upto Mumbai, but it has been extended only upto Lokmanya Tilak. I demand that it should be extended upto Mumbai CST or at least up to Dadar.

The officers agreed and also supported this demand but due to some reasons this work has not been completed yet. I would like to request the hon'ble Minister that at least Rajyarani Express which is already running may be run from LTT to Dadar. I would like to draw your attention towards slow progress of work on a new railway line between Ahmednagar-Beed-Parli. This rail line was sanctioned in the year 1995-96 but only 15 percent work has been done on this line. In view of deteriorating condition of local trains in Mumbai there is a need to run more trains there. Maharashtra Government have sent proposals for six new rail lines with fifty per cent partnership, some projects with 40 to 50 percent partnership, 13 new rail lines and three gauge conversion and seven for doubling of rail lines to the Railway Ministry. I hope that hon'ble Railway Minister will sympathetically consider these proposals and give necessary directions to the concerned Departments to start these works at the earliest. Today I expect this from the hon'ble Minister through you.

*[English]*

\*SHRI HARIBHAU JAWALE (Raver): I want to express my sincere emotions on Rail Budget presented on 26/02/2013 by Hon. Minister Shri, Pawan Kumar Bansalji.

Firstly, I oppose increase and imposing of different types of surcharges levied by back door on Railway Customers. Increase in cancellation charges of tickets is improper because there not, occupancy of seat happens in cancellation of ticket. In this budget Hon. Rail Minister doesn't give anything to railway consumers, he has only made provisions to collect money from all the railway consumers. The passenger fare is the main income-generating source of the Railway. Likewise goods transport earning is better source of income to railway. In past there is always growth in goods transport earning and increase in fare of goods also increased in budget as well as occasionally round a year.

Railway's routine operating systems, punctuality, stations management, cleanliness in running trains and maintenance of the other infrastructure facilities with the developmental and progressive work in Railway will not be done due to restriction imposed on the income itself. Financial provision to sanctioned works is not sufficient to complete that work. Even tender process too can't done by some insufficient financial provision of some works. In Railway Budget, the Government have not proposed any concrete proposals for the up-gradation of the farmers by providing them proper facilities for transportation of their agricultural produce. For smooth transport of horticulture produce there is not any relief and service stated in budget. On the contrary, there is increase in fare of horticulture train. There are no proper loading and unloading bay, improper and small goods sheds without maintenance and lacking for the minimal facilities like lighting, drinking water for loaders/coolies, no proper approach road for goods sheds, improver covered sheds for the material in goods sheds. There was a train from Dadar station to travel Bhusaval, Itarsi, Bhopal at 11.45 pm daily basis Train No. 11057/11058, but Central Railway Authority had changed the departure station of this train from Dadar to Lokmanaya Tilak Terminus. All the Public Representatives, VIP's, Businessman's travel by this train. Everyone can easily catch this train from Dadar station and timing also was very gracious to complete the journey of Mumbai

\*Speech was laid on the Table.

within a day. There is heavy demand from all Public Representatives and Businessmen to start new train from Dadar to Bhopal on same time i.e. 11.45 pm every day. Considering the demand, we hope it will be completed by Hon. Railway Minister.

The facility for reservation before 120 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 the four 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. Minister Pawan Kumar Bansal will certainly help to resolve these issues.

1. Introduction of Train between Dadar and Bhopal on same time of Train No. 11057/58 i.e. 11.45 pm from Dadar everyday.
2. 50% relief in fare of Horticulture train to all farmers.
3. Establishment of Horticulture Coach and Rail Neer manufacturing plant at Bhusaval.
4. There is huge demand of LTT-Haridwar Train. Currently train no. 11071/72 travel twice in week, this Pilgrimage joiner train must be run on daily basis at earliest.
5. Shegaon and Pandharpur are holy pilgrimage in Maharashtra state. There is demand to start passenger train between Shegaon and Pandharpur.
6. 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).
7. Commercial and Operational halt must be provided to newly announced train between Mumbai-H. Nizamuddin.
8. Construction of goods shed sanctioned at Bodwad (BDWD) Railway station.

9. Train No. 17639/40 Akola-Kacheguda must be enhanced up to Bhusaval Railway station as this train halts at Akola for 11 hours.
10. There is huge demand of train between Bhusaval and Mumbai. Train No. 12101/12102 Rajjarani Express must be extended up to Bhusaval Railway Station.
11. Full Financial Grant must be provided to Central Railway for complete work of Foot Over Bridge at Bhusaval Station.
12. Stoppage to Train No. 12135/36 Nagpur-Pune Express must be provided at Nandura Railway Station.
13. Stoppage to Train No. 12859/60 Gitanjali Express be provided at Malkapur station.
14. Stoppage to Train No. 12149/50 Patna-Pune Express must be provided at Raver Railway station.
15. Stoppage of Train No. 11071/72 Kamayani Express must continue at Raver Station on permanent basis for both Up and Down side.
16. The 50% concessional fare awarded for Senior Citizen women for travelling in all classes of Railway may further be enhanced to every lady irrespective of age.
17. To provide New Jan-Sadharan starting from Bhusaval 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. This is very long lasting demand of passengers.
18. To provide the facilities of toilets on the platforms where it is still pending. And increase the number of toilets on the stations where it is already provided with keeping close control over cleanliness.
19. Computerized Reservation window at Savda Railway Station of Bhusaval Division.
20. 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.

21. Station and Display Board should be such placed to easily visible and readable, as the trains halt for any station is very short. Sufficient lighting may be provided for clear visibility at night.
22. As the passenger traffic is increasing day by day, it is necessary to provide more coaches for every running train. Hence I request the Minister to please increase the rack length of all trains as it has already operated for some trains.
23. As there are only two general coaches for all the Express and Mail trains and train halt on many of the stations is for very short time passengers find very difficult to board the train. Because of this passengers hurriedly board in the sleeper class coaches and being penalized by the checking squade. Hence I request to issue sleeper class tickets without reservations for current booking for all the mail/express trains.
24. I request Hon. Minister to please introduce one new Jan Sadharan Express stopping at a small station like Pachora and Nandura from Bhusawal to Pune to cater better and cheap journey for students. Or at least extend the Pune passenger terminating at Manmad to Bhusawal.
25. As 12719/12720 Hyderabad-Ajmer Express is passing on loop line from Bhusawal and not hatling commercially at Busawal should be made available for passengers travelling from Bhusawal and near by vicinity to Ajmer.
26. I request Hon. Minister that there is lot of Railway's own land available at Busawal 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 close vicinity of Nasik.
27. To provide the Air Conditioned Cargo station at Savda and Raver (the largest growers and suppliers of Banana in Jalgaon District of Maharashtra state in the country) for faster transportation of highly perishable and the cheapest fruit, Banana.
28. To consider the Helper-Vendor working for railway's canteen having experienced of 22-25 years and
29. serving the passengers since long for Railway service regular recruitment under Group IV Category.
29. Extend the Route of Trains 12509/12510 Panchavati Express and 12117/12118 Manmad Ltt Express upto Bhusaval Station.
30. Free Pass for rail journey must be provided to Florence Nightangle award holder.

[Translation]

DR. ARVIND KUMAR SHARMA (Karnal): Thank you Madam Chairman for giving me time to speak.

Madam, I met twice with hon'ble Railway Minister after Rail Budget. I saw him working in his office and expression of pain on his face. Every time ten-fifteen members of parliament were there to submit their demands. He wanted to oblige more and more MP's and wanted to do something for all whether he is from ruling party or opposition. ...*(Interruptions)*

SHRI LALU PRASAD (Saran): About which Minster you are talking?

DR. ARVIND KUMAR SHARMA: I am talking about Bansal ji. I will talk later as about you.

I thank hon'ble Minister that he has given much to Haryana in the Rail Budget. About 32 years ago in 1980-81 we made a demand that a rail coach factory should be established in Haryana and that work has completed in the year 2013 and Haryana got a Rail coach factory. I thank him very much. We demanded it for Panipat-Karnal but it doesn't matter, it has been given in Sonipat. Hon'ble Chief Minister offered land there and this factory will be set up there, it is a big thing. It is the duty of members of Parliament to make their demands for their area and state. Whatever you get, but keep on demanding. I would like to request the hon'ble Minister that the rail coach factory will be set up in Sonipat, it is praise-worthy but as the matter of rail coach factory is a big thing. Therefore an ancillary unit of this factory should be set up in Karnal and Panipat because I made a demand for Rail Coach Factory in Karnal and Panipat. I request that an ancillary unit of this factory should be set up in my Parliamentary constituency. I will highly thankful to the hon'ble Minister.

Hon'ble Minister Sir, nobody else can understand the problems of National Capital Region more than you.

Many Ministers came and gone. Some tried to understand the problems and some ministers ignored it. Just now many members have told that Delhi is overburdened with rising population and there is lack of transportation facility in NCR, whether it is Railway or road transportation and due to that population is rising in Delhi, please pay attention to it. My area Panipat also comes in NCR. Lakhs of daily passengers come to Delhi from there. I request the hon'ble Minister to run some more trains and more facilities should be provided in the trains, you might have heard that Kundli-Manesar-Palwal Express highway is being constructed in NCR. Had the Urban Development Ministry brought the Metro project ten years earlier, it would have been much better. I request that a Ring Railway Track should be laid alongwith this under construction Kundli-Manesar-Palwal Express Highway to solve this problem and if Metro Stations are also linked with it will be more beneficial. All three Ministries – Transport Ministry, Urban Development Ministry and Railway Ministry should jointly undertake this work. You will agree that it has to be done in the coming times and if it is done earlier, it will be very good.

I would like to say about NCR that many a times a demand for Panipat-Meerut Rail line has been made. Haryana has got Coach Factory after 32 years. Every time I raise this demand that Panipat-Meerut may be linked with Rail line because a big number of people from my area visit Haridwar. Hon'ble Railway Minister made an announcement for the survey of this Rail line in the 2010-11. I want to tell that the work of survey has been done, therefore hon'ble Minister should have made an announcement regarding its construction work. I have full faith that hon'ble Railway Minister will definitely show a way for construction of this rail line in his reply.

An announcement regarding survey for Kaithal to Karnal via Misik was also made. Perhaps a survey for this has been done. Though, I do not know but hon'ble Railway Minister will tell in his reply as to what has been done. Asand is such an area where there is big market of 'Jeeri' and 100-150 villages are adjacent to it. It is a very old area and for a long time a demand is being made to link Asand also with Rail line and if you want Safidon-Jind or Karnal can also be linked, but Asand should be kept in mind.

The people of Haryana, Particularly of Panipat-Karnal have all the hopes that their problems will be solved after

your becoming Railway Minister. You have proved to be time to their hopes and you will do much more for that area.

Last year hon'ble Railway Minister announced that 1,25,000 jobs will be provided in the Railways. This time also it has been repeated. I would like to know that these jobs are backlog or new jobs will be provided. I do not want to take name of any state but just want to give a suggestion to you.

You please ensure the jobs state-wise because sometimes it so happens that setting is done at some centre and most of the jobs are diverted there. No interview is taken after written test in this, Therefore, such a system should be made that the number of jobs should be divided among Haryana, Punjab or others and if a state wise division is done then it will be better.

You have said about making model stations. Karnal and Panipat have been made model station but those have not been made completely model stations. The facilities you provide for making model stations, there are seven to ten such facilities which have not been provided yet. You please get it checked and tell your officers also that they can contact me also and I can tell you that which facilities have not been provided there. The Hon'ble Railway Minister has announced for making more other model stations also that should also be done.

Some members have said one thing here that train halts at one station for hours. You please get it checked that the train which halts one station for long time and if that train can be taken further arrangements should be done for that also. There is one Gharonda legislative Assembly Constituency. They have a small demand that a railway overbridge or underpass should be made there. The technical team of railways conducted a survey there and reported that ROB is not possible there. If that cannot be constructed there then an underpass should be made. That has been sanctioned there at 463 Gharonda-Phurkal Road. I am raising this matter for the last three four years. This has been sanctioned three four months before. When you give reply on the budget this matter should also come in that and if it will be better if this work is started there at the earliest by sending your technical team there.

Hon'ble Minister, Sir, Wrestler Sushil Kumar represents Railways in wrestling and has won Gold medal,

Silver medal in the international level competitions. We have heard that wrestling will be discontinued from 2020 Olympics. You are very powerful Minister and Hon'ble Sports Minister is also sitting here. You please get wrestling retained in Olympics through Hon'ble Prime Minister. There are many wrestlers in Railways and they progress through the efforts of Railways, therefore, the sport of wrestling should be continued.

There are small stoppages of our trains and Amritsar Shatabdi, Swarna Shatabdi for Karnal, Chandigarh-Bandra Express which you started from Chandigarh and many people met you also in this regard and you gave a hint that you will think over stoppage of Chandigarh-Bandra Express also. Please provide a stoppage of this train also. Kalka-Shatabdi, Swarna-Shatabdi is for Panipat. You expressed your interest with regard to Amritsar Shatabdi that you will extend it also. You started Rohtak-Panipat train via Gohana-Ishrana but there is no stoppage of this train at Ishrana. Efforts should be made to provide a station for this train at Ishrana also. There are many problems of Samalkha Railway Station and problem of stoppage for train. I will send it in writing. Problems are there of Gharonda Railway Station, Nilokhedhi, Tarawahai also but people are very happy after your visit to this place. Delhi-Chandigarh line, Delhi Amritsar line, Delhi Jammu Tawi line links Delhi with Himachal. These tracks should become model tracks. People have much hope from you and we expect that you will make all the provisions of facilities at all these stations by deploying your technical team. You will try to provide model tracks between Delhi to Chandigarh, Delhi to Jammu-Tawi, Delhi to Amritsar which people will always remember and say that from the time Hon'ble Pawan Bansal became Railway Minister this area has got a lot. I firmly believe that you will give full attention to this area. You have a great vision and we the people of Haryana want to see the whole model system made by your efforts. There are 14 to 15 lakh employees in Railways but the facility of diagnostic test facility is not available in Railway facility. There is no facility of x-ray, radio diagnostic and employees have to get the tests done at double rates. I request you that try to solve this problem at the earliest. Hon'ble Minister should set up a small cell of your senior officers. This is not related to budget. These problems of Railways are of the whole year. You please set up such a cell for Hon'ble Members also so that we may not bother you and submit our matters in the cell only and that cell

should have full powers to forward our matters to you. I know that such a system is available but it is not effective. You depute some junior minister for this so that this work can be done properly and you can have control over all the things.

[English]

\*SHRI KABINDRA PURKAYASTHA (Silchar): The Railway Budget presented on the 26 March, 2013 by the honourable Railway Minister is neither inspiring nor satisfactory. It is rather partisan because the budget has given thrust on the development of a particular area.

As regards safety of the passengers Hon'ble Minister has said that they would strive to build in a higher level of contingency margin in future planning. Now, the question is of negligence on the part of the Ministry for not taking appropriate measures. The murder of Pritom Bhattacharjee while travelling to Delhi from Guwahati by train in Bihar is a glaring example. This incident created an agitated atmosphere almost throughout the country but without any effect. This proves the helplessness of the Railway Department.

As regards, fare hike, the Hon'ble Minister has said that there will be no hike in passenger fare. But the Minister hiked charges in several items which will be burden on passengers and people. Already the trains fare was increased.

Knowing fully well that the North East is the most backward particularly in respect of communications the Hon'ble Railway Minister did not do justice to the region. The Hon'ble Minister could do more to spread network of Railways in this most undeveloped part of the country.

Through some on-going projects have been mentioned, the most important project of Gauge conversion of Lumding-Silchar which was declared as National Project in 2004 did not get such importance in the speech of the Hon'ble Minister. Simply mentioning the name of the project is not enough. There should have been mentioned the target date of completion, other difficulties relating to the projects and whether there is any constraint of fund etc.

I want to know about the fate of the National Projects. It is a fact that National Projects are so declared when it becomes very important and benefits are gained. A good

number of projects have been declared as National Projects in North East but we find no difference between National and a general project when it comes to smooth implementation of these projects.

I would like to mention here regarding one very important project that was declared as National Project by the Hon'ble Prime Minister which is the Lumding-Silchar Gauge conversion project. I take the name Lumding to Silchar as this line connects not only the South Assam but also the adjoining states of Manipur, Tripura and Mizoram. The foundation stone of this project was laid in 1997 by the then Prime Minister and was due to be completed by 2007, but till date as per the version of the respective authorities a huge work remains to be done. Each time, a new dateline is given for last 4 to 5 years, but no positive action is seen on the ground. During my tenure as MP this time, I have met all the Railway Ministers, Chairman of the Railways Board, concerned officials several times. All of them had assured me that the said project would be commissioned by January, 2014, but the ground reality does not match with their assurances.

It is said that there are hurdles in completing the project. What are the hurdles? If a project like this can be completed in the high terrain of Kashmir then why not in our area. Are the Transport lobby interested in delaying the project for their own business interest? Is there lack of coordination, between the Centre and the Government of Assam? If we can closely observe the state of affairs, it clearly shows that there is a lack of coordination between the two Governments being run by the same political entity. My question is when a project is declared as National Project, is it not the responsibility of the Centre to overcome obstacles, if any so that a National Project is completed in due time?

I passionately want this project to be completed within December, 2013 as declared by the Hon'ble Minister and concerned officials engaged with the project.

As regards naming of Silchar Railway Station as Bhasha Shahid Station no steps have been taken. Demand of the whole Barak Valley people to name the Silchar Railway Station in memory of Eleven Martyrs who sacrificed their lives for the sake of Bengali language should be implemented at the earliest. If stations in other states can be named in the name of great persons why not this be

done? So I demand that this should be fulfilled immediately.

Lastly, I want to mention the plight of the Railway Passengers of the Southern Assam, Tripura, Manikpur and Mizoram.

Firstly, century old meter gauge line of Barak-Valley is in bad shape causing safety threat.

Secondly, lacking of proper facilities in Railway Stations. Though it was declared that Silchar Railway Station would be converted as a model station, but nothing has been gone yet.

Thirdly, the most important matter of security of the passengers. There is no proper network of Railway Police Force and as a result very often dacoity and harassing of passengers are happening. Particularly, the trains running at night have become risky. The Railways should take steps particularly for this region.

Fourthly, the timings of the trains should be adjusted looking to the advantage and safety of the passengers. This is not being done and for this trains and passengers both are suffering.

SHRI NARAHARI MAHATO (Purulia): Madam, I thank you for giving me this opportunity to participate in the discussion on the Railway Budget, 2013-14.

Madam, many hon. Members have so far participated in the Discussion on the Railway Budget for the year 2013-14. I am thankful to you and grateful to you that you have given me a chance to take part in this Discussion.

Madam, this year's Railway Budget has put tremendous burden on the people who are traveling in trains as well as the common people. The interest of the common people has been ignored in this Budget. The Railway Budget has made no serious effort to overcome the financial crisis which is affecting the Indian Railways. This Railway Budget is an anti-people Budget. This has brought out some very anti-democratic policies within. The Government has reserved 30 per cent seats for *Tatkal* Quota. It is a jugglery of the Budget presented by this Government.

I belong to a backward Parliamentary Constituency, Purulia, in West Bengal adjacent to Jharkhand. When hon. Shri Nitish Kumar was the Railway Minister, when hon. Shri Lalu ji was the Railway Minister, the survey of the

railway line from Jharagram to Adra via Bandowan covering the naxal-hit areas, Maoist areas and hilly areas including the Jangal Mahal area has been done and the survey has proved to be a viable one. But till today, after 12 to 13 years, this survey has not been put into force. It has not come up in the Budget. In my Parliamentary Constituency, in my district, there are more than seven blocks where more than 15-20 lakh people are residing. After 66 years of Independence, they do not hear the whistle of a train. This is the beauty of our Independence! I repeat that they do not hear the whistle of a train. There is no railway line in five or six blocks in my district including the Jangal Mahal area which are affected by naxal activities. The people of my district hoped that in the Railway Budget, some projects would be implemented but there is none.

Madam, the hon. Minister of State for the Railways, Shri Adhir Chowdhury wrote a letter to the Members of Parliament of West Bengal saying that if there is any work to be done relating to railway improvement, then, they should write to the Department. Being a Member of Parliament, I put-forth some demands in writing to him. But I have seen that no demand has been included in the Budget. Only a double-line survey from Purulia to Kotshila has been ordered in the Budget. It is said that it would be surveyed. From Purulia to Ranchi, it is just a distance of 122 kms. Already, 88 kms. of the railway line has been made into double-line more than 20 years ago. Only a distance of 34 kms. has not been done. This belongs to the South-Eastern Railway in the Adra Railway Division. Again and again, many demonstrations took place. I again and again appealed to the Railway Minister. It just remains a survey and it is not found in the Budget. My humble submission to the hon. Railway Minister is that it should be done very soon. If this line is made into a double-line, then, Ranchi, Bokaro, Durgapur and Tata City would be connected to Purulia. It would also be viable. The people will benefit very much.

There is a Railway Hospital in my constituency in the Adra Railway Division. It is a very old Railway Division right from the British period. The Gangmen, the keymen, the clerical employees, etc., who are admitted in the Railway Hospital, do not get adequate treatment facilities in the Hospital. They are referred to the South-Eastern Railway General Hospital at Garden Reach, Kolkata.

I would humbly request the hon. Railway Minister to look into the condition of the railway hospital over there and improve the infrastructure of the hospital immediately.

There is an urgent need for construction of an overbridge at Adra Railway Station because more than 4,000 students cross the railway line there from 9.00 a.m. to 10.30 a.m. and from 4.00 p.m. to 5.30 p.m. daily to go to their school and return to their home. This is very essential as it would benefit the school students.

My constituency is very backward. So, I would request the hon. Railway Minister to introduce a Super Fast Train from Purulia to Howrah via Asansol. Then, Bhubaneswar Rajdhani Express and Ranchi Rajdhani Express pass through Bokaro Jalda and Muri. I would request the Railway Minister to either allow a stoppage at Jalda in West Bengal or in Muri in Jharkhad.

Then, the halt station of Purulia should be allowed and another halt station at Sidhi-Jamra should be allowed.

Madam, I would urge upon the Government to fill up all the vacancies in the Railways, including clearing of all the backlog vacancies reserved for the Scheduled Castes, Scheduled Tribes and Other Backward Classes so that this will benefit the poor people belonging to the weaker sections of the society.

\*SHRI PRASANTA KUMAR MAJUMDAR (Balurghat): Respected Chairperson Madam, I have been hearing the Railway budget speeches for the last 4 years. People of this country are also aware of the budgetary provisions which have been vividly published in the newspapers and media. The unique thing about the budget is that the names of the projects which are announced in the first year are never found in the subsequent years. Each year, the allocations for various projects get slashed. Thus every time, new projects are announced and next time they are shelved. In my constituency, people were very excited about a particular factory project that was to take shape. There was much expectation among them. But this year, that project has not been mentioned anywhere, nor any funds have been earmarked for it. Do you know what the people think about us? They ask us that why do we say things that are not true? Why can't we speak the truth. We are people's representatives. How can we break our

promises? Factories, industries, dubling of rail lines - all these are announced and then forgotten. If promises cannot be fulfilled then how can people have faith in the Members of Parliament? They criticize us so badly whenever we face them. So I request the Hon. Minister to kindly be truthful to our constituents and only announce projects which can be realized. Do not spread confusion or give hopes to the people unnecessarily. This does not help anyone. Please don't promise what is not possible.

Now, let me talk about my constituency. Sealdah-Gaur express halts at Malda for 15 hours together. It reaches at 6 am and starts again at 9 pm, at night to return to Sealdah. If this train can be extended upto Balurghat, just 100 km. away then it can be beneficial to many commuters and the railways can earn revenue as well, as rail line is already there. My district has been covered by the rail network only recently after a long struggle of the people of the area. There are 2 district headquarters viz North Dinajpur and South Dinajpur. Hon. Minister Deepa Dasmunshi hails from that region. Rail service in that place is next to nil. There is only one train which connects Balurghat headquarters with Kolkata, that too starts at 5 O' clock in the morning and people from the rural areas are unable to catch that train. In the evening, there is one link train which goes upto Gaur. Most passengers miss it. I, therefore, request either to extend it upto Balurghat or introduce a new train. You have introduced so many new trains in other places and I am not opposing that. It's good that train services are improving everywhere. New Jalpaiguri - Kolkata Express has been proposed. Why can't you have a new train for Balurghat? There are numerous trains which run between Jalpaiguri and Kolkata already. So why can't you do something for people of my constituency? There are extensive rural areas in our country. You should try to improve rail connectivity in these areas for the benefit of lakhs of passengers who travel from one place to another. Kindly shift your focus to the villages and backward regions instead of concentrating only on the metropolitan areas. Why only Durgam or Rajdhani trains are given priority? Why can't you connect the subdivisions or districts with better rail network? That means you lack vision. You don't have any idea about the increasing population and their rising needs. Only announce those projects which can be actually completed within a stipulated time. Don't promise everything under the sun.

We have been able to include the Eklakhi - Balurghat subline in the Northern Frontier Railways after a long - drawn struggle. But the stations are in extremely poor conditions. There are no waiting rooms, no facilities. Platforms are not cemented and not of adequate heights. Thus it becomes very difficult for women and children to board the trains. Number of trains is also very less. There are many such villages which are devoid of any rail connectivity or passenger amenities. The Ministry must focus on those areas. I request Hon. Minister to go and visit the 2 districts of North Bengal - North and South Dinajpur. You will come to know what the ground reality is. You will know how ill-developed the railway infrastructure in that place is. The area is entirely a bordering area and the issue of security is also involved here. So kindly go and see for yourself the pathetic condition of the region and prepare your budget accordingly. If you are aware of the reality, you will be able to chalk out better plans. It is true that West Bengal has been deprived this time on all counts. No doubt, less promises have been made to Bengal and we do not have high hopes from this budget. I believe that a rail budget should be a balanced budget and all states of the country should be catered to. Passenger fares, freight charges have increased, price of diesel has gone through the roof and this budget is directionless, vision less, focus less. In other parts of the world, the railways are progressing at a fast pace but in India it is lagging behind. The Ministers should visit all the areas to get a hang of things. Only then we can have a developed rail network and serve our people in a better manner.

With these few words I thank you for allowing me to participate in this discussion and conclude my speech.

*[Translation]*

\*SHRI SHAILENDRA KUMAR (Kaushambi): I support the budget presented by Hon'ble Railway Minister. Railway is the life line of our development and life. Every year budget is presented that nothing new is being done. Every person of the country wants that railway fares should be increased but facilities should also be enhanced which is not happening. The safety in rails and maintenance is necessary. The facility at stations and coaches should be better and special attention needs to be given to

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\*Speech was laid on the Table.

cleanliness. No positive response has come from Railway Departments even after writing letters to them.

The big pilgrimage places, historical places should be linked with Railways. My Parliamentary Constituency Kaushambi in Uttar Pradesh links two districts Pratapgarh and Kaushambi. Both the districts are of historical and religious importance. Ms. Mamta Banerjee who was then Railway Minister promised to make Bharwari, Sirayu and Kunda Harnamganj of Pratapgarh stations as model stations. Some minor works were done at those stations but no attention was been given to the quality of work. The work should be done at these stations as per the standards, immediately. There is a demand for other important works for the last so many days. Rack yards should be made at Sirayu or Bharwari and Kunda Harnamganj stations and goods train should be run to load and unload urea, fertilisers and foodgrains from there. There is business of famous fruits of North India like guava, mango, embli mysobalan (anvala) alongwith production of musk-melon, water melon and other fruits and vegetables being situated at banks of Ganga and Yamuna rivers. These products can be transported to other States. Kaushambi is a new district. There are lot of religious and historical places. New junctions at Bharwari and Sirayu should be made. Kaushambi was the capital of King Udyan and temples of Sant Malukdas, Sheetla maa are there in addition to places of jain munis. Maulana liykat Ali and brave lady Durga Bhabhi were from there at the time of freedom movement. A train should be run in the name of those freedom fighters. Up and down stoppages for main express trains should be declared there at Bharwari, Sirayu and Kunda Harnam for Hon'ble Ministers. A train should be started from Bharwari (Kaushambi) district to Mumbai. There is a train from GT Road and Mugalsarai to New Delhi for the development of Kaushambi district. Flyover bridges or underpasses should be made on the railway tracks to reach Kaushambi headquarters Mansanpur and other religious and historical places. Flyovers and underpasses should be made on the railway crossings at Rohi Bharwari, Sirayu and Kunda Harnamganj stations.

Shatabdi Express should be operated between Allahabad and New Delhi or the Shatabdi Express from Delhi to Kanpur may be extended upto Allahabad. Stoppage of Sialdah Express (Rajdhani) may be given at Allahabad while coming & going (Up-Down). A fast express train should be started on Lucknow-Allahabad

route. It should cover this distance which is only 200km, in 3 hours. Expansion of Subedarganj, Prayag (Shankarghat), Naini stations and originating trains from there will help reduce pressure at Allahabad junction (station). The land of railways which lying vacant may be allotted to scheduled caste/scheduled tribe and backward classes to enable them to start their vocation.

\*SHRI MAROTRAO SAINUJI KOWASE (Gadchiroli-Chimur): Hon. Railway Minister, Sir, you have presented such a balanced budget despite the conditions prevailing today. He has been quite generous for allocating funds for rail operations in backward area.

Indian railway is an important organisation which plays an extraordinary role of connecting the nation. Trains constantly remain on the run in the entire country. They help in the development and progress of the nation by transporting goods and carrying passengers.

I take this opportunity to thank the Hon. Rail Minister for he announced in his budget for the conversion of Nagpur-Nagbhid narrow gauge line into broad gauge which falls in my Gadchiroli-Chimur parliamentary constituency and is badly affected by naxalite activities and is considered to be a naxalite area. The people of my area (parliamentary constituency) were waiting for this for long. Despite resource crunch he was kind enough to listen to our demand and met this demand of the people of this backward area in this budget. I thank the hon. Minister for this.

Recently in budget, three years back, clearance was given for laying new rail line from Vadsa to Gadchiroli which falls in my parliamentary constituency. I regret to say that this proposal is yet to get the approval of the Railway Board, as a result of which work on this is stand still due to non-allocation of funds for this during the last two years budget. The thing which is worth mentioning here is that 50 per cent of the expenditure to be incurred on this project is to be borne by the Government of Maharashtra. In spite of that the work has not yet started on this project as the approval of the Railway Board is yet to come.

The areas affected by naxalite activities need to be rapidly brought on the way of progress and development. That is the best way to bring them to the mainstream. That

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\*Speech was laid on the Table.

area should be linked by rail line. Here I would like to give a suggestion to the Hon. Minister of Railways. The naxalite affected areas should be allotted funds following the same special criteria which are followed while allotting funds for rail projects for border and war prone areas. It will help in making available funds for rail projects in naxalite areas on priority basis. Lastly I would like to thank the Hon. Minister for announcing gauge conversion of rail line in my area thus meeting the demand of the people of my area. Resource crunch will always be there.

However, the aspirations of the people of the backward area are equally important and they should be fulfilled. In view of this, backward areas need to be given priority in comparison to the areas which have fasted the progress already. This is the work he has done in this budget in a proper way. I am thankful to him for this.

I would like the Hon'ble Railway Minister to pay more attention to the property of the railways and the security of the rail passengers. Only recently, some days back there was a grave catastrophe at Allahabad during the Kumbh Mela. It was a very unfortunate incident. The Railway Minister in his budget speech expressed regret for the same. I would like the Minister to take suitable steps to avoid recurrence of such incidents. The Railway Minister should take ample care of the needs relating to the comforts and security of the passengers in future. The families of the victims cannot be compensated by granting economic assistances with a view to avoid recurrence of any such incidents perfect arrangements should be made by the Railways.

SHRI DANVE RAOSAHEB PATIL (Jalna): Madam Chairperson, I am grateful to you for providing me an opportunity to speak. I am on my legs to oppose the Rail Budget presented by the Hon'ble Minister of Railways. This time Maharashtra's expectations were high because a number of prakalps (projects) are incomplete. People of Maharashtra were expecting of maximum allocations this time. However, this rail budget has disappointed the people of Maharashtra. The reason behind this disappointment is that Maharashtra happens to be the State which provides highest revenue to Central Exchequer. Maharashtra has not been provided funds in the Budget in proportion to what it contributes towards the revenue to the Central Exchequer. It has been stated that railways is incurring losses. The State which contributes

revenue to the Centre got pretty little while the States which contribute lesser revenue got better facilities. For this reason we can say that injustice has been done with Maharashtra this year's rail budget. We have making demands from the Minister of Railways for the last fifteen years but they are not fulfilled while we are told that the particular account is not with him it is with his other colleagues. After a long time Railway congress party get the Rail Ministry and because of we were expecting Ronce benefits this year.

I would like to inform the Hon. Minister, through you, that the earlier Rail Budgets presented by Mamtaji and Luluji had allocated more funds to us as compared to the funds allocated for us in this Rail Budget. I come from Jalna. The people of Jalna have been making demand for rail line from Jalna to Khamgaon for a long time. This is merely 155 km. track, survey for which has already been conducted after which its cost was fixed at Rs. 1027 crores. The survey was conducted three times. However, we got surveys only nothing tangible come out of that. Mamtaji had said that this project has been sent to Planning Commission. Apart from this there is another new rail line Jalgaon-Sholapur, survey work relating to it was carried out and it stated that it would cost Rs. 3161 crores. Declaration of Jalgaon-Sholapur was made in the Rail Budget that time, however there is no mention of that in this Rail Budget. Therefore, I would request the Hon. Minister, through you, that this time these lines Jalgaon-Sholapur and Khamgaon-Jalna should included in the budget proposals.

Besides this I would like to say that there are very big stations like Manmad, Nasik, Aurangabad, Jalna and Nanded in Maharashtra but the condition of these stations is very poor. Funds were demanded for the repair which was not given, leave it but whatever funds were given, they were given later on. The Hon. Minister was asked to inaugurate Jalna railway station. You are the third Minister who was requested for the inauguration but that has not been done to this day while the station is ready since last two years. Besides this, even the survey of Nagar-Beed, Parli- Latur-Nanded route in Maharashtra is still incomplete and the State Government have also sent a proposal for Nashik-Pune railway line for which Maharashtra government is ready to contribute 50 percent but that proposal has not been included in this Budget.

Madam, Shirdi is such a place which is visited by the people from all the corners of the country but even the proposal for Shirdi to Nashik connectivity is still pending with the government. All the lines that I have been mentioning were already there in the earlier budgets but these have not been included in this budget. Jalna is a very good city which is at a distance of 50 Kms. from Aurangabad which is the originating station of Janshabadi. This train may kindly be originated from Jalna. I hope that you would kindly pay your attention to all these demands at the earliest.

Through you, I would like to place all these points before the Hon. Minister for Railways.

SHRI UDAY PRATAP SINGH (Hoshangabad):  
Madam Chairperson, I rise to support the supplementary Demands for grants of the Railway Budget for the year 2013-14. At first I would like to give many thanks and congratulations to the Hon. Minister that he has endeavored to present a progressive, balanced and common man's budget for the country. The opposition parties were making a lot of hue and cry that the common man of the country is very sad at the increase in the passenger fare. For about a period of 9 years in continuation, the UPA Government ran the trains in this country at the same fare and now at a marginal increase, everybody has felt relieved that it would give better facilities and opportunities to the railway.

This increase in the budget has been affected merely for the safety of women and other facilities relating to them. With regard to security, four additional companies of the RPF have been proposed and I think that it is a highly welcome step. The concern you have expressed for the freedom fighters is a very big decision as their families used to stand in queue for the renewal of their passes every year and now after an interval, this facility of pass-renewal has been extended to a period of three years. For this gesture, I personally and on the behalf of my party, give thanks to him. You have given next generation computer system to this country. I think that with this, you have made a beginning from that point where the thinking of our opposition parties ends. Today, on behalf of your ministry, you have brought a resolution of issuing 7200 rail tickets per minute, before this country through this House. It is something very good. The target of 7200 tickets per minute is a very big gift for the coming generation. For that

also, I congratulate you. You have done a programming for the skilling of youth under the National Skill Development Programme. You have brought a proposal to clear the backlog of 47000 recruitments in case of the handicapped. I think that it will bring an end to the waiting for the people of weaker sections and the handicapped who have been waiting since long for the recruitments against the aforesaid backlog. Even for this step. I express my heartfelt gratitude to you.

Hon. Minister Sir, there is one thing more important to which generally nobody pays attention, it is the concept of PPP model being adopted in this country, now you have tried to adopt this concept even in the railways. That is also a very welcome step. The ambitious target of Rs. 1 lakh crore that you have laid down, will bring about a very big change in the railways in the time to come. For that also, you deserve our thanks and congratulations.

Hon. Minister Sir, I would like to draw your special attention to the facilities you have given to my parliamentary constituency and the State of Madhya Pradesh. I would like to give thanks to you. You have given a weekly train between Jabalpur and Yashwantpur via Nagpur. The demand of this train was pending for quite a long time. Our colleague member of Parliament Shri Rakesh Singh ji from Jabalpur is sitting here. He also had been joining hands with this to raise this demand. I think that this weekly train cannot meet the demands of the region between Maharashtra and Madhya Pradesh. Therefore, I would like to request the Hon. Minister to run this new train at least for three days a week so that the commuters of this area may be benefitted. Earlier, a three day- a week train used to ply on Jabalpur- Nagpur- Amravati route. Now it has become a daily train. By converting that train into a daily train, you have given a very big gift to the patients who go the medical hub of Nagpur from Jabalpur, Narsinhpur, Itarasi and Chhindwada region. Even for this thing, I give you thanks.

Hon. Madam Chairperson, I would like to make a request through you. Itarasi- Jabalpur- Manikpur line was waiting for its electrification since long. We were continuously making demand for it. Last year, you had included it in the budget. This year, a provision of Rs. 20 crore has been made for it in the budget. I think that this amount is not sufficient for electrification of this line. There is a lot of wastage of time of the trains on this important

track of Mumbai- Howrah on which long distance trains run. Through this House, I would like to request you to increase this budget allocation. Many more demands are there. Last year, some level crossings and ROBs had been provided. This year also some ROBs have been provided. The work on these ROBs should be done on time and timely budget allocations should be given for them. At times, coordination with the state governments is not possible because of the governments of the opposition parties in several states. For example, in Madhya Pradesh there is a BJP government which speaks a lot but does nothing. In these circumstances, I would like the Ministry of Railways to come forward with a programme for coordination with the state government and to get the ROBs constructed at the earliest. That is what I like to request you.

**17.00 hrs.** (*SHRI FRANCISCO COSME SARDINHA in the Chair*)

Sir, we want to make some more important demands, some for stoppage of trains. The then Minister of Railways had announced a survey of Chhindwada-Kareli-Sagar new railway line in 2010-11 budget speech. This has been demanded from the year 1977. Ex-MP Shri Hari Vishnu Kamath Saheb had been demanding for this line. He had been a great socialist thinker. I want that the survey work done during the year 2010-11 should be taken up further speedily and Chhindwada-Kareli- Sagar rail line should be approved as a new line. This will benefit the public of this area.

Sir, we were expecting very much in this budget from the Railway Minister that a EMU will be introduced between Beena-Bhopal-Itarasi because there is a oil refinery at Beena, Bhopal is the capital of our state. There is an ordinance factory at Itarasi, Security paper mill and biggest railway juncture of India. Hon. Minister, you are a very good human being and I think every Member has openly praised you. Only few Ministers are like you, when every member praise openly. When you will reply the discussion on railway budget, we are hoping that you will gift us an EMU train for the benefit of Central Government institutions working between Itarasi-Bhopal and Beena.

Sir, we demand for some important stoppages. Train No. 11463/11464 Somnath Express should stop at Sohagpur. We are requesting you because this train stands for a long time at Itarasi. A overnight train run between

Jabalpur to Indore. There is Bankhedi station, the train No. 11471/11472 should stop here. Train No. 12295/12296 Sanghmitra Express should stop at Gadarwara Station. The villagers living in villages near Junheta and Guran Khedi station between Itarasi and Jabalpur travels by the fast passenger train. It is GM level work. If you will issue orders, then the villagers of Junheta and Guran Khedi will be benefitted.

Sir, the only tourist place of Madhya Pradesh is Panchmarhi. Station of Panchmarhi is Piparia. This Piparia station should be developed as model station. Panchmarhi is the only hill station of our Madhya Pradesh. If you develop this Piparia station as model station the tourists coming here from all over India and abroad will be benefitted. It is our request to the hon. Minister. North-South corridor is a very important road project of this country. This road project passes through Kareli. The people going from north to south uses this track and passes through this corridor by this road. Kareli station falls on this track. This Kareli station should be developed as model station. At the end I will talk about the common man travelling in general buggies in the entire country. You have shown concern about them, our UPA Government have taken care of them. My request is that a direct order should be issued that all the express trains, long distance trains, every train should have a general category coach for unreserved class or common man, so that the common who cannot afford reservation, may get the facility of direct train.

At the end I would like to say that if you get some work done on the request of our members, than they can tell the public that the work has been done for their facility. Some people go there and take credit of that work. The person who request you for some work, if you inform him about the work done, his credibility will be established and people will know that their MP is getting the work done or making efforts for the work. A mechanism should be developed. I think all the members will agree with me. At least public will come to know that who had got this work done and from where the orders were issued for this work.

At the end I will conclude my speech by saying one thing that you are a very powerful minister and you are the minister of UP A government of this country led by the hon. Sonia ji. I would like to say that do not make us sad by

telling us the story of autumn, but tell us about the new season which will spread happiness among all.

The railways may progress under your guidance, under the leadership of Sonia ji, our UPA Government in the country. I pray that railway ministry may progress under your guidance. I support this budget presented.

\*SHRI GORAKH PRASAD JAISWAL (Deoria): I would like to draw the attention of hon. railway minister towards the passenger train number UP-55101, 55105, 55103, 55145 and down 55106, 55102, 55146, 55104 running on the Barhaj-Salempur-Bhatni rail section in Varanasi division of North eastern railway, originating from Barhaj Bazaar to Salempur and Bhatni, which is called by the local people in local dialect as "Barhaj ia train" (this "Barhaj ia train" is called the pipeline train). The then British rulers constructed the Salempur-Barhaj rail line in 1886 for the development of Barhaj industrial and trade and the then rail minister late Janeshwar Mishra get the gauge converted into broad gauge in 1992. The Barhajia train is the only means of transport available to thousands of farmers, students, traders and other people of this rural and most backward area, which is being tried to close by the railway board due to loss and this is not tolerable. By the closer of this train, the life style of the people of this area will be affected adversely. Railway is not meant for trade only, it also fulfil the social obligations.

Since when the Railway Board has started to discontinue these trains, the mass agitation has started in the entire area. People have come on the streets against this anti people decision. Therefore, continue these passenger trains in the public interest and the railway should withdraw its decision immediately. Otherwise, I will also have to join Dharna of the people of the area at Rail Bhawan against this anti people decision.

Besides, I have also demanded to extend these trains upto Varanasi, Chhapra, Gorakhpur, Lucknow, but no action has been taken so far. With this, in the budget session of the year 2005 construction of a new rail line Barhaj Bazar-Faizabad was sanctioned. It's survey work has been completed but the work of laying of line has not been started so far. The construction work on this new rail section should be started without any further delay and a goods godown may be provided at Barhaj and the

stoppage of Bihar Sampark Kranti Express and Garib Rath Express at Dewaria Sadan Station and the stoppage of train No. 15103 DN Intercity Express at Gauri Bazar Station should also be provided at the earliest. The step motherly treatment being meted out with my area is intolerable.

SHRI KAMESHWAR BAITHA (Palamau): Mr. Chairman, I am grateful to you that you have given me the opportunity to speak on Rail Budget. In Rail Budget there is some mention about my parliamentary constituency Palamau of Jharkhand. I thank the hon. Rail Minister for this. He really deserves congratulations. In our area, the Chirmiri line via Barbadi was lying pending for years, but he had approved it. For this he really deserves thanks. Some small one-two facilities have also been provided in it. Double line has been provided from Gadhwa to Ramna and one day round of Garib Rath has been increased.

Sir, we would like to draw the attention of hon. Minister that when hon. Lalu Prasad ji was then Rail Minister, construction work of new rail line from Sherghati to Daltonganj was started. It's survey work has since been completed. I had raised this matter in the last budget session. I have seen four Rail Ministers. We continued to raise this matter at the time of three Rail Ministers and continue to demand. Now our Rail Minister, hon. Bansal ji is sitting. I want to say to him that hon. Lalu Prasad ji had laid the foundation stone of new rail line for Daltonganj via Sherghati, its assessment is ready, amount is ready. We want that you see that where the matter is lying pending. The people of our parliamentary constituency, Palamau, the people of Chatra parliamentary constituency, the people of Gaya parliamentary constituency and the people of Aurangabad parliamentary constituency are waiting for this rail line impatiently. When the hon. will go to his area after the rail budget, all the people of the area will ask him. I want to say the hon. Rail Minister to please see our work which is lying pending. We had requested the previous Rail Ministers. I hope that you will listen to our request definitely and will immediately give the approval of Sherghati Daltonganj railway line and will start work there during this financial year itself.

Second point, I had raised some difficulties of my parliamentary constituency, feelings of people, problems of that area. The people of four states-Chhattisgarh, Bihar, Jharkhand and Uttar Pradesh come together at Gadhwa Road railway station. There is a factory of Birla ji is located

there. Thousands of people come there on platform. Everyday some accidents take place there. I had demanded to make a foot over bridge there. We had received an assurance also that the assessment prepared from Hajipur has since been sent to Rail Ministry. I urge upon the hon. Minister to give immediate approval of footover bridge.

Sir, my third demand is that the frequency of some important trains should be increased. There are 14 MPs in Lok Sabha from Jharkhand, there are MPs in Rajya Sabha also from there. The capital of Jharkhand is Ranchi. The people of Jharkhand have work with the Central Government. Everyday people from there come to Delhi. Rajdhani Express runs three days in a week from Ranchi. Rajdhani Express come to Delhi for two days from Gaya route and one day comes via Palamau, Chatra and Latehar. There is a waiting list for months while taking ticket in the capital and even then the ticket is not confirmed. We all hon. Members had demanded in the last budget to increase the frequency of Rajdhani for one more day, which was agreed upon. But that train has not been started so far. Why this train has not been started? We met the hon. Minister also. We were told that rakes were not available. We said that when you do not have rakes then why did you announce? You have now given us Garibrath train. But it appears that in the absence of rakes, it will take years to start. Therefore, I demand from the hon. Minister that the announcement made in the last budget to increase the frequency of Rajdhani by one more day, the same may immediately be implemented.

Sir, my fourth demand is that I had requested to run Howrah- Bhopal Express and Howrah- Ajmer Express for three days in a week. Eastern- Central Railway Hajipur had also felt that both the trains are popular trains. These are linked with the feelings of people of Jharkhand. This train should be started. Approval should be given to increase the frequency of Ranchi-Delhi-Ranchi Sampark Kranti via Daltonganj.

Sir, from Jharkhand, particularly from Ranchi to New Delhi, the number of trains in proportion to the number of passengers, is very less. Only one Swarn Jayanti Express runs, which stands discontinued for the two months due to fog. We want to say to the hon. Minister, whether the fog is only for Swarn Jayanti Express and not for other Express trains? Whether the fog is only for Jharkhand train? We

have no permanent train for Delhi. There is only one train, which has no time duration. Therefore, my demand is that Swaran Jayanti Express trains should be operated on permanent basis. Garib Rath should also be operated for at least five days in a week, otherwise the announcement which the hon. Minister had made that it will be operated for four days, should be acceded to. Operate it for two days via Daltonganj Palamau and for two day via Gaya.

With these words I thank the hon. Minister and want to say that my demands should be taken up seriously and should be implemented.

\*SHRI R.K. SINGH PATEL (Banda): Please include the following demands in the Rail Budget of 2013-14.

Train No. 12176/12177 Chambal Express which runs from Howrah to Gwalior/Agra, 4 days a week, may be operated daily and be extended upto Ajmer via Jaipur.

Train No. 18203/18204 Betwa Express which runs twice a week from Drug to Kanpur, may be made a daily train and be extended from Kanpur to Hardwar, which would provide direct connectivity from Chitrakoot to Hardwar.

Train No. 11069/11070 Tulsi Express, which runs twice a week from Allahabad to Lokmanya Tilak Terminal (Mumbai) may be converted into a daily train.

Train No. 12535/12536 Lucknow-Raipur Gareeb Rath, which runs twice a week from Raipur to Lucknow may be converted into a daily train.

Manikpur Junction to Chitrakoot Dham Karvi Banda to Jhansi and Banda to Kanpur lines of North Central Railway may be converted into double line.

Chitrakoot Dham Karvi Railway station and Manikpur Junction of North Central Railway may be given the status of Model Railway station and budget may be provided for modernisation of station building.

Rewa-Delhi Express Train No. 12477/12428 may be operated from Rewa to Manikpur via Banda to Kanpur upto Delhi by changing its route.

Kanpur-Chitrakoot Intercity Train no. 14109/14110 may be extended from Kanpur to Lucknow so that there could be direct link between Chitrakoot and Capital Lucknow.

Signal/Control system on old lines may be changed into new signal/control computerized system in Jhansi, Manikpur and Kanpur Khairada of North Central Railway.

Uttar Pradesh Sampark Kranti Express Train No. 12447/12448 from Hazrat Nizamuddin-Manikpur be run daily.

Udaipur-Khajuraho train No. 19665/19666, which at present runs upto Mahoba, be extended upto historical and religious tourist place of Chitrakoot.

\*SHRI P.L. PUNIA (Barabanki): First of all I thank Hon. Shri Pawan Kumar Bansal and Smt. Sonia Gandhi that they have sanctioned many important works like Railway overbridge and subway in place of level crossing No. 1A and 176A at Barabanki-Gonda and Barabanki-Faizabad and starting Memu train for Barabanki-Kanpur, in the budget of 2013-14. These works were long awaited. The operation of Memu train at the earliest was very necessary. Kindly inaugurate the Memu train and implement the announcement with regard to Railway overbridge and fix the date for laying foundation stone for this project.

I would not like to shower all the figures given in the budget. My learned friends have already discussed those in detail. After going through the budget it is clear that it is a development oriented and continuous budget.

A target of 63,363 crore rupee of annual plan outlay has been fixed which is the highest outlay plan.

It is being said that passenger fares have been increased, but I live among the people, and I agree with this fact that the increase is not much. I have also seen the views of the common man on News channels. They are also of the view that the increase is not much, the common people expect that their journey should be comfortable and the stations and the train should be clean and Indian Rail have made commendable efforts in this direction.

I would request the hon. Rail Minister to include the following items of work in the Rail Budget 2012-13 during discussion on the budget speech.

Hon. Minister, I know that as a result of providing stoppage to trains, their speed becomes slow and the rail operators and the passengers have to face lot of difficulties. But I would like to urge upon the Rail Minister that the

trains are not only for those who live near the major railway stations. Rail travel is a medium which connects villages with the cities. I have written many a time to the Hon. Rail Minister that my Lok Sabha constituency is very backward and has been declared academically backward by the Ministry of Human Resource Development. In addition to this Barabanki is predominantly inhabited by minorities and weavers and the UPA Government always is committed to the interest of weavers. The weavers here transport their wares through major stations of Barabanki with convenience. I am not requesting for providing stoppage to trains as Rajdhani or Shatabadi. I am asking for providing stoppage to following trains. I hope the hon. Minister will take favourable decision in this regard.

Sl. No.	Train No. & Name	Station of Stoppage
1.	12555-12556 (Gorakhdham Express)	Barabanki
2.	18201-18202 (Durg-Gorakhdham Express)	Barabanki
3.	14307-14308 (Allahbad-Barielly Passenger)	Malihabad, Barabanki
4.	13237-13238 (Patna Mathura Express) 13239-13240	Barabanki
5.	14205-14206 (Faizabad-Delhi Express)	Barabanki
6.	15211-15212 (Jannayak Express)	Fatehpur, Barabanki
7.	15209-15210 (Sahrasa Amritsar Janseva Exp.)	Fatehpur, Barabanki
8.	15210-15211 (Amritsar Sahrasa Janseva Exp.)	Fatehpur, Barabanki
9.	14015-14016 (Sadbhavana Express)	Haidergarh

Development of hundreds of Railway Stations have become possible as a result of scheme regarding making

model railway station. Barabanki Railway Station is my Lok Sabha Constituency has decided to be made as model railway station in the year 2010 but HO facilities like model station have been provided at Barabanki Railway Station uptil now. There is neither any air-conditioned waiting room nor a separate building for Railway Ticket Reservation which are most necessary.

The then hon. Railway Minister Madam you had announced a programme to set up health care infrastructure facilities development at the Railway land during Railway Budget. In the same programme Barabanki Railway Station has also been included in the proposal 50 OPD and Diagnostic centers. No work in this regard has started at the place. You are requested that please the proposed work at Barabanki Railway Station may be started at the earlier rather a Trauma Center should be set up there by extending these facilities. I would like to tell you that Barabanki is only 28 Kms. away from Lucknow. Lucknow is Divisional Headquarter of Northern Railway and North Eastern Railways. Barabanki is the nearest railway station from here and Gorakhpur line of North Eastern Railway and Varanasi line of Northern Railways passes from here. Lucknow being the capital of Uttar Pradesh has is very much burdened with Medical facilities and is the Divisional Headquarter of both the railways. If high level medical facilities are created are developed at nearby Railway Station Barabanki. Then the burden on Lucknow will be lessened and nearby districts like Gonda, Balrampur, Behraich, Shrawasti will get the benefit of medical facilities.

I congratulate hon. Railway Minister for presenting this revolutionary Rail Budget and hope that action will be ensured by paying immediate attention on my suggestions. I fully support the budget.

*[English]*

SHRI JOSE K. MANI (Kottayam): Sir, many of my colleagues have commented about the Railway Budget on a national perspective. But I would like to confine to some of the issues pertaining to my State, Kerala and in particular my constituency.

We all know that the Railway Ministry is going through a huge cash crunch problem but when we make a comparative analysis, the share, my State, Kerala has got is only a meagre share, that is, in terms of new projects,

with regard to fund allocation for the on-going projects and with regard to new trains. In the previous Budget, a lot of projects were announced for the State of Kerala but till now the major projects have not been commissioned or have not started at all. Our humble request is that for the on-going projects or for the announced projects, sufficient fund should be provided to kick-start the projects.

Sir, in our State, the most important ongoing project is the doubling of railway lines, mainly the Central Travancore from Ernakulam to Kayamkulam via Kottayam and Alleppey railway lines. Once this project is completed, then only new trains can be started and trains can run promptly. But, the allocated fund is very nominal.

For example, for Mulanthuruthy to Kayamkulam via Kottayam project which is the major portion, where Kottayam railway station is situated, that is, the stretch between Kuruppanthara and Chingavanam - only five crore rupees have been allotted, whereas for land acquisition alone, it requires about hundred crore of rupees. The acquisition process has yet to be started. The total project will cost about more than Rs.200 crore. In a meagre amount of five crore of rupees, nothing can be done. So, my request is that sufficient fund should be provided for doubling work and it should be given the top priority.

My second point is that in the previous Railway budgets of 2011-12 and 2012-13, a Coaching terminal was announced at Kottayam and Nemom. But, no mention of it has been made in this Budget and there has been made no provision for it. I request the hon. Railway Minister to provide sufficient fund for the Coaching terminal project. I find that the railway authorities are going on a slow pace with regard to the survey and other process of the coaching terminal.

Sir, enthused by the announcement of coaching terminal at Kottayam by the Railway Department, the Kerala Government has come with a huge project of mobility hub. It is an integration of rail transport, road transport and water transport. It is a rare project and, maybe, you will not find it anywhere in the country. But, we find all three transport systems altogether at one place in the municipality, very near to the Kottayam Railway Station. But, in order to have the optimum use of the mobility hub, we need a halting station along with the coaching terminal. The hon. Chief Minister of Kerala has written a letter to the

hon. Railway Minister personally to have a halting station along with the coaching terminal. It will not require a significant fund to be allotted for this. Only a nominal amount will do this. This will reduce the congestion at Kottayam Railway Station considerably. The long distance and the short distance trains can terminate their journey at the halting station in the mobility hub.

Another point that I would like to raise is this. In the last Railway Budgets of 2011-12 and 2012-13, seven most important railway stations were declared as 'Adarsh stations' in my constituency. But, at none of the stations upgradation work has been started. It is a pity. All the stations are very, very important stations. You know that Kerala is an extended city. It is not a rural area. Hundreds and thousands of commuters go through these railway stations. So, my request is that sufficient fund should be provided to start the upgradation work at the earliest.

Another suggestion, which I would like to bring to the notice of this august House, is this. There are a lot of trains, especially the passenger trains, which kept idle at the terminating point before the return journey. For example, a passenger train starts from Kollam to Kottayam. It terminates at Kottayam. It reaches there in the morning at 10.30 and it remains idle for seven hours for its return journey, which is at 5.30 p.m. to Kollam back again. But, this train, numbering 56394, can be extended to Ernakulam. It will benefit hundreds and thousands of passengers and the running time from Kottayam to Ernakulam is only one and a half hour. So, I request the hon. Minister to extend the Kollam-Kottayam Passenger train up to Ernakulam.

I would like to mention one more point. In the previous budget, a provision to start PRS has been given to all the Members of Parliament, which they can have anywhere in their constituency as per their option. Along with that, there was a mention by the previous hon. Railway Minister that we can have a tie up with the Post Office to start a PRS. With this recommendation, we had given our request to the Railway authorities to start the PRS facility along with the Post Office at Koothattukulam and Pisavam in my constituency. But the Railway authorities have given a reply that they will finish at the national level all the PRS which have been declared in the Budget. My point is that that the Postal Department is ready to do the work provided a consent letter and software support is given by the Railways. My request to the Railway Minister is that there

is a huge rash in the main railway stations like Kottayam, Ernakulam and other places. Suppose we are able to start a PRS with the tie up of Postal Department, definitely rash in the main railway stations will be reduced, it will smoothen the functioning of the railways and will benefit thousands of commuters also. Please take it up with the Railway authorities to hasten the PRS work with the Postal Department.

I conclude mainly with a few points; sufficient funds should be provided for the doubling work, extension of the passenger train and also the PRS proposal I have put forward. I hope the demand raised by me will be heard by the Railway Minister and a favourable reply will be given soon.

SHRI SHIVARAMA GOUDA (Koppal): Mr. Chairman, I represent Koppal constituency which is in Karnataka.

*[Translation]*

Hon. Railway Minister has proposed a new Rail line from Gadog to Hewari in the Rail Budget this year. The provision made in the budget for 2013-14 is about a new rail line only. Provision of not a single paisa has been made in this budget for the proposal. The work on Muneerabad-Mahboob Nagar rail line is going on for the last 15 years but pace of work is very slow. In the budget for 2013-14 it has been mentioned for 18 Kms. only for Ginigira and Budgumpa. But the fund provision has not been decided. I would like to say that fund provision should be made at least for Gangawati which is in my Constituency and it is minimum 46 Kms. A provision should be made to complete it and more money should be provided. A commitment was made about model station in the budget but work has not started there. The work of doubling was to be done from Hubli is going on at Gadag and Hospet which is very slow. If such is the situation of work done by Railways then how the big projects will be completed? This is also our problem. In the absence of doubling other trains face difficulties to pass from that line. There is only one platform in my Constituency and when a train comes there it take half or one hour time to come to the station. This is also one of the problem of my constituency. Budget provision was asked to be done in the budget but due to it cannot be done upto when the work of doubling of line is not completed. This is said by hon. Minister. A mention about survey on new line Almatti and Koppal was made

but not a single word has been written in this budget. ROB gate which is near Koppal, gate No. 62. Provision of six crores of rupees was made for five years for ROB last time but the work has not started yet. The ROB should be changed to ROB at Gate No. 62 and proposal of a big flyover has been given but it has not been mentioned in the budget. Koththur Harihar new rail line comes from Hospet and that runs downgeen upto Takhriyar. That line has completed but you are not making any provision for running of train. There are some technical problems and work is held up about land acquisition.

I asked from the hon. Minister about Chennai-Mumbai, Chennai, Vasco and Gulburga-Dharwad new trains. Two High Courts Gulbarga and Dharward comes on that lines. There is no rail link between Chennai - Vasco. I would like to ask you about provision for Chennai to Vasco and Vasco to Chennai and Chennai-Mumbai via Renggunta. I also want to ask about additional Grant for my Munneerabad-Mehboobnagar in the budget.

\*SHRI DEVJI M. PATEL (Jalore): The first train started running in Jalore eight decades ago that is on 15th March, 1929 and upto now there should have been a network of Railways in Jalore but it is unfortunate that there is no increase in the passenger facilities in the 223.44 Kilometer long section of Samdabi, Bheeldi even upto now. It was presumed that there will be development of this district where meter gauge was converted into broad gauge in the year 2005 but the passenger train was discontinued which was running on meter gauge. Today about 80-90 freight trains are running in this railway section but the passenger train has not been started which is considered to be life-line for the people of this area. I myself have been continuously bringing it to the notice of hon'ble Railway Minister Mamta Banerjee about the problems of this area. Hon'ble Mamta Banerjee presented the budget but the people of this area had to be disappointed. The Mukul Roy ji was given additional charge. I met him also and apprised him about the problems of this area. After some days Shri Dinesh Trivedi ji got the Railway Minister. I regularly used to meet him and wrote letter and a demand for running a passenger train for this area was submitted to him also so that the poor people of this area get this facility to go for treatment. After that Shri P.C. Joshi got the Railway Ministry and people expected that now Samdadi-Bheeldi Railway section will get a passenger train. But

\*Speech was laid on the table.

Railway Ministry did not remain under him for more days. Now Pawan Bansal ji became Railway Minister and we thought that a person belonging to a National Party has become Railway Minister and he will present his Rail Budget Keeping the whole country in mind. He will pay attention to the demands of my Parliamentary constituency. But Government has not been able to run one passenger train in Jalore district even after presenting four budgets from 2009 to till date. I raise this demand in Zero hour, under rule 377, Question hour in every session for starting a passenger train.

Jalore is famous all over the world for its Granite Industry. Granite stone is used from gulf Countries to Connaught Place. The transportation of granite gives the business to Railways worth 150 to 200 crores of rupees every year. Today, 2000 to 3000 taxis and private vehicles goes daily to Palanpur, Jodhpur and Ahmedabad from Jalor, Bheenmal, Sanchor, Raniwada, Aahor for ferrying poor people of this area for treatment. A passenger train used to run from Jodhpur to Ahmedabad via Samdadi Bheeldi by which was very helpful for taking poor labourer to hospitals. This train should be restarted and a weekly train between Jodhpur and Ahmedabad which has been announced in this budget should be run daily and a stoppage should be provided at Jalor, Raniwada, Modran, Bheenmal.

The Dadar to Jodhpur, Bikaner Express 12490 train should be run daily. The reservation is not available in this train for three months and whole year it remains full. Railways will be much benefitted if this train is run daily. The Jodhpur Bheeldi (54821) train should be extended upto Palanpur. This train terminates at Bheeldi. The distance between Bheeldi to Palanpur is 45 Kilometer. If it is extended upto Palanpur, it will be of a great help to the people. Likewise, the Ahmedabad to Abu Road MEMO train should be extended upto Falna. This train terminates at Abu Road. Therefore, if it is extended upto Falna the people of this area will get the facility and the income of the Railways will also increase. The people of Barmer, Jaisalmer, Jalor district in Rajasthan state reside in states like Gujrat, Maharashtra, Karnataka, Tamilnadu, Bengal etc. for doing business. They have to frequently visit Rajasthan but there is no direct Rail Service for these difficulties. Therefore, Jalor and Palanpur should be linked with a direct Rail Service, (a) Bangluru to Jodhpur via Samdadi, Bheeldi; (b)

Hyderabad to Jodhpur via Samdadi-Bheeldi: (c) Coimblore to Jodhpur via Samdadi Bheeldi; (d) Chennai to Jodhpur via Samdadi to Bheeldi should be linked.

My Parliamentary Constituency is adjacent to Pakistan. Therefore, the rail network at the border area is very necessary in view of security of the country. The rail service from Kandla to Barmer via Sachor should be started at the earliest. Sirohi even being a central district is deprived of Rail facility. Sirohi is a religious city and if Sirohi and Jalor is linked with a raid route all the Jain Pilgrimage centers Bahtar Jinalay, Sadhumata Mandir, Jirawal, Pavapuri, Jaswant Pura, Abhyaranya, Bhairagarh etc will be linked. Lakhs of Pilgrims visit these places for 'Darshan' every year. If main Industrial areas like Mandar Swaroopganj etc. of Jalor Sirohi are linked the Railways will earn much revenue and save diesel also.

[English]

\*SHRI M.K. RAGHAVAN (Kozhikode): I congratulate the Hon'ble Railway Minister in presenting a People Oriented Railway Budget and there has been no increase in the fare structure which is a commendable approach. Not only that, Hon'ble Minister has been given more emphasis to infrastructural development also.

As all of us agree, Railway is the life line of the nation and we Members of Parliament have numerous demands on new lines and trains. I appreciate the Hon'ble Railway Minister has tried to balance the demand and the resources availability in this budget.

I think still there are some shortcomings which can be addressed amicably to the satisfaction of the demands made. Primary among them is the safety of the passengers which is still a distant dream. Similarly, the elimination of the level crossings which account for majority of rail accidents is essential.

In the present dispensation, Kerala is the worst hit state in development of Railways. The Kerala state can survive only if the state has an independent Zone. The State Govt, as well as Members of Parliament cutting across party lines, have been demanding for this for several years now. So I request Hon'ble Minister to take immediate steps for independent zone for the development of Railway in Kerala and should be constituted a Committee, under

the Chairmanship of the Chief Minister, Kerala, to oversee the progress of work in Kerala.

One of the classic examples, for sidelining of rail traffic in Kerala, is the non availability of sufficient coaches. The entire fleet of coaches, requiring maintenance for Periodic Overhauling (POH) is done in Tamil Nadu. POH facility is available only at Chennai and the bogies sent from Kerala are not returned after repairs. It is very very unfortunate, so I would like to request Hon'ble Minister that POH facility should be established in Kerala, along with the suggested Zonal headquarters.

I represent Kozhikode in this august house. Kozhikode Railway Station recently celebrated its 125th year of operation, and the top officials of the Railway including the Railway Minister and the MOS graced the occasion. This indicates the presence of railways in Kozhikode, dates back to over a century.

Kozhikode is an important centre, in the northern part of Kerala, popularly known as the Malabar Region. But despite these factors, it is under developed. The doubling of the Shornur-Mangalore section is still uncompleted. The electrification is a distant dream. Due to these two factors the region is deprived of additional trains. Apart from that, what about the status of coach factory and wagon factory?

Similarly, the doubling and electrification of the Konkan Railway will alone help the Malabar region with better rail connectivity which will then have an easy direct link to other parts of the country. However, again my humble submission for the immediate attention to the following at Kozhikode:

My request is that Pit Line should be set up at Kozhikode. This alone will help to bring in more trains originating/terminating from Kozhikode. Sufficient land is available at West Hill. I have been taking up this subject for sometime now.

Extension of Calicut-Shornur Train to Guruvayyur. The proposed Calicut-Shornur passenger train should be extended to Guruvayur the temple town which will help a large number people from the region to reach the Guruvayur temple directly.

Extension of T No. 16517 Yashwantpur-Kannur to Kozhikode. This train was originally running on Yahwantpur-Kannur section. In the last Railway Budget it was bifurcated and only 6 coaches are reaching Kannur, the rest diverted to Karwar. This has affected the Malabar Region. Therefore, this train should be made a full fledged train and commence from Kozhikode instead of Kannur which will help the entire Malabar region especially keeping in view the ban on night travel on NH 212 between Kozhikode and Bangalore on a Court direction.

The present tri-weekly Rajdhani Express train service between Trivandrum and Hazzart Nizamudin has to made a daily service.

Demu Service to start from Kozhikode Mangalore daily.

In the current railway budget seven railway station in India were awarded Executive lounge as a passenger amenity. Kozhikode railway station is frequented by more than fifty thousand passengers a day. The city is treated as the capital of North Kerala where more than one crore people live. Considering all these, Kozhikode railway station was enlisted for the conversion to world class in 2009-10. However no concrete measures have been taken in this direction. Ample and idle space is available in Kozhikode Railway station. Hence, I would like to request to incorporate Kozhikode Railway station one among the stations enlisted for introducing Executive Lounge.

While I support the Railway Budget, I also take this opportunity to request the Hon'ble Minister to kindly consider these aspects and include them as part of the current Railway Budget in reply speech.

*[Translation]*

SHRI SANJAY NIRUPAM (Mumbai North): Hon'ble Chairman Sir, Thank you very much. When Rail Budget was presented this year the opposition Parties Criticised it as always and repeatedly asked that Railway Minister belonging to Congress Party has presented this Budget after a gap of 17 years and what is the difference between this budget and Rail Budget presented 17 years before. I said that time also and today I am saying in the House that unfortunately the budgets presented in the last many years were not the budgets of whole of India. Those were focused on one area only. This time the budget for 2013-14

presented after 17 years represents the whole of India. It has paid attention towards different areas and the areas which have remained neglected. For example Arunanchal Pradesh was not in the Railway network of our country. Arunanchal Pradesh has also been linked with Railway network for the first time by the Railway Ministry. The matter of Jammu and Kashmir, Haryana which was pending for the last so many years. It is correct that our Railway Minister is from Chandigarh, he has kept this in mind though it was neglected for a long time. I welcome and congratulate Railway Minister for presenting a Rail Budget which is for the whole country and keeping all the areas in mind.

Though, no much injustice has been done with Mumbai but the expectations of Maharashtra have not been fully met. I agree that much has been done for Maharashtra in the last many years but it would have been better if something more would have done for Maharashtra this time also. Maharashtra has got much more in the matter of Railway development in the last year. We should be broad minded and should know that Mumbai is such city that if there are 2 crore Railway passengers are in the whole country 65 lakhs are in Mumbai only. You can very well understand that Mumbai contributes and third revenue out of total revenue.

Inspite of that we say that there is a need to give proper attention to those areas which are backward and neglected upto now. But in the whole process Mumbai should not be neglected and we will not accept it also. The ongoing projects and the funding process for those projects should but be interrupted any way. This is my humble request.

I want to express my gratitude for the 72 local trains especially given to Mumbai.

I have one important issue. The two sub-urbs of Mumbai, one is central sub-urb and the other is Western sub-rub. All the trains which are bound to Konkan, passes through the sub-central route via VT. Large number of Konkanis live in Mumbai. You are also from the nearby State of Konkan. Mr. Chairman, it gives me pleasure, but the Konkanis who live on the Western route, about 10-15 lakh people live in between Bandra to my constituency, these people had to travel for one hour to catch train from VT for going to their native places. It was a request from

my side and the people had requested me that the train for Konkan be originated from Western-route. The railway refused as they will have to make a small track for it. But after continuous efforts for the last two years, I am pleased to say that our respected Railway Minister has accepted our request. Immediately after the North Mumbai, a new railway track has been announced to be constructed. Hon. Minister you had made an allocation of Rs. 79 crores for the survey. I would like that the survey may be completed as early as possible and thereafter the work of laying new track will start. I would like to congratulate you and thank you on behalf of the Konkanis, particularly the Konkanis living in Western sub-urb.

In addition to Railway tracks another ambitious scheme for Mumbai is of elevated railway corridor with us. It will be separate on the Central route and separate on Western route. On Western route, the rail corridor is from Church Gate to Virat and on Central route it is from V.T. to Thane. Both railway corridors are being covered for the first time in the country on PPP model. A support letter from the State Government was required and to my knowledge that letter has been received. I would like that both these ambitious schemes on PPP model be implemented as early as possible. I think the cost of one track is rupees 25-25, 30-30 thousand crores. After these tracks the efficiency of railway will increase to great extent and the speed will also increase. It will be of great benefit, but it should be implemented at the earliest.

Now I would like to draw the attention of Hon. Minister to one or two issues relating to my constituency. When the Hon. Minister is going for elevated rail corridor, in such a situation it is not necessary to give expansion to the railway track of local trains. I want to draw your attention towards the slum dwellers living on both sides of railway tracks, those poor people are being victimized. The rule in Maharashtra is a person whosoever is living in a Jhopri before 1995, if you displace him for infrastructure development he is required to be given a PAP has to be provided. Rail department does not provide. There are thousands of such types of slums. We had requested umpteen times, even the Chief Minister of Maharashtra wrote a letter to the then Rail Minister. If you want to displace them for Rail track, before displacing them compliance of the Rules of Maharashtra be observed, but even then it is not being adhered to. Our present Chief

Minister has sent a letter to Railway Ministry that for laying any railway track, if the slums are to be demolished the PAP, shifting will have to be provided before their displacements and the expenditure involved in shifting which was earlier 100 per cent in MUTP was given by the railways. The expenditure to be incurred this time the Government of Maharashtra has itself said that 50 per cent of it will be borne by them. I would like to request the Hon. Railway Minister to remove the threat of demolition forever which remains before the slum dwellers. First of all, it is not required because we are going to provide elevated rail corridor. Even then if you have to clear the slums, the proposal of Maharashtra Government by accepting it, may be approved for clearing the slums and by doing so give relief to the slum dwellers.

Sir, we had a demand for three-four trains. Last time we made an announcement for an extra train for Kutch. It was announced by the then Railway Minister, but it has not been implemented till now. I would like to draw the attention of the Hon. Minister to implement it, at the earliest.

Sir, large number of people from North India live in Mumbai. The number of people from UP is more, among the people of North India the people of Jaunpur are the most. But even today there is no direct connectivity between Mumbai and Jaunpur. There is no direct train. I had requested the Railway Minister number of times and had meetings with the Railway Board, but different types of excuses are being put forward. I would like to say the Hon. Minister that the long pending demand for direct train for Jaunpur may be fulfilled. There is a train from Bandra to Patna, it serves the people of Bihar living here.

The train from Bandra to Patna is weekly. It is required to run twice or thrice a week and increase in frequency is also needed. In our local trains you have announced for an AC train, it is essentially required to be moved further. The doors of the local trains are not closed automatically, as a result thereof accidents took place at railway track crossing and fall from the compartments. About three thousand people are killed in it every year. In such a situation it has been frequently demanded, similar to metro trains, the doors of local trains should also be automatically closed. This proposal is pending since long. I would like that a system for providing automatic closure of doors in local train be evolved for providing the same gradually in a phased manner.

The ticket vending machines installed at our local stations are less in numbers. Their number should be increased, so that the people may derive more benefits from the present facility which they are getting. We have given reservations for two communities in the local trains. Special reservation is for two categories one is handicapped and the other reservation is for women. In addition to it, it is my request that one compartment for senior citizens may also be provided. The condition of senior citizens in no way is better than the women and children. In a meeting wherever we go, it always remains the demand from the senior citizens. Thirdly, there is wide gap between the height of local trains and the platform. Its level is low. I have been demanding since long to increase the level. The people in a crowd descend from the train in haste and many times their legs are fractured. How to increase its level, efforts in this direction should be made at the earliest. We have constructed sub-ways.

Right from Churchgate to Dashihar there are some 40-50 subways. We construct subways but railways do not maintain them. Therefore, the situation of the subways is such that either they are dirty having no lights, no fans and drug addicts and the people with criminal leanings have made them their shelter. A new policy is required for the maintenance of subways. We contribute 30 per cent of the funds in the entire revenue fund of the railways. Local passengers of Mumbai deserve at least 30 per cent of the Passenger Amenities Fund. This is my demand. Local fares have been increased. A number of surveys were carried out that day. People made their statements which were telecasted on TV. I am very happy to state that rail passengers said that they were prepared to pay a little more by way of rail fares on the condition that the amenities available to them should also be increased. The people who are opposing fare or freight hike, I would like to impress upon them that there has been no increase in the fares for the last ten years. In case there was some increase in fares then rail facilities should also be increased in that proportion. This is my submission. Railway is the biggest source of employment. There are 14 lakh employees in the railways. Railways have special quotas for the handicapped and sportspersons. I would like to submit to the Hon. Minister of Railways that he should try to see as to what is happening in that. It has almost been turned into a racket due to which the handicapped and the sportsperson in general do not get job. The rail officials

posted in different divisions are operating their own racket. I request to stop such rackets while the poor people, who are looking for the job should be given jobs. I once again congratulate the Hon. Minister of Railways of presenting a very good Rail Budget.

[English]

\*SHRI M. KRISHNASSWAMY (Arani): I support the Railway Budget. I thank the Minister for introducing 10 new trains for Tamil Nadu. Previous Railway Minister, Ms. Mamata Banerjee, announced second coach factory in Chennai. But it has not been mentioned in the Budget. It is a welcome move the Railway Minister has chosen to set up coach factory in Kolar in Palakkad. I demand the budget announcement for second coach factory in Tamil Nadu be implemented without further delay. If the availability of land for the coach factory is a problem the second coach factory can be set up at Golden Rock Trichy where there is infrastructure.

The Villupuram-Dindigul doubling project must be speeded up and implemented early.

At about eight years ago Tindivanam to Nagari new line project was announced. Total cost of the project is about Rs.600 crores but for eight years railways has spent only 129 IA crores. The project needs more than 400 crores for completion. But Govt, has sanctioned only 60 crores this year. I demand the Ministry should sanction 200 crores for this project during current year in view of the inordinate delay in the implementation of the project.

The same is the case with Tindivanam to Tiruvannamalai line project. The total cost is about 230 crores. During last eight years hardly 40 crores have been spent. Rs.170 crores is needed for completion of the project. The Govt, has sanctioned only 20 crores this year. I demand 100 crores be released during current year.

The bridge across Palar river should be implemented without further delay since there is no problem of land acquisition. Work on bridge over Cheyyar river should also be taken up on priority basis. Our Govt. could insist the State Govt. to acquire the required land for the project as early as possible. Then only the dream of the public at large in that area may be fulfilled early.

\*SHRIMATI POONAM VELJIBHAI JAT (Kachchh): The Rail Budget of 2013 had many expectations by the Rail users all over India but I am sorry to say that the expectation of the common man of India has not been met by the Rail Budget. The Rail Budget has only been one sided towards the States of North whereas it should have covered every State of India in a uniform manner and moreover States like progressive Gujarat have not been given proper importance in every manner. I belong to Kutch District of Gujarat. It is the biggest district of India and a big salt producing district. So, I would request the Railways to give them salt racks on time. I am sad to say that two trains which were declared in the last year's Rail Budget have still not started. So, I would request the Rail Minister to atleast start trains announced in the last Budget to start them before the new Budget is announced. The trains which have not been started are one full AC train from Bhuj to Bandra (Mumbai) and another train from Bhuj to Shalimar (West Bengal) via Madhya Pradesh. So, the people's expectations should be met by starting this train as soon as possible. I have also asked a train for Punjab from last two Budgets but still it has not been fulfilled. So, I would request the Rail Minister to divert some train from Ahmedabad to Punjab from Bhuj so that the people of Punjab staying in Kutch get a chance of direct travel. I know Railways have a big task of keeping everybody happy but it is the only means for the poor to travel at a lower fare than any other transport of public. So, I would request not to increase fare in any manner direct or indirect way.

\*SHRI R. DHROVANARAYANA (Chamrajnagar): I thank Hon'ble Union Railway Minister Shri Pawan Kumar Bansal ji for his forward looking, people-friendly budget. This is one such budget in a recent decade. He has done an admirable balancing act to meet the demands of improving services and controlling expenditures. As we all aware of recent studies that Indian Railways was in great need of forward-looking, reformist leadership to meet and achieve both long and short term goals and to provide the better and safe services for commuters and valuable customers and become financially self sustainable, I believe Bansalji has successfully filled the most aspired leadership for Indian Railways.

I would like to mention few key reformist actions of his, which will help Indian Railways and people of this country.

\*Speech was laid on the Table.

- Rail Tariff Authority - He has taken bold step to setup the tariff authority which help boosting financial health of railways.
- Safety and security - He is deep concerned about the safety and security of commuters and goods, hence assured for corporate safety plans for zero accident situations and also agreed to consider the recommendations of Dr. Anil Kakodkar and Shri Sam Pitroda Committee for railway modernization and for improving the safety.
- Stringent plan of action to reduce the level crossing accidents in 12th Five Year Plan and implementation of indigenously developed sophisticated technology to reduce/avoid the accidents.
- Providing free Wi-Fi facility on several trains is going to be a landmark programme in the history of Indian railways and it will cater the requirements of our youth and valued customers.
- Next generation ticketing system will significantly help the urban middle class, it shall able to support 7,200 tickets per minute against 2,000 tickets per minute today.
- Green Initiatives - setting up of 75 MW capacity windmill plants and energizing/lighting 1,000 manned level crossings and 200 remote stations with complete solar energy. 2,500 coaches equipped with bio toilets.

Also, I would like to thank him on behalf of my parliamentary constituency people for resumption of work on new line project of Bangalore - Chamarajanagar (Sathyamangla). It is long standing demand of my people for a new railway line, which will become a new life line of rural people of my constituency. This new line will help different sections of society like students, textile and garment employees, daily wage labourers, farmers, tourists and for people to visit renowned religious places of all religion. There are hundreds of students, women and patients who visit Bangalore for better education, coaching facilities and health facility from my constituency will get benefitted from this new rail line. Also farmers, rural and tribal self-employed people can access state agriculture university easily to get better knowledge on crops and agriculture product marketing.

Hence, I kindly request Hon'ble Minister on behalf of my people to provide more adequate funds to build this new rail line at the earliest possible and to make stringent time plan to complete the project. Karnataka state government has agreed to provide free land and 50% financial assistance for this project.

I am sure that this new rail line is going to be one of economically feasible rail line in Karnataka for railways. It is not only life line for rural people but it will be a new life line for Hindu pilgrims of entire south India, since it connects many Hindu holy places/shrines of south Karnataka.

New train between Chamarajnar and Bangalore via Mysore till the time new rail line come into functional. Chamarajanagar district is one of the backward districts in the state of Karnataka and majority of students depend on Bangalore or Mysore for their higher education and new train will cater their utmost requirement.

I request for extension 06228/07301 Shimoga (Talguppa) to Mysore and 17301/17302 Hubli to Mysore trains up to Chamarajanagar. The extension of these trains is long standing demand of people of my constituency. It also helps the railways to reduce the overcrowding at Mysore city junction. The main beneficiaries of extension of these trains will be farmers; it will facilitate them for marketing of their agriculture and horticulture products like cotton, areca nut, coconut, sun flower and red chili, banana, onion and other agri-products.

[Translation]

SHRI OM PRAKASH YADAV (Siwan): Mr. Chairman, I thank you for the opportunity you provided me to participate in the discussion on the Rail Budget in the House. I support the Rail Budget. This Budget is progressive as well as balanced.

I praise the Hon. Minister of Railways who has presented the Rail Budget and support it. Railway is the lifeline of India and it is directly linked with our economic development. This aspect should be pondered over deeply as to how to utilise the railways for providing economic prosperity as well as making available maximum facilities to the ordinary passengers.

The Ministry of Railways should mould itself according to the aspirations of common people. I have some

demands to make and some suggestions to give in this regard. In the Rail Budget for 2010-11 the then Minister of Railways Sushri Mamata Banerjeeji had declared that a rail line would be laid which would pass my parliamentary constituency. It was to cover Majhi railway station in Chhapra district to Siswan of Siwan, Darauli, Raghunathpur, Ghutni, then reach Lar rail station of Uttar Pradesh, the distance of which is 80 kilometer. Its survey has since been carried out. I request the Hon. Minister, through you, to allot fund for tws project and get the work started urgently. Since this raff fine passes through most backward district, the completion of this project will definitely contribute to the growth of the backward areas. The lifestyle of the people of that area will be improved.

I would like to attract the attention of Hon. Minister to the fact that Joradee, the birth place of first President of India, Dr. Rajendra Prasad comes in my parliamentary constituency. Railway station does exist there but its condition is pitiable. I would urge the Hon. Minister of Railways that the statue of Dr. Rajendra Prasad may be installed there while making the station developed as a model station. In addition to this, Siwan Railway Station provides connectivity to three of our parliamentary constituencies namely Maharajganj, Gopalganj and Siwan parliamentary constituency. People of all these three areas have the only station which provides connectivity with Delhi, Mumbai or Calcutta and people have to go there for catching the long distance trains. However, the condition of that station is pitiable. The waiting rooms there are of very low standard. I would request the Hon. Minister of Railways to be kind enough to consider my demands and make the Siwan railway station a model station.

The Members of Parliament from Uttar Pradesh and Bihar had met the Minister of Railways earlier and requested him to start a Jana Shatabdi Express or Rajdhani Express from Kolkata to Delhi via Gorakhpur. It is a long pending demand. I humbly request the Hon. Railway Minister to consider my demands.

\*YOGI ADITYA NATH (Gorakhpur): I heartily congratulate Shri Pawan Kumar Bansal for presenting first Rail Budget in the capacity of the Minister of Railways. In the Indian context railway is not only a transport system, but it is also a lifeline from the point of view of development and environment.

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\*Speech was laid on the Table.

The history of Indian Railway is 169 years old. During this period Indian Railway have developed its network approximately of over 65 thousand kilometer long geographical area in terms of rural and urban area. It has about 14 lakh employees with the help of its employees it connects over 7 thousand stations and transports 2 crores passenger and carry 2.5 million tonnes of goods everyday. In this way it traverse right from Baramullah in the North to Kanyakumari in the South, Lido in the East to Dwarika in the West. Thus, railways have played an important role in connecting the whole nation religiously, culturally, socially and politically.

The challenging scenario of safety and security through which the Indian Railway is passing through at present pose an important question of modernisation and development of infrastructure and resource crunch. This Budget does not provide the means which are required for making railways economically sound. The Minister of Railways has himself admitted in his Budget Speech that the range of declarations made in previous years are still incomplete and are pending. This year alone railways operation loss is touching rupees 25 thousand crores. Besides lakhs and crores of rupees have to be spent on the road map prepared by the committees formed under the presidentship of Dr. Anil Kakodkar and Sam Pitroda for safety and modernisation. Will the Hon. Railway Minister tell us as to where the money will come from? Planning Commission have fixed Rs. 5.19 lakh crore for Railways in 12th Five Year Plan of which Rs. 1.05 lakh crore is to be managed from internal resources and Rs. 1.2 lakh crore from the market borrowings from the market while Rs. 1.2 lakh crore is to be managed through public and private participation. Is it not the part of conspiracy of making railways a private entity while presenting UPA 2's first Rail Budget, the then Minister of Railways had declared world standard rail service in 2009-10 and vision for 2020. For this purpose they had fixed target of creating 25 thousand km rail network laying 30 thousand km new rail line, its doubling and electrification.

For this purpose we were supposed to lay 2 thousand Kms. long railway line and double and electrify 3 thousand Kms. rail length every year. But so far we've not been able to achieve the target of laying of one Km. rail line and doubling and electrification of equal railway line length. In the year 2010-11 and 2011-12 we have laid respectively

709 Kms. and 725 Kms. railway line and the target of gauge conversion has shrunk to just 500 Kms. against 800 Kms. This year, i.e. for 2013-14 target for laying of railway line has been set as 500 Kms. and for gauge conversion 450 Kms. and for doubling it is 705 Kms. With this speed of work how our railways can be upgraded to world class and how the target of Vision 2020 can be achieved?

As on date, 13530 railway crossings remain unmanned. We need an amount of Rs. 37 thousand crore for converting this number into manned one. Though the railways have set a target of converting 10797 railway crossings into manned one or constructing over bridges in lieu thereof. It is a welcome step but no mention has been made in the budget with regard to allocation of funds for this purpose. Unmanned crossings are one of the major cause of accidents in railway. During the last 2 years, three major accidents have occurred near Mahavankhor on Gorakhpur- Nautanwan rail line and on Jhajhawa-Bankatwa crossing near Pipiganj. Similar accidents occurred near Salempur, Siwan in Northern Railways, wherein, dozens of people were killed. The hon. Minister, in his budget speech has said that 1.52 lakh vacant posts will be filled up. It is good, but has the government made any assessment with regard to the revenue burden it is likely to result on railways.

There is no proper arrangement for cleanliness in trains and at railway station. Occurrence of major accident at Allahabad railway station on the occasion of holy dip on Mauni Amavasya day during Mahakumbh, the biggest religious gathering in the world, is the example of negligence and irresponsible behavior of railway officers and RPF personnel. The railways failed miserably in estimating that such a large gathering may turn up at Mahakumbh celebration. And despite the knowledge that there is very heavy rush of passengers the platform of a particular train was changed which resulted in chaos and lathi charge by RPF personnel caused stampede, wherein, dozens of devotees died. Non- initiation of any action against persons responsible is strictly against people's wishes.

In place of direct hike in train fares, the hon. Minister has caused indirect hike quite clandestinely. Linking of hike in diesel prices with train fares is against the interests of common man. 5-6 percent annual increase in fares would not only adversely affect common men but result in spurt of prices of essential commodities if freight rates are

also increased. Indian railways is not merely a commercial entity, it has its social obligations also. If railways fail to take care of concern of common man and shirk its social obligation, it can be no more a symbol of people's trust. It would have been better if the hon. Minister would have taken steps for checking wasteful expenditure and corruption. It can result in saving of 12-15 crore rupees annually. Apart from it, surplus railway land can be used for commercial purposes. Medical colleges, Nursing colleges/ Para-medical colleges can be opened on vacant railway land and deficit-can be budgeted.

Absence of proper and important vision for revenue earning, strategic and growth oriented steps speaks of apathetical approach. Certain new announcements have been made such as laying of new rail line between Anand nagar-Maharajganj- Guhughali, Basti- Kapilvastu via Bansi, Azamgarh-Mubarkpur and survey for Gorakhpur-Kushinagar Padrona new rail line and increase in frequency of Gorakhpur-Ahmadabad Express, are welcome.

North-Eastern Railways has been totally neglected in the rail budget. Despite the fact that headquarters Gorakhpur caters to large population of North-western Bihar and also Nepal, negligence of it is quite unfortunate. Indian Railways have fallen prey to such a bad shape because of political inhibitions and narrow mindedness. My submission is that the hon. Minister should take up the problems and needs of North-Eastern Railway, Gorakhpur on priority basis.

The local-steam factory at Gorakhpur has been shut. Now, there is a need to set up a local electric factory at Gorakhpur. Entire infrastructure of earlier local-steam factory is intact. Old infrastructure can be modernised by utilising easily manageable fund and a local electric factory can be set in its place. It will save revenue loss plus result in further revenue earnings.

At present, there is heavy rush in passenger trains plying between New Delhi- Gorakhpur. In view of increasing number of passengers, I request the hon. Minister to start New Shatabdi/ Rajdhani train between New Delhi and Gorakhpur. In fact, there is a need to start a super fast train between Delhi- Gorakhpur. Since, their rail route is of international importance I urge the hon. Minister to start Rajdhani/ Shatabdi trains on this route.

Large population of eastern Uttar Pradesh, including Gorakhpur live in north- eastern states including Kolkata for earning their livelihood. In absence of a super fast train these people face difficulty in travelling to and fro. Therefore, in view of broader public interest, there is a need to start a superfast train between Kolkata and Gorakhpur.

An intercity train be started between Gorakhpur-Ayodhya via Allahabad. There has been a demand for years for such a train. Allahabad is an educational hub. And High Court of the state is also situated here. Consequently, large number of students as well as common men come to Allahabad. Also, Allahabad and Ayodhya are religious places. In view of it, there is a need for starting an intercity train between Gorakhpur- Allahabad via Ayodhya.

Local trains should be started from Gorakhpur covering a distance of 100 Kms from Gorakhpur. In view of increasing rush in this metro city, there is a need for carrying out survey for a metro train.

Unmanned railway crossings should be converted into manned crossings and over bridges should be constructed in place thereof. There are almost 1400 unmanned railway crossings in NE Railways Gorakhpur. Often accidents take place at near Mahavankhor on Gorakhpur- Notanwa railway line. Accidents have been often occurring on this route for the last two years. Apart from it, major accidents have occurred in Salempur and Sewan. Over bridges should be constructed in place of these level crossings.

A Superfast train be introduced between Gorakhpur and Mumbai. Large population of eastern UP including Gorakhpur live in Mumbai and its vicinity for earning their livelihood. They face lots of difficulties whenever they come back to their motherland. Therefore, in larger public interest a superfast train be introduced between Gorakhpur and Mumbai.

A pantry-car should be attached with Gorakhpur Express and from New Delhi its departure should be at 1900 PM.

Time table of Sapt Kranti Express should be changed and it should depart at 5.00 o' clock from Anand Vihar in the evening.

At Gorakhpur railway station a ticket booking counter should be opened in north also and a proper approach road should be constructed.

Apart from a zonal headquarters, Gorakhpur is also a major religious and cultural center. Religious circuits are situated in and around Gorakhpur and consequently lakhs of domestic as well as foreign tourists visit these circuits. There is a need to construct over bridges at the following places for facilitating movement:

- Nandanagar on NH- 28
- Nakaha railway crossing
- Hadhawa railway crossing
- Pipiganj railway crossing
- Maniram railway crossing
- Pipraich railway crossing
- Campior Ganj railway crossing

Jangal Nakaha Cantt, Pipiganj, Campior Ganj, Maniram, Sahajanwan, Jagalbela, Pipraich stations under Gorakhpur district should be beautified and all the passenger/express trains should be provided stoppages at these stations.

The frequency of Rapti Ganga Express plying on Gorakhpur Haridwar-Dehradun should be increased to daily.

A new railway line should be laid between Sahajanwan- Badhalganj-Dohrighat via Bansaon.

[English]

\*SHRI ANTO ANTONY (Pathanamathitta): I am very happy to support the Railway Budget 2013-14 in this august House. First of all, I congratulate the Government in its achievements in augmenting the safety measures of railways. Train accidents had been one of the major problems across the country. During 2003-04, the number of major train accidents per million train kilometer was 0.41. However, we could successfully reduce the figure to 0.17. It is to be noted that the target for the 2012-13 was 0.17 and we could go beyond the target beyond the stipulated time. It is the result of commitment of the Government to implement the recommendations of Dr.

\*Speech was laid on the Table.

Anil Kakodkar Committee on safety. Therefore, I take this opportunity to congratulate the Government in augmenting the safety components of railway.

However, we have to go a long way in achieving our great mission of 'zero accident'. It can be achieved through eliminating unmanned level crosses in the country. There are 31846 level crosses in the country out of which 13,530 are unmanned. The Government should expedite the process in eliminating unmanned level crosses. I take this opportunity to congratulate the Government in its initiatives to strengthen the security of women passengers. Railways have already created four companies of women Railway Protection Force personnel, and moving to set up more companies of women RPF personnel. This is very important in a time as people are very much concerned about the safety of women.

I invite your kind attention to the brutal murder of an innocent girl in a Kerala-bound train in February 2011. The incident occurred due to the insufficient security mechanism in the ladies coach of the Ernakulam - Shornur Passenger Train. As a result anti-social elements could fearlessly roam in the compartments including ladies coaches, and molestation, robbery etc. became frequent incidents in many of the trains and people especially ladies were afraid to travel in train. Augmenting the safety measures will be helpful in dispelling the fear of passengers.

I take this opportunity to request the Government to kindly comply with the requirements of Kerala in terms of the development of railway networks. We got only two weekly express trains, despite the number of inter-state passengers are fast increasing in the State. The meager allocation of Rs. 216.83 is not sufficient to meet the requirements such as new railway lines, doubling and electrification. What the State urgently requires are enhancement of line capacity and terminal capacity. The State has oversaturated lines. Without line and terminal capacity, Railways cannot introduce new trains to Kerala. People have been waiting long for Sabari Rail Line. If it is completed, the new line would be a great relief to four crores of devotees who pay pilgrimage every year to the Shrine of Sabarimala. Extension of Sabari Rail to Thiruvananthapuram via Punalur. In the same manner, Angamali - Kaladi line has also been the dream of Keralites for a long time.

On this occasion, I gratefully remember the extension of Guwahati - Ernakulam Express (12507/12508) to Thiruvananthapuram and Kochuveli-Chandigarh Express (12217/12218) from once in a week to twice. The extension of these two express trains will be helpful to Keralites. At the same time, I request the Government to kindly consider the plight of Keralites living in Chhattisgarh. Due to lack of direct trains, they have to travel by connecting trains up and down Kerala. Extension of Bilaspur-Ernakulam Express (22815/22816) from Ambikapur to Thiruvananthapuram via Tiruvalla would be a great relief not only to Keralites but also thousands of South Indians who travel in this route.

[Translation]

SHRI TUFANI SAROJ (Machlishahr): Mr. Chairman, Sir, I am thankful to you for allowing me to speak on rail budget. When the budget was presented by the hon. Minister, the treasury benches welcomed it by thumping the tables for after a long long time a Congress leader has got an opportunity to present rail budget. I welcome the hon. Minister. Before presenting the budget, the hon. Minister effected hike in train fares. It's need was felt and it was much needed. It was not possible to undertake development of railways and its modernisation without this hike.

I want to draw attention of the hon. Minister to cleanliness in railways. Today I was travelling by Poorva Express. The train got late by 08 hours. There was damn filth in toilets of AC Coach. Sometimes I travel by Swatantrata Senani Express. The condition in this train also remain just horrible. It is alright that fare has been increased but at least, sometimes, the hon. Minister himself or some of his senior officers should conduct surprise inspection of trains. Merely speeches in the House won't suffice the purpose. I do not think we can pay attention to it in this way. The way in which rates of meals in trains have been increased in similar ratio filth has increased in trains. All the MPs have expressed concern with regard to meals in trains. Cockroaches are found in meals served to passengers and stale food is served. Passengers complain to senior officers in this regard but no action is taken thereon. It clearly indicates that there is nexus between food supplies and the officers. Unless and until, licences of such construction are cancelled, there won't be any improvement.

Diesel prices are constantly increasing. Under these circumstances 17 percent of total expenditure in railways will cater to fuel alone. Our railways consumes 250 crore liter diesel every year. It costs Rs. 17 thousand crore. Under the present rate of diesel, this expenditure will swell to Rs. 37 crores in 2013-14. I urge the hon. Minister that there is a need to switch over to electric trains. In India, there is 64 thousand Kms long railway network. Out of it, a length of only 20 thousand Kms has been electrified. Diesel driven trains ply on network of 44 thousand Kms. If efforts are made for total electrification, we can save diesel at large scale. It will save revenue which can be utilised for other development works. There is a proposal for laying 7 new railway lines covering 2500 Kms. I welcome it. It is a good step. But, I would like to say that it would take several years in completing the projects proposed to be undertaken during 2013-14. Under such condition, there remains no pressure on officers. Officers who fail to get the work compelled on schedule should be demoted. Because time over run results in escalation of costs.

We find that often concern is expressed in House over passenger safety. But murders take place in moving trains. 17 thousand posts of security personnel are vacant in railways. But there is no proposal for filling up these vacant posts. Unless we fill up these posts security aspect will keep facing problems.

I would like to draw attention of the hon. Minister to some problems being faced in my constituency. Jafrabad-Janghai and Janghai from Mariyahun is 60 Kms. This entire 60 Kms. stretch is of single lane. Consequently, movement of trams faces many problems. If train starts from Jhangai, train coming from Mariyahun will be stopped till Jhangai bound train covers its entire destination of 60 Kms. It is a serious problem. Trains have to be stopped for hours. On this stretch of 60 Kms. a station namely Varsathi falls in between. There is sufficient surplus railway land at this station. If a double track is laid on this station, this problem can be solved to a large extent. At the same time, a signal may also be installed at Varsathi.

Just now, Sanjay Nirupam has raised the problems being faced at Jaunpur station. Large number of people of Jaunpur live in Mumbai. They travel to and fro Mumbai. I have requested the hon. Minister a number of times, and finally he introduced train between Mumbai, — Allahabad and extended it upto Faizabad. Sanjay Nirupam ji has

demanded a train for Jaunpur. I welcome his demand. But, I want to say that Allahabad-Faizabad train is a weekly train. There is a need to increase its frequency. If its frequency is increased, it will solve lots of problems before any new train gets introduced. It will benefit large population of north Indians staying in Mumbai.

If Mumbai-Allahabad Durante is extended upto Janghai-Benaras, it will immensely benefit north Indians living in Mumbai.

I conclude with these words.

\*SHRI RATAN SINGH (Bharatpur): I welcome this public welfare budget. Relief has been provided to the public by not increasing the fare in the budget. Railways contributes a lot in the development, progress and growth of the country and is the powerful mean of connecting the far- flung areas of the nation with the main stream. The progressed railways is linked with the overall progress of the country. It helps in maintaining brotherhood and cooperation. Rupees 5.19 lakh crores has been earmarked for railways in Twelfth Plan.

Rail passengers are entitled for safe and pleasant travel and railways has made elaborate arrangements for the same. It was the vision of Shri Rajeev Gandhi to take benefit of technology in various forms for improvement in the life of we people. He introduced information technology (IT) in our country which has helped the Indian Railways and crores of passengers in many ways.

Next- generation e-ticket system is being introduced. Qualitative, healthy and economical meal has been included in the railway travel. Indian railway will achieve a mile stone in goods transportation, when it will be a member specific of billion tonne club with Chinese, Russian and American railways.

A memorandum of understanding has been entered into with Rashtriya Ispat Nigam Limited (RINL) for setting up of a new forged wheel factory at Rai Bareilly. A green field main line electrical multiple unit (MEMU) is to be manufactured in Bhilwada of Rajasthan with the cooperation of State Government and Bharat Heavy Electrical Limited (BHEL). Thousands of youth will get employment in these industries.

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\*Speech was laid on the Table.

A target of 575 Kms. has been fixed for gauge conversion. The fixed target of doubling the lines of 700 Kms. during the year 2012-13 will be achieved more than that. Railways will complete the work of electrification of 1200 Kms. In view of increasing demand, 72 additional services in Mumbai and 18 additional services in Kolkata are being introduced. In addition to that the number of coaches in 80 trains in Kolkata and 30 trains in Chennai are being increased from 9 to 12.

There is proposal to convert 450 Kms. meter gauge/ narrow gauge lines into broad gauge line during 2012-13.

67 new express trains, 26 new passenger trains, 8 DEMU, 5 MEMU trains are being introduced. The rounds of 24 trains are being increased. 57 trains are being extended. E-ticket will be available in 23 hours. Executive tickets will be available on 7 stations. 1.52 lakh new appointments will be made. 500 km. new lines will be constructed. 6 new rail neer plants will be established. At present 12, 335 trains are being operated. Clean train scheme will be launched at 104 important stations. Next generation e-ticket system will be started by the end of 2012 which is symbol of progress and public welfare.

Rajasthan will be benefitted a lot by doubling the Alwar-Bandikui line.

We are very grateful for approval of Bikaner- Chennai AC Express (weekly) via Jaipur and Sawai Madhopur-Nagda express trains.

Extension of Allahabad-Mathura Express upto Jaipur, Jabalpur Express upto Ajmer and Delhi-Shamli DEMU upto Saharanpur and making the Agra fort-Ahmadabad Express train from thrice a week to daily train are very important.

Sir, I would like to submit through you that Bharatpur Simco Birla Wagon factory, Bharatpur is the lifeline of development and about 50,000 families are connected with it. Bharatpur Birla Simco Wagon factory should be given order for manufacturing adequate number of wagon according to its manufacturing capacity, so that to provide employment to thousands of youths of Bharatpur. The under construction bridges at Bharatpur- Nadwai track and LC No. 252 on Bharatpur-Mathura track should be completed at the earliest. The damaged bridge at Bharatpur junction should be re-constructed.

Construction works should be completed at the earliest as per announcements made in rail budget 2010-11 and 2012-13. A new railway line should be sanctioned from Bharatpur to Kosi via Deeg and Kama. A new railway line should be sanctioned from Tatpur to Bansi Paharpur. A super speciality hospital should be constructed at Bharatpur. A super speciality diagnostic center should be set up at Bharatpur. Bharatpur railway station should be upgraded. PRS Center Khareli district Alwar be restarted. Gate No. 11 near Band Baretha (Bayana) should be constructed.

My earnest request is that hon. Minister may issue orders to the authorities for early completion of works announced in the budget. I strongly support this public welfare and progressive railway budget.

\*DR. BALIRAM (Lalganj): I support the rail budget presented by the Railway Minister, but I would like to say to the Railway Minister that Uttar Pradesh specially eastern area has been neglected in this budget. The people from eastern U.P. specially from Azamgarh go to the different parts of the country in search of livelihood like Mumbai, Kolkata, Delhi, Bangalore etc. But they suffer a lot for want of train from here and have to get train from Varanasi and Mughalsari, hundred kilometer far.

I demand from the Minister to make arrangements in the budget for a new train from Azamgarh to Bangalore, Mumbai, Gujarat. Similarly, the Kaifiyat train originate from Azamgarh never reach in time due to single track. So, make arrangements in the budget provisions for doubling the track from Azamgarh to Shahganj and Shahganj to Faizabad and Lucknow. In addition, the existing rail track is disposal track and thus the train do not run in speed so lines should be replaced with the new ones.

Secondly, Azamgarh railway station has been declared a model station but second platform has not been constructed even after repeated demands. As there is no platform on the other side and when the train is stationed there, the passengers have to climb down about four feet, resulting in accidents sometime. So make arrangement for construction of a platform on the other side also.

Thirdly, people have to cover a distance of one Km. to go to one platform to another as there is no foot over

bridge to cross the railway line. So, please make arrangement for construction of foot over bridge at Azamgarh railway station for going to one platform to another.

An over bridge is being constructed on Azamgarh railway line. Since five years, which has not been completed so far causing long jaam. So, make arrangements for its early completion.

The stoppage of Kaifiyat express should be increased for two minutes at Farihan and Sarai Meerpur railway stations. Kaifiyat Express which starts from old Delhi railway station should be operated from Azamgarh to New Delhi. Kaifiyat express should depart from New Delhi at 5 p.m, so as to reach Azamgarh on time. Pantry car should be attached with Kaifiyat express train.

AC second class should be attached in Saryu-Jamna express running between Chhapra and Lucknow. The new train started from Mau- Azamgarh to Anand Vihar should run five days a week and it should be extended upto New Delhi.

\*SHRI ARUN YADAV (Khandwa): First of all, I congratulate hon. Minister of Railways for presenting his first rail Budget. I can say with joy and satisfaction that Rail Ministry will be benefitted by his long public and administrative experience as it is evident from study of various provisions made in the budget.

It is Practical and commendable rail budget as efforts are made to mobilise the resources during 2013-14 for determining strong economic principles, safety and security to provide objective examination and solution and affirmative efforts for modern passenger facilities for effective maintenance, operation, supervision and modern development of railways.

I will not go into the various issues of the budget, but try to concentrate on the only two points. First, railways has fixed an ambitious target of attracting one lakh crore rupees investment through public- private partnership during the Twelfth plan. I admire this initiative of the Railway Minister in this regard. There is no doubt that required resources will be obtained for infrastructural development through such investment. But there is also no doubt that public- private participation model has not fully matured.

I hope that railway Ministry, Planning Commission and Finance Ministry will bring ethical improvement in this regard so that PPP model could be translated into reality. I know that Rail Minister must be aware of the concerns regarding public- private participation model. We all know that only those projects will receive investment through public- private partnership, where there is definite scope of profits. Our concern is that Indian railway, which is the throbbing of the entire country, which has been bringing development and prosperity in any geological area by its presence, which is the symbol and medium of national unity, may not be limited to only profitable projects.

Secondly, it has been tried in this budget to connect the socially and economically backward areas by railway network, that endeavor is needed to be promoted more.

I came from Madhya Pradesh. The BJP Government of that State do not have any interest in the development of the area, particularly in development of railway as compared to other State Governments. The railway has offered to construct Indore- Manmad railway line on cost sharing basis. The Central Government has to pay the 50 percent of the expenditure likely to be incurred on this project. Rest of the 50 percent was to be paid by the Madhya Pradesh and Maharashtra governments. The Maharashtra government has not accorded its consent till now. In this inordinary situation, I would like to bring one thing in the knowledge of railway Minister that Indore-Manmad railway line via Mahu to Sendhva-Dhar, Khargon, Badwani is a very necessary project. The one crore residents of this adivasi dominated districts will be benefitted. These are very backward areas. By construction of this railway line the possibility of industrial development in these areas will be increased and many industries will be developed in this area. The useless land of this area will be helpful in setting up of industrial units. By construction of this rail route the Indore and surrounding areas will directly be connected with Mumbai and less distance rail connectivity along with direct connectivity with sea- port will be provided. At present, the most of the goods of the Pithampur industrial area is supplied to Ratlam by containers. The Indore- Manmad rail line will remove this de- tour and will provide direct connectivity with Mumbai. The wastage and damages of goods in transportation upto Ratlam will be lessened.

Hon. Rail Minister must be aware that Indore-Manmad rail line was proposed for survey during 2002, and survey report was submitted in 2004. This rail route was not considered economically viable due to its cost of 1001 crore rupees at that time and rate of return being 7 percent and the State Government was asked to bear its cost proportionally 50 percent and make available required government private land free of cost for construction of this railway line. But the BJP Government of the State was not specially interested in development of adivasis, farmers and youths, so it did not give its consent so far. The State Government has agreed to provide government land free of cost and for the civil works that could be executed under MNREGA. It mean they want to execute the works by the money being provided by the Center. They are not interested in organising the bar on and useless private land by paying appropriate compensation, whereas this government do not leave any chance to acquire agricultural land for the industry of industrialists. Whether any industry is established there or not.

I want to draw the attention of the Hon'ble Minister of Railways that the inclusive development may not be stopped by such non-cooperative and negative State Government. I also want to bring it to the notice of the Hon'ble Minister that in Madhya Pradesh, the per capita railway line density in comparison to the other States in the country, is very low. In such a scenario it is very essential to enhance the presence of railway here. I would like to request him that keeping in view the social and economic backwardness of this area, the conditions prescribed by Planning Commission may be followed. Instead of their negative ROR approval was given to 33 projects of Bihar and 14 projects of West Bengal. Similarly, approval may also be given to Indore-Manmad rail line whose ROR is 7 per cent. The grants may be provided for it in this Budget itself so that the long demand of people of Madhya Pradesh may be fulfilled.

Hon'ble Minister of Railways had said in his Budget speech that the target of fuel consumption will be made more stringent. It may be mentioned here that after the construction of Indore-Manmad rail line, the distance of South-West operating trains will be less of 250 km. The 3141 km. distance of Jammu-Tawi-Kanyakumari (Himsagar Express) will shrink to 2461 and the 13 hours time will be saved. In this way the 40 goods trains and passenger

trains on this route will run total 6300 km. less by which there will be a savings of around 1500 crore rupees yearly to Railway. If we add this saving then the ROR will be more than 14 per cent.

It is very moving to state that there is no rail connectivity even after the 66 years of independence between the three tribal dominated districts of Madhya Pradesh i.e. Dhar, Khargaon and Badwani. You will be surprised to know that there is no rail line in the 120km of Badwani. In order to solve this problem, Ministry of Railways ordered conducting of survey of new rail line for Khandwa-Dhar via Khargaon and Badwani, in the year 2008-09. The cost of this rail line was earmarked 2025.25 crore rupees on 7th January 2011 and the ROR of this line was assessed 3.43 per cent.

One thing I would like to bring to the notice of the Hon'ble Minister that the way the Ministry of Railways conduct surveys, many times it does not show the truth. The survey report of railway is telling this area non-backward and not commercially remunerative, whereas the factual position is contrary to it. I urge upon the Hon'ble Minister of Railways that he should know the factual position of this area from Planning Commission, Ministry of Tribal Affairs, Ministry of Agriculture and the State Government and give approval to the new rail line of Khandwa-Dhar via Khargaon and Badwani, in the interest of this area and provide adequate allocation for this line in the Budget.

All know that the cost increases with the slow speed of implementation of projects. Besides, the timely proportionate profit of that project is not received of the investment of that project. Therefore, it is needed that all the projects should be completed within the stipulated time. This is the first fundamental mantra of hard financial discipline. It is mentioned here that the gauge conversion of Ratlam-Mahu-Khandwa-Akola rail was sanctioned many years back and the work is also going on, but it is going on with very slow speed.

The cost of this work was estimated of 1421.25 crore rupees, but only 40 crore rupees have been allocated. This project is suffering double loss, which has become the glaring example of financial indiscipline. It is a victim of low allocation and poor utilization. It is so, when NTPC has great need of this line for the transportation of coal and building material for 2X660 mw powerplant at

Khargaon. By gauge conversion of this line there will be immense development and prosperity in this area and apart from general traffic railway will earn net profit from transportation of coal.

In view of the hard financial discipline which he had said in his Budget speech, I urge upon the Hon'ble Minister of Railways that the work of gauge conversion of Indore-Khandwa section should be completed in the financial year 2013-14 and the Khandwa-Barwah stretch of this section should be taken on g priority, so that NTPC may complete its mega power project and commission it. With this, the required power supply will be done to the State and the country and the agriculture and industrial growth will get the momentum.

It is a commendable step to open 25 centres for skill development of youth in rail relating trades. For this I congratulate the Hon'ble Minister of Railways. I request the Hon'ble Minister that in the Burhanpur district of Madhya Pradesh, which is a Muslim-Tribal dominated backward area, an efficiency centre should be approved for youths there, so that the youth of that area may give their positive contribution in the development of Indian railways.

With these words, I conclude my speech while supporting the Railway Budget for the year 2013-14.

\*SHRI SAJJAN VERMA (Dewas): I welcome the Rail Budget for the year 2013-2014 presented by you. Therefore, all the people of the country have welcomed it from the heart of their hearts. The reins of Ministry of Railway have come in the hands of a congressman after 17 years. Therefore, the people of the country had apprehensions whether this year's budget may be hard, there may be increase in the passenger fare, but the Hon'ble Minister for railways, Shri Pawan Bansal ji presented a very simple Rail Budget and has won the hearts of the people of the country. In this Budge, neither the fare has been increased nor any surcharge has been thrust on the people, but the provision have been made that how can passengers get good food and that how can we get good standard of cleanliness in trains, how can we upgrade the railway stations, how can we do better security arrangements for passengers. Provisions have been made for all these things in the Budget. Announcement has been made of conducting survey of new rail line, one step has been

taken forward in the direction of completing the old projects.

I would like to draw the attention of the Hon'ble Minister towards some anomalies also in this Budget. The decision of closing the thousands of menless rail crossings has not been taken up meticulously because many rail crossings area at such places where the house of farmer is on one side and his fields are at the other side. How can he bring his crops after cutting upto his house. The second aspect is that hospitals are very far in rural areas. If a patient is to be taken to hospital, one has to take a round of many kilometers because the railway crossing is closed.

Thus, I am to request the Hon'ble Minister that some such system should be developed that the gate of the crossing is closed automatically 10 minutes before the arrival of the train and the gate opens after passing through the train.

With this, I would like to draw the attention of the Minister of Railways towards some problems of my parliamentary constituency. I have hope and confidence that these will be resolved at the earliest.

In the last Budget session of the year 2012-13 the announcement was made to conduct a survey of rail line from Ramganj Mandi-Jhalawar via Aagar to Ujjain. But the survey work has not been started even after passing of one year. It is requested that direction may be issued to open a survey office soon in Aagar (Shajapur). It may be known that this railway line covers my parliamentary constituency Dewas and Ujjain which are S.C. reserved.

A new railway line from Devas to Bhopal via Hatpipalia-Sonkatch-Asta Sihor was proposed in the Budget session 2013-14 for survey, which has been approved, so issue orders for starting its work at the earliest.

A stoppage of Puri-Balsad train should be provided at Shulajpur.

A stoppage to Train no. 19325 and 19326 Indore-Amritsar should be provided at Shajapur.

Train No. 19053 and 19054 Surat-Muzaffarpur should stop at Shajapur.

Train No. 19239 and 19238 Indore-Habibganj-Indore should stop at Bairchha.

Train No. 14323 and 14324 Indore-Habibganj-Indore should stop at Bairchha.

Train No. 11471 and 11472 Jabalpur-Indore-Jabalpur over night should stop at Kalapipal.

Reservation tickets and general tickets are sold at the same counter at Shajapur district headquarter. Separate counters should be opened there.

Train No. 59379-59380 Indore-Maksi-Indore, which stands at Maksi for four hours should be extended upto Shajapur.

The road under bridge (Sub-way) at level crossing no. 80 on Ujjain Bhopal section near Shajapur be constructed.

The road under bridge (Sub-way) at level crossing No. 31 on Indore Devas section should be constructed.

So, it is requested that the above proposed demand should be fulfilled keeping in view the public interest.

SHRI RAVINDRA KUMAR PANDEY (Giridih): Mr. Chairman Sir, I come from Giridih area of Jharkhand. There is a biggest Jain pilgrim place in this area called Parasnath Shikarji Maharaj. The natural beauty of that place is such that Jagdish Chadra Basu and P.C. Salbonius had spent their time there after retirement.

Giridih is the hub of Mica, Coal and Steel. Giridih is the only station of district headquarter which was connected by railway line after independence. I have continuously raised this matter for last 4 years. We have requested the Minister to include this area in his reply, as this area has been met with injustice. The railways earn 40 percent revenue from the three states i.e. Jharkhand, Odissa and Chhattisgarh. Particularly Dhanbad, Adra and Asansol, the three division contribute 10 percent in the revenue.

Mr. Chairman Sir, I would like to urge upon the Minister to extend the trains and provide stoppage at the following station:

Kolkatta-Ajmer weekly train No. 19607 and 19608 should stop at our home station Phusro railway station. Chandrapura junction is the city of power plant and coal fields. The main station is Chandrapura and our home station is adjacent to it. A stoppage of train No. 18103 and 18104 Tatanagar-Amritsar-Jalianwala Bagh and train No.

15661 and 15662 Ranchi-Kamakhya Express should be provided there. Third train No. 18605 and 18606 Hatia-Jaynagar should stop there. Unfortunately, the train no. 12365-12366 Ranchi-Patna Jan Shatabdi Express, which connects Jharkhand and Bihar, do not stop at Chandrapura Junction.

Similarly, stoppage of train No. 18627-18628 Ranchi-Hawrah Intercity Express is also necessary because it is the only trains for the people of coalfield area to go to Ranchi. We demanded stoppage of Train No. 12831 and 12832 Dhanbad-Bhuvneshwar Garib Rath during the time of Laluji, but nothing has been done. Gomo, where Netaji Subhash Chandra Bose was alighted, was named during the period of Mamta didi. Our brothers go to Ajmer by Sealdeh-Ajmer train. *...(Interruptions)* My request is that a stoppage of train no. 12941 and 12942 Asansol-Ahmadabad Express should be provided at Gomo railway station. Parasnath is the biggest pilgrimage centre of Jains, Hawrah-Gandhidham Garba Express no. 12938-12939 and train no. 18609-18610 Hatia-Lokmanya Tilak terminal Express should stop there. Train no. 15027 and 15028 Hatia-Garakhpur Maurya Express should stop at Phulari Tand, which is the biggest rural area. Besides, train no. 11447 and 11448 Hawrah-Jabalpur Shaktipunj Express should also stop here. There is no alternative for the villagers of Telo Station. Train no. 18625 and 18626 Ranchi-Patna superfast express, which connects these two states, should stop there. Besides, train no. 13319/13320 Ranchi-Bajjnath Dham express should stop at Nichitpur halt. A large population of Chhattisgarh reside at Bermo coalfields and Dhanbad coalfields. There is only one train for Chhattisgarh which is train no. 17005/17006 Darbhanga-Hydrabad Express. Train no. 17007 and 17008 Darbhanga-Sikandrabad Express and train no. 13425-13426 Malda town-Surat Express should stop at Katras and Chandrapura Junction in Central-Eastern railways, so that the people going to Chhattisgarh may get facility to go there. I request the minister that we do not have funds. My request is that the trains which stands in our area for 12-12 hours should be extended, by which people get new train and railway will get revenue. Dhanbad-Patna Ganga Damodar Express should be extended upto Buxar because this train remain standed at Patna for 12 hours. Train no. 53359-53360 Gomo-Barkakhana Passenger should extended upto Asansol. This stand remain standed at Gomo junction for the 14 hours. Train no. 22845/22846 Hatia-Pune Express

should be extended upto Dhanbad. Dhanbad is such a junction which we call sub-capital of coalfield area. Train no. 12811-12812 Hatia-Kurla Express should be extended upto Dhanbad. Since independence no member of Parliament could be able to introduce a new train direct to New Delhi from Dhanbad. My request is that a new direct train for Delhi be introduced from Dhanbad so as to facilitate the people and they may feel the return of ten percent revenue. There is need for a direct train from Giridih to Patna and Howrah. EMU train should be introduced from Barkakhana to Asansol. *...(Interruptions)* I will conclude within a minute we want that DRM office at Dhanbad should to converted into Zonal office including Bokaro etc. in it. My request to railway minister is that he should broaden his mind and do not pay attention to Rae Bareilly, Amethi and Chandigarh alone. We are also the resident of this country where these areas exists. My request is that Justice should be done with Jharkhand. I have been demanding since 1996 for pantry-car in long distance trains like Jabalpur-Shaktipunj Express. But nothing has been done. Train should be introduced from Parasnath to Champapur *...(Interruptions)*

*[English]*

MR. CHAIRMAN: Dr. Thokchom Meinya, you may please start now.

*...(Interruptions)*

MR. CHAIRMAN: Nothing will go on records now.

*...(Interruptions)\**

*[Translation]*

SHRI RAVINDRA KUMAR PANDEY: With these words, I conclude my speech.

*[English]*

DR. THOKCHOM MEINYA (Inner Manipur): Thank you very much, Mr. Chairman.

I rise to participate in the General Discussion on the Railway Budget 2013-14. I would like to place on record, my heartiest congratulations to the Railway Minister for this balanced Budget.

Coming to the main discussion, I would like to very respectfully say that the Railway Budget is inclusive both

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\*Not recorded.

in content and in quality. In order to improve the overall quality of passenger services, the Railway Minister has started detailing the dilemmas and the concerns that the Railways are facing today.

The Railway Minister has called for a perceptible improvement on safety and security aspects, passenger amenities, cleanliness, quality of railway catering, rail tourism and punctuality. We should note that the Railway Minister is fully committed to bring about the much desired change in the railway amenities.

I shall come directly to region-specific details. The Railway Minister has set the right tone, when he speaks of projects of national importance and he said:

"Security of the nation is paramount and our brave soldiers make immense sacrifices to safeguard our frontiers. Providing need-based rail connectivity to border areas is upper-most on Railway's agenda."

Sir, the national project of Udampur-Srinagar-Baramulla and other projects of strategic importance have been taken up on priority. The North-East region, to which I belong, is very sensitive. The projects in these regions are in progress, for providing connectivity to State capitals of the entire North-Eastern States.

**18.00 hrs.**

For the first time, the State of Arunachal Pradesh has been brought into the rail network and Harmuti-Naharlagun line will be commissioned this year. We are very grateful to the hon. Minister for this.

It is also informed that works on the new railway project to connect my State of Manipur are in full swing. The Ministry is also fast tracking the gauge conversion works on Silcher-Lumding and Rangia-Murkongselek. We are very-very happy.

I come from the State of Manipur. Manipur, as you know, along with other Northeastern States, including Jammu and Kashmir, is categorised as Special Category States. Manipur is one such State where no train has ever run. There are still some elders in my State who have never seen a train, forget about travelling in it.

MR. CHAIRMAN: Hon. Members, it is already 6.00 o' clock and I still have more than 30 speakers to take part in this discussion. If the House agrees, we may extend the time of the House till 8.00 p.m.

*...(Interruptions)*

MR. CHAIRMAN: Nothing is going on record.

*...(Interruptions)\**

MR. CHAIRMAN: Please sit down. I have extended the time of the House till 8.00 p.m. If need be, we may sit up to 12.00. I may also request the hon. Members to be very brief and do not take more than four to five minutes so that more Members can take part in this discussion.

Dr. Meinya, I will give you only two more minutes.

*...(Interruptions)*

MR. CHAIRMAN: Nothing will go on record.

*...(Interruptions)\**

DR. THOKCHOM MEINYA: Sir, in 2004, the UPA Chairperson, under the leadership of the hon. Prime Minister, sanctioned a national railway project for my State. Dr. Manmohan Singh laid the foundation stone of this Railway project in 2004. It was targeted to be completed by 2010 but was extended to 2012, again to 2014 and now it has been extended to 2016. We are not very fortunate. I would request the Railway Minister to see that the time is not extended further.

The reason for this delay as well as for the delay in the work of other gauge conversion is attributed to the adverse law and order situation of the State. For this, I would urge the Union Government, particularly the Ministry of Home Affairs to look into the provision of having a dedicated security service for all the projects that were sanctioned for the Northeastern regions where difficulty prevails.

I would very respectfully request the Union Government to look into this aspect also. The looks of the people of Northeastern region are very different. We are more akin to those in the East, Far-east and South-East Asia and are allegedly having some genuine difficulties to be identified along with our brethren in the mainland India. This being the actual position, the initiatives of the hon.

*\*Not recorded.*

Railway Minister are in the right direction, towards achieving inclusive growth as has been desired in this great country.

**18.04 hrs.** (*SHRI Inder Singh Namdhari in the Chair*)

It is encouraging to note that in order to contribute to the national skill development programme, the Union Government, the Railway Minister in particular has started to impart skills to the youth in railway related trades in 25 locations across the country including Agartala, Dimapur, Imphal and Imdingh from the Northeast. We are very proud of it. I whole-heartedly support the Railway Budget, 2013-14.

[*Translation*]

\*SHRI NARAYAN SINGH AMLABE (Rajgarh): Hon. Rail Minister, Shri Pawan kumar Bansal ji, Ramganj Mandi, to Bhopal rail line for my Parliamentary constituency was sanctioned in the year 2000. The work upto Jhalawar has been completed and the train has also been commissioned. The compensation of land in Khilehipur Rajgarh in Madhya Pradesh has also been paid. My request is that an amount of Rs. 25 crores which you have sanctioned are not sufficient. Therefore, I request you to get it completed upto Bhopal on priority basis by allocating Rs. 200 crores for this purpose. The people of Rajgarh constituency are eagerly waiting for completion of this line for a long time. Therefore, kindly sanction an amount of Rs. 200 crores and also accord approval to the new estimate.

\*SHRI SURESH KASHINATH TAWARE (Bhiwandi): I would like to draw the attention of the hon. Rail Minister towards my Lok Sabha constituency with regard to rail system.

In the year 2010, the then Railway Minister made an announcement that 32 rounds will be given from Mumbai to 'Kasara' and 'Karjat' in Central Railway, out of which only two rounds have been given. Not only this, the G. M., Central Railways have also said many times that rounds for 'Kasara' and 'Karjat' will be increased. But nothing has been done so far.

The renovation work between two stations of central Railway Umbermal (Between Kasana and Khardi) and Tanset (between Hatgaon and Khardi) is very essential,

\*Speech was laid on the Table.

where passengers have not been provided even basic facilities.

A new train may be introduced from Chhatrapati Shivaji Terminal to Church Gate (via Bhiwandi) and back.

The canteens of four stations of central railway-Kasara, Khardi, Hatgaon and Wasind are lying closed for the last 8-9 years. Kindly get them started at the earliest.

Home platform facility at Arangaon station in Central Railway be started. As there are 10-12 colleges in this region and 210 villages in Taluka, the general passengers and the students have to face a lot of difficulties.

72 new trains have been announced in the budget. Out of them maximum possible trains should be given on Diwa-Bhiwandi-Basai rail line, as this route is always crowded and the common people have to face lot of difficulties. It will provide a lot of relief to them.

It is requested that there is lot traffic of general as well as local passengers. Due to inadequate rounds and lack of facilities at the stations, people have to face a lot of difficulties. Therefore, I would request the Hon. Minister to consider the above subjects and oblige us by taking favourable decision.

SHRIMATI PUTUL KUMARI (Banka): Chairman Sir, thank you very much for allowing me to participate in the discussion on Rail Budget. Indian rail is the life line of the Indian people and it has a big contribution in Indian life. Rail carries, lakhs of people from one place to other. If an accident takes place at one place or there is an obstacle, lakhs of people are unable to reach their destination. Rail Department provides employment to 14 lakh people and that is why the Railways is called the biggest employer. I have had the opportunity to look into the functioning of railways very closely and I know that this has to face a lot of challenges. One is that of increasing population and the other of decreasing capital. Three Rail Budgets have been presented before me. One was presented by Hon. Mamta ji, the second one by Dinesh bhai and now, Respected Bansal ji, has presented. Hon. Dinesh ji has said that the Railways was still in I.C.U and in dire need of oxygen. We had also accepted the argument. On the other day when the hon. Rail Minister Bansal ji was presenting the budget, there was a lot of pandemonium in the House and the budget speech could not be heard properly. I was also

amongst those who were creating ruckus, because our sentiments were also hurt, our dreams, our expectations were shattered in one way or the other. We all were hoping that the coming budget would bring some good news. When Santa clause opens its bag, there is something for everyone. But the budget was limited to some special people, there was nothing for we people and our dreams were shattered. Through you, I would urge the Hon. Minister that the Minister is for the whole country, he is not the Minister of any particular state. Everyone should be equal before him.

Sir, I represent Banka area, which on one side touches West Bengal Border, on the second side Jharkhand and on the third Bhagalpur. No rail line has been laid here for the last sixty years. The people here have not even heard the whistle of the Rail. They are not familiar with it. It has become a sort of island. I first go to Gaya, then it takes me five hours to go to Banka. It takes four hours from Dhanbad to Banka and five hours from Patna to Naka. If I directly want to go to Banka, I can't go. It has been 22 years when Banka was made a District, and it has all the facilities of a district, but it was always ignored. But when NDA Government came into being, my husband former Minister of State for Railway got the construction of a new Railway station done in Banka. A new rail line was introduced from Banka to Patna and Banka-Patna Intercity is always packed to capacity.

The demand of the people of that area is that arrangement for two general boggies and one AC Coach should be made in that train. The people will be much benefitted and Railway will also earn more revenue.

A very big project, which was to be completed in four phases and one phase of that project has completed and the work of three phases is incomplete. This project was started with the cost of rupees 607 crore and only of that only 30 crore rupees have been provided this time. I would like to draw the attention of hon'ble minister that the balance rupees 117 crore of the cost of this project should be provided so that the work of this project can be expedited and this line will be completed in time.

About 80 thousand Ansari Brethren live in Banka who work as weavers and we regularly raise our voice for them. These weavers have not got any station, train, means of transportation. Their station is only Bhagalpur and They

sell their products in the name of Bhagalpur only. If this is constructed, they will get a big market and a big route for them.

Hon'ble Chairman, I would like to mention about some such trains for which we are demanding for the last three years which can be run without big infrastructure and washing pit because when these trains reach Bhagalpur which is the nearest Railway station is at a distance of 40 kilometers and trains halt there for 6 hours, 8 hours and sometimes for two days. The train occupy the space there for six hours, eight hours and two days. If that train occupies the space for six hours, eight hours and two days and comes to the Banka station after washing and takes passengers from there, the Railways will get more profit and passengers will also be benefitted.

MR. CHAIRMAN: Now, please conclude. I have given much time to speak.

SHRIMATI PUTUL KUMARI: Sir, I would like to mention about some trains. There should be upgradation of passenger facilities at Banka Railway station, the Bhagalpur, Yashwantpur should be extended upto Banka. Bhagalpur and Ajmer Sharif runs once in a week and it should be extended upto Banka, only then people can get its benefit. Bhagalpur- Ranchi reaches at 4 'O' Clock in the morning. It halts there for the whole day and departs on third day in the evening at 5 'O' Clock. It halts there for full three days. This train can also operated from Banka. Sultanganj is such a place where from lakhs of people board the train at the time of 'Shravani Mela'. People are demanding for a long time that a stoppage of 'Grarib Rath Train' should be provided there and a Railway Hospital should be set up at Sultanganj Railway Station. Danapur Tata Express and Danapur Hawra Express Trains comes at right time at JhaJha station and stops at every halt for one hour in between. Its stoppage should also be provided at Vidhor Railway station.

Sir, you gave me an opportunity to speak and I thank you for this.

\*SHRI RAMESH BAIS (Raipur): The members are very much eager to know about the budget before its presentation that what is going to be given to our area and the people of the country curious to know that what facilities they will get in the budget. This budget has disappointed

both members and the people of ' the country. It is the first time in the history of this country that hon'ble Railway Minister could not read his whole budget in the Lok Sabha. After increase in the fares of Railways before presenting the budget it was known that how this budget will be and people will not get any relief.

All those who because Railway Minister always prepared the Rail Budget for his area and his area and his state only. Earlier, Railway Minister were from South India and South India got big Rail network. When Lalu Prasad because Railway Minister he prepared the Rail Budget of Bihar. Mamta Banerjee prepared Budget for Bengal. Now, Shri Pawan Kumar Bansal has become Railway Minister and he has made it for Chandigarh and Raibareilly.

Chhattisgarh has always been neglected. The most of the area of Chhattisgarh has not been linked by Rail even today. The Tribal people of Bastar in Chhattisgarh have not even seen the Train in this twenty first century, what to talk of travelling in that.

Many demands are made from Chhattisgarh in every budget but those are never taken care of and completed. Some small jobs are shown to be done just to mention the name of Chhattisgarh in the budget that something has been given. In this budget also a rail line from Pendra to Bilaspur and Bilaspur to Jharsokra has been announced which is just for an eyewash.

All the new works announced in this Budget are said to be done through P.P.P.

The common people have started saying that this UPA Government will not again come to power due to scams and inflation. The atmosphere in the whole country is against UPA Government. Lok Sabha elections can be held next year or earlier also. How anyone will be ready to work in Private Partnership. All the announcements made in regard to railways will not get any result.

The Railway Ministry has neglected the Chhattisgarh inspite of Bilaspur Railway Zone being biggest revenue earning zone in the country. Many surveys are conducted and many works are announced but no work is done. If Ravahat railways line is not started at the earliest then Bhilai Steel Plant will be in danger. The stock of Iron ore at Bhilai Steel Plant is about exhaust. That iron-ore has to come from Ravahat and if that rail line is not constructed the supply of iron ore to Bhilai steel plant will not be done.

If that plant stops to work. The people will have to face the problem of their earning.

Chhattisgarh is not connected to the capital of many states by rail route. The demands for starting new trains are being made for a long time but that demand has not been fulfilled upto now. A large number of people goes to Haridwar from Chhattisgarh. A demand for passenger train to from Raipur to Rajasthan is being made for a long time. Hind Mahasagar train should be provided stoppage at Matapara.

\*SHRI SANJAY DHOTRE (Akola): I represent Akola constituency of Maharashtra. I am constrained to say that not only the projects of my constituency have been ignored by the Railway Minister, but the whole of Maharashtra did not get anything in this Rail Budget.

A delegation of the MPs of Maharashtra have met the Hon. Railway Minister and I hope that the Railway Minister will mention something for Maharashtra in his speech.

An important project which was sanctioned by the committee on Economic Affairs in the year 2008 is still pending. There was a mention of Ratlam-Mahu-Khandwa-Akola (472.64 Km.) project in the Rail Budget of 2008-09. But the work on Akola-Mahu-Khandwa-Aonla rail line has yet not started. The work on Khandwa-Ratlam route is on progress and it is likely to be completed in about two years but Akola-Khandwa rail route is being totally ignored.

It is an important rail route, a train used to run from Ajmer to Kachiguda in pre-independence days. This 1469 Kms. rail route is the shortest route connecting South India with the North India, the metre gauge line from Jaipur, Ajmer and Chittorgarh of Rajasthan to Ratlam, Indore, Mahu and Khandwa in M.P. to Poorna and Mudkhed of Maharashtra would further go upto MahohaSsbaa' and Sikanderabad of Andhra Pradesh.

The 805 kms. track of this 1469 kms. Line which connects Jaipur to Ratlam and Sikanderabad to Poorna has been completed. In addition to this the work on 159.14 kms route which connects Ratlam-Indore and Mahu is making rapid progress. 80 kms. of rail project, which connects Ratlam with Fatehabad is likely to be completed in 2012-13.

\*Speech was laid on the Table.

I regret to say that the work on Akola-Aakore-Amlakhurd route of this project has yet not started. I would request the Hon. Minister to get the work started on this section at the earliest. Akot-Amla Khurd route passes through the forest region and a tiger sanctuary and the approval of forest department is necessary for this. I would request the hon. Minister to get the work started on this segment after obtaining approval of Environment Department Till the pending approval of forest and Environment Department, work on Aakore-Akola and Khandwa-Amla khurd route may be started rapidly.

Apart from this Yavatmal-Murtizapur-Daryapur-Achalpur is a narrow gauge line, it is my request to the hon. Minister that this may be converted into broad gauge and extended upto Narkhed.

In addition to these suggestions, I would like to draw the attention of the hon. Minister towards some day to day problems.

Gondwana Express runs between Bhuswal and Delhi. As a short route is available to the passengers of Bhuswal, they don't prefer this train. The more benefit of this train is exploited by the passengers of Akola, Amravati, Yavatmal Districts, but due to non-stopping of this train at Murtizapur Railway station, the passengers there are deprived of this facility. I would request the hon. Minister to pass orders to provide stoppage of Gondwana Express and Thirupaty Express at Murtizapur. In the same way Nagpur-Pune Express may be provided stoppage at Murtizapur keeping in view the convenience of the passengers.

There is no stoppage of Train no. 17639, Kachiguda-Akola Intercity Express between Akola and Washim, a distance of 80 kms.as a result of which passengers, of this Tehsil have to face a lot of difficulties. I would request that this train may be provided stoppage at Juvalka station between Akola and Washim.

I would request that a new train may be started between Akola and New Delhi via Narkhed, Betul, Itarasi so that the people of this area could be benefitted.

The Hon. Minister has increased the passenger fare in all categories in this year's budget. I would request the hon. Rail Minister that along with the increased fares, the

basic facilities also need to be improved. The quality of cleanliness and catering needs to be improved.

With these words, I conclude my speech while strongly opposing the Rail budget.

*[English]*

SHRI K. SUGUMAR (Pollachi): The hike in supplementary and freight charges would cause an increase in prices of essential commodities and fuel inflation. The Railway Budget places an even greater burden on the already overburdened common people through an indirect passenger fare increase by way of levy of higher fees and an increase in freight tariff which will cause an increase in prices of essential commodities. The increase in freight charges at this time will fuel inflation as it will increase the cost of commodities, especially essential, and important raw materials like foodgrains, cement, coal, iron ore. This would further increase pressure on state electricity utilities which are already suffering. There had been an indirect increase in passenger fares by hiking a number of supplementary charges. The budget was uninspiring and lacked any long-term perspective with regard to infrastructure development. There are no concrete measures or significant increases in investment, which were the need of the hour to enhance economic growth, have been proposed. An increasing portion of the costs traditionally met by the Centre and the Railway Ministry were sought to be pushed on to state governments such as project costs on new lines and passenger safety amenities like foot over bridges which was totally unacceptable to any state.

The Railway Budget has only paid lip service to the common people while placing untold burdens on them.

While the budget gave a great disappointment for the entire State of Tamil Nadu, the disappointment to the people of my constituency was even quite higher as many of their long pending demands have not found a place in the budget such as: the broad gauge conversion work at Pollachi to Pothanur, Pollachi to Palani and Pollachi to Palakkad is going at snail's speed for want of fund. The people have been demanding for its quick completion. I have raised this issue many a times in this august House. Therefore, I urge upon the Hon'ble Minister to allocate more funds for these conversion works, so that the same can be completed without any much delay.

I had made a request earlier for creation of halt station at Achipatty which is located at the centre of Pollachi town. The present Pollachi railway station is at a corner of this town and because of this the people are finding it difficult to make use of rail journey. If the proposed halt station is made at Achipatti, it will be more convenient for the people of my constituency.

Similarly, there have been demands for creating stations at Thamarakulam, Kovilpalayam, Chettypalayam falling in between Pollachi and Pothanur and at Thippampatty, Pulankinar all falling in between Pollachi and Udumalpet. The people have been demanding for the stations at the above places for a quite some time. I have also raised this issue earlier in the House. However, I found nothing in the budget. Therefore, I urge upon the hon'ble Minister to look into this.

As I mentioned earlier, the construction of a rail over bridge at Vadugapalayam located in between Pollachi and Pothanpur is must keeping in view of the increasing vehicular movement at the place and because of frequent accidents occurring at the above place. Therefore, I urge upon the Hon'ble Minister to kindly consider this request. When we talk of about railway budget it goes without saying that people demand for new trains.

There is a demand for direct train between Pollachi-Chennai-Pollachi on a daily basis. They have also been demanding trains between Pollachi and Coimbatore and Pollachi to Palani considering the commercial as well as religious aspects. Therefore, I urge upon the Hon'ble Minister to look into this.

[*Translation*]

MR. CHAIRMAN: Minister Sir, I want to say one thing. The hon. members write down their problems on the basis of their experience. There should be a team of responsible officers sitting in the lobby, which should note down their suggestions. It seems hon. members are speaking only for sake of formality. I was seeing from here that no one was noting down in the officers lobby.

SHRI SHAILENDER KUMAR (Kaushambi): Officers are sitting in the lobby but not taking any notes.

HON. CHAIRMAN: I also sit beside you. Nobody was noting down.

SHRI KAMLESH PASWAN (Bansgaon): Sir, when the Rail Minister was presenting the budget, we were very keenly listening and hoping that our area, which was ignored in the previous budget, will be taken care of. There was an important matter relating to my constituency which was regarding Bansgaon North East Railway Headquarters Gorakhpur. From railway point of view it is very backward area. The survey work with regard to construction of important rail line Shajanwa via Dohrighat was completed in 1992-97. Sir, I received a letter about one week before the budget. I got the message through that letter to remind me that I had raised this matter under rules 377 on 13.12.2012. They had refused on the pretext of shortage of resources. Through you I would like to ask the Rail Minister, where there are no Congress MPs they do not have shortage of funds there.

But during the last four years, three Rail Ministers have presented their Rail Budget. Every Rail Minister looks after his state. But unfortunately we are from Poorvanchal, and survey work of Sahajanwa-Dohrighat of Poorvanchal is very important. If the rail line, the survey for which was completed in 1992, is given, it will connect important Bodh Places of Sarnath, Kushinagar, Kapilvasthu and will also be profitable from Railways point of view. I have raised this issue many a time and now I again request the Rail Minister to take care of this line as you have taken care of Amethi, Rae Bareilly and many other place which are represented by congress people. I would urge upon the hon. Minister in this government itself. Therefore, I would request that if in the name of homage you give this line there, it will contribute in the development of my area. Alongwith this, I make a demand for my Gorakhpur that there is no such train on Gorakhpur route which makes possible to reach Delhi in short time. We start by 4 in the evening and reach by 7-8 in the morning. We have asked for many a times and have also met the Hon. Minister. We have met the hon. Minister many a time in the leadership of respected Yogi Adityanath ji and he has given us assurance, but no announcement has been made yet. Therefore, I would make a demand that a train like Shatabdi or Rajdhani Express be given so that the people of that area could be benefitted.

In the same way you all know that Chauri Chaura legislative constituency falls in my constituency. The name of Chauri Chaura definitely invokes the memory of

independence. But even after writing many letters and meeting him personally he has turned a deaf ear to my request. I hope that the station of Shaheed Nagar Chauri Chaura, which has a prominent place in the freedom struggle, will be given the status of a model station. Automatic system will be installed on Gate No. 147 B. I would request the Government to fulfill all my demands.

\*SHRI NARANBHAI KACHADIA (Amreli): Rail Budget is such a budget, for which the common man and the state Governments eagerly wait that perhaps this time their railways related problems will be solved. This time also, the budget has proved only popular (Lok-Lubhavan) budget and I strongly oppose it.

Even after so many years of independence, Gujrat and especially Saurashtra has been given step motherly treatment. Even so that there is no mention of our Parliamentary constituency Amreli District and thus the name of Amreli has been wiped out of the map of Indian Railways. Whether hon. Minister is aware that Amreli District is integral part of the country. I am saying so because even after 66 years of independence my constituency Amreli is deprived of rail services. My constituency is most backward from rail services point of view. Pre-independence metre gauge rail line is operational even today. 60 percent of the total population of Amreli is settled in Surat, Ahmedabad, Baroda, Mumbai for their livelihood. But there is no rail link between Amreli to Surat, Mumbai and other cities of the country. Therefore, people have to depend on Ahmedabad for rail services.

A survey has been conducted many a time for laying rail line and gauge conversion between Dhari to Lathi Khijaria, Amreli, Dhari, Jaitalsar and Junagarh, but no results have been achieved. Secondly, I made a proposal many time to run a daily train between Ahmedabad and Mahua. I had also requested the Ministry to start a direct rail line between Ahmedabad, Mahua, and Surat, but no action has been taken so far in this regard nor have I received any reply. The Railway administration has presented an example of its inefficiency at SawarKundla railway station under Bhavnagar Department of Western Railway, where rail line is above the railway platform and no senior officer of Railways have taken notice of this fact. But there is no change in the situation. I am unable to

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\*Speech was laid on the Table.

understand as to why the people there are being subjected to such a cruel joke?

There is lack of computerised Reservation centre in my constituency, whereas Pipawa Port Trust is operational there and goods worth crores of rupees are daily imported and exported from there. Alongwith, factories like Ambuja Cement, Ultratreck, Sidhi Cement are situated there. Rail administration is earning a revenue of crores of rupee from the cotton markets, salt production, fisheries, mineral deposits etc. The condition of District headquarters Amreli is very deplorable. The survey work of new rail line on Bhavnagar, Adhelai, Dholera, Vataman, Tarapur, Petalabad route has been conducted many a times. The state Government have sent its report many times with regard to gauge conversion and doubling rail line between Dhara, Surendranager, Botad, Dhara, Rajula and Pipawa, but no satisfactory results could be achieved. Every year proposal is sent for Financial allocation in the Rail Budget for the state, but like previous years, this time also Gujrat has been deprived of the rail services and this time the hon. Rail Minister has disappointed the people of entire Gujrat, which is a matter at great anguish and therefore, I oppose this budget.

A step motherly treatment has been meted out to Gujrat, especially Saurashtra in the matter of proposals with regard to new rail lines. Saurashtra has been ignored in the budget in the matter of starting new Express trains.

Some new passenger trains have been proposed which is not complete in itself, because there is no proposal or mention of trains connecting Saurashtra with Delhi. Neither there is any proposal of connecting these trains with Ahmedabad, Gandhi nagar.

Gujarat, especially Saurashtra was completely ignored in the matter of new lines to be completed in 2013-14.

There was not even the mention of Gujrat, especially Saurashtra in the matter of doubling lines in 2012-13, which is deplorable.

There is no mention of Gujrat, especially Saurashtra with regard to projects relating to gauge conversion in 2012-13.

From tourism point of view this port is very important. The area of Gandhiji has been kept away from Rail

Tourism. Important tourist places like Porbander, Ahmedabad, Okha, Vaapi Somnath, Dwarka and Junagarh have been completely ignored.

There is no mention of Saurashtra in the proposal of 22 new rial lines projects and gauge conversion and doubling lines. Whereas, the hon. Rail Minister has himself accepted that representations from the state Governments, MPs have been received in this regard. Despite that Saurashtra has been completely ignored.

It seems, that hon. Rail Minister has thrown Saurashtra out of rail map. On the other hand keeping in view the Gandhi family, the country of Gandhi ji has been totally ignored and the Rail factory is proposed to be set up in Raebarelli.

Some announcements have been made with regard to Gujrat, which i welcome and I would like to request the hon. Rail Minister that the announcements made in the previous Rail Budget of 2012-13 have not yet been completed. I would request that the Railway Ministry should actually complete these pending projects as per the schedule.

\*SHRI MAHENDRASINGH P. CHAUHAN (Sabarkantha): We all know that Railway is the heritage of development. From where the train passes development takes place. Today, the Indian Railway has become the life line of our people like Indian rivers. Without rail the development is not possible because it is the biggest undertaking of public transport. More than two crore people travel by rail daily. Apart from journey it is also a major medium of luggage transport. Every day 25 lakh tonne luggage is transported.

I am sorry to state that unfortunately the rail transport could not extend and develop as it should have been before independence, the Englishmen left here 54000 km. Rail line, whereas we increased it only 10,000 km. during 65 years, which is a matter of shame for us and even then we are petting our back. Rail transport has completely been ignored. Luggage transportation and the number of passenger is increasing, but the railway has not been developed adequately.

Today, more than 500 bridges are waiting for occurring accidents. Most of the Railway stations are dirty.

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\*Speech was laid on the Table.

Drinking water is not properly available. The coaches are not clean, toilets are full of bad smell. Not to talk of sitting of passengers, but here is no space for standing even. People are filled in the coaches like animals. No train is running empty and even then it is said that trains run in the loss. The truth is that there are lapses in their operation. Railway is in loss because of corrupt officers. Recently, the D.R.M of Ahemdabad in our state has been arrested for crores of rupees corruption. This is only peak of ice berg. When railway goes in loss due to faulty operation the rail fare is increased and the effect of which is seen in two forms - (1) The common man gets commodities on costlier rates due to costly transportation. There is price rise. (2) As a substitute, more trucks are used in luggage transport. As a result thereof diesel consumption increases, environment is effected due to more smoke, long lines Jam the traffic.

The question is that the railway contribution in GDP today is mere one per cent, then why the separate budget for railways? Whereas need is of separate budget for agriculture.

I want to state to the hon'ble minister for Railways that you announce to operate more trains on the route where more trains run and as a result thereof trains run very late. Our backward area like Sabarkantha is neglected. Whether the tribal and backward areas of the country are not entitled to development? Are we not the part of India in your eyes? Whether doing the development of backward areas in not the responsibility of the government? For how long we will have to beg for the rail development of our area? whether our area is neglected because we are opposition members? For the last four years we beg from you at the time of every budget, even than we get disappointment. If we talk of democracy, whether it is not the responsibility of the government to do development at par of every area of the country? But no one listen to us. We are representatives of 25 lakh people. One representative is being ignored, discrimination is being done with us.

Not even a single goods rack post is there in my parliamentary area, previously it was, functioned well. You closed it because of non-conversion of gage. The complete area is in difficulty. Farmers are not getting fertilizers in adequate quantity at the time of crops. It is brought by trucks by road from other states, as a result of which

agriculture is affected our demand is to provide a rack post in our area, may it be temporarily.

There are no facility to go to Mumbai or Delhi from my parliamentary constituency, Sabarkantha. A new train or connectivity train may be provided from Madosa to Mumbai.

Rail line from Ahemdabad to Himmat Nagar-Kherbrahma should be extended upto Ambaji. Ambaji is the Shaktipeeth centre of our mother Ambaji. It is the centre of our faith. Lakhs of pilgrims from all over India come to this place every year. The distance of Kherbrahma Ambaji is only 50 km and it's survey has also been completed. Yojana Bhawan has sent it to Chairman of Railway for approval. The Rail line from Kherbrahma to Ambaji should be extended. You may not agree with some other demand, but this last demand should be approved.

Our area is tribal area. Development of tribal people will take place by getting rail facility. The people of our area are annoyed and agitated for not getting rail development. Talks are going on for doing mass agitation. It is said that if the government is not ready to give us railway facility then old unutilized rail tracks laid before may be removed and that land should be returned to the farmers so that they may do cultivation on it and sustain.

SHRI KUNVARJIBHAI MOHANBHAI BAVALIA (Rajkot): Mr. Chairman, I support the rail budget for the year 2013-14 presented by the Minister of Railways. I had, particularly, expected that some of our demands will be included in the rail budget for our Saurashtra region in Gujrat, but the hon'ble minister did not support even a single issue out of two-three issues in Saurashtra.

Mr. Chairman, people are curious to see that hon'ble minister of Railways will give something to us from his treasure, but I am very sorry to state that every 1 year Gujrat, particularly the Saurashtra gets the disappointment. It may be remembered that the princely state of Saurashtra had linked the villages and small cities with rail. The small villages and cities like Botad-Jasadan, Botad-Nigala, Surendra Nager Eathla, Morbi-Tandora, Morbi-Taukara were linked either by narrow gauge or by metre gauge by the then princely states. The traffic system, they had provided was an ideal, but now when the government of India took the rain of rail, the hopes of people of Saurashtra have been shattered.

Botad is the main agriculture exchange centre of Saurashtra. The small industries products are taken to Gujrat from Botad. Thousands of farmers are suffering loss because of not doing gauge conversion of Botad-Ahemdabad route. The similar problem is of Rajkot-Surendra Nagar. The members of Parliament from Saurashtra are demanding for the double line for the last 15 years, but no action has been taken so far. There is a single track which links two big cities of Gujarat i.e. of Rajkot and Ahemdabad. We are demanding for years of its doubling. Trains run very late due to single track. The cement and other industries of Gujrat have to suffer losses as a result thereof.

Sir, Rajkot is a big city of Gujrat. For coming to Delhi one has to come from Ahemdabd. We have been demanding direct train for coming to Delhi from Rajkot, but there is no mention of it. For Porbandar, Somnath, Verawal line one has to come Ahemdabad from Rajkot, whereas previously there was a Botad-Jasdan metre line, the 54 metre line should be utilized and a new line of 39 km should be laid from Jasdan to Gaundal. Then there may be an alternative route for coming to Gujrat from Saurashtra. First survey was carried out on 21st March, 1934. I got it done again in 2011, but nothing has been done so far. There is no mention of it in the budget. My demand is that all short routes and other alternative routes which the people of Saurashtra are getting, should be included in the routes by carrying out survey of Gaundal-Jasdan-Botad.

Sir, one more passenger train may be operated daily between Rajkot and Ahemdabad. The Tirunvelli-Hapa train which was announced in the last budget, operates only one day in a week. Our demand is to operate it for two days in a week. Nazarbag railway station in Morbi was made by princely state, but now no train stops here. The facilities which were already there, have also been discontinued. I have written many times for providing a booking window, but nothing has been done so far. Train operates from Haridwar to Ahemdabad but it keeps on standing for 17 hours. We are demanding for the last three years that it should be extended upto Rajkot, but no one is listening to us. Our demand is that this train should be extended upto Rajkot so that the passengers can get the facility of going to Haridwar. We have written several times to increase the number of coaches in the local trains of Rajkot Verawal, Rajkot okha section, but no work has

been done. My demand is that the stoppages and routes may be increased for the people of Saurashtra. I am to request to the hon'ble Minister that the request of the people of Saurashtra should be heard.

[English]

\*SHRI BIBHU PRASAD TARAI (Jagatsinghpur): I would like to mention here that the Budget allocation in respect of Odisha is grossly insufficient to meet the cost of various ongoing projects in the State. The Railway Zone coming across Odisha is considered as a profit generating Zone and Odisha has been contributing around Rs. 14,000 crores revenue per annum to the Railways. Keeping in view development as well as completion of these projects, the State of Odisha demanded Rs.3050 crore and in response a meagre Rs.869 crore was allocated. Odisha which is ranked much below the national average in the Railway Map of India, has once again been discriminated upon and neglected in the allocation of funds in the present Railway Budget in spite of the East Coast Railways and portion of South Eastern Railways passing through state of Odisha are major revenue earners for the Indian Railways. The State of Odisha had demanded for introduction of 31 new trains whereas only one has been sanctioned to the State. Against the demand for extension of 17 trains, only 3 trains have been taken into consideration. Through, Odisha is considered as one of the most preferred destinations for investment, especially in the metal, mining and power sections, the Minister of Railways has overlooked the state, which is clearly reflected in this unbalanced Budget which has categorically ignored to cater the need of regional requirement and prospective Railway expanding Zone.

I also like to draw the attention of Hon'ble Minister towards the problems being faced by the rail commuters to Paradip Port and other industrial set-ups as in Paradip. Paradip, one of the major seaports of India, is situated in my Parliamentary Constituency, Jagatsinghpur, Odisha. Since its inception in 1962, the adjacent area of Paradip Port has grown as a business and industrial hub in eastern coast of India. Besides being a major port, Paradip due to its geographical location, has become an attractive site for investment with already established Paradip Phosphates Limited, IFFCO, terminals of IOCL, BPCL and HPCL, Cargil Edible Oil Plant, Carbon company etc. The construction works of Oil Refinery project and Essar Steel Plant project

with an amount of Rs. 30000 crore and more than Rs. 15000 crore respectively are also going on, where 25 thousand workers are working. Several upcoming projects like thermal power plants and petrochemical complex, etc. have also been proposed to be established in future. Because of its exposure to national and international investment, a massive influx of skilled as well as unskilled migrant workers has taken place in recent times. Most of the workers, due to lack of accommodation facility in Paradip, prefer to commute from far off places like Cuttack, Bhubaneswar, Jajpur etc. by train keeping in view their easy accessibility to their respective industrial set ups. As Paradip has been connected with Cuttack and Bhubaneswar through railway line and most of the people commute by train, the frequency of train services is not adequate to address the problems of workers working in various industrial establishments of Paradip. Hence, I request the Hon'ble Minister to take steps to run more number of passenger trains having AC coaches starting from Cuttack and Bhubaneswar to Paradip in order to facilitate the railway commuters to reach their working place.

The AC coaches which have been taken away from the Inter-City Express running between Bhubaneswar and Paradip may be reinstated. A new train may be introduced between Paradip of Odisha and Howrah of West Bengal since number of people from West Bengal are working in industrial set-ups in Paradip as well as Paradip Port and vice versa.

I request Hon'ble Railway Minister to consider linking Paradip with Konark by rail route since both the places are equally important on account of tourism potential of the State. Paradip attracts thousands of tourists due to its status of major seaport and various industrial set-ups and Konark for the famous Sun Temple.

It may further be mentioned that the reservation counters at Nimapara and Astaranga of Puri district, Kujang and Biridi of Jagatsinghpur district should be provided for rural rail commuters of Jagatsinghpur Parliamentary Constituency in Odisha. Though the approval for setting up of the reservation counter at Kujang in Jagatsinghpur district was sanctioned, no initiation in this regard has been taken yet. So, I request to expedite setting up of reservation counter at Kujang.

I would like to draw the attention of Minister of Railway to the foundation stone for laying of 82 kms. rail line between Haridaspur and Paradip in Odisha which had been inaugurated in 1999 and it was promised to be completed in 2004 by the then Minister of Railways. The Minister of Railways in 1999 had estimated the tune of Rs.594 crore for expenditure and 1780 acres of land was also proposed to be acquired for the said project. However, after elapse of almost thirteen years, no initiation has been taken by respective Ministers in this regard. Hence, I request Shri Bansal Ji, Hon'ble Minister of Railways to consider for laying of the said line keeping in view importance of Paradip Port as a major port as well as various industrial set-ups therein.

The Minister of Railways is also requested to initiate for development of infrastructural amenities at Puri, Paradip, Titlagarh, Rayagarh, Korapur, Kessinga, Chatrapur, Balugaon, Jaleswar, Balangir Stations, etc. in Odisha. The Ministry is also requested to further increase the computerized network for reservation at various stations in Odisha and expedite their completion.

I would request the Hon'ble Railway Minister to kindly increase the funds substantially from the present allocation in the Railway Budget 2013-14 for introduction of new projects and completion of ongoing projects of Railways in the State of Odisha which could culminate economic growth and prosperity of the State.

MR. CHAIRMAN: Shri S.K. Bwiswmuthiary. I would request you to help the I Chair. I am giving you only four minutes' time.

SHRI SANSUMA KHUNGGUR BWISWMUTHIARY (Kokrajhar): Sir, let me be given enougji^time to speak out dn the demands of the people of Bodoland.

*[Translation]*

Hon'ble Mr. Chairman, I am grateful to you for giving me an opportunity to speak on the Rail Budget for the year 2013-14. I have come from Kokrajhar in India.

*[English]*

Kokrajhar is the headquarters of the Bodoland Territorial Areas Districts which is a scheduled tribal area which was created in 2003 under the provision of the Sixth Schedule to the Constitution of India. It is located in the

western most point of Assam which is adjacent to West Bengal.

*[Translation]*

I am very sorry to state that not even a single package has been announced for my constituency in the rail budget of this year. It appears to me that this year's rail budget in comparison of our north-east, most of the funds have been allocated for all other developed states, cost of the projects, packages etc. have been announced for these states. It is very painful. Therefore, I want to state that the hon'ble Minister of Railways should become generous and should have love and affection for the people of our north and east.

MR. CHAIRMAN: What do you want, tell hurriedly?

SHRI SANSUMA KHUNGGUR BWISWMUTHIARY: My special demand is that.

*[English]*

Kokrajhar is the headquarter of the Bodoland Territorial Council, as well as the headquarter of Kokrajhar District also and Kokrajhar is the last bordering district of the State of Assam adjacent to .....

*[Translation]*

Therefore, the stoppage of all south bound trains is needed at Kokrajhar railway station. But all these important trains do not stop there. Therefore, through you I demand from the hon'ble Minister to arrange the stoppage of all these trains at Kokrajhar at the earliest, the main trains in these are - Guwahati-Howrah-Soreghat Express, Lokmanya Tilak-Kamakhya AC Express, Guwahati-Sikandrabad Express, Guwahati-New Delhi-Poorvottar Sampark Kranti Express. This train starts from Guwahati to Delhi runs via Kokrajhar, but why there is no stoppage of this train there? Therefore, Guwahati-New Delhi-Poorvottar Samapark Kranti Train should stop at Kokrakhar. After that, kamakhya-Danapur capital Express, Guwahati-Dwarka Express, Guwahati-Bikaner Express, Lokmanya Tilak-Guwahati Express, Guwahati-Puri Express, Guwahati-Jammu Tawi Express, Dibrugarh-Amritsar Express, Yashwantpur - Dibrugarh Express, Jhajha dibrugarh Town Express, Kamakhya-Jodhpur Express, Kamakhya-Anandpur Express, Kamakhya-Banglore Ac Express,

New Zinsukai-Rajendra Nagar (Patna) Express, all these trains are needed to stop there.

[English]

MR. CHAIRMAN: This long list shows that your area is very rich in railways.

[Translation]

SHRI SANSUMA KHUNGGUR BWISWMUTHIARY: You please help me.

MR. CHAIRMAN: I am helping you.

SHRI SANSUMA KHUNGGUR BWISWMUTHIARY: These are important trains, but none of these trains stop there, after all what is the reason? People want to buy tickets from their pocket and want to board the trains, but it is very surprising that why they do not have the opportunity in this country to do so.

With this, I want the remaining portion of my speech to submit in written, with your permission.

[English]

MR. CHAIRMAN: You can hand it over to the hon. Minister.

SHRI SANSUMA KHUNGGUR BWISWMUTHIARY: Then I have to speak about something more.

MR. CHAIRMAN: There is acute shortage of time.

SHRI SANSUMA KHUNGGUR BWISWMUTHIARY: Sir, I have to speak about some more important issues.

MR. CHAIRMAN: Please come to the last point.

SHRI SANSUMA KHUNGGUR BWISWMUTHIARY: Sir, I have a long list of demands and these demands are very much long pending. But no demand of mine has yet been taken care of by the Government of India. Immediate creation of road over bridges at the following places is very much necessary: such as Srirampur, Bosaigaon Hut....

MR. CHAIRMAN: Bwismuthiary Ji, you hand over the list to the hon. Minister and it will be as good as laying on the Table of the House.

SHRI SANSUMA KHUNGGUR BWISWMUTHIARY: The hon. Minister is not available at the moment.

[Translation]

Mr. Minister is not here.

[English]

MR. CHAIRMAN: The hon. Minister of Railways is coming. The hon. Minister of State is here.

SHRI SANSUMA KHUNGGUR BWISWMUTHIARY: All right, Sir.

[Translation]

But in the last, I am to request through you that these demands should be fulfilled.

[English]

\*SHRI MANICKA TAGORE (Virudhunagar): At the outset, please allow me to offer my sincere compliments to the Hon. Minister of Railways for the excellent manner in which he presented the Railway Budget 2013-14 in this august House. Indeed it was mesmerizing to hear him quote the inspirational words of Christine Weatherly, which acted as an apt simile of the organization, supported by determination, commitment and dedication to duty demonstrated by each member of the 14 lakh strong Rail Parivar.

It is quite significant that he had taken into consideration the overwhelming demands for new projects, new trains, and varied suggestions for improving the services, reflecting aspirations of the people of India. He had wighed all the pros and cons with utmost care so as to make the Indian Raiwlays remain financially sustainable so that resources generated can be ploughed back for efficient upkeep, operation and maintenance of the system itself for the benefit of the rail users. Major segments of its business, freight as well as passenger need, therefore, to be based on sound economic principles and provide value for money to all customers.

May I also emphasise, on behalf of my Hon. Colleagues of this prestigious House, he has also considered the concerns expressed in various forums which are related to introduction of new trains, increasing the frequency of trains, safety and security of passengers, improvement of overall efficiency and passenger amenities, upgradation and modernization of many railway stations,

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\*Speech was laid on the Table.

etc, and has tried his best to satisfy a majority of such important demands. I am sure, he deserves a full round applause for this extraordinary feat.

Not only that he has given due consideration for passenger amenities and their comforts, he has also given due attention to details towards the freight movement across the country through the railways. He has, with diligent care, formulated the Fuel Adjustment Component (FAC) linked revision for freight tariff to be implemented from 1st April 2013.

May I now specifically point out the important highlights of the Rail Budget 2013-14, as presented by our Hon. Minister of Railways:

- (i) Under the able and motivated guidance of our party President, Smt. Sonia Gandhi Ji, and with the Hon. Railway Minister at the steering the Indian Railways has entered the one billion tone 'Select Club' joining Chinese, Russian and US Railways, besides joining the 'Select Club' running freight trains of more than 10000 tonne load;
- (ii) Implementation of 'Fuel Adjustment Component' concept linking tariffs with movement of fuel prices;
- (iii) Target of Rs.1000 crore each fixed for Rail Land Development Authority and IR Station Development Corporation to be raised through Public Private Participation (PPP) in 2013-14;
- (iv) More environment friendly and eco-friendly 'green' initiatives such as setting up of Railway Energy Management Company (REMC) to harness the potential of solar and wind energy, setting up of 75 MW capacity windmill plants and energizing 1,000 level crossings across the country with solar power, deployment of new generation energy efficient electric locomotives and EMUs and more usage of agro-based and recycled paper and ban use of plastic in catering services.
- (v) Many passenger amenities have been carefully considered such as On-Board Housekeeping Scheme and Clean Train Stations to more stations and trains, Unreserved Ticketing System (UTS), Automatic Ticket Vending Machines (ATVMs), Coin-operated Ticket Vending Machines (CO-TVMs) and scheme of Jan-Sadharan Ticket Booking Sevaks

(JTBSs), setting up of six more Rail Neer bottling plants at Vijayawada, Nagpur, Lalitpur, Bilaspur, Jaipur and Ahmedabad, pilot project on select trains to facilitate passengers to contact on-board staff through SMS/phone call/e-mail for coach cleanliness and real time feedback, provision of announcement facility and electronic display boards in trains, providing free Wi-Fi facilities on several trains, upgrading another 60 stations as Adarsh Stations in addition to 980 already selected, are a few mention from a large list.

- (vi) As regards train services and the Metropolitan Projects and Suburban Services, commendable 67 new Express trains are to be introduced, 26 new passenger services, 8 DEMU services and 5 MEMU services are to be introduced, run of 57 trains are to be extended, and frequency of 24 trains are to be increased. Besides these, introduction of first AC EMU rake on Mumbai suburban network, introduction of 72 additional services in Mumbai and 18 in Kolkata, increase in the rake length from 9 cars to 12 cars for 80 services in Kolkata and 30 services in Chennai.
- (vii) Complementary card passes to recipients of Rajiv Gandhi Khel Ratna & Dhyan Chand Awards to be valid for travel by 1st Class/2nd AC, complimentary card passes to Olympic Medalists and Dronacharya Awardees for travel in Rajdhani/Shatabadi Trains, travel by Duroto Trains permitted on all card passes issued to sportspersons having facility of travel by Rajdhani/Shatabadi Trains, facility of complimentary card passes valid in 1st class/2nd AC extended to parents of posthumous unmarried awardees of Mahavir Chakra, Vir Chakra, Kirti Chakra, Shaurya Chakra, President's Police Medal for Gallantry awardees to be granted one complimentary pass every year for travel along with one companion in 2nd AC in Rajdhani/Shatabadi Trains, and passes for freedom fighters to be renewed once in three years.

As regards the tariff proposal, I wish to honestly congratulate the Hon. Railway Minister for having thoughtfully considered inter alia setting up of Railway Tariff Regulatory Authority, Fuel Adjustment Component (FAC) linked revision for freight tariff to be implemented

from 1st April, 2013, marginal increase in the supplementary charges for super-fast trains, reservation fee, clerkgage charge, cancellation charge and tatkal charge, and abolishment of the enhanced reservation fee.

On behalf of the people of Tamil Nadu in general, and the people of Virudhunagar District, the Constituency which I represent in this august House, I specially offer my sincere thanks for having sanctioned 14 new trains services for the state, double-lining works, and electrification projects for the state.

And finally, before I conclude, I wish to make the following important demands of the people of my constituency, which were inadvertently left out in this Rail Budget:

- (i) Introduction of a few more trains - particularly in the Coimbatore-Rameswaram and Coimbatore-Sengottai sectors, extension of the trains Pallavan Express upto Sengottai, extension of the recently announced Chennai-Karaikudi Express upto Sengottai;
- (ii) Stoppage of important trains at Thirumangalam/Thirupparankundram Stations and enhancement of passenger amenities at these two stations;
- (iii) Provision of more number of Advance Reservation Offices in the southern districts of Tamil Nadu.

With the blessings of our respected party President, Smt. Sonia Gandhi Ji, and the continued support from our Hon. Prime Minister, I am sure, the Hon. Railway Minister will give these pressing demands the highest consideration so as to sanction them at the earliest.

*[Translation]*

DR. PRABHA KISHOR TAVIAD (Dahod): Hon. Chairman Sir, I am grateful to you for giving me opportunity to speak on Railway Budget. ...*(Interruptions)* Sir, I rise to support the Railway Budget. Railway connects us all Members from one corner to other corner, it carries us and unite all of us. First of all I thank Hon. Minister of Railways who has presented such a nice budget, he has talked to extend facilities for the people. I have listened to you and I request that you listen to me also. ...*(Interruptions)*

MR. CHAIRMAN: Prabha ji, You go on speak, all will listen to you.

DR. PRABHA KISHOR TAVIAD: I would like to tell about fare, just now other Members have also told that nobody has any objection on fare. They want facilities. ...*(Interruptions)*

MR. CHAIRMAN: Prabha ji, I give you a suggestion that

*[English]*

you come to your constituency immediately because the time is very short.

DR. PRABHA KISHOR TAVIAD: Sir, in my constituency Sonia ji has leadership in UPA2 and all the Railway Ministers have done much work in our area under the guidance of Manmohan Singh ji,

*[English]*

including Mamta Ji, Dinesh ji, Bansal ji, Maniyappa ji, Bharat Singh ji,

*[Translation]*

All have done much work in our area. Sir there was no name like Dahod in our area. After coming of UPA2, Dahod railway station and other railway facilities there were come into consideration. I congratulate all the employees and officers that they also listen to us in the midnight for taking the people to their destinations. This might be patty thing for them, but it is a big thing for us. When passengers go some where in the midnight and face some kind of difficulty then officers listen it in the midnight also. I would also like to tell that whenever special trains are operated and when our passengers demand seats in those trains then persons particularly the person of Western Railway listen to me. I am grateful to them.

Sir, I would like to tell that Hon. Minster of Railways has announced two trains in this budget, one Bandra-Ram Nagar Express and other Bandra-Haridwar Express. Both are weekly trains, but it is my request that stoppage of both the trains should be provided at Dahod. This is my demand, sir, We have long pending demand that. Ahemdabad-Asanol Express, which is presently Bhavnagar-Ahmedabad -Asansol Express, many Jain people live in our area and they want to go Samedshikhhar, it is weekly train, Western railway has also given positive report, it has been discussed in Railway Board, then we would like that stoppage of Ahmedabad-Asansol Express - 12941/12942

should be provided us at Dahod. Marusagar Express operates from Ajmer sharief up to Eranakulam. We have no train for South. We would request that its stoppage should be provided at Dahod. It is the demand of the people that Gandhinagar-Indore Express should be provided with stoppage at Limkheda. It can be possible because time table requires no change for that. Ferojpur Janata train is a long distance train and it has so many stoppages.

Sir, Some general Coaches should be attached to it. It has only general Coach and sleeper Coaches, one three tier AC Coach should also be attached to it. Recently three tier AC Coach has been attached to Dehradun Express, then it should also be attached with general coach and three tier A.C. Coach for the facility of the people.

Sir, Mamtaji had provided us stoppage of Garib Rath train at Dahod. Baroda is 150 Kilometre and Ratlam is 125 Kilometre away from our place. When we had put our demand then we were told that you cannot get Rajdhani train. We cannot get August Kranti train then we said that you have given this Garib Rath train for the people. Garib Rath train has less number of Coaches, hence if first A.C, Second A.C. Coaches are attached to Garib Rath then MPs of our five constituencies i.e. Dhar, Jhambua, Panchmahel, Banswara and Dahod will be benefitted because we do not get time there on Saturday and Sunday too. We are talking to increase coach in that.

Sir, I would like to tell about one another train, you will have to listen about it. There is a train from Ahmedabad to Okha, it is a daily passenger and has only seven Coaches. This train arrives Ahmedabad at 2 O' clock from Okha and next day departs for Okha at 12 O'clock, It stops at Ahmedabad for 22 hours. When we mentioned for it repeatedly then he has extended it upto Dahod on the day of Poonam. It has been included in the time table and there is no traffic disturbance. This train is upto Dahod Meghnagar, this train is provided to us one day before and one day after Poonam. This is local train and our daily passengers commute by it. We want that it should be operated on daily basis. Just now my colleague is telling that the people of my Dahod, people of nearby area, people of Jhambua go to Saurashtra for doing labour work. They travel by sitting in truck so as to save money. Bus fare is Rs. 400, and truck drivers become agree to

carry them for 200 rupees. People come in trucks sitting on goods. 32 people are killed in accident, this is our demand for the people. You should utilize it, people will get facility and you will get revenue. We request that this train we can get.

MR. CHAIRMAN: You listen to me for a minute. I don't want that you should continue to speak and I call the name of another Hon. Member. Therefore, you please conclude. You put only last point.

DR. PRABHA KISHOR TAVIAD: I will not speak much. I would like to put forth the demand of foot over bridge in Piplod, footover bridge in Limkheda. My colleague has told about princely state, a meter gauge train was used to operate from Piplod in our Deogarh Baria, that was also discontinued. There is no problem of acquisition. In the earlier budget a survey was to be conducted from Piplod to chhota Udaipur via Baria, up to what extent this survey has been completed and this line can be constructed.

*[English]*

SHRI NITYANANDA PRADHAN (Aska): I come from Odisha which is long neglected by different Government at the Centre and more so, when it comes to the question of Railways, one great man, late Shri Biju Patnaik told in the Assembly, when I was an MLA, that the Britishers had laid the railway line only to connect Howrah and Chennai because that was the Capital of Britishers. Had there been any other route or the Rail line could have been laid on the Sea, then the Britishers would not have laid present Rail Line during their regime.

This also holds good even now when in spite of several demands, both by ruling and opposition parties, no Railway Line was laid in Odisha, whatever little progress that has been made is also not getting funds much less the new lines.

There are many examples to show that even now 9 to 10 districts of Odisha are deprived of getting the facilities of Railways. Though, those districts are situated in very remote areas and dominated by SC/ST people, the claim of UPA Government that they are working for 'Aam Aadmi' is completely false. During the last Railway Minister's Budget (Km. Mamata Banerjee), she announced some lines for the backward and SC/ST dominated districts of

Odisha but unfortunately, they have been kept in cold storage by the present Minister.

The Hon'ble Chief Minister of Odisha and Speaker of Odisha Assembly, alongwith all party MLAs, met the Railway Minister and raised their demand. In spite of that, there is no allotment.

So, I demand that the line from Berhampur to Phulbani and line from Gopalpur to Raipur should be given top priority.

That apart, the Railway Stations should be improved and drinking water and light facility should be provided.

[*Translation*]

\* SHRIMATI USHA VERMA (Hardoi): I would like to give many many thanks to the Hon'ble Rail Minister Pawan Bansalji. Since last several years, there was a demand of my parliamentary constituency Hardoi for Hardoi-Lucknow MEMU train which I had raised in several budgets but every time I was told that since there were several passenger trains on this route, so there was no possibility of a MEMU. You have given a very big gift to the people of Hardoi by making an announcement for Hardoi-Lucknow MEMU train in the very first budget of yours. This train has made it very convenient for the daily passenger, traders and students. Had this Railway Budget been presented by Mamta Banerjee, Mukul Roy or any other Minister, our area would have once again remained deprived of MEMU. Even for that, I express my heartfelt gratitude to you.

Many many thanks to you even for giving stoppage of Garib Rath train at Hardoi.

Besides this, stoppage of the following several other trains at Hardoi is also very much required in the public interest.

- (i) 12557 Up and Down (58) Saptkranti Express
- (ii) 12391 Up and Down (92) Shramjeevi Express
- (iii) 15715 Up and Down (16) Kishanganj-Ajmer Express

Moreover, a two minute stoppage for the two trains viz Triveni Express, Up and Down (70) and Lucknow-Saharanpur Express 15011 UP and Down at Shahabad station in my area is very necessary in the public interest.

\*Speech was laid on the Table.

Besides this, I would like to make special request for women passengers. If a woman parliamentarian or any other woman wants reservation in AC-1, she should be given a confirmed seat in a coupe or a confirmed seat with a woman co-passenger in the cabin. Also, there should be a separate coach for women in every train. As regards security in AC-1 and AC-2, it is not proper because at every station, the passengers disembark the train and leave the gates of the compartment open at night. From the point of security, it needs special attention. In view of the increasing number of rail passengers, general bogies in every train need to be increased.

As regards cleanliness, if bathrooms in the AC-2 compartments are not clean, how can be the bathrooms in general compartment clean, it can be so imagined.

Catering services in Shatabdi trains need improvement. Crockery for tea in the executive class in Shatabdi train is good but in the chair car, tea is served in the very poor quality of cups, so it would be better if it is served in disposable glasses.

Besides this, Hardoi station of my area may be upgraded to category 'A'. I would be highly obliged.

\*SHRI K.C. SINGH 'BABA' (Nainital-Udhamsingh Nagar): I would like to congratulate the Hon'ble Railway Minister for presenting a popular Railway Budget for the year 2013-14. Today, on account of the tiring efforts of the Hon'ble Prime Minister and skilful guidance of Hon'ble Shrimati Sonia Gandhiji, Indian Railways are going ahead to provide world class services. The Government has always thought for the common man. While welcoming the Railway Budget for the year 2013-14, I support this public-oriented budget. It is a pragmatic and worth implementing a Budget. It is according to the aspirations of the people. Proper provision has also been made to achieve the targets of the Budget. In this Budget, the Hon'ble Railway Minister has not increased the passenger fares of any class which is a significant achievement. The Hon'ble Minister has provided for the comfortable journey for all sections of people. It is a progressive Budget. I am sure that very soon, the Indian Railways will be evaluated as one of the best rail services in the world.

The Hon'ble Rail Minister has made announcements in his Railway Budget for the year 2013-14 to introduce

\*Speech was laid on the Table.

new Express trains like Amritsar-Lalkuan Express, Banda Terminus-Ramnagar Express and Banda-Hardwar Express and Bareilly-Lalkuan passenger train (daily) for Uttrakhand. For these announcements I express my gratitude to the Hon'ble Railway Minister and give him thanks.

In this Railway Budget, several steps have been taken to provide advanced and modern facilities to all sections of passengers. Policies have been prepared in view of the business. Rail based manufacturing projects are being established to create employment opportunities for the unemployed youth. Announcement has been made to bring about improvement in facilities and amenities for the railway passengers to provide better ambience at the stations by providing Anubhuti coaches in the trains. In view of the women's safety, special provision has been made by the Hon'ble Minister which is an appreciable step. Announcement has been made for the completion of railway projects in the North-East region at the earliest. Keeping in view the environment, provision has been made in this Railway Budget for the safety and promotion of environment.

Since last several years, I have been requesting to include important suggestions and proposals and long pending demands of the people of Uttrakhand in the Railway Budget and for the expansion of rail services in Uttrakhand as a specific tourist state but certain demands of the people of Uttrakhand have not been included in this Railway Budget. Since Uttrakhand is a tourist State, proper movement of rail traffic is very much required in this State.

I would like to request the Central Government to make provision for the long pending demands of the State of Uttrakhand in this year's Railway Budget.

Survey for a new railway line between Kashipur-Jaspur and Dhampur and the construction of this new railway line at the earliest is very necessary. This railway line may provide railway connectivity from one corner to the other corner of the entire Uttrakhand.

The railway line should be extended from Bareilly to Kathgodam and from Bareilly (Bhojipura) to Tanakpur via Pilibhit and a new railway line should be laid from Khateema to Purnagiri which is a very famous place of pilgrimage at a distance of 15 kms from Khateema.

To deal with the problem of daily road jam, it is very necessary that an over-bridge is constructed at Kashipur-Bajpur road level crossing.

5 additional coaches for Ram Nagar may be added to train no. 12039 (Shatabdi Express) running between Anand Vihar and Kathgodam.

Train No. 05055/05056 Chandigarh special needs to be run on permanent basis from Ram Nagar. Train No. 15034/15033 needs to be run between Ram Nagar and Hardwar on daily basis.

Train No. 14314/14313 running between Bareilly and Mumbai Lokmanyar Tilak needs to be extended upto Kathgodam.

The Intercity, originating at 4 am from Ram Nagar and terminating at Muradabad may be connected with the train running between Bareilly and Delhi.

5 additional coaches from Ram Nagar needs to be connected to the train running between Kathgodam and Dehradun.

It is very necessary that a gate is provided at the Railway level crossing No. 62/15 on Ghodanala Marg Bindu Khata, Tehsi Lal Kuon, Distt. Nainital.

A new railway line is required to be laid to connect the Yamuna valley region of the State of Uttrakhand with Sarsava, Saharanpur. This Railway line will benefit the States of Uttar Pradesh, Haryana, Himachal Pradesh and Uttrakhand. The industrial areas of Uttrakhand and Himachal Pradesh which are not hitherto having railway transport facilities will be benefitted by this new railway line.

It will also reduce the travelling time between the States of Uttrakhand and Himachal Pradesh and Delhi by 5 hours.

A new train may be introduced between Thiruvananthapuram and Delhi.

All the trains may be provided halt at Mahuvakheda station.

Announcement has been made for running Amritsar-Lalkuan Express (weekly). This train may be extended upto Lalkuan-Gularbhoj-Bojpur-Kashipur-Moradabad to cover the entire foothill belt of the Punjabi Community.

The facility of same day reservation from Delhi may be revived on Ranikhet Express No. 15013 which was earlier running between Delhi and Kathgodam and has now been extended upto Rajasthan.

I would like to request the Government that alongwith the special attention to facilities and safety of the passengers, provision of quality, healthy and clean food services is required. Special attention should be given to the cleanliness on all the trains and railway platforms. In case the train is running behind its schedule, proper arrangements should be made to give prior information of the same to each and every passenger through SMS or any other system of information.

Once again, I would like to request the Hon'ble Railway Minister that the construction and survey with regard to the Kashipur-Jashpur-Dhampur railway line should be done on a priority basis and at the earliest and an overbridge at the Kashipur main gate needs to be constructed.

Since, Uttarakhand is a special tourist state where tourists pilgrims, nature and Himalayan lovers, wildlife lovers, cine producers and tourists come in a larger number than the total population of Uttarakhand, come from abroad and all over the country. My proposals for the expansion of rail network in the State of Uttarakhand may kindly be included in the Railway Budget for the year 2013-14. While supporting the Railway Budget, I would like to express my gratitude to Hon'ble Railway Minister.

*[English]*

DR. P. VENUGOPAL (Tiruvallur): Mr. Chairman, Sir, on behalf of AIADMK Party, I rise to participate in the discussion on the Railway Budget for the year 2013-14. My Leader, hon. Chief Minister of Tamil Nadu, Dr. Puratchi Thalaivi Amma expressed her views on this Railway Budget, and I quote:

"The Railway Budget presented in the Parliament is uninspiring, and totally lacks any long term perspective with regard to infrastructure development in the country. The Railway Budget places an even greater burden on the already overburdened common people through an indirect passenger fare, increase by way of levy of higher fees, and an increase in the freight tariff, which will cost an increase in prices of essential commodities."

Sir, in this Railway Budget, there are no concrete measures, nor significant increase in investment, which are the need of the hour to enhance economic growth, which are being proposed.

So far no high speed freight corridor has been proposed in the peninsular India, including Tamil Nadu, which is a crying need of the region. The increase in freight charges, at this time, will fuel inflation as it will increase the cost of commodities, especially, essential commodities and important raw materials like food grains, cement, coal, iron ore, etc.

MR. CHAIRMAN: Dr. P. Venugopal, please listen to my request because the time is short, you just come to your concerning Constituency matters.

DR. P. VENUGOPAL: Chairman, Sir, no additional services have been announced in the Chennai Suburban system. The very few new railway lines and services announced for Tamil Nadu, are really schemes demanded many years ago, based on the repeated requests from the State Governments.

Sir, my first demand is for a new night time express train from Chennai Egmore-Karur and Chennai Central-Karur on daily basis. My second point is that the total estimate for the ongoing doubling projects in between Villupuram and Dindigul is Rs. 1,280 crore. But earlier only Rs. 210 crore has been allotted and now only Rs. 70 crore is allotted for this project. If the allotment is going on, on this basis, it will take, at least, 20 years to complete this project. I request the hon. Minister to increase the allocation for the doubling project and to complete this as early as possible.

Third point is that the new survey ordered for the formation of new railway line in between Thanjavur and Pudukottai in the previous Budget. But till now no action is taken in this regard. Fourth point is that since Perambur Railway Station is the hub for the North and Western sector, all the long route trains are stopped at Perambur and the platforms are not sufficient for the passengers. Therefore, I request the hon. Railway Minister to allocate funds to upgrade the Perambur Railway Station to cater the needs of passengers.

Another point is this. The Tirusulam Railway Station at Chennai is just opposite to the Chennai Meenambakkam

International Airport. Those who are coming from Southern parts of Tamil Nadu to catch the flights to different parts of our country, have to get down at Tambaram to reach the Airport, for which they have to travel more than 10 kilometers to reach the Airport. Now, they are demanding for the stoppage of all express trains, from Southern parts of Tamil Nadu, at Tirusulam Railway Station in order to reach to the Chennai Airport. I, on behalf of the people of Tamil Nadu, request the hon. Minister of Railways to order for the stoppage of all Express trains at Tirusulam Railway Station. An assurance have already been given by the then Railway Minister. The Members of Parliament from Tamil Nadu have already represented this matter to the Railway Minister.

Lastly, Sir, the people of Tiruvallur - Tiruvallur is the District Headquarters - is requesting for stoppage of all Express trains at Tiruvallur Railway Station to facilitate public, employees of multi-national companies and Government establishments. I request you to kindly go through the facts and order for the stoppage of all express trains at Tiruvallur Railway Station.

This Railway Budget continues the trend of step-motherly treatment habitually meted out to Tamil Nadu and is a major disappointment.

With this I conclude.

*[Translation]*

SHRI RAKESH SINGH (Jabalpur): Mr. Chairman Sir, it is after several years that a congress Minister has presented the Railway Budget. Even all the previous eight Railway Budgets were theirs but they were presented by their coalition partners. Therefore, it was assumed that they did not get the adequate cooperation of the Planning Commission and the Ministry of Finance. But since Budget has been presented by you, it was expected that you would present such a Budget which would keep the entire country in the mind and would have a wider perspective but that did not happen. You had so many suggestions and recommendations made by Kakodkar Committee to Pitroda Committee that you could present a very good road map for this largest transport set up of the country but what happened to it. Today entire country is looking for that roadmap. It is the fourth largest railway network in the world. What has been done there during these 60 years after independence, it is before the entire nation. I am

making my points in a very brief as I have not done much preparations.

MR. CHAIRMAN: Your introduction itself is quite long.

SHRI RAKESH SINGH: Mr. Chairman Sir, I am dwelling only on safety. The Minister has said in his speech that railway passengers are entitled to a safe and comfortable journey. Who has stopped him from doing it? Since last eight years, he has been presenting budget and even today, he is merely reminding us that railway passengers are entitled to a safe journey. It simply means that today Indian Railway has no clear national policy.

Sir, therefore today the country wants to know as to what lesson they have learnt from the recommendations of Kakodar to Pitroda Committee and what they have done. Everyday our Indian Railway carries more than two crore people from one place to the other and if there is any biggest crisis before it, it is that of safety. Kakodar Committee has mentioned in its Report that every year at least 15 thousand people die in the railway accidents. During the year 2010, there were 50 big rail accidents in the whole world and fourteen out of the total rail accidents took place in India. After all these things, the position is that the CAG Report says that Railway is spending merely Rs. 2.86 per person on the safety. More worrying is the fact that even that amount is not being fully utilised.

During the year 2003, when Hon'ble Atal Bihariji was the Prime Minister and Mr. Nitish Kumar was the Minister of Railways, a corporate safety plan had been initiated with an expenditure of about Rs. 32000 crore and in two phases upto 2008, even the first phase could not be completed in which rail lines and old locomotives were to be replaced.

The committees reiterate time and again that on most of the tracks the operation of trains is more than the capacity and on some routes the situation is such that due to rush repair could not be undertaken. The earlier Rail Ministers found out a backdoor source of income and increased the loading capacity of wagons without caring for the load bearing capacity of tracks. Now we are facing the damage done to the tracks.

MR. CHAIRMAN: Rakeshji, the beautiful manner in which you are speaking the BJP should have made you the spokesperson.

SHRI RAKESH SINGH: Sir, I have yet three minutes more left.

MR. CHAIRMAN: It means you have spoken for only one minute? You have been speaking for the last six minutes.

SHRI RAKESH SINGH: If I have spoken for six minutes, then I sit down.

MR. CHAIRMAN: You please complete, what you have to say.

SHRI RAKESH SINGH: Mr. Chairman, Sir, Kakodkar committee had said that if it had to make only one recommendation, then it would be that safety related recommendations be implemented on time. But nothing of that sort happened. In the year 2004 it was decided that 5000 trains would be fitted with fire alarms but in the year 2010 it could be installed only in one train. Today, the countries all over the world are using GSMR technique. Under this technique if two trains come on the same track and even cross red signal, they stop automatically. But we are lagging behind in this matter. The Rail Minister had said that we want to achieve zero accident situation but keeping in view the existing dilapidated system this does not seem possible.

Sir, if we talk about the facilities, Mamta Banerjee had brought out the white paper. She had mentioned in that there is lot of filth in the trains, as well as outside along the tracks. Sh. Jairam Ramesh had even said that rail tracks are the biggest open lavatory of the country. But even after that what did you do? In your Budget there is no outline for these basic facilities, there are no clear directives. Everybody says that railway is the lifeline of this country. The Hon. Minister and the Government say the same thing. Why the Government is keeping the life of this lifeline on oxygen? Why the Government does not provide sufficient funds in the Budget, so that by making on time investment the challenges of its future could be addressed.

Sir, many announcements were made in the previous Budget but were not implemented. This time also you have made many announcements. You have said about doing away with level crossings. But it is not clear as to from where you will bring 3.5 thousand crores for this purpose.

Sir, now I come to the priorities. Actually, when your Budget is meagre, you should have fixed priorities in the

Budget. For this, you had to especially identify such routes, where there is heavy traffic. If you are constructing a newline, you would obtain a parallel track. The railway also earns profit on such routes, its revenue increased and the area concerned is also benefitted. But you did not do this. But you did discrimination with Madhya Pradesh. You have given Misrodh mechanised motor bogies repairing unit. We welcome it.

But you have ignored many important projects. You have given only Rs. 2 crore for Gwalior-Shivpurkalan broad gauge line. Last time you gave five crores rupees for this. It is a project of Rs. 1,176 crore rupees. By this pace, perhaps it will not be completed in hundred years.

There is one more important project of railways in Madhya Pradesh. Our MP, Govindji is sitting here. Lalitpur, Satna, Rewa, Singrauli, Mahoba, Khajuraho are most backward areas of Madhya Pradesh. It was to be done here but even after a lapse often years, it has not been completed yet.

As I earlier said that priorities for the projects were to be fixed. Jabalpur-Gondia broad gauge project is very important project. By its completion, the trains from North and East heading towards South will have to cover a distance of 273 kilometers less, and the railways gets a parallel track also. With this railway will earn a lot of profit alongwith the whole Mahakaushal, but for this project only Rs. 70 crore have been allocated. Its cost has increased from 511 crore rupees to 1100 crore rupees and it was to be completed in six years, but now only 70 crore rupees have been given. It seems as it is not in the list of your priorities.

I would like to thank the Rail Minister on behalf of the public of Jabalpur that he has provided a new train between Jabalpur-Yashwantpur on my demand. Also, the frequency of Jabalpur-Amravati Express has been increased to 7 days. You have extended Jabalpur-Jaipur Express upto Ajmer.

Alongwith this, I have to make a demand for some more trains. The following trains are necessary for the development of Jabalpur and the connectivity of its people. Jabalpur to Kolkata, Pune, Hardwar, Tiruvanthpuram, Puri and Jabalpur to Hajipur via Sewan and Chhapra. Also increase in the frequency of Jabalpur-Mumbai Garib Rath

Express, Jabalpur-Delhi Sampark Kranti Express and Jabalpur-Jammu Tawi Express is very necessary.

Through you, I would like to thank the Hon. Rail Minister for fulfilling the demands. An amount of only Rs. 23 crore has been given in this supplementary budget for the electrification work between Itarasi-Naini. I hope that you would provide sufficient amount for this.

[English]

\*BHARTRUHARI MAHTAB (Cuttack): The Railway Budget for 2013-14 presented in this House does not offer a single innovative idea to take the country's transportation on a modern course. Even though freight rates have been raised marginally by around five percent and the basic fares left untouched, the passengers would indeed pay more for their tickets. This has been done by way of marginal increase in supplementary charge for superfast trains, reservation fee, clerk age, cancellation and Tatkal charges. For the first time, freight rates have been linked to fuel adjustment component and it has been mentioned that freight rates can be revised twice a year. This is about to set off inflationary trend. If one reviews the financial performance of our Railways one becomes aware that target on atleast three key fronts that bring revenue to the Railway corpus are revised downwards during the year; one is freight loading target from 1025 million tone to 1007 million tone, freight earning target from Rs. 89,339 crore to Rs. 85,976 crore which is a reduction of Rs. 3,383 crore and revenue from passengers fare at Rs. 32,500 crore which is a reduction of Rs. 3,573 crore from the budgetary estimate. These are despite the fare hike effected in January, 2013 and about 20 per cent freight hike in March 2012. The increase in freight rates is beginning to take a negative impact on revenues, but the Railways remains blind to it.

The Comptroller and Auditor General of India (CAG) has reported of gross underutilization of Rail Safety Fund (RSF) meant for upgrading level crossings and construction of roads, over bridges and roads under bridges. The CAG has categorically mentioned that huge surrender of funds, thus, indicated low priority being accorded to safety works. We are all aware that level crossings at rail road intersection present a significant risk of accidents, 992 lives were lost in level crossing accidents during the period from 2006-07 to 2010-11. There were 33,957 level crossings out of

which 16,463 were unmanned. CAG has commented saying that not only Railways made less budgetary allotment from the funds available with RSF; but also surrendered a major part of it that was allotted in the budget. Under utilization of funds of RSF is there since its inception in April, 2002. Therefore, there is a need to have level crossings which has high road-rail traffic and some which has Rajdhani routes.

When Rail Safety Fund is being financed through receipts of Central Road Fund collected from levy of cess of Rs. 1 per liter on diesel and petrol then why are the Railways not spending that money?

When we talk of safety, one is reminded that suggestions from half a dozen commissions set up by the Railways are gathering dust. Six panels in the last 15 years have been formed to try and improve the railways with abysmal accident record. But some of them are yet to even submit reports, like the Justice Sagir Ahmend Commission which was set up in 2001 and report is still pending.

But safety is not a casualty of just commissions and panels. Approximately 13,000 km. of tracks and signals at 2,359 railway stations were identified in 2009 as being 'over-age'. In 2009-10, Commissioner of Railway safety (CRS) inquired into 23 accidents and did not find one Class-I or Class-2 officer guilty of a safety breach. In fact, since 1947, not a single Class I or Class-2 officer has been booked for a safety breach. The only occasion that Safety Committee recommendations have been sought to be fully implemented were the suggestions made by the Justice HR Khanna Committee.

Often it is being said that anti-collision device will minimize accidents on tracks. But recently a Parliamentary Committee report of Transport, Tourism and Culture has said that such device introduced in select rail routes on trial basis, could not be extended to other routes due to deficiencies noticed during the trial period. If this is so, then how long do we have to wait for an accident proof track?

I am sorry to mention here that Railways have neither developed any standards and benchmarks for various cleanliness activities nor a cohesive action plan detailing milestones and the roadmaps for achieving them. At the

Zonal level, the norms were either totally absent or not comprehensive enough, rendering the cleanliness efforts ineffective. Multiple departments are involved in cleanliness activities leading to lack of coordination among them and rendering the cleanliness efforts ineffective. As such, accountability did not go with responsibility. Does Railways have any mechanism to assess or control the level of expenditure on maintenance of cleanliness in stations and in trains.? Does Railways has a policy on waste management? Inadequate provisions of water supply washable aprons, drains and sewage system and ineffective utilization of machines are major handicap-as in providing a clean and hygienic environment in the railway premises.

Passengers amenities such as toilet and urinals, drinking water, seating arrangement and waiting halls are not commensurate with the quantum of passengers using them and are poorly maintained. In Delhi Metro, though travels are short lengths, but its stations are spotlessly clean, not one, but everyone pass every day. This demonstrate that stations can be kept clean if someone wants them to be. To argue, almost accusingly that the sheer numbers of passengers must be taken into account is to be foolish in the extreme. One can look at the Chinese railway stations and the way they are kept and the way Chinese trains are on the whole punctual. It all depends on the mental capacities.

I would like to mention here that a number of proposals that were read out in this House as part of the Railway Budget were actually appropriate from earliest speeches by other Ministers who had held the same brief in the past. In fact, even some of the language put forward in the Minister's speech, announcing an internet facility, timing extension for ticket seekers, a mobile phone booking facility, SMS alerts, were the exact clauses that had been read out by Shri Lalu Prasad and Ms. Mamata Banerjee earlier. Didi had announced in 2009 that rail wagon factory would be established near Berhampur of Odisha. That has again been announced this year. Why should Railway Ministers have for years taken old promises and pawned them off as novel ideas, only to forget about them when it actually comes to deliver.

I was very happy to hear the minister announcing that a new wagon maintenance workshop will be

established in Kalahandi district of Odisha along with a wagon making factory to be established in Ganjam district of Odisha. The wagon factory proposal was announced in 2009 by Kumari Mamata Banerjee and in subsequent years by Shri Dinesh Trivedi in 2011 and by Mukul Roy in 2012. Odisha State Government has already identified the land at Sithalapalli of Ganjam district to be handed over to the Railways. But no progress has been made yet. Only pronouncements are being made. While establishing wagon factory and wagon maintenance workshop in Odisha is good news, both politically and economically, as such factories generate direct and indirect jobs and help improve the social and economic landscape of the area, it would be interesting to focus on two of the many factories that were announced in the UPA-I regime; primarily because their journey holds significant lessons. These are the electronic locomotive factory in Madepura and a diesel locomotive factory in Marhowra, both in Bihar. These factories were announced in Railways Budget by then Railway Minister with an estimated capital investment of about Rs. 3500 crores. Already more than six years have passed and as things stand today, there is no clarity on whether these projects will be awarded this year. Is it true that the project has become too contentious making it difficult to take a decision? Is it true that some of contentious issues that need to be resolved relate to the financial pay-out maintenance period? The experience of these two factories make it important for the Railway to first firm up the basics of how the Government want to go about setting factories before making announcements. Only the Rae Bareli coach factory project has started production as it is a Railways wholly-owned production unit. Having said, there are many factories in Railway Minister's list which are a new forged wheel factory in Rae Bareli in Greenfield Mainline Electrical Multiple Units (MEMU) manufacturing unit in Sonapat, Midlife Rehabilitation (MLR) workshops in Khrnod, a workshop for repair and rehabilitation of motorized bogies at Missod (MP) and a modern signaling equipment facility at Chandigarh. It remains to be seen as and when the wagon making factory in Ganjam and wagon maintenance workshop in Kalahandi proposals go, because the Ganjam wagon factory proposal is a Joint Venture/PPP mode. So, also the Kalahandi project.

It is seen that the trains namely Visakhapatnam-Digha-Vizakhapatnam Express, Puri-Digha-Puri Express

(22877/22878) and another Puri-Digha-Puri Express (22889/22890) are showing very low occupancy in both directions. Why don't you cancel these trains? If you do so, then allow new trains to run in other popular destinations with the same rakes. For instance, there is a necessity to have a train up on priority basis. There is also a need to have frequent train services to Mumbai and Bangalore from Bhubaneswar.

I would draw the attention of the Minister towards non-generation of tickers to East-Coast Railway Stations in trains originating ex-GHY and DBRT i.e. Guwahati and Dibrugarh and going towards Sarth by train No. 12516 (Guwahati-Thiruvananthapuram) 12514 (GHY-SC), 12510 (GHY-SBC), 12508 (GHY-ERS), 15630 (GHY-MS), 15906 (DBRT-CAPE), 15902 (DBRT-YPR), 15930 (DBRT-MS) Express train to/from stations over East Coast Railway where stoppages are given at Bhadrak, Jaipur-Keonjhar Road, Cuttack, Bhubaneswar, Kurdha, Berhampur. Passengers travelling by these trains detrain the above mentioned stations over East Coast Railways and have to take their tickets upto Vijaywada even though they are travelling short of Vijaywada which is incurring a huge loss to the passengers. I would urge upon the Railway Minister to examine the matter and resolve the issue by giving adequate quota and withdraw distance restriction and create remote location that is necessary to these stations by the aforesaid trains.

I would also like to draw the attention of the Minister regarding the doubling of Barang-Cuttack rail line which has taken years for completion. I had earlier drawn the attention of the Minister regarding having another pillar on the second line bridge over Baranga-nalla so that the road connection HH-5 with the State Highway can pass under it without constructing a separate road under bridge. RVNL is doing the work. I fail to understand why it is not being done? For the interest of Railways and the public at large, this is necessary.

Lastly, I would draw the attention of the Rail Minister regarding accidents that are taking place in the elephant corridor in Odisha. Elephants move in herds and specific corridors have been identified where the movements of elephants are marked on the railway tracks. There are specific instructions for the Railways that the speed of train would be minimal while passing that area. Despite these instructions, recently Coromondol Express mauled more

than 7 Elephants between Balugaon-Khaliikote Road station which created uproar in the state. The Forest Department of Odisha alleged that though they had appraised the Railway authorities about the possible movement of herds of elephant in that area, adequate precautionary measures were not taken, whereby these casualties happened. It is clear case of human error on the part of the Railways. I would urge upon the Minister to look into this important aspect.

SHRIMATI PRIYA DUTT (Mumbai North-Central):  
Thank you Mr. Chairman Sir, for giving me this opportunity to speak on the General Discussion on the Railway Budget.

At the outset, I would like to congratulate the hon. Railway Minister, Bansalji, who has recently taken over the charge. Under the circumstances, he has given a very balanced Rail Budget; and I want to congratulate him for that. I hope and I am confident that under the leadership of Bansalji, the Railways will enter into a new era of development.

Sir, since I represent the people of Mumbai, I want to begin by associating myself with what my colleague, Sanjay Nirupamji earlier spoke because we share the same problems in the constituency. But beyond that, I would like to start my submission by highlighting the problems faced by the Mumbaikars. We all constantly use the phrase that 'the Railways is the lifeline of the Mumbaikars.' Of the total railway commuters in the country, almost 50 per cent, that is, 60 lakh commuters, use suburban railway services in Mumbai. It is due to its extensive reach, obviously.

The Mumbai suburban railways suffers from severe overcrowdings. Over 4,500 passengers are packed into 9-car rake during the peak hours as against the normal carrying capacity of 1,700 passengers only. Now, this has resulted in overcrowding; and it is one of the biggest causes of accidents. It has resulted in what is known as the Super-Dense Crush Load of 14 to 16 standing passengers per square metre of floor space. Now, obviously, this results in deaths of many commuters. Some passengers fall off the overcrowding carriages. This is one reason. When we talk about trying to have doors in the railways, I do not think that would work because this is the only way of commuting for the people of Mumbai. They hang out from the doors, somehow travel on the roof. People even fall off into the tracks while getting into the

compartments. This is a very big issue, which needs to be addressed.

I also want to say that the hon. Railway Minister has taken into consideration all these factors; and it is the first time where a Minister has actually looked into the basic amenities, facilities and safety of the passengers.

The second issue is about the passenger amenities. During the peak hours, in most of the suburban railway stations, there is a stampede like situation because most of the foot-over-bridges are so narrow and the crowds are so tremendous that people mostly cross the tracks to reach to the other side and thus again causing deaths amongst the commuters.

There basic facilities and amenities need to be improved in the stations. The number one being toilets for women and I say this over and over again whenever a Railway Budget is presented that there should be clean toilets and clean drinking water for women, who have become one of the largest commuters now, many travelling to work and back or travelling to college and back. So, this becomes a very important thing. There is an urgent need to upgrade passenger facilities, particularly in the suburban stations. I know the Railways have taken up a few projects in Mumbai to revamp railway stations. But what happens once the station is revamped? Nothing has been done about the approach to the station. So, to develop the area, developing in and around the station is very important and if a PPP model also can be used for that purpose, that would be very welcome.

Elderly citizens are facing huge problem in alighting the trains or catching the trains in the suburban routes. There is no place. There is pushing. Therefore, a separate compartment for the senior citizens, I think, is very, very important. In regard to provisions for escalators and ramps, which the hon. Minister has taken care of, what has already been done is a big relief for women, for senior citizens and the disabled, which will help them tremendously.

There are hardly any amenities in smaller stations. So, I request the hon. Minister through you to look into these issues, especially of foot-over-bridges. Another very important issue is about the slums on railway property and this has been taken up with the Ministry as well as with the Prime Minister for rehabilitation of slums on Central Government lands. This includes the Railways. I would

request the Railway Minister to please take cognizance of this because we do not even get NOC from the Railways to provide them basic amenities like water, toilets and drainage. You call them illegal encroachers but they are Indian citizens first and I think it is the right for every citizen to have the basic amenities to be given to them. Therefore, I request the hon. Minister to ensure that NOCs to provide them with these amenities are given on an immediate basis. We also need a comprehensive policy on this.

Another issue is the women's safety. That is the most important issue and I had put this forward to the Ministry as well. When you speak to a woman and you ask her, what is the most vulnerable time of the day you feel unsafe, she says when I am coming back from work. When I come back in the evening or in the night from work in a train, I feel most vulnerable. I spoke to many young girls and they say we only put on our walkman and we walk with our heads down because there are eve teasers standing there; there are criminal kind of people standing there but we have nobody to go to. We do not feel a sense of security. The hon. Minister has said that he is going to recruit more women in the Railway Police and we welcome that. *...(Interruptions)*

MR. CHAIRMAN: No interruption, please.

SHRIMATI PRIYA DUTT: We require more. We require these women, especially in the ladies compartments when women travel alone at night. So, I request the Railway Minister to please take note of this.

\*DR. PRASANNA KUMAR PATASANI (Bhubaneswar): I am delighted to participate in the current Railway Budget. To the utter surprise not a single money is allocated to new railway line in my state. I have been demanding to start work for the Bhubaneswar railway station to convert it as international platform. Presently, there is no accommodation in the railway platform to manage more trains. Hon'ble Minister is requested to pay special attention for expansion for railway platforms to accommodate more trains. I have been demanding since 15 years on the floor of this august house regarding Kurda-Bolangir railway line. The only railway line of the country is connected to East Odisha to West Odisha which is very much viable for the economical growth and commercial prosperity. This is the only railway line which is linking

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\*Speech was laid on the Table.

through the downtrodden areas like KBK, the most backward districts of the state. Moreover this is the only railway line which is going through the downtrodden, adivasi, scheduled tribe and scheduled caste and girijan areas. So this railway line is quite viable. Whatever the money that is allotted by the central government is not adequate to complete the same. It may take 100 years for completion. And this year this railway line is debarred of getting its right to serve this humanity is in stake. In the official meeting organized at Kurda, the railway officials boldly declared the passenger train would be running from Kurda junction to Bolgarh Begunia. Nothing is happened and I don't understand. The people are dying every year in accident under the old over bridge constructed since British time and the wall of the same is collapsed. The local people have died under the Sitaram Chhak of Jatani. The people have started agitating. The railway authorities also committed to do the needful immediately. I am extremely happy and congratulate the railway minister that the overbridge work of Bhubaneswar has already started and according to my request the overbridge work of Balugan to Banpur work has already started. I request the Minister for immediate completion of Balugan Banpur overbridge and at the same time, the overbridges of Bhubaneswar. I have been requesting to convert the only railway school of Jatani as a college for the study of the railway employees children for higher studies. Also, I have been demanding to start the construction of one railway hospital on the East Coast Zone and other necessities like building and official quarters and other amenities should be provided to the railway employees.

In the last railway budget my demand was to start the metro work to avoid the traffic congestion and presently the people are suffering hours traffic congestion. According to population of Bhubaneswar, Cuttack, Kurda Jatani it is feasible to start the metro work. The survey work is not yet started in spite of repeated requests of mine.

If this metro line would be connected from Cuttack to Bhubaneswar, from Bhubaneswar to Kurda via Jatani towards Lord Jagannath Puri and Konark, as there is greatest world heritage is located within 60 kms of radius which are Lingaraj, Bhubaneswar, Lord Jagannath of Puri, and Konark, this metro line will fetch good revenues to promote the tourism.

In the coming 15th there will be Noba Kalevar celebration of Lord Jagannath. People may be congregating from worldwide. Before that, double line from Kurda to Puri should be completed.

I don't understand this state government is repeatedly requesting to the Central Government and in the railway sector Odisha is highly neglected. Odisha is also giving to central government about 8,000 crores revenues per year from the railway sector. Whereas we are only getting 600-700 crores per year allocation of grants from Central Govt. Hon'ble Minister should pay immediate attention to high allocation to do the needful without ignoring our state.

*[Translation]*

\*SHRI VIJAY BAHADUR SINGH (Hamirpur, U.P.): I have had the opportunity to watch the Minister of Railways Shri Pawan Bansal working from close quarters. As Minister of Parliamentary Affairs he very efficiently handled the work demonstrating skill management, which is laudable. I was also proud of the fact that Hon. Pawan Bansal who was a prominent advocate of Chandigarh has earned more prominence as politician.

As everybody knows that Ministry of railways is lifeline of India, the development of the country is linked with it. However, a glance at the railway budget reveals that though Hon. Minister is the Minister of Railways for the entire country but his vision has remained centered only on Chandigarh and Rai Bareilly in U.P.

I am sorry to say that our U.P. particularly Bundelkhand and in particular Hamirpur- Mahoba and Banda which happens to be the most backward district has been ignored. Books tell us and our elders also tell us that big people do not care for the poor and they ignore them. This proverb stand proved right the way my area has been neglected.

On 15th August, 1947 India became independent and when the speech was made from the Red fort, it made the people feel that India is being re-constituted and its golden past will become a reality. The entire House is aware of the fact that in 1947 while in terms of progress we were 100, China was merely 40 that is to say that China was lagging 60 per cent behind us. However, it is a travesty for our country wholly is having huge population

\*Speech was laid on the Table.

and still lagging behind China in the matter of Development. Most of the developing countries are on the threshold of becoming developed country while our country while our country's condition is miserable.

Today the train in China runs at an average speed of 150 Km. per hour and is ahead of India by 170 per cent. It has constructed the longest and the highest rail line on Tibet border while the miserable condition of India will be made clear from the following:

Jhansi is situated at the center of India. Britishers had made Jhansi the center for rail and military. The jungles around Jhansi were the biggest Military shooting range for Armourd Corps.

Jhansi to Manikpur stretch is only of 200 Kms. where lie Mahoba, Orccha, Banda, Chitrakoot which was the adobe of Lord Rama for 14 years which ends at Manikpur. It is only a single line track where only diesel engines operate. It badly needs doubling and electrification. The signal system that exist here is 100 years old. That is continuing from the Britishers time. Here the average speed of rails is not more than 20 Kms. per hour. If this line is doubled then Bundelkhand which is a backward area can beat Rajasthan as far as tourism is concerned.

Khujraho, Orchha, Kalinjar, Jhansi, Chitrakoot etc are the ancient historical places- which have been in the lime light from the Mahabharat and Ramayan times and improvement in rail facilities in Bundelkhand will make it develop further.

Hon. Pawan Bansal had already hiked the rail fares by 21.2 per cent which has increased the railway income by Rs. 6 thousand Five hundred crores. However, minor increases in cancellation charges increasing rates of Tatkal reservation do not speak well of the hon. Minister. It has been said that these small hikes will give railway a profit of Rs. 6 hundred crores. However, on the other side the hon. Minister has hurt crores of poor people.

Hon. Minister is the Minister of Railways and not a recovery officer of some bank or a salesman of a private company. The way he is going about to collect more and more money for me, it is like a case of giving high dose to the patient. Though in principle I do admit that the ways found for increasing the income of railways are correct. Railways has gone backward due to no increase of income

of the Railway for the last 20 years which was continuously coming down as is the case with agriculture.

It is shocking that merely 10 thousand Km. long rail line has been laid in 65 years while 65 thousand Km. railway line was already there previously.

To me the campaign by railway for augmenting railway income is correct but this income should be utilised properly. This budget speech is silent about the need for railway electrification. The signal system is 100 years old which hinders the smooth running of trains. Thus the rail lines are not properly utilised as they have not been modernised.

Prima facia the rail budget doesn't not show any vision towards the safety of railway passenger. Recruitment, in railway has stopped while the Railways are understaffed. Mostly all the employees and their duty hours have gone beyond the capacity, which is affecting the efficiency - which ultimately leads to accidents. I have myself noticed that on the face of the station supdt. posted as Railway Station in charge that carry the signs of tiredness caused by work load. They work for 10-12 hours on an average in 24 hours.

If the mirror of success of railways is only Delhi Railway Station or the success of metro line, then the hon. Minister of railways can congratulate himself. But while travelling from Jhansi to Manikpur by train at night, you will not find any station that fall in between properly lighted only one at the most could be seen sending dim light and that is also rare and the passenger has to make use of some sign to get down at the desired station. The absence of electric light make it difficult to recognise the station, passenger deboard at their destination on the sound of the passenger's voices.

The Hon. Railway Minister in Para 104 of the rail budget 2013-14 has read an English poem in budget speech is marvellous and it can be answered this way. Where there is will, there is way. You can remove the backwardness of Bundelkhand by taking one step.

Jhansi-Manikpur railway line should be doubled and electrified.

Hamirpur which happens to be the headquarters of the District, is the only district which is not served by rail. If 10-12 Km Dapsoura to Durgamod (Moudh) is slightly

diverted, it will be very beneficial to Hamirpur. Survey in this connection has been conducted several times which your predecessors particularly Ms. Mamata Banerjee, Dinesh Trivedi and Mukul Roy had also assured for this, now you, also, please follow the vedic dharma as is written- Raghukul Riti Sada Chali Hai Pran Jaye par Vachan na Jaye (Ramayan- Goswami Tulsi Das).

Reevanchal which originates from Kanpur and goes to Satna, Reeva via Allahabad can be made reach Reeva via Banda, Manikpur, Chitrakoot and Satna, which is a common route. It will help bringing down overcrowding on Delhi- Howrah line.

On Jhansi line particularly at Harpal there should be 2 platforms and waiting rooms. Kulpahad railway station should be subjected to overall level raising, over bridge railway station which is towards jungles should be towards the Basti settlement. There should be 2 platforms accompanied by level crossing.

Mahoba is district headquarter, it should be upgraded and air conditioned rest house should be provided as it is visited by Indian and foreign tourists who go to Khajuraho. The platforms at this station should be upgraded while its length has to be increased along with the provision of over bridge, light etc.

Banda Railway Station which is the headquarters of the District needs all round development. It's platforms should be upgraded along with electrification and provision of drinking water etc.

The Jhansi line trains which pass through Harpalpur, Kulpahad, Belatal may be provided at least two to three minutes stoppage at these stations because this is the line which links Bundelkhand with Delhi.

Bharwa, Ragaul railway stations may be computerised making provision for railway reservation there.

Stoppage of Durg Express should be provided at Ragaul railway station while stoppage of Lucknow - Raipur Gareebath should be provided at Bharva Sumerpur railway station.

As the poor people find it inconvenient to catch the train from distant places. Efforts should be made to adopt a liberal policy with regard to providing stoppages at small

stations, if possible. In Bundelkhand you will find thousands of people who have not yet seen railway trains. Railway reservations PRs may be provided at Panwari and Charkhari, while providing ATM facility at all the stations. Ingohata, Baripura, Charkhari Ghutai Halts should be upgraded to full fledged stations.

New railway line from Banda to Fatehpur via Tindwari should be laid. There is no rail line in the radius of about 100 Km. of Tindwari legislative constituency.

My parliamentary constituency has about 600 unmanned railway crossings. People should be hired on contact basis to man those crossings while giving preference to the local people for hiring such people. Survey for Bhind to Urai, Rath, Mahoba, Harbalpur has already been conducted. This case is pending since Hon. Atal Bihari Vajpayee's Government. Kindly ensure construction of this new rail line.

In the end, I would submit and request the hon. Minister to show some mercy to the people of Bundelkhand specially the people of Hamirpur, Mahoba and Banda and provide rail facilities there. This area is in dire need of the rail facilities. It is bad luck of the people of Bundelkhand that none of their representative got a chance to become Minister of Railways and perhaps that is the reason that Bundelkhand did not get the opportunity to get developed in terms of railway.

No new train has been given to our area. Even stations like Chitrakot, Karvi which are the link stations of Chitrakoot have been badly neglected. What wrong we the people of Bundelkhand have done to you. Why you are angry with us. Kindly feel our pain and treat that. This the place where once sages, saints lived, where Lord Rama lived for 14 years. This deserve some attention from you. Please give some rail facilities to this area. People of this area will be grateful to you. With these words, with a heavy heart I support the rail budget. May God bless you with the good sense and make you feel the agony and wishes of the people.

\*SHRI BADRI RAM JAKHAR (Pali): It is a very good rail budget which has been presented by the Railway Minister, who comes from Congress party, after 17 years.

Thanks for that. This budget has taken full care of all the states.

I thank you very much for including areas like Pipad, Bhopalgarh, Asop, Shankwas, Mudwa and Nagaur of my parliamentary constituency under the survey.

People of Pali in my parliamentary constituency are facing a lot of difficulty while travelling in long distance trains. Despite repeated requests by me nothing has been done, though the survey for Bilara-bar new railway line has already been conducted while the proposal for Rs. 275 crores estimated cost has since been sent to the Planning Commission for approval. I strongly urge that fund may kindly be released for this line during the budget of 2013-14 itself and in addition to this Ausia, which comes under my parliamentary constituency Pali and which happens to be a historical place where the movement of trains is quite heavy, may be given a railway reservation centre at the earliest.

Frequency of the following trains may be increased. Train No. 16126-16125 from Jodhpur to Madras which is a weekly train and running on every Monday should be made a daily Train. Train No. 17038-17037 Bikaner to Hyderabad which is a weekly train and run on every Friday should be made a daily train. Train No. 11089-11090 from Jodhpur to Poona which is a weekly train and runs on every Tuesday may be made a daily train. Stoppage may also be provided at Nana and Begh.

[*English*]

MR. CHAIRMAN: Saidul Haque Ji, if you promise me to speak only for 2-3 minutes, I permit you.

SK. SAIDUL HAQUE (Bardhaman-Durgapur): I will speak for three minutes. Please allow me to speak from here.

MR. CHAIRMAN: Yes, you are allowed.

SK. SAIDUL HAQUE: First of all, I would like to tell the hon. Railway Minister that hike in railway fares should not have been done before this Session and whatever hike has been done should be re-considered. All the safety and category posts should be filled up, including manning all the unmanned level crossings.

Safety and security of passengers should be given priority. All the projects that have been announced for

West Bengal should be implemented. The MoS has talked about publishing a White Paper for the last year performance. That should be done.

**19.00 hrs.**

I would like to bring some concrete proposals in respect of railway projects in my constituency. These are - gauge conversion of Burdwan-Katwa line from Balgona to Katwa; stoppage of Rajdhani Express at Burdwan; one halt station at Kondaipur in between Paraj and Mankar; one direct train from Durgapur to Howrah; one direct train from Bankura to Howrah via Rainagar Masagram; increase of frequency of local train between Burdwan and Asansol; stoppage of Howrah-Ranchi Shatabdi Express and Howrah New Jalpaiguri Shatabdi Express at Burdwan; stoppage of Jodhpur Express, Himgiri Express and Lal Quila Express at Durgapur; and stoppage of Agnibina and Mayurakshi Express at Mankar.

Besides this, these facilities should be provided. Toilet facility in long running EMU coaches like Purulia Local and Purulia-Burdwan; Railway Over Bridge at Talit Point on Burdwan-Guskhara road, Railway Over Bridge at Panagarh on Panagarh Silampur road and Railway Over Bridge at Mankar on Bubud Bologna road; installation of escalator on west side flyover at Durgapur station in Eastern Railway; opening of one more ticket counter at Mankar Station in Asansol division; twenty four hour service in enquiry counter in all stations; and filling up the gap between train and platform between Burdwan and Asansol, which was done for running double decker, and which is causing accident.

**19.01 hrs.** (*DR. M. THAMBIDURAI in the Chair*)

At last, I would request for speedy implementation of broad gauge project from Silchar and Lumding via Badarpur and between Agartala and Lumding via Badarpur; time-bound completion of Chatna Mukutmanipur Railway Project in West Bengal; and doubling of Burnpur to Asansol single line in West Bengal.

These are all my submissions.

[*Translation*]

\*DR. MONAZIR HASSAN (Begusarai): Mr. Chairman, Sir, I am grateful to you that you have provided me an

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\*Speech was laid on the Table.

opportunity to speak on an important matter like railway budget. I would like to relate the whole story of the rail budget in one couplet (sher)

"Bahut shor sunte the, Pehlu mein dil ka,

Jo cheera to Katra-e khoon na nikla"

This is the story of rail budget. People were having high expectations and they were thinking that a Railway Minister from Congress party is presenting for the first times railway budget after 17 years, however, unfortunately the way in which Bihar was ignored, my predecessors have shed much light on that. But I would like to draw your attention towards one thing that all the important trains that come from Bihar to Delhi have been terminated at Anand Vihar leaving only Rajdhani Express and Poorva Express. As a result of this poor people and ladies and senior citizens are facing many difficulties in reaching Delhi. Kindly see to it that at least Vikramshila Express and Garib Rath trains terminate at New Delhi, old Delhi or Nizamuddin Station. I would like the Rail Minister to oblige.

Now I come to my constituency Begusarai industrial capital of Bihar. Despite repeated requests 12423/12424 has not been provided stoppage at Begusarai. Apart from it seven other trains, too, do not stop at Begusarai nor parcel service is running smoothly. There is no down platform at that station as the station has been converted into a rake point for years.

I thank the hon. Minister for proposing survey for Hasanpur to Barauni railway line. There are two tourist places between Hasanpur and Barauni, Garhpura situated Baba Hangiri Dham, second holy place after Devghar and bird sanctuary at Caver, where, Shaktipeeth Jaimanglagarh is also situated. This place should also be included in the proposed survey.

My submission is that Lakho-Mokama DMU should be started covering Garhpura, Satana in Begusarai and Olapur, Imli etc. in district Khajarah. It should start at 5 o' clock in the morning from Hasanpur via Khagaria, Barauni-Patna and it should start hVeturn journey at 5 o' clock (evening) from Patna.

Sir, Asiaas largest railway Yard is in Garhhara, Barauni where 2200 acre land is lying unitized. Railways is acquiring land for setting up factories. A rail repair engine or coach manufacturing factory can be opened on this

tract of land. The then Minister Shri Dinesh Trivedi last year gave an assurance for opening a medical college on this land. My submission is that sanction be granted for opening the said college. Barauni station is the eighth wonder. ...*(Interruptions)*

*[English]*

MR. CHAIRMAN: Please wind up.

DR. MONAZIR HASSAN: I will just conclude. This is a matter of my constituency.

MR. CHAIRMAN: Everybody is having his or her constituency matter, it is not you. Please conclude because there at 15 hon. Members who are yet to speak.

DR. MANAZIR HASAN: Sir, the eighth wonder is that there is no number 'one' platform at Baranui station. Under some conspiracy the station has been divided into two parts. The part of the station where platform number one is located is 2 kms. far from the second part of the station and consequently, Women, Children and old aged people face a lot of difficulties in reaching there.

The foundation stone for a rail-cum-road bridge was laid by the then Prime Minister Shri Atal Behari Vajpayee. The sanction for the said bridge was granted under the minister ship of Shri Nitish Kumar ji. The work on this bridge is going on at very slow pace. Only Rs. 200 crore have been given for the said bridge. Five years have elapsed and the work is going on at a snails' pace. The bridge involves an expenditure of Rs. 1200 crore. My submissions is that allocated funds be allocated for it, so that the work is completed Jamalpur based rail factory which was running so smoothly, where 32000 workers were employed, is being shifted elsewhere. It should be revived here itself. ...*(Interruptions)*

MR. CHAIRMAN: Shri Raja Rampal may now speak. His speech will not be recorded. You continue

...*(Interruptions)\**

SHRI RAJA RAMPAL (Akbarpur): Mr. Chairman, Sir, I am thankful to you for having given me an opportunity to speak on rail budget. There is a Bithur tourist place in my Parliamentary Constituency. It has a pauranic importance and is also associated with freedom struggle of India. Hon'ble Lalu ji, when he was Minster of Railway, had laid

\*Not recorded.

a foundation stone for converting Mandhana-Bithur railway line into broad gauge. The foundation stone is testimony to it. But for the last several years, no work has been started on this line so far. My submission is that the gauge conversion work be completed expeditiously for promoting tourism at Bithur.

Sir, I would like to draw attention of the hon. Minister that some time back, people had jammed trains demanding for stoppage of passenger trains at Roshanmau at 1056 Y Block Hut on Kanpur-Delhi rail line in my Parliamentary constituency. The railway board got a platform constructed over there and had directed for stoppage of passenger trains. It involves an expenditure of Rs. 1 crore 44 lakh. The hon. Minister of Railways wrote a letter to me stating that if you give funds from your MPLADs fund then platform can be constructed. I want to make it clear that under MPLADs there is no provision for allocating fund beyond Rs. 25 lakh. Therefore, I want to request the hon. Minister to provide funds over and above Rs. 25 Lakh provided from my MPLADs fund, i.e. the remaining funds expeditiously. So the platform is constructed and trains can be stopped.

Sir, Rura is the major railway station of headquarters of my parliamentary constituency. Right from 14th Lok Sabha, I have been requesting that it should be upgraded to a model station and Lucknow-Agra Intercity, Gomti Express should be provided stoppage at Rura station. I demand that Chittarkut Dham Intercity, which goes to Bundelkhand region, should be provided stoppage at Bhimsen, Kathara and at Patara, the nearest stations to my village in my home district.

Sir, I would like to say through you that there is Lalpur Station in Mati Headquarters on Kanpur-Jhansi railway line, provide a stoppage of at least two passenger trains. Over bridges should be constructed at Rura crossing, Ghatampur crossing and Kalyanpur crossing in my Parliamentary constituency, where large scale jam is seen every day. Keeping in view the jam problem of Kanpur, the Kanpur-Farrukhabad line should be diverted from Central station to Panki via Mandhna, the jam will be abolished totally and Kanpur can become much better.

Sir, I would like to say through you this also that last year eight to ten RPF jawans were run over by the train as there was no stoppage of train. If level crossing is made

there, the deaths can be avoided. The Panki and Govindpuri railway stations are main stations of Kanpur, Express trains and passenger trains get slow after Panki while going to Kanpur and takes hours to reach Kanpur Central Station. Keeping in view this problem if one minute stoppage is provided at Panki and Govindpuri Stations, the people will not wait to reach Kanpur Central sitting in the train ...*(Interruptions)* I congratulate hon. railway minister for conversion of gauge from Gonda to Bahraich and upto Mailani, which is the area of my colleague Kamal Kishor Commando. Thirty crore rupees were allotted for that work, I thank railway minister for this ...*(Interruptions)* I conclude my speech supporting this rail budget.

SHRI NIKHIL KUMAR CHAUDHARY (Katihar): Mr. Chairman Sir, I am thankful to you for providing me an opportunity to speak on rail budget 2013-14. Katihar is my rail area and Parliamentary constituency. This is a very old railway head quarter of NF railway. Trains from five directions come there and go to Bangladesh, Nepal and Jharkhand. It is an important junction for the trains coming and going in five directions. It is the divisional headquarter. I would like to congratulate the railway minister. He has been criticised very much and people were disappointed. Balance the imbalance of regions but I would like to say that you have given 4 trains to our Katihar. My suggestion is that Kamakhya-Guahati-Anand Vihar express is weekly, Katihar-Hawrah express is weekly and Rajendra Nagar terminal-New Tinsukhiya express is also weekly train, please run these trains on daily basis. Radhikapur-Anand Vihar express is daily train. I congratulate him introducing for these four trains. I congratulate him for including Katihar in skill development Programme.

I would like to put some demand of our area. There is no South bound any train from Katihar to direct South India. My demand is that Guahati-Bangluru Express 12509-12510, Guahati-Chennai Egmore Express 15929-15930, Guahati-Sikandrabad Egmore Express and NJP, Chennai Express these all trains pass from Katihar division, but these trains do not even touch the Katihar Junction. There is one option that double routes has been made. My demand is that these trains should be routed through Mukariya to Salmari, Sunaili and Katihar junction and again via Katihar, Medpur to Malda and then diverted to South India. Doing so the distance would be increased by

28 kilometer, but the Koshi area and Purnia area will get facility to go towards South India. The Muzaffarpur-Yashwantpur Express train number 15228-15229 run on weekly trains. I would like to make it thrice a week. Shir K.H. Muniappa Saheb had been to Katihar. We have put our demand in a public meeting. He admitted that I will make this train thrice a week. But it is sorry affair of state that even announcement by the minster it has not been made. *...(Interruptions)* Muniappa Saheb is not here Reddy Saheb, are you listening. I ask Pawan Bansal Saheb also for making it thrice a week. *...(Interruptions)* I demand that this train be introduced which will be beneficial for the public of this area. *...(Interruptions)* Many trains have stoppage at Barauni. *...(Interruptions)*

*[English]*

MR. CHAIRMAN: Now, you have to conclude your speech. *...(Interruptions)*

SHRI NIKHIL KUMAR CHAUDHARY: Sir, I am concluding.

*[Translation]*

Rapti Sagar Express train number 12521,-12522 goes from Barauni to Ernaculam, Vaishali Express train number 12553-12554. *...(Interruptions)*

*[English]*

MR. CHAIRMAN: You are going on reading like reading from a Railway time-table.

*...(Interruptions)*

*[Translation]*

SHRI NIKHIL KUMAR CHAUDHARY: A little more. *...(Interruptions)* you will be surprised to know that these trains remain standed at Barauni Junction for 24 hours. I want that these trains should be brought to Katihar. Peeth line is available in Katihar. Peeth line can be used hundred present here, but the problem is this that it is not used even 30 percent. You can sent these trains back to Barauni. *...(Interruptions)*

*[English]*

MR. CHAIRMAN: What you have said is enough, give the list to the Minister, and he will take care of it.

*...(Interruptions)*

MR. CHAIRMAN: I am saying this because many hon. members are waiting to speak.

*[Translation]*

SHRI NIKHIL KUMAR CHAUDHARY: I have written so much. *...(Interruptions)* I will complete my point in a minute. *...(Interruptions)*

*[English]*

MR. CHAIRMAN: You have already taken five minutes. I cannot allow you like this.

*...(Interruptions)*

MR. CHAIRMAN: You have already taken five minutes instead of three minutes allowed.

*...(Interruptions)*

SHRI NIKHIL KUMAR CHAUDHARY: Okay, Sir.

*[Translation]*

SHRI YASHVEER SINGH (Nagina): Mr. Chairman Sir, I am grateful to you for giving me an opportunity to speak on the railway budget. I comes from Nagina Lok Sabha constituency, which is situated in Bijnaur district of Uttar Pradesh. 70 percent border of this Lok Sabha seat is adjoining with Uttranchal. I myself met the rail Minister, Chairman of railway Board, member, traffic before rail budget, but not a single demand was fulfilled, there is Najibabad railway station in my area, which is also a junction. The distance of Kotdwar from here is only 15 Kilometer. I demanded for a train from Najibabad to Mumbai because five to six lakh people of my district lives in Mumbai. they have to catch train for Mumbai from Delhi. I have demanded it keeping in view their inconvenience, which has not been fulfilled. I am in pain very much. There is a station Syohara. Lucknow-Chandigarh Express 2231 used to stop here. But after my victory its stoppage was withdrawn. I met DRM, Moradabad in this regard. He agreed to restore the stoppage and sent me a letter that the stoppage will be started at the earliest. Five or six months had lapsed, but the stoppage of that train at Syahara station has not been restored till date. I feel very pain in such circumstances and seems that partiality is being done with us. I would like to say through you sir, to the Minister that railway is for all, do not do partiality with anyone. There is your government in Uttranchal. If my

area is developed than Uttranchal will automatically be developed. There is a Shiya Muslims religious place in Najibabad, which is at number two or three in world. A big fair is organised there and heavy crowd is gathered. I am saying that introduce a train from Kotdwar if not from Najibabad, I do not have any objection. The two states will be connected thereby.

I have asked for increasing stoppage of some trains. I had written to the Minister earlier and will give a letter today also. It is my small demand, which should be fulfilled, the Minister has announced construction of a rail line connecting Haldor to Dhampur. I convey my thanks to him. I would like to demand that this line should be extended upto Kashipur, because Kashipur is merely 20 or 25 Kilometer from there. This will connect the other state.

With these words, I conclude my speech.

[English]

\*SHRI J.M. AARON RASHID (Theni): Hon'ble Chairman Sir. Thank you for giving me this opportunity to speak on Railway Budget 2013-14. I support the Budget. Hon'ble Railway Minister Shri Pawan Kumar Bansal has appointed 8 battalions of women police for the safety of women passengers. First of all I wish to congratulate him for this announcement.

Particularly in Tamil Nadu, the broad gauge conversion between Bodinayakanur and Madurai comes in my constituency. It has been kept pending for more than three years. Before this, meter-gauge route was operational and it was also stopped. People are much affected for the past three years without any train service in this route. If a person wants to travel from Bodi to Madurai, what is the bus fare? You may be aware of this. People can transport goods from Bodi to Madurai and from Madurai they can take them to any part of the world, if there is rail connectivity between Bodi and Madurai. Earlier they have transported spices, cardamom, lavang, tea, coffee, agricultural products and other products to other places. Annually this was done to the tune of 25 lakh tonnes. Now Bodi-Madurai broad-gauge conversion has become a dream. Leaders cutting across party lines have met Prime Minister Dr. Manmohan Singh, UPA Chairperson *Annai* Sonia Gandhi and Railway Minister Shri Pawan Kumar Basal and urged

\*English translation of the speech was originally delivered in Tamil.

them that since 25 lakh tonnes of products are being transported from Bodi to different places every year, this Bodi-Madurai broad-gauge conversion should be implemented soon for the benefit of the people of this area. These products are being exported to several countries. It is a commercial hub which can generate huge income to railways. Hon'ble Prime Minister Dr. Manmohan Singh has announced an *e-auction* centre for cardamom in Bodi. Sir, I urge you that the rail route is so important.

Hon'ble Railway Minister has assured the implementation of this rail route in the next Budget. It is a matter of worry because he is not announcing this year. The work relating to broad-gauge conversion between Bodi and Madurai should be completed on war footing.

The trains that leave from Madurai do not stop at Cholavathan Railway station. Vaigai Express, Pandian Express and Guruvayur Express do not have stoppage at Cholavathan Railway station. Many trains pass through this route. Sir, I request that at least these three trains namely, Vaigai Express, Pandian Express and Guruvayur Express should have a stoppage in Cholavathan Railway station. I had given a request to the Hon'ble Minister in this regard. He assured me to do the needful but nothing has come out of this Budget. Above all these, during 2008 when Shri Lalu Prasad Yadav was the Railway Minister, I met him personally and requested him for a rail route between Bodi and Koodalur. A survey was done for implementation of a broad gauge rail route from Bodi to Koodalur via Dindigul, Vathalagundu, Theni, Kambam, Chinnamanur and Uthamapalayam. Shri Lalu Prasad had assured that the rail project will be implemented soon. But it is also kept pending. At least one or two persons die in more than a dozen accidents which happen on this route. This is not only for the welfare of the people of my constituency but for the welfare this nation as a whole. Lakhs of devotees of Lord Ayyappa have to use this route. If this rail route is implemented it will be welcomed by the people. Why is it kept pending? I don't know sir. Thousands of people gathered in protest against the non-implementation of this project. They have condemned the Railway Ministry for not paying attention to the demand of the people. I also took part in that discussion and placed the demand before the Hon'ble Minister for Railways. I assured them that I will be able to persuade the Railway Minister for implementation of this project. I do not know why is it still kept pending?

MR. CHAIRMAN: Please ask what you want? Put your demand.

SHRI J.M. AARON RASHID: Sir, I urge the Hon'ble Minister for speedy implementation of all the pending railway projects in my constituency. Vaigai Express, Pandian Express and Guruvayur Express trains should have stoppage at Cholavanthan Railway station for the welfare of the people of this area. As a Member of Parliament, I express my demands for the welfare of the people. We are not able to meet the people.

MR. CHAIRMAN: Correct, correct.

SHRI J.M. AARON RASHID: For the sake of Lord Ayyappa's devotees, the rail route up to Koodalur should be implemented and a new rail route should be started via Periyakulam.

I urge the Hon'ble Railway Minister to announce for speedy implementation of these projects.

[Translation]

\*SHRI VISHNU PAD RAY (Andaman and Nicobar Islands): In the 2010-11 rail budget under serial No. 84 social desirable rail connectivity proposal, a railway line was sanctioned from Port Blair to Diglipur.

I had demanded the Port Blair-Diglipur railway line on 08.07.2009 in Lok Sabha before this budget speech during the discussion on rail budget. Thereafter I had written a letter on 16 December, 2009 to the hon. Prime Minister and demanded the same.

The survey of Port Blair-Diglipur rail line was conducted in September, 2002 and a proposal was made for meter gauge line with a out lay of 421 crore rupees and for broad gauge line with a outlay of 867 crore rupees.

During the British time there was a loco line in Andaman. My demand is that meter gauge line has been converted into broad gauge line in many parts of India. The same meter gauge line should be used for construction of railway line in Andaman Nicobar and meter gauge rail service should be started. The necessity is as under:

1. Port Blair-Diglipur railway line is a necessity to deal with the Chinese risk.
2. This line is necessary for tourism, fisheries etc.

\*Speech was laid on the Table.

3. The government of India has accorded special status to Jammu-Kashmir being backward remote area, the same status be accorded to Andaman in the name of 'Kala-Pani' on the same basis, which has been neglected till now.

SHRI A.T. NANA PATIL (Jalgaon): Thank you, Mr. Chairman, I was hoping that a good and balanced budget would be presented by the Hon. Rail Minister, but this is a very unbalanced and discriminatory budget. Maharashtra has been particularly neglected. In view of this negligence MPs of all party from Maharashtra met the rail minister on 27th February and with the Prime Minister on first March. All the MPs asked them to fulfill the demands. We had informed them about the negligence of our areas of Maharashtra in this supplementary budget.

Hon. Mr. Chairman, I would like to tell the Minister through you Sir, that hon. Rail Minister had approved three ROB's in my Parliamentary constituency Jalgaon during 2009-10 and 2010-11, which were to be constructed at Dharangaon, Amalner and Mahsavad. Today, three years had lapsed, but GDA for only two ROB's has been approved till date. GDA of Mahsavad has not been approved. I am demanding for three ROB's of Jalgaon city for the last three years. As far as I know, both the General managers of Western Zone and Central Zone of Maharashtra have told that whether there is funds for any project or not, but railway have very much funds for ROB's. Even than the ROB has not been approved.

Hon. Chairman Sir, I would like to attract the attention of hon. minister to this fact. I am demanding for years. Number of trains passes through my Parliamentary constituency Jalgaon, but we do not get the benefit from them. Rajyarani Express goes to Mumbai from Manmad next to my area. This train is running with half passenger and low revenue. If this train is operated for more time, it may be discontinued. I am demanding from the Minister and Chairman Saheb for years. Rajyarani Express remain stationed at Manmad for 12 hours. I demand for its extension upto Bhusawal, but it is not being extended. If it is extended upto Bhusawal, the railways will get handsome revenue and passengers will get facilities. Jalgaon is a big city. The farmers and students will get facility to go Mumbai and Pune. A train named Hutatma Express has been started from our area. It is like Rajyarani

Express. It was extended upto Bhusawal. After its extension upto Bhuswal, Its revenue increased double and passengers also got facility. We have demanded stoppage of this train at Mahsavad and Nagardevra. ...(*Interruptions*)

Mr. Chairman Sir, please give me some time. Through you, I would like to demand that the Dadar-Amritsar Train from our area was earlier started from Dadar which was very useful for the people of North Maharashtra and Vidarbha and was very beneficial for them but now this train starts from Lok Manya Tilak Terminus. This creates a big problem for the people of North Maharashtra and Vidarbha and very inconvenient for them. If this train is again started from CST Station then all the passengers will be benefitted.

Sir, I have not yet put up demands of my area. I have been demanding for a long time about the stoppages of train in my area but not a single stoppage has been provided upto now. Dharangaon and Amler stations are there in my area in Western zone and both these stations have been approved as model stations. Jalgaon has been approved as world class station but no plan for that has been prepared yet. I have demanded a stoppage for Nauzone Express Train for Dharangaon station. I have demanded a stoppage for Nauzone Express Train for Dharangaon Station. Likewise, I have demanded a stoppage for Ahmedabad- Puri Train at Amler Station. I have asked for a stoppage at Jalgaon and Chalisgaon Station for Pune- Patna Express train and a stoppage at Pachora station for Vidarbha Express which passes through Pachora in my area. A demand of stoppage has been made for Sachkhand Express, Goa Express, Karnataka Express at Chalisgaon. This is my long pending demand. They have the facility and time also. The trains passing through that area can get good revenue also. I have been demanding for this for the last four years but not a single demand has been fulfilled. ...(*Interruptions*) As a result thereof a big mass movement can happen there. If after a big mass movement if this demand is met then the hon. Railway Minister will have to face the consequences. I request you that your Minister of State is sitting here and we people demand for this at the time of every Rail Budget but our works are not done. I request you that this work should be done in this Budget or supplementary Budget.

[*English*]

\*SHRI RAMEN DEKA (Mangaldoi): The Railway budget presented by Shri Pawan Kumar Bansal Hon. Railway Minister for 2013-14 is neither in pace nor passengers friendly.

This is a status quo budget keeping in mind 2014 General election. The successive Government Railway budgets of U.P.A. I & U.P.A. II hold the steps to revitalizes the sick Indian railway due to inner conflicts amongst partners of the Government. The reason to connect by rail Chandigarh, Raibareli and Amethi is known to everybody.

I am from Assam. The State of Assam stands in North East of our country. The geo-political situation is very complicated with international borders. Railway is the only mode to connect not only people of Assam but from Northeast to the rest of the country. If we compare the cover of railway network during British era, then there is not much progress as on today in percent wise.

New lines, gauge conversion and completion of National projects are need of the hour. Time and again, I rose the issue of connecting Darrang district by rail in the august house. After trifurcation of Darrang district three decades ago left the Darrang district without rail connectivity.

In view of this I earnestly request Hon. Railway Minister specially Hon. Minister of State who is from my neighbouring state will heed the demand of people of Darrang District. I do hope a new railway project will be granted in this current year to connect Darrang. I already mentioned that we are in a backward bottle necked state. But, I find Railway Ministry is not taking this matter seriously.

The inordinate delay of the trains is regular feature. The conditions of the coaches plying to Assam are dilapidated. This shows that Assam is dumping ground of dilapidated coaches. The correction in this matter is urgent so that passengers feel that Indian railway is doing the job which they should have done earlier.

I demand Garib raths from Guwahati to Chennai and Delhi. Further, I demand a train from Guwahati to Mumbai via Nagpur.

The frequency of intercity trains running in Assam should be increased. I demand to complete all declared

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\*Speech was laid on the Table.

railway project including Rangiya Murkongselek, Bogibeel project, Lumding to Badarpur in a specific time. Further, I demand to start immediately the construction of double track from New Bongaigaon to Kamaykhya via Rangiya as proposed in this budget 2013-14. The people of Assam expect action not lip service in this regard.

SHRI PRABODH PANDA (Midnapore): Mr. Chairman, I will be brief. But even then, I seek your indulgence so that I make my submission. I am not raising any specific demand here related to my constituency, as we have enough scope to put all these demands before the GM, before the DRM, before the Railway Board and even the Minister.

I do not endorse the Budget proposal as it is. I am mostly disappointed with this. It is needless to say about the hike of the railway fares and freights. It will over burden people. It will add to more inflation. We should be very much concerned about the health of the Indian Railways.

Many hon. Members including Shri Sanjay Nirupam and others from the Treasury Benches mentioned that it was after 17 years that a Congress man took over the Railway Ministry. It appears as if the new Ministry has been formed recently and they took over the charge. What have we seen in the last four years of the UPA Government? In the UPA-I Government, it was told that the Railway has made some glorious achievements. It was told that it was economically sound. It was said that the Indian Railway system was the first railway network in the world. What happened in the last four years? Hon. Banerjee took over as the fifth Minister of the UPA-II Government. We have never seen that during the last four years, five Ministers took over the charge. This is a mockery. What has happened with the Railway Ministry? Every Minister used to make drastic remarks as to his predecessor. This was happening in the Railway Ministry. What did happen in the case of the first Minister? She told that they were coming to bring out the White Paper on the tenure of Shri Lal Prasad ji, she proposed some vision for the railways. What kind of vision were they? Without allocating resources, she had announced many schemes. We know what happened to those schemes. Foundation stones for many projects had been laid during her period. That was like the 'stone age' of the Railway Ministry.

What happened next? Then came their second Minister. What did he say? Whatever may be the vision,

the Railways has been put in ICU. Then came the third Minister and he was a non-performer. Now the fifth Minister Bansalji has come. This is how the Railway Ministry is functioning. We should think over it very deeply. An in-depth discussion is required.

Generally, the Members put forward their demands related to their Constituencies. But what about the health of the Railways itself? Indian Railways are the largest public service sector of our country. We are proud of the network of Indian Railways. But what is the state of health of the Railways? And who is responsible for that? I am not blaming any Minister, but I am blaming the UPA Government itself for the irresponsible functioning. It has to answer for this performance or non-performance over the last few years.

Members of the Trinamool Congress have said many things. Saugata Roy said many things. He read out the names of many projects. Projects had been announced without any budgetary allocation. Projects had been announced without even mentioning where the money would come from. What happened? This is the fate of the Railways.

Lalji has mentioned about the Rakesh Mohan Committee report. Many Members have mentioned two other reports - Anil Kakodkar report and Sam Pitroda report. My submission is that any discussion on Railways should take place based on three reports, not only about the projects but about the health of the Railway Ministry itself. This is very important. I think the House will think over it and the Minister will think over it. Sir, your recommendation is very much needed in this regard.

In Railways, about 140 homoeopathy doctors are practising in various dispensaries. Their services have not been regularised. They have been serving in those dispensaries and performing their duties for more than 40 to 50 years. Most of them are on the verge of retirement. I think the Railway Minister should think over it and ensure that they get retirement benefits and other benefits.

As regards the contractual workers, there are a lot of them working for Railways under contractors. They are the main force behind maintaining the railway lines. Their hardships should be addressed properly.

We are talking about the safety and security of the Railways. I found it amazing that Railway safety is being looked after by the civil aviation people and this has been going on for decades. I think all this should be considered and the Government must think over it and revisit this matter.

With these words, I oppose this Railway Budget.

SHRIMATI BOTCHA JHANSI LAKSHMI (Vizianagaram): Mr. Chairman, Sir, I wholeheartedly support the Railway Budget 2013. I want to congratulate the hon. Union Minister of Railways, Shri Pawan Kumar Bansal, along with the Ministers of State Reddyji and Adhirji. It is a unique Budget; it is very balanced; and covered all sectors across the country.

Indian Railways are one of the most important lifelines of our country. It is an important vehicle for the poor and the downtrodden. There is no denying the fact that our railway network is one of the largest in the universe.

Kindly allow me to raise some of the very important issues connected with my Parliamentary Constituency Vizianagaram in Andhra Pradesh. Our district has a population of 25 lakhs. It is unique in itself. Vizianagaram is considered as one of the most backward districts of Andhra Pradesh. Vizianagaram Railway Station connects three States - Odisha, Chhattisgarh and Madhya Pradesh; hence, it is called Tri-State Junction. We need more facilities for this Railway Station.

This district is a fast-developing industrial hub where freight demand is growing exponentially. Agro-products are growing fast; jute industry and mining industries are also there. RINL Steel factory is just 40 kms. away from Vizianagaram Junction. All these aspects give room for huge employment potential. Let me stress here that there is already a railway land, which is lying idle and there are chances of encroachment. So, considering these factors, I would request the hon. Minister to take immediate efforts to set up a separate Railway siding with integrated cold storage facilities. As there is sufficient land available, steps may be taken by the Railway Ministry to set up a coach or wagon or locomotive factory in Vizianagaram district, and also explore the possibilities of developing freight transport facilities under PPP at Vizianagaram under RLDA with a view to not only increase revenue returns for

Railways, but also to provide more public amenities for the railway passengers using this hugely crowded route.

Sanction has already been given for conversion of Vizianagaram Junction as Aadarsh Station. Multi-functional complex is also to be set up. By adding that, it should be converted into a Junction of international standards by providing adequate funds during this year's Budget itself and expedite the work for the benefit of rail-users of Vizianagaram district.

I may mention here that Chipurapalli station is one of the important stations which connects major socially-backward areas. Hence, it would be proper and prudent to declare this station as Aadarsh station in this year's Budget.

Vizianagaram is also considered as Andhra Pradesh's prime commercial centre in the North Coastal area. Hence, I would request the hon. Minister to introduce a Jan Shatabdi or Shatabdi Express in the name of Great Poet and Social Reformer, Rakesh Nath, on the occasion of 150th Birth Anniversary of Sri Gurajada Apparao Garu. In-between Vizianagaram and Vijayawada, one Inter-city Shatabdi Express may be introduced.

Garib Rath Express which is running at present between Visakhapatnam and Secunderabad may kindly be extended up to Vizianagaram for the benefit of rail passengers as there is no train which originates from Vizianagaram to Hyderabad or from Hyderabad to this important north coastal commercial centre of Andhra Pradesh. Kindly accept this request.

A new DMU between Vizianagaram and Rayagada may be sanctioned for the benefit of passengers of my Parliamentary constituency. Many of the workers are going between Vizianagaram and Rayagada. So, I request that one DMU may be sanctioned in this Budget.

In 2009, one new line was announced between Vizianagaram and Palasa Road, viz. Rajam; survey is already completed; the State Government is ready to come forward to give necessary funds to set up a new line in this route. Please accept this request and allocate necessary funds for this purpose.

There is an urgent need for a stoppage of some trains; I have submitted the proposals and laid on the

Table. There is a need to reopen railway stations at Bondapalli, Maradamo, Vizianagaram and Nelimarla.

There is an urgent need for construction of RoB at Manapuram which connects National Highway No. 43, which has been converted as NH-25. Immediate intervention of the hon. Minister is required here. The State Government of Andhra Pradesh is ready to extend all possible help for this important RoB at Manapuram.

There is an urgent and immediate need for issue of railway accreditation passes to block and district level for people in the print and electronic media. I hope that the hon. Minister would agree with this genuine request for the media people for doing their duty in a better fashion.

A Railway Hospital is located at Visakhapatnam. There is a long-pending request for a railway hospital at Vizianagaram, which would help huge population living in and around Vizianagaram district. Hence, I would like to highlight that abundant land is available for setting up of a railway hospital at Vizianagaram.

MR. CHAIRMAN: Please conclude. That is the problem. When I am giving you a chance, you have to limit it. I know about your anxiousness and your interest to represent your constituency. But there is a time limit; many Members are here to speak.

SHRIMATI BOTCHA JHANSI LAKSHMI: Thank you, Sir.

MR. CHAIRMAN: The dinner has been arranged for hon. Members of Parliament in Room No. 73 at 8.00 p.m.

*[Translation]*

SHRI ASHOK ARGAL (Bhind): Mr. Chairman Sir, I thank you for giving me time to speak on the Rail Budget for the year 2013-14. Sir, I represent Bhind Parliamentary Constituency. The work on Bhind to Itawa Rail line is going on for a long time and work on Guna-Itawa Rail line is going to be completed in the year 2012-13. I have just now received a letter from the company which is undertaking the work there that some goonda elements have threatened them to stop the work there. The company which is engaged in laying of Rail Track Girder has been threatened to stop the work. I request to conduct and enquiry into this and find out the Goonda elements who have threatened them so that the work is not hindered and

time completion of work is achieved. This will help in completing the Guna-Itawa project and people of that area will get the facility.

A survey for Urai- Rath- Mahoba Rail line has been conducted. Hon. Atal ji was Prime Minister at that time. The order for survey of this Rail line was given at his time. Dr. Ramlakhan ji was Member of Parliament. He raised his voice many a times in this regard in this House. Shri Rajkumar ji of Congress Party wants development of Bundelkhand. If he really wants development of Bundelkhand then why funds have not been earmarked in this budget for Bhind to Urai- Rath-Mahoba- Harpalpur Rail line for which a survey has already been done. I would like to ask as to whether money for this line will ever be given? Sir, Datia district is in my Constituency and 'Maa Pitambara Shakti Peeth' is situated there. People from every corner of the country visit that place. There is a demand for southern express there. Some people are demanding for Shatabdi Train. I would like that stoppage for all three trains like Dham Express, Southern Express and Shatabdi Express may be provided there and it will be a very good step for the people of that area. Stoppage for Malwa Express at Basai Railway Station in Datia should be provided. There is a train from Gwalior to Bhind but the condition of stations between Gwalior- Bhind is not good. The work is going on there in one shift only. I want that these stations should also be modernised like Konkan Railway Stations. The Stations remain in dark whole night. Gwalior to Sheopurkala had been my old Lok Sabha Constituency also. Only two crore rupees have been provided for completing this line. If you really want to develop this area then funds should be provided. Virtanagar Railway Station also needs to be beautified. One day I went to Dhaulpur. Dhaulpur is the main Railway Station of Rajasthan State. There is a need for Shatabdi Express for this area. People from that area have to go to Agra and Morena. I would like that if the stoppage of Shatabdi Express is provided at Dhaulpur then it will very beneficial for the people of that area.

I have seen that cleanliness is not maintained in the Trains and there a lot of Beg bugs in the trains. The catering services is also in a very bad condition and at some stations chemical is used in tea at many stations at the night time. All this needs attention of Railway Authorities.

Hon. Minister is sitting here and if chemically processed tea is sold at the station in the night then it will have dangerous effect on the health of passengers. I would like to immediately take action to stop this practice otherwise they will be affected by diseases like cancer.

SHRI RAMKISHUN (Chandauli): Mr. Chairman Sir, I thank you for giving me an opportunity to participate in the discussion on the Budget for the year 2013-14.

Through you, I would like to apprise hon. Railway Minister that Benaras and Mugal Sarai stations are very important Stations of Poorvanchal. Trains pass through these stations from the different parts of the country. Through you, I would like to demand from the Railway Minister that more trains should be run from these places to the different corners of the country. I would like to draw the attention of the hon. Railway Minister to the Eastern Freight Corridor Scheme under which land of farmers is being acquired and for the people whose houses and lands falls in between that freight corridor is also being achieved. Through you I would like to demand from the Government that the compensation being provided to them and then Railway Minister said in this very House that adequate compensation will be provided to them and members of family of each family will be given job in the Railways but that work is not being done. I would like to know from the Government that why this is not being done? Again and again lands in that area is acquired but compensation and jobs are not being given to them. We demand from you that compensation should be assured to them.

With the same time, I would like to add one thing more that thousands acres of land is lying near Saiyadraja Station. I, through this House, had asked many a times that some Railway factory should be set up there. The unutilized land is lying near Saiyadraja station. You are not making any plan for it and you have to set up factory at other place by acquiring the land of Farmers. Why do you not set up Railway factory at the land of railway?

Thirdly, Varanasi is a religious city and tourists from different countries visit there and the people having religious feeling come there. That is land of Buddha, heavy traffic jam is found there in the absence of over bridge at Kajakpura Mod and you should construct over bridge at Ashapur crossing. You have provided two over bridges in

Chanduali. For this I personally welcome Hon. Minister of Railways and express my gratitude. Since our various trains do not stop at district headquarters, the persons coming from different corners have to face difficulty. Similarly Jamaniya railway station connects two districts. The farmers and people of that area have also made their demand to provide stoppage there for a number of trains. People have demanded stoppage at Sakaldihan railway station also for various trains. I, through you sir, would like to ask the government that this is Naxal affected district and there is a urgent need for providing stoppage of these trains.

Most of railway employees live in Mugal Sarai and the maintenance of their colonies and roads is poor, there is only one hospital for the treatment of their children but the condition of that hospital is very poor. A Railway Inter college is there. Railway employees are making demand for CBSE there. More than 14000 railway employees and almost twenty Railway colonies are there. I, through you Sir, would like to request that you should work for the development of those areas. I would like to tell about one more demand of ours. There is a Kariyappa Marg in Banaras and traffic jam remains there for hours together due to not constructing over bridge there and at Fulvaria. Therefore, I, through you sir, would like to demand that over bridges should be built on these places. Level crossing gates should be built at crossings because there are so many level crossings in Chanduali and Banaras where various accidents take place.

SHRI SUSHIL KUMAR SINGH (Aurangabad): Mr. Chairman Sir, I thank you for giving me opportunity to speak in the discussion on Railway Budget.

Sir, the Railway Budget presented on 26th February by Hon. Minister of Railways Shri Bansal ji is very disappointing, imbalanced and shows discriminating tendency among various state governments. The speakers before me discussed the various aspects of budget in detail and gave important suggestion. Therefore, there is no need to repeat all these things. I have come elected from Aurangabad Parliamentary constituency of Bihar. There is a heavy resentment among the people of Bihar over this budget. This resentment is so important and it should be taken in to cognizance by the government because Bihar is a largest revenue generating state. This thing must be in the knowledge of government and he

should have kept this thing in his mind while presenting this budget. It seems that this budget has been prepared in view of setting up of Railway based industries, gifts of new trains, increase in the frequency of trains only in Congress ruled states. Discriminating attitude with all the non-congress ruled states including Bihar has been adopted in this budget.

I would like to say that at times it seems if we say it as Indian Political Railways instead of Indian Railways then there would be no hyperbole, because Ministry of Railways has deviated from its aim and its train has derailed. The aim of Ministry of Railways is that the people of the country can travel easily from one part to other part of the country. Second aim is that transportation of goods in the country is made at Cheapest rate. Railway has deviated from these aims due to making imbalanced budget provisions in various sectors for political advantage. I would like to tell, when Hon. Minister had presented budget then he said that we have to purchase diesel at increased and high price rate to operate trains. Its option is that trains should be operated by electricity. Former Railway Minister and present Chief Minister of Bihar Shri Nithish ji had set up Railway electricity company in my Aurangabad district during his tenure as Railway Minister. 1000 Megawatt electricity will be generated here. Railway and NTPC are fifty-fifty partners in it. This power house will be commissioned in March, 2014 and electricity will begin to generate from here. The most concerning situation is that Ministry of Coal has deposited crores of rupees for construction of railway line for supply of coal to this Power House. The length of Tori-Shivpur railway line is about 32 kilometre. BRBCL Company, Power house of Nabinagar is to get coal from Amrapali and Magadh coal sector but the present situation shows no where that coal will be reached to power house through Railway route by March, 2014. My demand is that Tori-Shivpur railway line should be constructed by Railway at the earliest possible.

Sir, There is Sun temple in Deo in Aurangabad district. It is a most important tourist place of North India. 25 lakh devotees visit this place twice a year and a fair is organized on the occasion of "Chhath". The nearest railway station of this area is Anugrah Narayan Road but there is no stoppage of any Rajdhani express here. I, through you Sir, would like to demand that Anugrah Narayan Road

station should be provided with stoppage of Hawrah, Rajdhani and Sialdah Rajdhani Express. At the same time, in the absence of ROB at National Highway No. 139 between AN Road and Fesar station under Mughalsarai Division of E.C Railway traffic jam remains there for hours together. There is no train from Dhanbad to New Delhi. It is my demand that a train should be introduced from Dhandad to New Delhi.

**20.00 hrs.**

*[English]*

MR. CHAIRMAN: Please windup. You have taken seven minutes. What do you want further?

*[Translation]*

SHRI SUSHIL KUMAR SINGH: Mr. Chairman, Sir, I would like to say that whatever trains operate from Delhi up to 3 o' clock, at times Members of Parliaments also have to travel therein. We are told by the people for booking at 10 o' clock then we find that reservation chart has been prepared. ...*(Interruptions)* That is why we do not get reservation. Therefore, Railway should make such an arrangement that reservation for members of Parliament should be provided in the trains which operate from Delhi up to 3 o' clock.

Sir, I may be allowed to lay my speech.

*[English]*

MR. CHAIRMAN: Nothing will go on record.

...*(Interruptions)*\*

MR. CHAIRMAN: Now, it is 8 o' clock. I want to take the sense of the House. As we have decided, we have to take up 'Zero Hour' but at the same time, the discussion also has to be concluded by 8 o' clock. What are the Members feeling about this?

...*(Interruptions)*

SEVERAL HON. MEMBERS: We may take up 'Zero Hour'.

...*(Interruptions)*

*[Translation]*

SHRI GORAKHNATH PANDEY (Bhadohi): Now, zero hour should be taken up. ...*(Interruptions)*

\*Not recorded.

[English]

MR. CHAIRMAN: Please take your seat. Now, if Members are ready to cooperate with the Chair, we may extend the time of the discussion by another half-an-hour. By doing this, I can accommodate about six Members. Please try to cooperate with the Chair and be brief by concluding in two to three minutes. Kindly mention only specific points. Only then, I can conclude the discussion and after 8.30 p.m., we will take up 'Zero Hour'. Is it alright?

SEVERAL HON. MEMBERS: Yes.

MR. CHAIRMAN: Now, Shri Bhakta Charan Das may speak. Nothing will go on record.

...(Interruptions)\*

[Translation]

SHRI BHAKTA CHARAN DAS (Kalahandi): Chairman Sir, hon. Railway Minister has presented a very good budget even surrounded by Various challenges. While discussing the railway budget the BJD Member hon. Shri Vijayant Panda was saying that railways has neglected Odissa. I would like to say that as much importance has been given to Odissa this time, that much has never been given. There is a very backward area between Raipur and Jharsuguda, more than 280 Kms. new railway line, has been included and order for survey of six new railway lines has been issued, nine new trains have been introduced and the railway minister has approved a skill development center at Koruput. Apart from this, one wagon maintenance and repairs workshops has also been approved in my constituency. I thanks hon. Minister for that. Very much importance has been given to Odissa in this rail budget. Besides, planning for completing the Balangir-Khurda road railway line has been mentioned from Khurda road to Sunakhela in 2013-14.

Sir, I would like to submit through you that there are so many backward districts in Odissa like Malkangiri, Navrangpur, Nawapada, Bargarh and Kandhmal etc. Railways could not be developed in such districts. Therefore, I demand that Junagarh to Navrangpur, Malkangiri, Bhadrachalam including Kalahandi etc. are under survey. Beside, one railway line is from Kantabanji to Khariyar, Dharamgarh and Navrangpur. The survey of

these both lines and Bargarh- Nawapada will be completed by 31st. I would urge upon inclusion of this area for development in the next budget. That entire area is left wing affected. There is very much requirement of railway development. Besides, survey of new railway lines from Raigada to Kashipur, Kashipur to Junagarh, Gowani Patna should be taken up and survey upto Debung new line is being done, that should be extended upto Junagarh. Besides, if survey of railway line from Bolangir to Kantabanji is done, that will connect that area with Chhattisgarh.

I request the hon. Minister that these lines should be sanctioned and railways should be made available in Kandhmal also which will connect this backward area of Odissa with railway network.

SHRIMATI DARSHANA JARDOSH (Surat): Mr. Chairman Sir, I represent such an area which is included in the fastest developing cities of Asia and Gujarat is progressing on the way of development. This much you yourself have also seen. The population of Surat is more than 60 lakh and railways received very much revenue from there. There are more than two hundred textile mills and more than five thousand small to big diamond factories.

The budget of our corporation is 36 hundred crore rupees. We need only connectivity, whether it is by rail or by air. There are so many problems in connectivity by rail. For which we had to go to Mumbai division. Out of the big cities of Western Zone, Surat is the maximum revenue earning city. Surat is connected with the other parts of the country. All the members have desired to connect with Gujarat. My request is that we need DRM office for petty problem because more than 1 lakh 20 thousand passenger come and go from this area. More than 35 thousand current tickets are sold. More than 6 thousand reserved tickets are sold. ROB's exists here and we have deposited the money to railways collected in this head. 8 ROB's are constructed near Surat. We have to cross the line from underpass where filth is dropped when the train passes from there. My request through you Sir, is that we could not get any favour from Mamta ji, Dinesh ji and Pawan ji. I will like to add the problems of Sampark Kranti and big train in my request. But we need DRM office at Ahmadabad.

SHRI PULIN BIHARI BASKE (Jhargram): Mr. Chairman, Sir, I am grateful to you for giving me an opportunity to speak. I oppose the rail budget. I come from

the most backward area of West Bengal called Jhargram. My area is adjoining to Jharkhand and Odissa. It is the most backward area, moist affected area and tribal dominated area. We see nothing for us in this Budget. So, there are my two- three demands for which we are demanding for long time.

Just now, hon. Member has said that a new rail line should be sanctioned from Jhargram to Purulia via Bandwan. Second important demand is Panskura to Chandrakona road via Ghatal is also an important project, this should be included. My demand is that it should also be included. Baripada to Gidhani alongwith Odissa in South-Eastern railway has been included on PPP basis. PPP cannot be done, so it should be reconsidered. I am thankful to Minister for giving one ROB in Jhargram. It has been inaugurated immediately after construction. More ROB should have been given. There should be ROB on Garbeta and Chandrakona road. The Bhuvenshwar- New Delhi Rajdhani express do not stop at Midnapore headquarter. Please provide a stoppage at Midnapur. Jhargram, Gidni, Sardiya, Salboni, Chandrakona road and Garbeta stations should be included for upgradation. You must be aware that a train was attacked by the Maoists at Sardiya in which about 150 people were killed. So, that station should be taken care of. A new local train should be introduced from Jhargram to Midnapur so that people may get facilities of transport. Besides, Tata-Kharagpur local train should be extended upto Hawrah. Jhargram-Santragachhi local train should be extended upto Gidani. Further, my demand is that as the railways have increased the fare, the safety and security should be taken care of accordingly. My request through you Sir, is it has not been done as it should have been done.

SHRI RADHE MOHAN SINGH (Gazipur): Sir, I thank you for giving me an opportunity to speak. I would like to inform you that at Tadighat in District Gazipur there was a railway line which was urgently required on the Ganga river and a survey was also conducted in that regard. It was not only important for Gazipur alone, but it was of strategic importance as well. Estimates were made for this bridge about ten years back. It was feared that in the event of a crisis faced by the country, Gazipur bridge which spreads from Mugal Sarai to Aara is the only bridge on the Ganga river which links Gorakhpur, Mau etc. In the same way there were three airports in Gazipur district during pre independence period, as such it was having strategic

importance. I would like to say, through you, that if a Railway over bridge is constructed on the Ganga river, it will be much beneficial to the people because you have done nothing for the eastern region in the rail budget.

Secondly, I wish to tell the hon. Minister that there was a narrow gauge train which used to operate on Mahuadeeh to Chhapra section and used to stop at Odihar, Sadat, Jakhania, and Dullhpur railway stations in Gazipur district. However, after its conversion to broad gauge, for reasons unknown it has discontinued stopping at these stations which is unfortunate. I request the hon. Minister to continue the stoppages at these stations which were discontinued after gauge conversion and also provide for stoppage of Intercity Express at Dullhpur, Jakhania, Sadat and Odihar.

Sir, through you, I request the hon. Minister that Bareilly Express from Varanasi, which starts at 7 am from Varanasi and again come back to Banaras at 11.00 hrs at night and remain stationary from 11.00 hrs. at night till 7 hrs. in the morning. Had this train been made to operate via Gazipur, Batia and Chhapra, it would have surely benefited Chhapra to Batia and Gazipur. Therefore, through you, I would request the hon. Minister about this and would like to inform him that in Nandganj, Gazipur station happen to be an important station which train is the biggest source of transport. I would, through you, request for increasing the facilities at Nandganj station.

[English]

MR. CHAIRMAN: You can give the rest of your demands to the hon. Minister. He will look into it.

[Translation]

SHRI RADHEY MOHAN SINGH: Sir, I requested for some stations to be made model stations. During the previous Rail Budget Dildar Nagar was made model station. However, I am constrained to say that nothing has been done at Dildar Nagar station as far as the rail facilities are concerned. Sadat, I Jakhniya and Dullhpur may be made model station.

SHRIMATI SUSMITA BAURI (Vishnupur): Sir, you have provided me an opportunity to participate in the discussion on Railway budget, for which I express my thanks to you. As the time is short, I would like to say something about my area. Bankura, Vishnupur district

Bankura which is my area. We have making demand for a fast passenger train from Bankura to Howrah for a long time, I would like to inform the hon. Rail Minister that the train should start between 9 to 10 in the morning. Then a train which operates on Bankura-Rajnagar section, its frequency should be increased. This train does not operate on Sunday which causes much difficulty to the people. So this train should be made to run on Sunday also. There is also need for providing a stoppage at halt station on that line, it is a big demand of the people of that area. A stoppage should be provided at Markha on this section.

There is a train from Bankura to Durgapur which goes only up to Beliatorh. Durgapur is merely at a distance of 24 Kilometer from Beliatorh. Kindly get this stretch surveyed for new railway line. It is very urgent for our area which is most backward area. Provision of railway in our area will be of great relief to the people and will contribute to the economic development of the area. Work on Vishnupur-Tarkeshwar line is going on in our area but the pace is very slow. There is another line Chhatna-Mukutmanipur. It is important from the tourist point of view. People want to go there, but the rail facilities there are almost negligible. There are several places which have yet to see the railway train. So, sir do something new to our area. There is no local train from Vardhman to Aasansol during 1 hrs. to 3 hrs. in the afternoon. People are compelled to sit and wait. In addition to this disabled and senior citizens do not get any facility even at big stations. Even Durgapur Railway station has any such facility. How a patient will be carried out? So, the places which are served by Rajdhani should be given battery operated Van. I have seen such Van in Delhi. There should be ladies special train from New Jalpaigudi to Sealdah. You must be aware of the mishap which occurred with a lady teacher some time back. She died in that incident. We demand measures for providing security to the ladies. These should be in place so that Ladies can travel safely. Train from Bankura to Chakradharpur leaves at 11 hrs. in the night that goes to Howrah from Chakradharpur. The Condition of its first class compartment is very poor, I have been pointing it out for quite some time, but nobody look upto it. Let it be made an antique piece and placed in Railway museum, that is what I suggest, It would be changed, These are some of the suggestions. I would like to place before you.

SHRI KADIR RANA (Muzaffarnagar): Mr. Chairman, I am grateful to you for providing me an opportunity to speak, I had raised a matter on 13 December, I come from Uttar Pradesh and my constituency is Muzaffarnagar. In the Railway Budget for 2011-12 for the first time there was a provision for Muzaffarnagar which was duly voted but not even a single rupee provided in the budget utilised so far on that. Now I have come to know that a sum of Rs. 2 crore and 90 lakh was provided. Sir, I want you please intervene and see to it that the said sum should come to Muzaffarnagar through a recognised contractor or tenders. I am grateful to Hon. Minister for giving me too much, he has provided for a bridge for Dorala- Sakoti. He has done a lot of work at many places in Utter Pradesh. I am grateful to this Government and to you. However I would like to point out that Muzaffarnagar station was to be beatified but the money sanctioned for that has not been received, so far, I demand that it should be released funds for doubling funds for Meerut to Tapri may be passed. I would request the Hon. Minister to take an early action in the matter. There were talks going on for introducing a train from Panipat via Bijnor. There is a big matter related to religion and I request for that. At Sardhana there is a big church of Christians which is frequented by Indian and foreign nationals. I request you to make proper arrangements for its visit. I am grateful to you that you provided me time to speak. I am also grateful to the Government also.  
...(Interruptions)\*

[English]

MR. CHAIRMAN: Nothing will go on record.

...(Interruptions)\*

[Translation]

SHRI GOVIND PRASAD MISHRA (Sidhi): Mr. Chairman, Sir, the cursory J look at Rail Budget 2013-14 reveals that there has been focus on already developed areas and naxal affected, the backward areas have been grossly neglected. Neither railway lines have been proposed for such areas nor new trains.

I would like to take up my parliamentary constituency Sidhi, Singrauli and Shahdol, which are naxal- effected. Railways daily earn Rs. 15 crore through transportation of coal from these areas. But see the irony there is only one

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\*Not recorded.

platform at this station. Singrauli is A- class railway station but here also, there is only one platform. I have written to the hon. Minister in this regard but no action has been taken. There are 10 coal mines in Singrauli and 15 thousand MW power is generated here. Still, people of Singrauli always remain affected by coal dust. Coal is loaded from coal station. Since there is only one platform, therefore, trains coming to Singrauli keep stranded at. My submission is that a second platform be constructed. It is the policy of exploitation. Coal mines have been functional for over 65 years. Power generated here glitters the whole nation. But condition of this area remains pitiable. Area is naxal affected. Singrauli BRGF and Shahdol are backward areas. Still, these areas have been neglected. These areas are being exploited which is not good.

Sir, there are 10 working coal mines in this area and 15K MW power is being generated at Singrauli. People from all over India are living here but there is no train service from here to Delhi or Mumbai. There is one train between Howrah and Jabalpur which keeps standing for 12 hours at Jabalpur. We have been requesting that the said train be extended upto State Capital Bhopal but it has failed to make any impact on railways. One train plies between Howrah-Ajmer via Singrauli. It is a weekly train. Frequency of this trains be increased so that it can facilitate passenger movement. Similarly, Howrah-Bhopal train is also weekly. Its frequency be increased to twice of week.

I have requested for stoppage of Jabalpur Singrauli Intercity at Jowa station in Sidhi district and a two minutes halt at Vijay Srota in Shahdol district from convenience of passengers of these areas.

Lalitpur- Singrauli railway line was sanctioned in 1997 when NDA Government was in power. But so far, an amount of Rs. 65 crores only has been released for this line. An amount of Rs. 45 is highly inadequate for Sidhi-Rewa and Satna-Panna railway line. I urge the hon. Minister to hike the said allocation.

SHRI MITHILESH KUMAR (Shahjahanpur): Sir, I am highly thankful to you for having given me a chance to speak.

Sir, I would like to bring it to your notice that the hon. Minister has partly accepted my demand. There are 1400 freedom fighters in our country. Last year, I had urged the

Government to give them lifelong railway pass. The hon. Minister has given them free pass for three years. I request the hon. to convert the said pass into life pass as they have sacrificed a lot in our freedom struggle.

Sir, in 2010-11, a new railway line was sanctioned for Manilani to Farrukabad via Shahjahanpur and survey for the said line is in progress. I received a reply from the hon. Minister in this regard. The survey was scheduled to be completed by 31 March, 2013. If some modification is done in the new railway line proposed in this year's budget. It would immensely benefit the Government. Line has been sanctioned for Shahjanpur, Manta, Farrukabad and survey is in progress. A new railway line via Gola Gorakhand from Shahjanpur to Farrukabad has been added to it. If this line is modified slightly it would save money and would remove the confusion amongst people of this area. If it changed into Gola Gokharn nath to Shahjanpur from that side as survey work is already in progress. It would benefit the Government financially and would save time also.

There is a railway crossing at Govindganj in my district Shahjahanpur. It is crossing number 322. The then Minister of Railways had accepted my proposal that this work would be taken on 50:50 cost sharing between center and state government. It was sanctioned. If the State Government of Uttar Pradesh provides funds and the work is completed it will bring happiness to shop owners, schools, colleges, administrative offices and the whole area. And it will bring amend to a problem.

Sir, there is one more important issue. That is concerning a gauge conversion. Only one railway line in UP remains to be converted. Rest all the proposals have been sanctioned. I had requested the hon. Minister. I had gone to his office on 27 February and he assured me that it would be done.

The distance between Shahjahanpur to Pilibhit is just 60-70 Kms. If this stretch is converted into broad line, further Shahjanpur onwards there is already broad gauge line. Therefore, if their work is completed it would highly benefit Shahjanpur.

Sir, I would like to make one small point. Via Kanpur there is a Shatabdi Express from Lucknow. 25 MPs from UP have written to the hon. Minister last year requesting for a train service via Shahjanpur, Bareilly, Moradabad,

Ghaziabad. Kindly start a Shatabdi Express from Lucknow at 3 or 4 o' clock.

Our hon. Minister hails from Chandigarh. There is a train between Lucknow- Chandigarh. I urge the hon. Minister to add an AC coach to this train. With support for rail budget, I conclude my speech.

[English]

SHRI MAHENDRA KUMAR ROY (Jalpaiguri): Sir, this Railway Budget has failed to do justice to West Bengal, particularly, North Bengal. The Railway Minister announced two to three railway projects for West Bengal but they are not at all helpful to the people of North Bengal. As I am representing Jalpaiguri District of North Bengal, I have some humble submissions of some legitimate demand for the development of entire North Bengal as well as Divisional Headquarters of Jalpaiguri by train services.

I have been demanding for the following agendas with Ministry of Railways since long time but all in vain. No positive steps have been taken by the Ministry of Railways.

My first demand is to start Darjeeling Mail from Haldibari to Sealdah. My second demand is that the connecting coach of Darjeeling Mail is to connect only with Darjeeling Mail. My third demand is to start Padatik Express up from Haldibari instead of New Jalpaiguri. This will enable the populace of Haldibari and its surrounding as well as Jalpaiguri as Divisional Headquarters to get a direct train facility for Kolkata at night. My fourth demand is to introduce the daily train services of Haldibari-Kolkata Super Fast Express in place of Tri-Weekly and to end the train in Sealdah Station instead of Kolkata Station. My fifth demand is that we require stoppage of Uttar Banga Express at Jalpaiguri Road Station and also the other long-route trains passing through Jalpaiguri Road Station. My sixth demand requires stoppage of Uttar Banga Express at Maynaguri Road Station. My seventh demand is to construct a double line from NJP to Kamakhyaguri. My eighth demand is to provide stoppage of Kanchan Kanya Express at Banarhat and Nagrakata Station. And my Ninth demand is to provide stoppage of Super Intercity at Nagrakata Station.

With this I conclude.

SHRI CHARLES DIAS (Nominated): Thank you, Sir, for giving me this opportunity to speak during the Railway

Budget. The hon. Railway Minister has presented a balanced Railway Budget for the year 2013-14. While he has proposed many projects, new railway lines, gauge conversions and proposals to increase facilities and passenger amenities, he has taken care of finding sources for these projects.

The proposal of elimination of 10,797 level crossings during the 12th Plan, introduction of Train Protection Warning System, the indigenously developed Train Collision Avoidance System, induction of Self-Propelled Accident Relief Trains, crash-worthy LHB coaches, etc., shows the trend for modernisation of our Railways.

The move to strengthen the RPF and the proposal for 10 per cent of vacancies reserved for women shows the concern of Railways for the security of passengers especially of women. Providing of WI-FI facility, introduction of Anubhuthi coaches for Shatabdi and Rajadhani trains, introduction of 179 escalators and 400 lifts at major stations, is a welcome move.

MR. CHAIRMAN: Shri Charles Dias, just a minute.

Now, it is 8.30 p.m. We are extending the time of the House for completing this discussion and also 'Zero Hour'. I hope the hon. Members agree with the Chair.

SEVERAL HON. MEMBERS: Yes.

MR. CHAIRMAN: The time of the House is extended by another half-an-hour.

Shri Charles Dias, please continue your speech.

SHRI CHARLES DIAS: The introduction of e-ticketing and the proposed increase in the speed of ticketing from 2,000 to 7,200 tickets per minute will save much time and it will be a blessing to the passengers.

The proposal for improvement of catering in trains also provide increase and the proposed Monitoring Cell will facilitate redressal of complaints.

The proposal to improve Rail Tourism, the move for setting up of Executive Lounges at major stations and launching of multi-model travel package, etc. are the welcome moves.

The introduction of Azadi Express will definitely give our people, especially the youth to know more about the freedom movement and to revive memories of our national leaders of yester years.

The proposal of setting up of 75 MW windmill plants and energizing 1,000 level crossings with solar power are the moves to promote renewable energy.

The necessity to fill up 1,52,000 vacancies is looked into and the move to fill up 47,000 vacancies earmarked for the weaker sections and the physically challenged is a move to be appreciated.

Sir, I am compelled to bring to the notice of the hon. Minister about the inadequate allotment to Kerala, the southern most State of our country. Kerala depends for its supplies mainly on trains, and rail expansion to this State was neglected for the past several years.

The major railway stations - Trivandrum, Emakulam and Calicut - are yet to be improved. The Alleppey Coach Factory has to be set up.

A separate Railway Zone for development of railway in Kerala is a vital necessity. I would request the hon. Railway Minister for these things.

With these words, I support this Railway Budget for 2012-13.

*[Translation]*

SHRI NRIPENDRA NATH ROY (Cooch Bihar): Mr. Chairman, Sir, I through you Sir, would like to mention three-four points. If Hon. Minister listens to it carefully it would be better. Here so many Hon. Members made discussion on Railway Budget 2013-14. How the country runs, Government knows it. The people of my area are unhappy with this Budget. A number of people from Cooch Bihar constituency of Assam go to Chennai, Bhillor and Bangaluru for treatment. One train (No. 2509/2510) from Bengaluru to Guwahati is operated thrice a week, it should be operated on daily basis. An another train runs from Guwahati to Chennai, it is also runs thrice a week, should also be operated on daily basis because a number of people go by this train for treatment. Department's plan is not appropriate. District sub division should be directly connected with Rajdhani on the line of Rajdhani to Rajdhani. Utarbango train runs from Sialdah to Cooch Bihar its number is 3147 and 3148. I demand from the Hon. Minister that it should be extended from Cooch Bihar and should be operated from Dinhat to Sialdeh because Dinhat is a sub-division. An another train no. 3141 and 3142 is also there, it is called T.T. Express. It is operated

from Alipur Dwar. Its travel time is 18 hours but there is no pantry car in this train. Put aside the issue of safety and toilet no pantry car is there for 18 hours journey. Pantry car should be attached to this train. Single line has been provided between NGP and Samukhtala, it should be made double. In the earlier Budget provision was made for doubling of rail line from NGP to Mesainagudi, nothing has been provided for the rest. Budget should be provided for doubling the line from NGP to Samukhtala.

*[English]*

MR. CHAIRMAN: Now, we come to the last speaker of this debate, Shri K. Bapiraju.

SHRI K. BAPIRAJU (Narsapuram): Mr. Chairman, Sir, with your kind permission, I would like to mention a few words before this august House.

I am really proud of our hon. Railway Minister, Shri Pawan Kumar Bansal and his colleagues, Shri K.J.S.P. Reddy and Shri Adhir Chowdhury for bringing this good Railway Budget before us. They have done a lot of homework. No doubt, these three Ministers are new to their portfolios but they have done their best. We can realize how much exercise they have done. They did call several Members of Parliament personally; they did call some institutions and got their suggestions. In a most democratic way, they have brought this Rail Budget before this august House.

Personally, we may have a little deficiency here and there; and we may ask for our demands to be fulfilled. All the demands are not fulfilled always; and naturally so, differences would be there.

Sir, one hon. Member from West Bengal was mentioning that there are proposals without allocations; there are sanctions without allocations. I do not know how far that is true. But in my case, the proposal was there; the sanction was there; the tenders were called for; and the things were initiated. I am really grateful to this Ministry. I did mention on an earlier occasion also in this august House that I am ever grateful to this Ministry on behalf the people of my State. I want to repeat it that I am really grateful to this Ministry because the people of my constituency have really been benefited a lot. In general, Railways is the only Ministry, which communicates with the entire nation.

Almost two crore passengers travel every day. What better services can be given than this? So, I really appreciate this hard work being done by the Ministry of Railways. We, in the Standing Committee of Railways, used to recommend many proposals. We always stressed the need that Government should give more budgetary allocations to the Railways. The people there in the Railways are quite capable. Technically also, they are very sound and hardworking. But sufficient money is required to be given to them.

I want to thank the Ministry of Railways for giving us a train Lokmanya Tilak in the last Budget. They did mention the Lokmanya Tilak; they did mention j Nagarsol train. Both the trains were inaugurated. They are fully packed trains. They are running two days a week. Though I asked that these trains may be run daily, yet I expected that they would be considered three days or four days a week. But I am very happy that they did consider it for seven days a week. I am ever grateful to them for doing so.

Then, there is an AC train exclusively from Kakinada to Hyderabad and Secundrabad, which is also 100 per cent occupied. I would request the hon. Minister that before the end of the year, in the next Budget - not immediately, I am not selfish about it, I am quite practical in life—this train may be made to run on daily basis.

Sir, there is one scheme, which we started of Rs. 1000 crore work, which is already implemented. Under this new concept, 50 per cent contribution would be from the State Government; and the other 50 per cent contribution would be from the Central Government, that is, the Ministry of Railways. This concept was started through Mr. Muniappa. It is my duty to mention it here that it was the initiative of the Karnataka Government. They made it happen. Then, we also got inspired by it and we mentioned it to the then Chief Minister of our State, Shri Rajasekhara Reddy, Shri Rosaiahaji and the present Chief Minister also. We have given the Budget also.

In this regard, I would request through this House, that every State should come forward with some kind of contribution from their side; and then they should ask the Ministry of Railways to do certain things for them. Simply asking does not give you any responsibility. It does not cost anything. But we should impress upon every State about the need of the day for transportation.

One hon. Member was just mentioning an hour back that there are so many accidents happening on the roadsides. Those accidents can be avoided only by increasingly using the railways services.

Mr. Chairman, you so kind. I am really grateful to you. Before you press the bell, I would honour you and conclude my speech.

MR. CHAIRMAN: Hon. Members, the discussion on the Railway Budget is over, now. The Railway Minister will reply to the debate tomorrow.

\*SHRI MADHUGOUD YASKHI (Nizamabad): First of all, I take this opportunity to congratulate our experienced colleague and accomplished advocate, Shri Pawan Kumar Bansal, Hon. Minister of Railways, on preparing a meticulous, reformist and balanced rail budget for the year 2013-14.

The budget not only conveys his understanding and appreciation of the fact that Railway is inextricably linked with India's growth but also the importance of Railways' need to be financially sustained, especially in the current economic environment and higher fuel costs.

I especially commend his focus on lowering the operating ratio of the railways and to increase the ability to generate a surplus for capital investments such as laying new lines, deploying more coaches, etc.

The railways surplus is expected to be around Rs. 13,000 crore and the operating ratio is expected to decrease to 87.8%. This is one step forward towards the Ministry's long term target of 74% operating ratio by the end of the 12th Five Year Plan. .

I also appreciate the fact that even with no passenger fare hikes, gross traffic receipts are expected to increase by 14% over 2012-13. I also compliment the minister for his announcements in areas of infrastructure development, capacity and services expansion and operational safety of the railways.

As the Hon. Minister has rightly quoted Kautilya "all undertakings depend upon finance" and hence foremost attention shall be paid to the treasure. Therefore, in the current recessionary economic environment with the projected GDP growth of less than 6% the railways cannot

solely depend upon budgetary support from the Government to look after over fourteen lakh employees or the Hundreds of millions of annual passengers or the modernization of railways, new lines and other expansion projects.

Therefore, I take this opportunity to suggest that the railways may explore newer and alternative avenues of earnings and profitability. We may also see how the developed countries operate and finance their railways operations, by way of offering value added services at not only the trains, but also by commercially exploiting the railway stations and other railways assets.

We have witnessed a major paradigm shift in terms of passenger comfort and value added services at our major airports in recent years. Similarly, a major shift has come in the quality of roadways through the introduction of toll roads and PPP projects. Still further, commendable developments have taken place in sub-urban transportation, through Metro projects, and other infrastructure and development programmes

I believe that a similar shift can be, and must be, brought about at our railways stations, especially considering the quantum of railways passengers in the country. The rising income levels in the country would ensure that such value added initiatives receive good consumer response and add to the profitability of railways.

I suggest introduction of commercial facilities, such as convenient shopping areas, dining and restaurants or even lodging, through state-owned or PPP models, at various important railways junctions across the country, as appropriate. This would not only improve earnings, but also provide convenience, comfort and well-being to the passengers on long distance trips.

Take for instance, the Pennsylvania Station, the major intercity train station and a major commuter rail hub in New York City, United States, which serves 3,00,000 passengers a day, and the busiest passenger transportation facility in the United States and by far the busiest train station in North America. The simple train station was remodeled in the 1960's to create the Pennsylvania Plaza, which includes Offices, Entertainment, Commercial, Indoor Stadium, and Hotel complexes alongwith the underground Pennsylvania Train station.

Railways has stations at some of the most sought-after and prime locations across India, for instance, the New Delhi Railway Station in New Delhi or the Secunderabad Railway Station and Nampally Railway Station in the twin cities of Hyderabad and Secunderabad, and railway stations in all state capitals and major towns of the country. I believe that by shifting our focus from pure railway services to more comprehensive and more value added services, we can turnaround the finances of our railways.

I also urge the Hon. Minister to encourage brainstorming of idea through the Zonal Railway Users Consultative Committee (ZRUCC) and National Railway Users Consultative Committee (NRUCC).

I have been a member of the NRUCC, and I regret to state that not a single meeting of the committee took place for about 2 years. Similarly, only one meeting of ZRUCC has taken place in the last 3 years.

It is only under the aegis of our beloved leader Shrimati Sonia Gandhiji and her vision to provide growth and opportunity to the Aam Aadmi of this country that we have won the mandate of our citizens.

Another aspect I wish to highlight today is the lack of basic amenities, comfort and quality of our railway's general compartments, our Aam Aadmi's only travel option. In our country's extreme weather conditions, be it the sweltering heat of the summer or the biting cold of the winter, we leave the country's Aam Aadmi to fend for himself in non-air-conditioned compartment.

I submit that all train unreserved compartments should have the air-conditioning and all basic amenities required for a comfortable journey. Amenities like air-conditioning were a luxury may be two decades ago, but certainly times have changed- even mobile phones were considered a luxury two decades ago, but today such services for the basic amenities. Railways is the only travel option of the Aam Aadmi of this country. Even our Jawans who defend our borders have to travel in unreserved compartments without any basic amenities.

Even Airlines have seating categories, but no differentiation is made when it comes to the basic amenities such as lavatories or air-conditioning or food services on airlines. Furthermore, when can provide completely air-

conditioned Metro services, which are the same as railway services, why cannot we provide these basic services on our trains?

It seems that the mantra at railways seems to have been "Keep fares low and don't provide any services". I believe that with our rapid economic growth and increase in the earnings and living standards, the people are willing to pay a little extra, provided they receive the quality services in return. I urge the Hon. Minister to also scrutinize that the revenue received from passengers is utilized effectively and efficiently. There is a need to plug the pilferage within the system and make railways employees accountable and punish those who misappropriate railways funds and indulge in corruption. I request the Hon. Minister to take the necessary steps in this regard.

In the coalition era of politics, for over two decades the railways ministry was headed by coalition partners, be it the NDA government or the UP A government, the rail ministry became a mode of development for the home states of the respective Railways Ministers. No attempt was ever made by a Railways minister to focus on development from a National point of view and emphasis was always placed on their specific home states.

As our ring leader Shri Rahul Gandhiji has said time and again, Congress has the DNA of India. Congress is the only party which thinks of inclusive development and we are committed to the nation's development and not just particular regions or states.

After a gap of 15 years, the Railways Ministry is being headed by a Congress party leader. I am glad the Hon. Minister presented a budget for the whole nation and laying the foundation for 21st century Railways which is financially sustainable. I urge upon the Hon. Minister to provide for more services and development, keeping in mind always the Aam Aadmi and fulfill the vision of our beloved leader, Shrimati Sonia Gandhiji.

May I also thank the Hon. Minister for introducing 11 new trains and 5 new lines, 4 doubling lines, and other projects in Andhra Pradesh.

The Telangana region of Andhra Pradesh, in spite of having a separate railways corporation under the Nizams Railways, has not seen any significant development of railways networks. Over a period of past 50 years, the

interests of the Telangana people and region have been neglected and for these reasons the people are demanding a separate state of Telangana. For example, a new line was started in 1992-93 under the Prime Minister Shri P.V. Narsimha Rao from Peddapally-Nizamabad via Jagtial. However, in the last two decades, the said line has only been completed till Mortad. I am thankful to the minister for giving priority and including the said line in the list of projects to be completed in the 2012-13 year. Once this line is completed, it will have an alternative route from Secunderabad to Delhi and would be a boon to the backward districts of Nizamabad, Karimnagar, Adilabad, and other backward districts of Telangana region. There are thousands of workers from my constituency who are employed in Mumbai and the Gulf Countries. They have been demanding a direct train from Nizamabad to Mumbai.

I am really grateful to the Hon. Minister for introducing the new train, Nizamabad Lok Manyu Tilak Express train and the Kakinada Mumbai via Nizamabad train.

I also thank the Hon. Minister for introducing the new train, Vizac-Gandhidham in Kutch, Gujarat, where thousands of Telugu people are working in the backward region of Kutch and have been requesting a direct train from Andhra Pradesh for many years.

I further request the Hon. Minister to kindly introduce a new daily train from Nizamabad to Ajmer, since Nizamabad, Karmibad, Adilabad areas have nearly 20% minority population and thousands of pilgrims visit Ajmer Sharif every year.

I once again congratulate Shri Pawan Kumar Bansal, Hon. Minister of Railways on preparing a meticulous, reformist and balanced rail budget keeping the whole nation in mind.

I hope such initiative for regional development will continue to be taken by the ministry in the future as well.

*[Translation]*

\*SHRI ARJUN RAM MEGHWAL (Bikaner): Hon. Minister of Railways Sir, I would like to lay my suggestions on some points relating to my Bikaner (Rajasthan) parliamentary constituency regarding Railway Budget for 2013-14.

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\*Speech was laid on the Table.

In view of safety provision watchman on all the unmanned level crossings should be deputed without delay so that accidents occurring on these level crossings be minimized and loss of railway property could also be avoided.

The years pending demand of my Parliamentary constituency is that Anupamgarh to Bikaner (via Ghadsana and Khajuwala) and Anupamgarh to Bikaner (via Shrikolayat) should be included in socially desirable rail connectivity proposal because it is the demand of the people and as these areas have strategic importance, BSF is also making this demand for the years together.

Bikaner-Delhi Sarai Rohilla super fast 12458/12457 which is a train between Bikaner-Delhi, should be provided with stoppage at Gurgaon railway station because many trader passengers have to get down at Gurgaon.

Participation of rural development has been included in Para 73 of Railway Budget. Therefore, you are requested that after the discussion on Railway Budget is over, the Government while replying to the discussion should clearly declare in para 73 of Railway Budget for 2013-14 that construction of RUB and FOB will be done under MNREGA for the benefit of rural people of the country and construction of FOB at the stations situated in rural areas should have the participation of rural people and RUB will be constructed for the facility of passerby rural people and to facilitate the reach of agricultural produce in the market. Therefore, for the rural development if needs, amendment should be made in MNREGA because such an amendment would be beneficial for public and for MNREGA and it will be a step of extending facility to railway passengers and accelerating the speed of Railway Budget.

*[English]*

MR. CHAIRMAN: Now the House will take up Zero Hour.

*[Translation]*

SHRI JAGDAMBIKA PAL (Domariyaganj): Sir, today I would like to draw the attention on an important question relating to Sarv Siksha Abhiyan of the country. Today 70 per cent expense of basic education i.e. Primary education under Sarv Shiksha Abhiyan of India is being financed by the Central Government and 30 per cent fund is being provided by the states. Sir, under this Abhiyan 'Shiksha

Mitra' are also being appointed. Today Shailendra ji would also be agree with this thing that today all the Shiksha Mitra of the State, who are in the schools, are backbone of primary education. Their number is one lakh seventy five thousand. Today they are getting 3,500 rupees as honorarium. During past days these people were gathered. Education Minister of Uttar Pradesh has sent recommendation proposing 7300 rupees as honorarium for them, Government of India should accept it. Today if a teacher is getting 3500 rupees, then a worker of MNREGA is getting more than it. Undoubtedly the plight of teachers in the country has become so, "Guru Gobind Dou Khade Kake Legun Panye, Balihari Guru Aapne Gobind Diyo Bataye" we give teacher the status of Guru and treat him bigger than God. Today the teacher is teaching in Uttar Pradesh for honorarium of Rs. 3,500.

*[English]*

MR. CHAIRMAN; What do you want? You come to the point. Other members are waiting. You please come to the point.

*[Translation]*

SHRI JAGDAMBIKA PAL: I want that the proposal of Rs. 7300 as honorarium to Shiksha Mitra working under Sarv Shiksha Abhiyan in entire country should be approved by Central Government. I think, the persons having qualification of Shiksha Mitra should be appointed as regular teacher. This initiative has also been taken by State Governments. Other people like this. ...*(Interruptions)* if they are appointed as teachers, I will be grateful to you.

*[English]*

MR. CHAIRMAN: Shri Shailendra Kumar and Shri Ramkishun are allowed to associate with the matter raised by Shri Jagdambika Pal.

*[Translation]*

SHRI GORAKHNATH PANDEY (Bhadohi): Mr. Chairman Sir, I am grateful to you for giving me opportunity to speak on a very important subject. Sir, I come elected from Bhadohi Lok SABha constituency in Poorvanchal of Uttar Pradesh. It is situated between Kashi and Prayag. Sir, Kumbh fair of Prayag has concluded yesterday only. About three crore people took bath in a single day. About fifty

crore people came in this Kumbh and made "Kalpvas". AIIMS is being demanded there for the years together. On the other hand my Lok Sabha constituency Bhadohi is in rural zone, which is between Prayag and Kashi. Prayag is very important place. Beside it Kashi is also a religious and historical place, its name has been mentioned in Puranas, where AIIMS is being demanded for years together.

Sir, Uttar Pradesh with population of 17 crore is the largest populated State of the country. This State has given eight Prime Ministers to the country viz Pandit Jawahar Lal Nehru, Lal Bahadur Shastri, Indira Gandhi, Choudhary Charan Singh, Rajiv Gandhi, V.P. Singh, Chandrashekhar ji, Atal Bihari Vajpaaee ji. In Uttar Pradesh, one AIIMS was announced to be opened and that is too in Raibareilly. AIIMS is there in Lucknow, therefore it has not much utility there. I am not opposing it, but in such a large State wherefrom eighty Members of Lok Sabha come elected who play crucial role in forming the Government. Poorvanchal is very big part of Uttar Pradesh. ...(*Interruptions*) I demand. ...(*Interruptions*) I am not opposing it. ...(*Interruptions*) you listen to me. ...(*Interruptions*)

[*English*]

MR. CHAIRMAN: Please address the Chair. What do you want? You tell me that.

[*Translation*]

SHRI GORAKHNATH PANDEY: Sir, I would like to request you. Hon. Minister is present in the House. Allahabad is very important place in the country. In Bhadohi Lok Sabha Constituency wherefrom I come elected, there is a Upardaha village of Handia Tehsil at GT Road. Where a proposal to provide 163 hectare of land for setting up of AIIMS has been sent to State Government from district level, please take necessary action to set up AIIMS here. ...(*Interruptions*)

[*English*]

MR. CHAIRMAN: You are allowed to raise only one matter.

Next is Shri P. Vishwanathan

...(*Interruptions*)

MR. CHAIRMAN: Nothing will go on record.

...(*Interruptions*)\*

SHRI P. VISWANATHAN (Kancheepuram): Mr. Chairman, Sir, thank you very much for giving me a chance. I request you to allow me to speak from here.

Sir, this is a very important issue. This morning, the House discussed a very important issue in the 'Zero Hour'. The hon. Opposition Leader, Madam Sushma Swaraj raised the very important issue of Ganga Yamuna River Project development. This morning, the House had given much importance to that subject also. I want the House to give the same importance to a very important issue of drought relief subsidy to the small tea growers. The hon. Finance Minister has shown much concern in his Budget for the year 2013-14 to uplift the farming community in the country. As a member of the Tea Board, representing the Lok Sabha on behalf of the tea industry, I convey our thanks to the hon. Finance Minister on his efforts to bring the right climate for investment in the industry.

As a logical extension, I would like to brush the memory of the hon. Finance Minister regarding the need to implement investments already sanctioned and recommended by the Tea Board. In particular, nearly 1.5 lakh small growers in the country are awaiting for the release of Rs. 300 crore for the Small Growers Development Programme recommended by the Tea Board under the 12th Five Year Plan.

The novel wing called the Directorate of Small Tea Growers' Welfare has already been approved by the Tea Board and the Government of India. As is well known, one year, that is, the first year of the 12th Plan, has already expired and hence there is an emergent need to hasten the services of this Directorate so that the growers get immediate benefits, including the subsidies and grants.

Most parts of the country are commonly passing through the drought. In the Nilgiris, tea factories, belonging to small scale sector, are functioning only for three days a week and that too just for one shift a day because of inadequate arrival of green tea leaves and raw material. It is because of the drought that the total tea production has come down by 60 per cent. This means the income of the factory owners, small growers and farm labour has eroded drastically.

Now is the time when the Government stood by the

\*Not recorded.

side of the growers by giving some drought relief subsidy through the Centre-operated sectors, like tea, as part of the Budget concern to address drought. In short, a drought relief subsidy through Tea Board, particularly to small tea growers, is the immediate need.

[Translation]

SHRI RAMASHANKAR RAJBHAR (Salempur): Mr. Chairman, I want to bring to your notice an issue. I am raising this issue in this House for the third time but the Government is not paying any heed to it. The Government of Uttar Pradesh had sent a proposal to Central Government of 10.3.2004 and 4.03.2008 for including Bhar, Rajbhar, alongwith Kahar, Kashyap, Kewat, Mallaha, Nishad, Kumhar, Prajapati, Dhiwar, Bind, Dheemar, Batham, Turha, Gond, Majhi, Machua, Lonia, Nonia, and Lonia Chauhan in the list of Scheduled castes. On 3.09.2008 the Government of India sent a proposal regarding Nirih caste to the Government of Uttar Pradesh. On 2nd August 2003 the Research Institute made available the material pertaining to Nirih caste with regard to Bhar and Rajbhar.

I want to inform the Government through you that several commissions were constituted on the basis of survey and according to one survey these castes are being oppressed. Among these castes 90% people are homeless and the level of illiteracy is 99%. These castes should be included in Scheduled Castes in Uttar Pradesh and the number of castes being brought out from backward class list that much number of scheduled caste quota be increased. I demand this from the Government.

SHRI NARAYAN SINGH AMLABE (Rajgarh): Mr. Chairman, the condition of all the farmers in the entire country has worsen due to frost and hailstorm and due to this heavy losses had suffered in my constituency Rajgarh, Khujner, Raghoghar, Chanchwada, Wayavara, Suthja, Narsingarh Purawat, Dhalen, Khilchipur, Jeerapur, Machalpur, Sarangpur, Pachor, Sussier, Nalkheda, Sevet etc. tehsils. In my constituency Rajgarh the authenticate information which is with me. The survey which was conducted upto 28th February 918 villages were affected from frost which estimated the loss of Rs. 2192 lakhs. Out of it Rs. 50 Lakhs have been received by the State Government. In the same manner the losses due to

hailstorm, in Rajgarh 785 villages were affected. According to survey the losses were Rs. 3420 lakhs. So far Rs. 50 lakhs have been released which is a drop in the ocean.

I am to request you that compensation to all those stakeholders who had suffered losses may be paid. ...*(Interruptions)* This information is about Rajgarh district. Alongwith it Guna and Shajahanpur. ...*(Interruptions)* I want to urge the Government through you that the survey may be conducted and the small farmers should also be given compensation. Besides it the benefit of crop insurance should also be provided. ...*(Interruptions)*

SHRI BADRI RAM JAKHAR (Pali): You have given me a chance to speak on an important issue, for which I thank you. ...*(Interruptions)* The missing link road under MNREGA should be connected with the metal road. In the absence of it people had to take round. For the distance of three kilometer one has to walk ten kilometer around the village.

Secondly, I want to request through you that the farmers should be connected with NREGA. ...*(Interruptions)* It is also the same matter. ...*(Interruptions)* The farmers do not get labourers. Their land is lying idle. So the farmers may also be covered under NREGA. This I want to say, you have given me a chance to speak, I thank you very much for the same. ...*(Interruptions)*

SHRI NARANBHAI KACHHADIA (Amreli): Mr. Chairman, I want to draw the attention of the House that the Government of India had made a start of Rashtriya Madhyamik Siksha Abhiyan on the pattern of Sarv Siksha Abhiyan. The main objective of it is to improve the teaching level at secondary stage. Under the Rashtriya Madhyamik Siksha Abhiyan the scheme of construction of new buildings for schools in every State, repair of old buildings, trainings of teachers and applications of Government reforms are applicable to Government schools only. Recognised and government aided schools had been kept out of the purview of this scheme. Gujarat is a State of the country where the number of Government schools are only 500 whereas, the Government aided school are five fifty thousands. Since the aided schools have been kept out form the benefits of Rashtriya Madhyamik Siksha Abhiyan, so the benefit of Rashtriya Madhyamik Siksha Abhiyan in Gujarat is limited to only five hundred schools. According to mid-term appraisal report of the Planning Commission the

distribution of funds among the States under Rashtriya Madhyamik Siksha Abhiyan is causing imbalance. To remove this imbalance a procedure for fund allocation criteria be adopted and the aided schools should be included in it. The Government aided schools have been kept out from the purview of the benefits of Rashtriya Madhyamik Siksha Abhiyan. So during the year 2009-10 the amount of Rs. 26062 crores was sanctioned by the Government of India only Rs. 20 crores have been received for the project, which is a great example of imbalance in distribution of funds under the Rashtriya Madhyamik Siksha Abhiyan.

In the end I would like to request the Central Government keeping in view the comprehensive public interest in this matter, take steps to issue directions for including the Government aided schools under the Rashtriya Madhyamik Siksha Abhiyan.

SHRI KAMESHWAR BAITHA (Palamau): Mr. Chairman, I am raising a very important issue during Zero Hour. In my State Jharkhand the elections of Panchayats were held after 32 years. The objectives with which the Government of India enacted the Panchayati Raj Act, was that the development of the village can neither be made through district administration nor by the State Governments. If the villages are to be developed its power will have to be vested in the villages. For these rights the Panchayati Raj Act 2005 was enacted in Jharkhand and the elections were held under it.

Sir, I want to say that three years have passed since the election of Panchayat held in my State, but till now it is not known what will be the powers of the Pradhan, the powers of Panchayat Samiti, the powers of Pramukh and the powers of district councillor and what will be the powers of ward committees constituted in towns villages?  
...(Interruptions)

[English]

MR. CHAIRMAN: You tell me what you want. You have gone on telling about the power. That is not het issue. You tell what your demand is.

[Translation]

SHRI KAMESHWAR BAITHA: I want to say that the Government of India has constituted Panchayati Raj under the rules. These were constituted Panchayati Raj, for the

development of the villages. Now the development of villages are only possible when the powers will be given to the villages. The Panchayati Raj has been constituted with the same power, but so far no power has been given there. What are their powers? The Government of India should immediately direct the Jharkhand Government to allocate the powers to them. It is my demand.

SHRIMATI PUTUL KUMARI (Banka): Mr. Chairman Sir, we all know that youth are assets of our county and big capital for our country. Sports have a big contribution in the mental, physical and intellectual development of youth. Due to this only we have young people like Abhinav Bindra, Rajyavardhan Rathore, who have brought laurels to our country from foreign countries in the field of sports. A training centre of SAI, Asian Sports Authority of India was set up near Gidhor in Jamui district in our native area in the year 2003 but that training centre still remains in a small school which is a Sanskrit school whereas 20 acres of land was acquired from the farmers there for this purpose. The State Government acquired that land and provided it to the training centre but upto now neither the stadium has been constructed nor any infrastructure of SAI has been constructed.

I would like to say to the Government that SAI centre should be set up there at the earliest and the children should be provided all those facilities which are provided by the Government.

SHRI GORAKH PRASAD JAISWAL (Deoria): Hon'ble Chairman, Sir I would like to draw your attention towards passenger train no. UP-55101, 55103 and 55145 and Down 55106, 55102, 55146 and 55104 which runs on Barhaj Bazar, Sakunpur Bhatni Railway section in Varanasi division of North Eastern Railway in my Parliamentary Constituency and down train from Barhaj Bazar to Salempur and Bhatni. The local people there call it Barhazia train in local language. This famous Barhazia train is also called lifeline train. The then British rulers constructed a rail line from Salempur to Barhaj in view of industrial and commercial development there in the year 1886 and in the year 1992 the then Railway Minister Late Janeshwar Mishra ji got the gauge conversion of this line done into broad gauge line. This Barhazia train is the only source of daily commutation for thousands of farmers, students and traders and other people of this rural and most backward area but action is being taken by the Railway Board to discontinue

this train as it is running into losses which cannot be tolerated in any situation. If this train is discontinued the people of this area will be deprived of the facility of commutation. This train is the lifeline for the people of that area. The life of the people of that area will be badly affected. Railway is not only for the commercial purposes and is for the fulfillment of social obligations also. The time by which the Railway Board has started action to discontinue this train a mass movement has started in the whole area.

**21.00 hrs.**

The people have openly come out to oppose this anti people decision, therefore, these passenger trains should continued to be run in the interest of people and Railway should immediately take back this decision immediately. Otherwise, I will also have to sit on a Dharna at Rail Bhawan alongwith the people of my area against this anti-people decision of Railways. In addition to this I have many a time requested the Railways to extend these trains upto Varanasi, Chhapra, Gorakhpur, Lucknow, but no action has been taken upto now.

*[English]*

MR. CHAIRMAN: Next is Shri C. Rajendran.

*...(Interruptions)*

MR. CHAIRMAN: Now, nothing will go on record.

*...(Interruptions)\**

SHRI C. RAJENDRAN (Chennai South): Thank you, Chairman, Sir. The attacks on the Indian Tamil fishermen by the Sri Lankan Navy have become a regular feature, and it has become a perennial problem. *...(Interruptions)* The Government of India should mediate with the Sri Lankan authorities to find out a permanent solution to this problem. *...(Interruptions)*

On 3rd February morning, the Sri Lankan Navy captured 16 fishermen belonging to Tuticorin area who were fishing in the Gulf of Mannar. They were captured and taken to Sri Lanka; and produced before a court, which sentenced them to 15-days imprisonment. The families of the arrested fishermen had appealed to the State Government of Tamil Nadu for their release and safe return.

Secondly, last week, Indian fishermen were fired at; they were injured; and admitted in a hospital in Chennai. These types of attacks by Sri Lankan Navy are going on unabated. I wonder what our Indian Navy is doing. It has failed completely in protecting the lives of the Indian Tamil fishermen. The poor fishermen do not have any other employment opportunity than doing traditional fishing.

Hence, as was appealed by the hon. Chief Minister of Tamil Nadu, Dr. Amma, I request the Indian Government to immediately discuss this vexed issue with the Sri Lankan authorities so that they do not continue their attacks on the Indian fishermen and also release those 16 arrested fishermen immediately.

MR. CHAIRMAN: Shri P. Karunakaran is permitted to associate himself with the issue raised by Shri C. Rajendran just now. Next is Shri P. Karunakaran.

SHRI P. KARUNAKARAN: Sir, kindly permit me to speak from here.

MR. CHAIRMAN: Okay.

SHRI P. KARUNAKARAN: Sir, I would like to speak on the issue of Kanhangad-Panathur-Kaniyur Railway line. It is connecting two States, namely, Kerala and Karnataka. This line was announced during the 14th Lok Sabha when Shri Lalu Prasad was the Railway Minister. The survey for the first phase of the Railway line, that is, Kanhangad-Panathur is completed, and it is sent to the Railway Board and also for appraisal of the Planning Commission. The second phase of this Railway line, that is, Panathur-Kaniyur is not yet completed.

So, my request to the Railways is to take immediate steps to complete the second phase of this Railway line, and also allot sufficient funds for the complete line, namely, Kanhangad-Panathur Railway line.

*[Translation]*

SHRI SHAILENDRA KUMAR (Kaushambi): Hon'ble Chairman, Sir, I thank you for giving me time to speak. My constituency comes in district Kaushambi, Pratapgarh and about 45 thousand Beedi workers are there. There are welfare schemes of Labour Ministry of Central Government also for them. My father late Dharmaveer ji was Labour Minister in the Central Government and he opened an office of Welfare Commissioner of Labour ses there and

Labour Commissioner resides there. The present Labour Commissioner there\*.... He sanctioned a hundred bed hospital for those Beedi workers but unfortunately it could not be opened which is very much needed. No medical van comes to my constituency due to which all the Beedi workers are deprived of medical facilities. Most of these Beedi workers are patients of Asthmatic and Cancer and lung diseases. Secondly, they get very low wages. The owners and contractors exploit them. They are not even getting the fund given by the Labour Ministry of Central Government for housing to these people. Their wards are not getting scholarship also.

Mr. Chairman Sir, through you I would like to demand from the Hon'ble Minister that the Sales Commissioner there.....\*. He has the monopoly there and when leaders of Beedi workers go to discuss their problems with him he does not talk to them and behave in a very indifferent manner.

[English]

MR. CHAIRMAN: Please do not bring any individual names as names cannot be taken here. So the name may be removed from the records.

[Translation]

SHRI SHAILENDRA KUMAR: Therefore, I demand that he would be removed from there immediately and the welfare schemes should be implemented. I conclude my speech with these words.

[English]

MR. CHAIRMAN: Shrimati Rama Devi.

You should take only one minute.

[Translation]

SHRIMATI RAMA DEVI (Sheohar): Sir, there was a power sub-station set up in the year 1981-82 at Sonail village at Reegamajorganj road in Sitamarhi district in Bihar but unfortunately that has not started working upto now. This place is situated at the distance of five kilometer from Indo-Nepal border. A camp of 'Seema Suraksha Bal' has also been set up by the Government of India there. The common people of this area are facing the problem of electricity and road since independence. The power department of Bihar Government has sanctioned a power

sub-station there but NHPC wants to make that sub-station at some other place for its own convenience and NHPC has asked the officers of concerned department in this regard to shift that sub-station. In similar other case the power department of Bihar Government has proposed to set up a power sub-station in the Barginia in the Parliamentary Constituency of district Sitamarhi. About three acres of land is already available for the construction of power sub-station at both the bordering areas which is sufficient for the construction of power sub-station. Therefore, through this House I request the Government to construct the power sub-station at the above mentioned proposed places at the earliest.

SHRI ARJUN RAM MEGHWAL (Bikaner): Mr. Chairman Sir, today is Amavasya. I come from Bikaner Parliamentary Constituency. There was a big fair at Mukam organised by Bisnoi Mahasabha started by Guru Jambheshwar ji. A resolution was passed in that fair also. I come from Rajasthan. ...*(Interruptions)*

[English]

MR. CHAIRMAN: Please come to the point.

[Translation]

SHRI ARJUN RAM MEGHWAL: I will be very brief. There is a tree called 'Khejri' in our area which is considered as 'Tuls' in the desert area 'Khejri' is just not a tree. Guru Jambheshwar ji made many efforts for the development of 'Khejri' tree and we also want that a project should be started for that. This is the important tree in desert area. The 'Sangri' which grows over it is also exported as dry vegetable. I have to say that this 'Khejri' tree should be recognised as protected tree as protected monument. If this 'Khejri' tree is planted on the borders of land of farmers under MNREGA, there will be development of this tree and land will also develop as it can protect the lands of farmers from stray animals and save their goats and sheeps also. ...*(Interruptions)* therefore, if 'Khejri' trees are planted then land and 'Khejri' both can be developed. ...*(Interruptions)*

SHRI RAJENDRA AGRAWAL (Meerut): Sir, the Law and Justice Minister while answering the starred question no. 142 and 7th March, 2013 told that total 43 lakh 40 thousand and 868 crores were pending in the different high courts as on 31st March, 2012. About one-fourth i.e.

Ten Lakh Eight Thousand Five Hundred and Thirty Seven cases are pending in Allahabad High Court only. The Government time and again announces to provide inexpensive, easy and speedy justice to the common man but no meaningful efforts and made by the Government to substantialize its announcement. There is an old demand for setting up a bench of High Court at Meerut in Western Uttar Pradesh and many agitations have been done in this regard. These days also an agitation is going on. ...*(Interruptions)*

*[English]*

MR. CHAIRMAN: You are speaking regularly and that is not fair. When many Members are not able to get a chance, calling you regularly to speak is not fair. This is the last chance that I can give you. You must say only what you want.

*[Translation]*

SHRI RAJENDRA AGRAWAL: The people of Western Uttar Pradesh and lawyers have been to Delhi to raise their voice but the decision of setting up a bench is evaded by the Central Government on the plea of proposals, recommendations etc and on the basis of technical reasons given by State Government, High Court and Supreme Court. The people of Western Uttar Pradesh have to go to Allahabad for getting justice travelling a distance of 500 to 800 kilometers. The petitioner get ruined in the process of giving fees to lawyer and boarding and lodging at Allahabad to fight his case and deprived of the justice.

*[English]*

MR. CHAIRMAN: This is the problem. You are not in a position to state your point briefly. That is the problem.

*[Translation]*

SHRI RAJENDRA AGRAWAL: Through you, I request that the Government itself take an initiative and set up a bench of High Court there. ...*(Interruptions)*

SHRI RAVINDRA KUMAR PANDEY: Sir, the Government is charging coal ses as 50 rupees per tonne. ...*(Interruptions)*

*[English]*

MR. CHAIRMAN: You should come to your point. You should not describe anything. You have to say what you want.

*[Translation]*

SHRI RAVINDRA KUMAR PANDEY: This money has become rupees 9000 crore as deposit in clean energy fund. It is our request to you that this money should be given for solar energy particularly in extremist affected area in Jharkhand and it should be utilised there. The Government of India is also concerned about development of solar energy, therefore attention should be given to it.

SHRI RAM KISHUN (Chandauli): Mr. Chairman, Sir, the Uttar Pradesh Government has sent a proposal to Government of India for digging of drains in my district Chandauli under National Farmers Development Scheme and have approved rupees one crore. I demand that Chandauli which is naxalite affected area also, the Central Government should immediately provide funds for the proposal sent by State Government and accept this proposal under National Farmer's Development Scheme so that the drainage of water in the land of farmers is ensured.

*[English]*

MR. CHAIRMAN: The House stands adjourned to meet again at 11 a.m. on the 12th March, 2013.

**21.11 hrs.**

*The Lok Sabha then adjourned till Eleven of the  
Clock*

*On Tuesday, March 12, 2013/Phalguna 21, 1934  
(Saka).*

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