

# LOK SABHA DEBATES

## (English Version)

**Second Session**  
**(Fifteenth Lok Sabha)**



Gazettes & Debates Section  
Parliament Library Building  
Room No. FB-025  
Block G2  
Acc. No. \_\_\_\_\_  
Dated: 4/7/2009

*(Vol. II contains Nos. 1 to 10)*

**LOK SABHA SECRETARIAT**  
**NEW DELHI**

Price : Rs. 80.00

## **EDITORIAL BOARD**

P.D.T. Achary  
Secretary-General  
Lok Sabha

R.K. Chadha  
Joint Secretary

Vandna Trivedi  
Director

Navin Chandra Khulbe  
Additional Director

Rakesh Kumar  
Joint Director

Shailesh Kumar  
Assistant Editor

© 2009 LOK SABHA SECRETARIAT

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

---

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

## CONTENTS

*[Fifteenth Series, Vol. II, Second Session, 2009/1931 (Saka)]*

**No. 5, Wednesday, July 8, 2009/Asadha 17, 1931 (Saka)**

SUBJECT	COLUMNS
<b>ORAL ANSWERS TO QUESTIONS</b>	
*Starred Question Nos. 61 to 64 .....	1—36
<b>WRITTEN ANSWERS TO QUESTIONS</b>	
Starred Question Nos. 65 to 80 .....	36—97
Unstarred Question Nos. 526 to 715 .....	97—497
<b>PAPERS LAID ON THE TABLE</b> .....	497—501
<b>ELECTIONS TO COMMITTEES</b> .....	501—503
(i) All India Institute of Medical Sciences, New Delhi .....	501
(ii) Post-Graduate Institute of Medical Education and Research, Chandigarh .....	502
(iii) National Tiger Conservation Authority .....	502—503
<b>JHARKHAND BUDGET, 2009-2010</b> .....	503—504
<b>DEMANDS FOR EXCESS GRANTS (GENERAL)—2006-2007</b> .....	504
<b>SUBMISSION BY MEMBERS</b>	
RE : Setting up of Veer Savarkar Memorial in France .....	505—509
<b>MATTERS UNDER RULE 377</b> .....	512—523
(i) Need to speed up the processing of applications of farmers for financial assistance provided by National Horticulture Board (NHB) and set up atleast four Regional Centres of NHB in Karnataka	
Shri R. Dhruvanarayana .....	512—513
(ii) Need to speed up the preparations for Commonwealth Games scheduled to be held in New Delhi in 2010 in a co-ordinated and professional manner	
Shri Jai Prakash Agarwal .....	513
(iii) Need to formulate an effective strategy to combat the menace of naxalism in the country	
Shri Manish Tewari .....	514
(iv) Need to open a Railway Reservation Counter in Kandi in Murshidabad district of West Bengal	
Shri Adhir Chowdhury .....	514—515
(v) Need to resolve the issue of Babli Project being constructed by Government of Maharashtra	
Shri Rajaiah Siricilla .....	515

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

SUBJECT	COLUMNS
(vi) Need to take steps for declaration of Piparhawa (Kapilvastu) in district Siddharth Nagar, Uttar Pradesh as a World Heritage centre Shri Jagdambika Pal .....	515—516
(vii) Need to conduct fresh survey for doubling and electrification of railway line between Nallapadu (Guntur) and Pagidipalli (Bibinagar) in Guntur Division of South Central Railway Shri Rayapati Sambasiva Rao .....	516—517
(viii) Need to set up a water project in Kuttanadu Taluk in Alappuzha district of Kerala to provide safe drinking water to people Shri Kodikunnil Suresh .....	517
(ix) Need to create a separate State of 'Poorvanchal' Yogi Aditya Nath .....	517—518
(x) Need to give approval to anti-sea erosion project submitted by Government of Karnataka Shri D.V. Sadananda Gowda .....	518
(xi) Need to set up a railway museum in Shimla/Solan, Himachal Pradesh in honour of 'Baba Bhalku' a renowned figure Shri Virender Kashyap .....	518—519
(xii) Need to reduce the prices of petrol and diesel Shri Danve Raosaheb Patil .....	519
(xiii) Need to provide special financial package to the Government of Uttar Pradesh for the drought-hit districts of Eastern Uttar Pradesh Shri Ramkishun .....	519—520
(xiv) Need to open a Kendriya Vidyalaya in Aurangabad district, Bihar Shri Sushil Kumar Singh .....	520
(xv) Need to include 'MARATHI' community of Kasargod district, Kerala in the list of Scheduled Tribe Shri P. Karunakaran .....	520—521
(xvi) Need to release funds for the construction of flyovers on National Highways in Vani Vihar, CRP and Khandagiri crossings in Bhubaneshwar, Orissa Dr. Prasanna Kumar Patasani .....	521
(xvii) Need to release financial assistance to the Government of Maharashtra for setting up biogas projects in the State Shri Chandrakant Khaire .....	521
(xviii) Need to retain the original plan for construction of new ring road at NH 45 B and NH 67 in Tiruchirapalli Parliamentary Constituency in Tamil Nadu Shri P. Kumar .....	522
(xix) Need to set up Agri-Biotechnology Research Centre in the Shivaji University, Kolhapur, Maharashtra Shri Sadashivrao Dadoba Mandlik .....	522—523
(xx) Need to set up a social welfare corporation/Board for providing social security to the workers in unorganized sector particularly to Banjari community of Maharashtra Shri Raju Shetti .....	523

SUBJECT	COLUMNS
RAILWAY BUDGET, 2009-10—GENERAL DISCUSSION .....	523—924
Shri Gopinath Munde .....	523—529
Shri Laxman Tudu .....	529—530
Shri Syed Shahnawaz Hussain .....	530—533
Shri Sidhant Mohapatra .....	533—535
Shrimati Botcha Jhansi Lakshmi .....	535—538
Dr. Shafiqur Rahman Barq .....	538—539
Chaudhary Lal Singh .....	539—541
Shri G.M. Siddeshwara .....	541—543
Shri Sher Singh Ghubaya .....	543—546
Shri Sonawane Pratap Narayanrao .....	546—547
Shri N. Cheluvarama Swamy .....	547—550
Yogi Aditya Nath .....	550—559
Shri Jitendra Singh Bundela .....	559—561
Shri Adagooru H. Vishwanath .....	561—562
Shri Mithilesh Kumar .....	562—563
Shrimati Priya Dutt .....	563—565
Shri Shivraj Bhaiya .....	565—566
Shri Nishikant Dubey .....	566—568
Shri Manikrao Hodlya Gavit .....	568—570
Shri Bhisma Shankar <i>Alias</i> Kushal Tiwari .....	570—572
Shri Prabodh Panda .....	572—575
Shri Sanjay Singh Chauhan .....	575—582
Shri Ravindra Kumar Pandey .....	582—589
Shri Naveen Jindal .....	589—591
Shri Arjun Charan Sethi .....	591—594
Shri Chandu Lal Sahu .....	594—595
Dr. Manda Jagannath .....	595—598
Shri Narahari Mahato .....	598—600
Shri Virender Kashyap .....	600—606
Shri P.L. Punia .....	606—607
Shri Anurag Singh Thakur .....	607—617
Shri Sanjay Nirupam .....	617—621
Shri Rakesh Pandey .....	621—622
Shri Inder Singh Namdhari .....	622—626
Shri Dharmendra Yadav .....	626—628
Shrimati Darshana Jardosh .....	628—631
Shrimati Maneka Gandhi .....	631—632
Shri Hemanand Biswal .....	633—635
Shri S.D. Shariq .....	635—637

Shri E.G. Sugavanam .....	637—641
Shri Mohammed E.T. Basheer .....	641—647
Shri Jagdanand Singh .....	647—650
Shrimati Sumitra Mahajan .....	650—652
Dr. Nirmal Khatri .....	652—655
Shri Sudip Bandyopadhyay .....	655—658
Shrimati J. Helen Davidson .....	658—661
Shri Prem Das Rai .....	661—671
Shrimati Sushila Saroj .....	671—672
Shri Prataprao Ganpatrao Jadhao .....	672—674
Shri Kabindra Purkayastha .....	674—678
Shri B. Mahtab .....	679—683
Shrimati Usha Verma .....	683—685
Shri Sajjan Verma .....	685—686
Shri Amarnath Pradhan .....	686—687
Shri Dinesh Chandra Yadav .....	687—693
Shri Sanjay Dhotre .....	693—694
Shri Ram Singh Kaswan .....	694—697
Shri R. Dhruvanarayana .....	697—699
Shri O.S. Manian .....	699—700
Shri A.K.S. Vijayan .....	700—705
Shri Mahendrasinh P. Chauhan .....	705—706
Shri Nama Nageswara Rao .....	706—708
Shri Khiladi Lal Bairwa .....	708
Shri Rudramadhab Ray .....	708—710
Shri Francisco Cosme Sardinha .....	710—711
Shri Gorakhnath Pandey .....	711—712
Shri Sansuma Khunggur Bwiswmuthiary .....	712—720
Kumari Saroj Pandey .....	720—725
Dr. Charan Das Mahant .....	725—727
Shri Raju Shetti .....	727—728
Shri Bhoopendra Singh .....	728—729
Shri Thol Thirumaavalavan .....	729—731
Shrimati Susmita Bauri .....	731—732
Shri Brijbhushan Sharan Singh .....	732—737
Shri Rajendra Agrawal .....	737—741
Shri Madhu Goud Yaskhi .....	741—743
Shri Murari Lal Singh .....	743—744
Shri Badruddin Ajmal .....	744—748
Shri M.B. Rajesh .....	748—754

Shri Subhash Bapurao Wankhede .....	754—756
Shri Raghuvir Singh Meena .....	756—758
Shri Pralhad Joshi .....	758—765
Dr. Thokchom Meinya .....	766—768
Shri Mukesh Bhairavdanji Gadhvi .....	768—770
Shri Suresh Angadi .....	770
Shri Jose K. Mani .....	770—772
Shri Ponnarn Prabhakar .....	772—774
Shri Gutha Sukhender Reddy .....	774—775
Shri P. Lingam .....	775—777
Shri Digvijay Singh .....	777
Shri Danve Raosaheb Patil .....	778—779
Shri Ramsinh Rathwa .....	779—780
Shri Lalit Mohan Suklabaidya .....	780—783
Dr. Ram Chandra Dome .....	783—784
Shri Jagdish Sharma .....	784—785
Shri Tathagata Satpathy .....	786—787
Shrimati Bijoya Chakravarty .....	787—789
Shri K.C. Venugopal .....	789—791
Shri Haribhau Jawale .....	791—792
Shri Ramkishun .....	793—797
Shri Vijay Bahadur Singh .....	798—799
Dr. Arvind Kumar Sharma .....	799—802
Shri Bishnu Pada Ray .....	802—808
Shrimati Annu Tandon .....	808—813
Shri Dilip Singh Judev .....	813—814
Shri Harishchandra Chavan .....	814—816
Dr. Raghuvansh Prasad Singh .....	816—820
Shri Bharat Ram Meghwal .....	820
Shri P. Karunakaran .....	820—824
Shrimati Jayshreeben Patel .....	824—829
Dr. Jyoti Mirdha .....	829—831
Shri M. Raja Mohan Reddy .....	831—832
Shri Bibhu Prasad Tarai .....	832—834
Shri Ganeshrao Nagorao Dudhgaonkar .....	834—836
Shrimati Bhavana Patil Gawali .....	836—838
Shri Dilipkumar Mansukhlal Gandhi .....	838—840
Shri Sanjay Bhoi .....	840—842
Shri Ramesh Vishwanath Katti .....	842
Shri Paban Singh Ghatowar .....	842—844
Shri Rakesh Sachan .....	845—851

SUBJECT	COLUMNS
Shri Kaushalendra Kumar .....	851
Dr. Vinay Kumar Pandey .....	852
Shri Vishnu Dev Sai .....	852—854
Shri Jagdish Thakor .....	854—856
Sk. Saidul Haque .....	856—857
Shri Umashankar Singh .....	857—858
Shrimati Jyoti Dhurve .....	858—863
Shri Manicka Tagore .....	863—867
Shri Tufani Saroj .....	867—870
Shri Arjun Roy .....	870—874
Shri Rakesh Singh .....	874—882
Shri K.C. Singh 'Baba' .....	882—885
Shri Kamal Kishor 'Commando' .....	885—886
Shri Pradeep Tamta .....	886—887
Shri Mahendra Kumar Roy .....	888—889
Shri Bhausahab Rajaram Wakchaure .....	890—893
Shri Virendra Kumar .....	893—896
Shri Bhaskarrao Bapurao Patil Khatgaonkar .....	896—900
Shri Pulin Bihari Baske .....	900—901
Shri Sushil Kumar Singh .....	901—903
Shri Adhalrao Patil Shivaji .....	903—905
Shri Sohan Potai .....	905—908
Shri Harsh Vardhan .....	908—911
Shri Govind Prasad Mishra .....	911—912
Shri Chandrakant Khaire .....	913
Shrimati Santosh Chowdhary .....	913—917
Shri Makansingh Solanki .....	917—918
Shri Pradeep Majhi .....	918
Shri Arjun Ram Meghwal .....	918—923
Shri M.K. Raghavan .....	923—925
Shri A.T. Nana Patil .....	925
Dr. Prabha Kishor Taviad .....	926—929
Shri C.R. Patil .....	929—931
Shri Kunvarjibhai Mohanbhai Bavalia .....	931—933
Shri Shivarama Gouda .....	933—934
 ANNEXURE-I	
Member-wise Index to Starred Questions .....	935
Member-wise Index to Unstarred Questions .....	936—940
 ANNEXURE-II	
Ministry-wise Index to Starred Questions .....	941—942
Ministry-wise Index to Unstarred Questions .....	941—944



## OFFICERS OF LOK SABHA

### THE SPEAKER

Shrimati Meira Kumar

### THE DEPUTY SPEAKER

Shri Karia Munda

### PANEL OF CHAIRMEN

Shri Basu Deb Acharia

Shri P.C. Chacko

Shrimati Sumitra Mahajan

Shri Inder Singh Namdhari

Shri Francisco Cosme Sardinha

Shri Arjun Charan Sethi

Dr. Raghuvansh Prasad Singh

Dr. M. Thambidurai

Shri Beni Prasad Verma

Dr. Girija Vyas

### SECRETARY GENERAL

Shri P.D.T. Achary

# LOK SABHA DEBATES

## LOK SABHA

*Wednesday, July 8, 2009/Asadha 17, 1931 (Saka)*

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

[MADAM SPEAKER *in the Chair*]

### ORAL ANSWERS TO QUESTIONS

[*English*]

MADAM SPEAKER: Question No. 61, Shri Mahesh Joshi.

[*Translation*]

#### Inter-Linking of Rivers

+  
\*61. SHRI MAHESH JOSHI:  
YOGI ADITYA NATH:

Will the Minister of WATER RESOURCES be pleased to state:

(a) whether the Union Government is working on any scheme/project to inter-link all the major rivers of the country;

(b) if so, the details thereof alongwith the names of the rivers which are likely to be inter-linked;

(c) whether the Union Government has held any discussion with the State Governments in this regard;

(d) if so, the outcome thereof; and

(e) the steps taken/being taken by the Union Government in this regard and the benefits likely to accrue as a result of the proposed scheme/project?

[*English*]

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF WATER RESOURCES (SHRI PAWAN KUMAR BANSAL): (a) to (e) A Statement is laid on the Table of the House.

#### Statement

(a) Yes Madam.

(b) The Ministry of Water Resources (MOWR) (erstwhile Ministry of Irrigation) formulated a National Perspective Plan (NPP) for Water Resources Development in 1980 envisaging inter-basin transfer of water from surplus basins to deficit basins/areas which comprises two components, namely, Himalayan Rivers Development Component and Peninsular Rivers Development Component. National Water Development Agency (NWDA) was set up under the MOWR in 1982 for carrying out various technical studies to establish the feasibility of the proposals of NPP and to give concrete shape to it. Based on various studies conducted, NWDA has identified 30 links (16 under Peninsular Component & 14 under Himalayan Component). The names of the above links and the rivers to be linked alongwith their present status are given in the enclosed Annexure.

(c) to (e) The NPP was initially discussed by the then Secretary, Ministry of Irrigation with the Irrigation Secretaries and Chief Engineers of the concerned State Government in June 1980. The initiative taken by the Government of India was welcomed by the States.

The issues related with the inter-basin water transfer proposals under NPP are regularly discussed with the officials of State Governments in the meetings of Technical Advisory Committee (TAC), Governing Body (GB) and Society of NWDA. So far 37 meetings of TAC, 52 meetings of GB and 24 meetings of society have been held. The Government has also constituted a Consensus Group headed by Chairman, Central Water Commission (CWC) and consisting of Secretaries of Irrigation/Water Resources Departments of the concerned States for arriving at consensus regarding sharing of surplus waters and to discuss issues of preparation of Detailed Project Reports by NWDA. So for nine meetings of the consensus group have been held.

Further, a Conference of the Chief Secretaries and Principal Secretaries of Water Resources of the States/UTs was held on 2nd and 3rd August, 2004 where-in issues related with the Inter-linking of Rivers (ILR) programme were also discussed in detail. Most of the States are supportive of the concept of the ILR programme provided the projects can ensure "win-win" situation for all the States.

The National Common Minimum Programme of the last UPA Government indicated that it would make a comprehensive assessment of the feasibility of linking the

rivers of the country starting with the south-bound rivers and this assessment would be done in a fully consultative manner. It would also explore the feasibility of linking sub-basins of rivers in states like Bihar. After the comprehensive assessment, it was decided that river linking programme be continued with a focus on peninsular rivers. Five links under Peninsular Component namely (i) Ken-Betwa, (ii) Parbati-Kalisindh-Chambal, (iii) Damanganga-Pinjal, (iv) Par-Tapi-Narmada & (v) Godavari (Polavaram)-Krishna (Vijayawada) were identified as priority links for building consensus among the concerned states for taking up their DPRs. Also, the preparation of Detailed Project Reports (DPRs) of link projects and pre-feasibility/feasibility reports of intra-state links as proposed by States were included in the functions of NWDA vide resolution dated 30.11.2006.

NWDA has completed Feasibility Reports (FRs) of 14 links under Peninsular Component and 2 links (Indian Portion) under Himalayan Component. DPR of one priority link namely Ken-Betwa was taken up by NWDA after

signing of a tripartite agreement between the Government of India and concerned States of Madhya Pradesh and Uttar Pradesh on 25.08.2005 and the DPR has been completed on 31.12.2008. As per the criteria under the scheme of National Projects approved by the Government, the river interlinking projects are eligible for consideration as a National Project. Ken-Betwa project has been included in the list of National projects and is eligible for 90% Central Assistance.

Further, NWDA has taken up the preparation of DPRs of another two priority links namely Par-Tapi-Narmada and Damanganga-Pinjal which is planned to be completed by December, 2011. NWDA has also completed Pre-Feasibility reports of four intrastate links.

The ILR proposals under NPP envisage additional irrigation benefits of 25 million hectares (ha) of irrigation from surface waters, 10 million ha by increased use of ground waters and generation of 34000 MW of power apart from the benefits of flood moderation, navigation, water supply, fisheries, salinity, pollution control etc.

### **Annexure**

#### *Details of Water Transfer Under NPP*

Peninsular Rivers Development Component	Status
1	2
1. Mahanadi (Manibhadra)-Godavari (Dowlaiswaram) link	-FR completed
2. Godavari (Polavaram)-Krishna (Vijayawada) link*	-FR completed
3. Godavari (Inchampalli)-Krishna (Pulichintala) link	-FR completed
4. Godavari (Inchampalli)-Krishna (Nagarjunasagar) link	-FR completed
5. Krishna (Nagarjunasagar)-Pennar (Somasila) link	-FR completed
6. Krishna (Srisailam)-Pennar link	-FR completed
7. Krishna (Almatti)-Pennar link	-FR completed
8. Pennar (Somasila)-Cauvery (Grand Anicut) link	-FR completed
9. Cauvery (Kattalai)-Vaigai-Gundar link	-FR completed
10. Parbati-Kalisindh-Chambal link*	-FR completed
11. Damanganga-Pinjal link*	-FR completed & DPR taken up
12. Par-Tapi-Narmada link*	-FR completed & DPR taken up

1	2
13. Ken-Betwa link*	-DPR completed
14. Pamba-Achankovil-Vaippar link	-FR completed
15. Netravati-Hemavati Link	-PFR completed
16. Bedti-Varda link	-FR work taken up
<b>Himalayan Rivers Development Component</b>	
1. Kosi-Mechi link	-Entirely lies in Nepal
2. Kosi-Ghaghra link	-FR taken up
3. Gandak-Ganga link	-FR taken up
4. Ghaghra-Yamuna link	-FR completed (for Indian portion)
5. Sarda-Yamuna link	-FR completed (for Indian portion)
6. Yamuna-Rajasthan link	-Draft FR completed
7. Rajasthan-Sabarmati link	-FR taken up
8. Ganga (Chunar)-Sone Barrage link	-Draft FR completed
9. Sone Dam-Southern Tributaries of Ganga link	-FR taken up
10. Manas-Sanskosh-Tista-Ganga (M-S-T-G) link	-FR taken up
11. Jogighopa (at Brahmaputra)-Tista-Ganga at Farakka (Alternate to M-S-T-G) link	-FR taken up
12. Ganga (Farakka)-Sunderbans link	-Draft FR completed
13. Ganga-Damodar-Subernarekha link	-Draft FR completed
14. Subernarekha-Mahanadi link	-Draft FR completed

\*Priority links

PFR-Pre-Feasibility Report; FR-Feasibility Report; DPR-Detailed Project Report.

Note: Name in the brackets indicates tentative location of start and/or end points of the links.

*[Translation]*

SHRI MAHESH JOSHI: Madam Speaker, in view of the manner in which the reply was given to my question and the speed with which the work is being done on these projects, I feel that in the near future the possibility of completion of these projects is bleak. Will the hon'ble Minister be pleased to state whether any time bound programme has been chalked out for the above mentioned projects, whose FR & DPR is given.

SHRI PAWAN KUMAR BANSAL: As you know, the issue of linking of rivers is such an issue on which it is not possible to take a decision and the next day it can be implemented. It has a long process. As the hon'ble Member knows he has mentioned about pre-feasibility reports, feasibility reports and detailed projects reports. Since this matter concerns all the states, as and when any meeting is held on this issue then all the states mention about it that it is in our nation's interest and this should be done, but when each and every link is

discussed, then it takes a long time to negotiate about it among the States. When something has to be finalised first of all a pre-feasibility report comes, after that concurrence has to be taken for the feasibility report. Feasibility report for 14 links, has been prepared, then five out of them were taken up on priority basis. Talks are going on with each State Government on these projects. MOU has been signed for the Ken-Betwa Project, MOU is going to be signed for two other projects. They are to be signed and DPR is ready for them. No doubt, it may not be possible to say as to how much time it may take but the task force deputed for it had made their own assessment that it would take next 25 years from the date of its implementation. I would like to say in this House that even before the commencement, it takes a lot of time as we have experienced it. Different States express different concerns. All the points have to be settled. It can be done only after a consensus is reached.

SHRI MAHESH JOSHI: Madam Speaker, Rajasthan has ten percent land area of the country, but this state has just one percent of water. Can't we reduce the time to complete these projects? Secondly, I want to say that during the all discussions held with regard to the inter-linking of rivers, nowhere there is any mention that global warming would raise the water level in the times to come. Today, the concern is not that we have ample water but today's concern is as to what would happen to those states having more water or there which or flood prone. I would like to ask whether any special plan is being formulated for Rajasthan as there is maximum scarcity of water for drinking and irrigation purposes.

SHRI PAWAN KUMAR BANSAL: Madam, most humbly I would like to state that no consensus is reached alone the States where there is ample water. When we talk to those states, they never agree to what we ask from them after investigation and survey. After making studies and survey, when we talk to states, having more water, they never agree to it that they have ample water. These are the problems involved in it. No doubt, water is being wasted today on a large scale. There is flood in some parts of the country and there is drought in another part of the country. I want to state before the House that out of the peninsular component and Himalayan component, the first one is related to the river in Rajasthan. We have come a long way in respect of Paravati-Kali-Sindh-Chambal link. Madhya Pradesh and Rajasthan both are going to be benefited by that. We

have written to both the States to give their consent for DPR so that the detailed project report could be prepared. After that there is also a lot of paper work to be completed, which takes time, but we hope that both the states would agree to it and we would soon take action on it by arriving at a consensus in this regard. As far as Himalayan component is concerned, Yamuna-Rajasthan link which already exists, 2.45 lakh hectare of irrigated land has increased in Rajasthan under the component. From Rajasthan-Sabarmati link the irrigation of 5.35 lakh hectare of land also increased which is to total 7.38 hectre of land. Their irrigation has increased this much. Apart from that the benefit likely to be accrued from Kali Sindh is of 0.4 lakh hectare of land thus Rajasthan can have a total benefit of 8.2 lakh hectares.

SHRI MAHESH JOSHI: Madam Speaker, I want to make a suggestion. Would you please like to have a discussion on this?

SHRI PAWAN KUMAR BANSAL: Madam Speaker, I would like to make a point here that whenever you fix a time, we will abide by that. I had earlier mentioned the time period of 25 years which was for all the rivers. I hope that if both States come forward then we would try to do it in less than this period, 25 years is not a limit for it.

YOGI ADITYA NATH: Madam Speaker, when NDA Government was in power under the leadership of Shri Atal Bihari Vajpayeeji. At that time a Committee was constituted under the Chairmanship of the then Union Minister Shri Suresh Prabhu. That Committee had prepared a detailed report regarding interlinking of rivers of the country. There is no mention of the report of that Committee in the reply given by Minister. I am surprised that the report prepared by that Committee after a deep study has no mention. It itself puts a question mark on the intention of the Government. I hail from the northern part of the Uttar Pradesh, which is a terrain area of Himalaya which is connected to Nepal. Every year flood occur in this area. This area comes under flood every year. Eastern Uttar Pradesh and Bihar have to face the fury of flood due to the rivers originating from Nepal. Moreover, from January to Mid June. The people there have to face the drought like condition. On the ambitious project of interlinking of the rivers of the country, the committee constituted under the Chairmanship of Shri Suresh Prabhu ji had prepared the report and submitted it to the Central Government for

implementation. I want to know from hon'ble Minister as to what steps are being taken by the Government to implement the report of that Committee. At the same time I want to know as to whether the Government wants to implement that report. If so, by when the Government would implement it and for what reasons the Government did not implement the report for the last five years?

MADAM SPEAKER: Please ask only one supplementary question.

YOGI ADITYA NATH: I am asking only one question and this is a part of it. I want to ask hon'ble Minister the reasons for non-implementation of such report?

SHRI PAWAN KUMAR BANSAL: Madam Speaker, at the outset I would like to thank hon'ble Member for mentioning about that task force. I want to tell him that when we answer any question sometimes it is not possible to include each and every aspect. But I want to assure him that the Government has taken that report seriously and has got some valuable input for working further on it. But I don't agree that no action was taken on it, action is being taken based on this and we are working further on the basis of that report. Moreover I want to clear one more thing that the committee and Prabhujii did this very important job with great interest on priority basis over period of two years. Ultimately, after considering its size, work pertaining to interlinking of only two rivers was undertaken and we have gone a long way in further working on it. In the Common Minimum Programme of UPA Government which was announced five years before, it was emphasized that further action will be taken only after the consensus, discussions and talks with all the states. Instead of undertaking only two links, we have taken up five links on priority basis and work is going on it. I want to request every Member of this House that they should work to build consensus in their respective states. National Projects should also be included in this, and center provides upto 90% funds for it. Only consensus is required among the states and we should think about present benefits for the country and forget about the future. We should ponder together over it. We have prepared the feasibility report of 16 links including two links plan and three links plan about which we have discussed. Task force has recommended two links on priority basis but we are working on five.

SHRI MANGANI LAL MANDAL: Hon'be Madam, this programme of interlinking of the rivers has two-three

objectives. One objective is to bring that surplus water, additional water to those areas where there is acute shortage of water. This will control the flood and provide flood safety. Second objective is related to water management for better irrigation facilities. Bihar comes in both the categories. I want to know from hon'ble Minister that what are the initiative taken by the Government till date to implement the proposed interlinking of rivers of national level and inter state rivers.

Secondly, whether State Government has sent any proposal regarding interlinking of rivers inside Bihar or whether central Water Commission has ever discussed it or prepared a proposal or has done any analysis?

SHRI PAWAN KUMAR BANSAL: Madam, Bihar Government has sent a proposal regarding interlinking of six rivers, intra-state rivers flowing inside Bihar. Out of which Kosi-Mechi river, flows in India and does not have international dimension. A pre-feasibility report has been prepared on it. The process is going on regarding the pre-feasibility report of Badh-Nawada, Kohra-Chandravat, Budhi Gandak-Non-Baya, Budhi Gandak-Bagmati and Kosi-Ganga. Besides inter-linking of state rivers Central Government has also started the work of intra-state for which mandate was given to National Water Development Authority and it will take further action on it. I am happy to say that 20 such feasible link is there for which feasibility study is going on in respect of intra-state rivers including those of Bihar.

*[English]*

SHRI T.R. BAALU: Madam Speaker, 29 years ago, in 1980, the Central Water Commission had formulated a National Perspective Plan. In 1982, it had identified the Water Developmental Agencies, one for Himalayan rivers and another for Peninsular rivers. But, so far, nothing has seen the light of the day. Of course, so many successive Governments have come and gone but nothing fruitful has taken place. I am sorry to say that Rs. 5,60,000 crore had been identified or it was said by so many successive Governments that the expenditure will be so much and that Rs. 5,60,000 crore they will be spending in a phased manner and all the rivers will be interlinked. For Himalayan rivers, they have identified 14 Himalayan components. For Peninsular rivers, they have identified 16 components. All are at the stage of feasibility studies only.

Out of 16 peninsular components, 3 form part of Tamil Nadu which will benefit Tamil Nadu. I do not know what has happened to all those three components. But having waited so much, my leader Dr. Kalaignar Karunanidhi, who is known for his developmental activities in his State, has gone for implementing the intra-State interlinking of rivers such as Agniyar, Korayar, Pambar, Vaigai and so on.

Even if the Central Government goes for linking of inter-State rivers, they will spend 90 per cent or 100 per cent. I would like to know whether the Government of India comes forward to spend at least 90 per cent for the projects identified by the State to develop this intra-region through intra-linking of rivers, which will create an enabling situation, and finally it will interlink the national rivers.

SHRI PAWAN KUMAR BANSAL: Madam, as I said in the very beginning, this process of inter-linking of the rivers requires a tremendous amount of work and a lot of time also. But what is important is the seriousness of the Government in doing that. I can say that seriousness is there. The most important part of it, Madam, is that building a consensus among the concerned States is indeed a very uphill task. You have to convince the States that it has to be a win-win situation for everybody. Maybe you lose something immediately but in the long run you will gain it because today the water is flowing off to the sea. It is indeed very difficult to convince the States on that because they feel that let the water flow to the sea today but in some future point of time they might be able to use it entirely on their own. That is our difficult task, which, from time to time, we have been engaged in performing. In five cases, as I said earlier, there has been a little more than a modicum of success. We proceeded further. There has been the willingness of some of the States in that.

Coming to the specific point raised by the hon. Member about the Tamil Nadu matters, Madam, as he is aware, it is Pamba Achankovil Vyapar link, which is between the two States, Tamil Nadu and Kerala...*(Interruptions)*

SHRI T.R. BAALU: It is not the case...*(Interruptions)*

SHRI PAWAN KUMAR BANSAL: Okay, you do not want an answer on that...*(Interruptions)*

SHRI T.R. BAALU: I would like to know whether the Central Government comes forward to provide 90 per cent sharing in this particular intra-linking of rivers. ...*(Interruptions)*

SHRI PAWAN KUMAR BANSAL: Madam, as far as intra-State rivers are concerned, I am afraid that there is no proposal from Tamil Nadu with the Central Government...*(Interruptions)*

SHRI T.R. BAALU: I am not asking for Tamil Nadu alone but I am asking as a whole...*(Interruptions)*

SHRI PAWAN KUMAR BANSAL: As a whole also, the hon. Member knows...*(Interruptions)*

SHRI T.R. BAALU: You are going to spend 90 per cent or 100 per cent for inter-linking of rivers. Why cannot it be intra-linking of rivers? ...*(Interruptions)*

SHRI PAWAN KUMAR BANSAL: Madam, there is a detailed process for that. We are answerable to Parliament and through Parliament to the country. There is a detailed programme for declaring certain projects to be national projects. There is a detailed guideline for that. Anything which comes within the ambit of that, the Government is always willing to declare that as a National Project.

*[Translation]*

SHRI R.K. SINGH PATEL: Madam, there are four-five important rivers in Bundelkhand. It is a popular saying there that - 'Kit Chambal Ut Betwa, it Yamuna Ut Tons, Chatrasal Se Ladan Ko Na Kahu Se Ghaush'. These four rivers are life line for this area and boons as well.

Through you, I want to know from hon'ble Minister whether Chambal and Betwa Link Project has been included in the National Project List? If this plan has been included in National Project then whether there is any plan to connect Yamuna and Tons rivers with these four rivers.

SHRI PAWAN KUMAR BANSAL: Madam, Central Water Commission and NWDA has worked out the proposal which is before the Government. Ken-Betwa link is related to this area. I can say with immense pleasure that work pertaining to it has gone a long way in this regard. It has been included as a National Project. Centre will provide 90% funds and it will be very beneficial for them.

Secondly Parvati, Kali-Sindh, Chambal link is there. We need to reach a consensus on it between both the states though this matter is related to more than two states like Madhya Pradesh, Rajasthan and U.P. Because when we was having deliberations with UP at that time

UP had said that it should be included as one of the party during negotiations but this matter is directly related to two states Madhya Pradesh and Rajasthan but we are awaiting the consensus among three for DPR and talking about the benefits from it. As I said on earlier occasion, it includes Parvati, Kalishindh and Chambal link having total 1.77 lakh hectare area and Ken-Betwa with 4.32 lakh hectare area, this means that benefit of more than 6 lakh hectare area will be accrued to this region only.

*[English]*

SHRIMATI BIJOYA CHAKRAVARTY: Madam, it was the dream project of Shri Atal Bihari Vajpayee. For the same, during the NDA Government regime, with full consensus with the States, the National Water Policy had been formulated.

*[Translation]*

But after having consensus what hon'ble Minister is saying, this I want to know that

*[English]*

as all the big rivers are not the international rivers, especially those rivers which are linked with Nepal, we have got no dispute at all with them, so what steps the hon. Minister would take to speed up this river-linked project? What is the timeframe that the hon. Minister would take in this regard? So far, I have heard that the hon. Minister is simply saying about the feasibility and the pre-feasibility reports. But what is the timeframe for the feasibility reports because mostly all parts of the country are suffering due to want of water?

SHRI PAWAN KUMAR BANSAL: Madam, as I said earlier, this is, no doubt, a very ambitious project and all the successive Governments have played their role in that. We do not undermine the role played by any Government in this matter. But as I said, that was the time when two projects were identified as the priority projects, on which substantial work has been done thereafter. Thereafter, another three inter-linkages projects have been included in the priority sector.

As I submitted earlier, this is a matter, which would require a long time. I even mentioned that the Task Force at that time had somehow given an indication that perhaps it could take 25 years after you begin the work on them. There is a lot of time required, you would agree with me.

The most important component thereafter, Madam, is the preparation of the DPRs. The Terms of Reference were formulated by the Task Force headed by Mr. Suresh Prabhu at that time. Those are being pursued. According to the Terms of Reference framed then, the work on all the DPRs were taken up. The feasibility report of all the 16 projects is complete. Sixteen are in the peninsular rivers, and two are in the Himalayan rivers, but for the Indian portions thereof. The feasibility reports are ready.

After that, again it is a time consuming process. You have to get in touch with the States. I agree with the hon. Member when she said that there was a general consensus. That general consensus is there even today. But what we require is consensus link-specific. When it comes to the nitty-gritty of any particular link, then the consensus eludes us. That is where the Government has to work. There, all of us have to work. I reiterate my appeal made earlier and I would urge the hon. Members to impress upon their State Governments to join the process; and whenever the meetings are called for that purpose, they should come forward and say: "Well, we are prepared to go in for these inter-State linkages of the river".

MADAM SPEAKER: Q. No. 62.

DR. K.S. RAO: Madam, this is a very important question, and you may kindly permit us Half-an-Hour discussion on this.

SHRI M. SREENIVASULU REDDY: Madam, I associate myself with him.

MADAM SPEAKER: You give a notice.

DR. K.S. RAO: Thank you, Madam.

### **Conservation of Lakes**

\*62. SHRI B. MAHTAB: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether a number of lakes in the country has declined over the years;

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

(c) whether the Union Government has launched any centrally sponsored scheme for their conservation;

(d) if so, the details thereof;



(e) whether the Union Government has received any proposals from various States including Uttar Pradesh for conservation of natural lakes in their States;

(f) if so, the details thereof alongwith the action taken by the Union Government thereon; and

(g) the impact of the centrally sponsored schemes on the conservation and management of polluted and degraded lakes in the country?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH): (a) to (g) A Statement is laid on the Table of the House.

**Statement**

(a) to (d) The Ministry is implementing the Centrally Sponsored Scheme of National Lake Conservation Plan (NLCP) since June, 2001, for conservation and management of polluted and degraded lakes in urban and semi-urban areas of the country on a 70:30 cost sharing basis between the Central Government and the respective State Governments. The outlay for XI Plan under the NLCP Scheme is Rs. 440 crore.

(e) and (f) The lake conservation proposals received by this Ministry from various States/UTs for consideration under NLCP are given in the enclosed Annexure I. Out of the proposals received, the Ministry has so far sanctioned projects for conservation of 57 lakes at an estimated cost of Rs. 856.76 crore. The details of the projects sanctioned by this Ministry under NLCP are in the enclosed Annexure II.

From the State of Uttar Pradesh (UP), four proposals have been received for consideration under NLCP. These are for Mansi Ganga Lake in Mathura, Ramgarh Tal in Gorakhpur, Laxmi Tal in Jhansi and Madansagar in Mahoba. The project for 'Prevention of Pollution & Revival of Mansi Ganga Lake' in Mathura was sanctioned in March, 2007 at a cost of Rs. 22.71 crore. The proposals for Ramgarh Tal, Gorakhpur and Laxmi Tal, Jhansi were examined in the Ministry and have been referred back to the State Government for providing technical clarifications. The proposals for Madansagar in Mohaba does not meet the guidelines of NLCP.

Proposals for conservation and rejuvenation of lakes are considered for sanction subject to their admissibility as per NLCP guidelines, pollution status, prioritization and availability of funds under the Plan.

(g) The implementation of sanctioned works under the Scheme has resulted in tackling of pollution load entering the lake, improved lake water quality and enhanced lake aesthetics.

**Annexure I**

Sl.No.	State	No. of proposals received
1.	Andhra Pradesh	1
2.	Bihar	1
3.	Chhattisgarh	1
4.	Gujarat	2
5.	Jharkhand	1
6.	Karnataka	19
7.	Maharashtra	16
8.	Madhya Pradesh	8
9.	Orissa	1
10.	Puducherry	1
11.	Rajasthan	6
12.	Tripura	1
13.	Tamil Nadu	4
14.	Uttar Pradesh	4
15.	Uttarakhand	2
16.	West Bengal	5
17.	Jammu and Kashmir	1
18.	Kerala	1
19.	Nagaland	1
20.	Manipur	1
Total		77

**ANNEXURE II**

Sl.No.	State	Lake	Date/year of sanction	Approved cost (in Rs. crore)
1	2	3	4	5
1.	Karnataka	3 lakes of Bangalore namely Vengaihkere, Nagavara and Jarganahalli	February, 2002	11.48
2.	-do-	Bellandur lake, Bangalore	January, 2003	5.54
3.	-do-	Kotekere lake, Belgaum	-do-	5.64
4.	-do-	Bhishma lake, Gadag		2.50
5.	-do-	Lal Bagh, Bangalore		1.66
6.	-do-	Channapatna lake, Hasan	2004-05	4.97
7.	-do-	Sharanbhasveshwara lake, Gulbarga	2004-05	4.89
8.	-do-	Akkamahadevi lake, Haveri	2004-05	2.64
9.	-do-	Kundawada lake, Davangere	2006-07	3.41
10.	-do-	Kote Tavarekere lake, Chikmagalur	2006-07	3.64
11.	-do-	Tripuranthkeshwar lake, Bidar	2006-07	4.67
12.	-do-	Gowramma and Hombalamma lakes, Magadi town, Bangalore Rural	2007-08	4.77
13.	-do-	Amanikere Lake, Tumkur	2008-09	13.37
Sub total				69.18
1.	Andhra Pradesh	Banjara lake, Hyderabad	February, 2005	2.75
Sub Total				2.75
1.	Maharashtra	Powai lake, Mumbai	June, 2001	6.62
2.	-do-	9 lakes in Thane	Dec, 2002	2.53
3.	-do-	Mahalaxmi lake, Vadagaon		1.85
4.	-do-	Rankala lake, Kolhapur	2006-07	8.65
5.	-do-	Varhala Devi lake, Bhiwandi	2006-07	4.60
6.	-do-	Siddheshwar Lake, Solapur	2008-09	4.32
Sub total				28.57
1.	Rajasthan	Mansagar lake, Jaipur	Dec, 2002	24.72
2.	-do-	Anasagar lake, Ajmer	2007-08	15.28

1	2	3	4	5
3.	Rajasthan	Pushkar sarovar, Ajmer	2007-08	48.37
4.	-do-	Fatehsagar lake, Udaipur	2008-09	41.86
5.	-do-	Pichola lake system	2008-09	84.75
		Sub total		214.98
1.	Tamil Nadu	Ooty lake	June, 2001	1.95
2.	-do-	Kodaikanal lake, Dindigul	2006-07	10.42
		Sub total		12.37
1.	Tripura	3 lakes of Agartala	March, 2005	2.02
		Sub total		2.02
1.	Uttarakhand	4 lakes in Nainital	July, 2003	16.85
2.	-do-	Nainital lake, Nainital	August, 2003	47.97
		Sub total		64.82
1.	West Bengal	Rabindra Sarovar	Oct, 2002	6.96
2.	-do-	Mirik lake, Darjeeling	August, 2004	4.01
3.	-do-	22 km stretch of Adi Ganga in South 24 Parganas	May, 2008	24.94
		Sub total		35.91
1.	Jammu and Kashmir	Dal lake, Sri Nagar	Sep, 2005	298.76
		Sub total		298.76
1.	Kerala	Veli Akkulum lake, Thiruvananthpuram	Sep, 2005	24.56
		Sub total		24.56
1.	Orissa	Bindu sagar lake, Bhubaneshwar	March, 2006	3.50
		Sub total		3.50
1.	Madhya Pradesh	Rani Talab, Rewa	2006-07	3.31
2.	-do-	Sagar lake, Sagar	2006-07	21.33
3.	-do-	Shivpuri lakes, Shivpuri	2007-08	51.99
		Sub total		76.63
1.	Uttar Pradesh	Mansi Ganga lake, Govardhan	March, 2007	22.71
		Sub total		22.71
		Grand Total		856.76

SHRI B. MAHTAB: Madam, most of the Members of this House are aware about the Ramsar Convention, the UN Convention on Wetlands in which India was a signatory. Since then many steps have been taken throughout the world. The question today is very specific about the National Lake Conservation Plan, which covers those water bodies, which are not covered under the National Wetland Conservation Programme.

Recently, the Twelfth World Lake Conference (Taal 2007) under the aegis of International Lake Environment Committee Foundation was organised by the Government in 2007 at Jaipur. The Conference called upon the Governments and international organisations to do very many things. Already 18 months have passed. I would like to know from the Minister, what steps the Government has taken to fulfil those 10 objectives.

SHRI JAIRAM RAMESH: I have laid a detailed Statement on the Table of the House, which gives, in a very exhaustive manner, all the steps that the Government has taken. During the Eleventh Five Year Plan, 77 proposals have been received from various State Governments for cleaning of lakes which are largely in urban and semi-urban areas. Madam, 57 lakes have already been taken up. The total allocation for this programme is about Rs. 440 crore. In 18 lakes, the work has been completed. The work comprises of three components, namely (1) stopping the pollution from getting inside the lake; (2) de-weeding, de-silting and bioremediation as far as the lake body is concerned; and (3) the catchment's area treatment. As I mentioned, 18 lakes, largely in Karnataka, some in Maharashtra and Ooty in Tamil Nadu, have already been completed. The most ambitious project we have taken up under this scheme relates to the Dal lake where we are spending almost Rs. 300 crore for cleaning of the Dal lake, and this project is expected to be commissioned completely in about two years' time.

SHRI B. MAHTAB: The second supplementary relates to Orissa. I want to know whether the Government has received any proposal from the Government of Orissa for conservation and development/management of Ansupa lake. If so, what is the amount of money released so far and utilization certificate received and physical progress report of work done against the released amount? I want to know whether steps have been taken by the Government to assess the impact of such scheme in terms of the parameters—I need not mention them—including prevention of silt, etc. If so, the detailed mechanism you have in place today. Also, I want to know whether you have done such assessment for Ansupa lake and other lakes for which money has been released.

SHRI JAIRAM RAMESH: Madam Speaker, from the State of Orissa we have received only two proposals. One, of course, relates to the famous Chilika lake, which is being funded as part of the National Wetlands Programme where a sum of over Rs. 8 crore has already been spent on eco restoration of Chilika. There are still large problems associated with Chilika lake, which I myself have seen a couple of months ago. But those problems are being addressed.

Another proposal that was received from the Orissa Government relates to the Bindu Sagar lake in Bhubaneswar for which clearance was granted in March, 2006 for a total sum of about three and a half crores. I presume that the work has started. I will ascertain for myself the actual progress on this project and revert to the hon. Member.

SHRI B. MAHTAB: About Ansupa lake, already Rs. 6 crore has been sanctioned in two phases.

*[Translation]*

SHRI MADAN LAL SHARMA: Madam Speaker, through you I would like to tell the hon'ble Minister that here something has been said about urban lakes. There are many such lakes in Jammu and Kashmir State, which have neither been identified by the Union Government nor by the State Government. I was reading the reply that only one proposal *i.e.*, of Dal lake has come from the Jammu and Kashmir State and funds are being spent for the last so many years. There are hundreds of lakes other than this *e.g.* in Jammu, in my constituency, there are Manser, Saronisar lakes. Similarly at present Mughalroad is under construction, it is linking Pun to Kashmir, there are 7-8 lakes on the right and left of it. I would like to know from the hon'ble Minister as to whether he would move a proposal through the Ministry on his level to the State Government and provide funds for those lakes keeping them under centrally sponsored schemes so that those lakes could be maintained properly and tourism could also be promoted? In our State there are natural resources, people from all over the country could use it and especially people of Jammu and Kashmir state, who live there, could be benefitted.

*[English]*

SHRI JAIRAM RAMESH: Madam Speaker, I just want to respond to the question on Ansupa since I have overlooked one fact. The Ansupa lake is one of the five wetlands in Orissa which has been taken up under the Ramsar Convention. There are 115 wetlands in India out of which five happen to be in Orissa of which one happens to be Ansupa. Work has actually been taken up

on this. I will ascertain for myself the precise progress on this project and get back to the hon. Member.

Madam, as far as Jammu and Kashmir is concerned, as I mentioned, the most prestigious project which was taken up as part of the Prime Minister's Reconstruction Programme was the conservation of the Dal Lake. I want to stress that we are only doing conservation of the Dal Lake. We are not doing complete eco restoration of the Dal Lake which includes relocation of about 10,000 families which are living in the 25 square kilometres of the Lake proper. That is a larger project. Right now what the Ministry of Environment and Forests is engaged in with the Land and Water Development Authority of the Government of Jammu and Kashmir is the Rs. 300 crore largely conservation component which comprises of setting up sewage treatment plants in the city of Srinagar which is putting sewage into the Dal Lake and the eco-restoration of the wetlands. As I mentioned to you, this project is likely to be completed by March, 2012.  
...*(Interruptions)*

*[Translation]*

SHRI MADAN LAL SHARMA: we are talking about other lakes.

*[English]*

SHRI JAIRAM RAMESH: There are other lakes. I am coming to it. Please have a little patience.

As far as the other lakes are concerned, the most important lake in Jammu and Kashmir which we are looking at very seriously is the Wullar Lake. The Wullar Lake used to be, once upon a time, Asia's second largest freshwater lake. I, myself, have been to Wullar two weeks ago. I have inspected the condition at Wullar. The Wullar Lake has ceased to exist. It is now a green patch on which you can play either lawn tennis or cricket. You do not see any water on Wullar. There is a Rs. 360 crore proposal that has been prepared by the State Government. I have taken this up with the Finance Ministry.

*[Translation]*

CHAUDHARY LAL SINGH: Minister, Sir please tell us about Manser and Saroinser lakes, you are talking of wooler lake.

*[English]*

SHRI JAIRAM RAMESH: Madam, I may be allowed to complete...*(Interruptions)*

MADAM SPEAKER: Please let him answer. You cannot interrupt.

SHRI JAIRAM RAMESH: I am coming to that. I would provide you all the informations. Wullar is absolutely important. Wullar is the mother of all lakes...*(Interruptions)*

MADAM SPEAKER: Please do not interrupt. Let him answer.

...*(Interruptions)*

SHRIMATI MANEKA GANDHI: Madam Speaker, there are only three reasons why a lake disappears. One is because the sewage enters into it as the hon. Minister knows. The second is because the sand and the stones are mined from it making it so porous that water goes through. The third is when it is deliberately filled up. A lot of lakes have been deliberately filled up so that the land can be given to builders. I actually want to know two things-one general and one specific.

Why do we not put a law forbidding mining or any kind of sewage being thrown into lakes? For instance, yesterday I had to intervene for the Jaisalmer Lake where the entire sewage goes in and they responded to it by cleaning out the whole lake which means everything in it die. Now it will turn into land. In the ones that you can put money into it is fine; the ones that you cannot put money into, why not get the NREG Programme to take up one major lake in every district by themselves along with the pumps in their own areas? If we lose lakes, we will stop water recharging.

The specific question I would like to ask you is this. You will not have the answer now. But I would like you to look at it. In my constituency, Aonla, there is a block called Ramnagar where there used to be India's oldest lake in that area which relates or is considered to relate back to the Mahabharat because Draupadi is supposed to come from that area. It has a huge smattering of old temples, *chabutaras*, footprints. Now the lake is only a millionth of what it was because it is all being deliberately dried up. Is it possible to take this lake and work with it in terms of religious tourism if nothing else and also because there is no water now in Aonla?

SHRI JAIRAM RAMESH: As far as the second question is concerned, although we have not received any proposal on the Ramnagar Lake in Aonla from the State Government, considering its historical and cultural importance, I am prepared to have a re-look at this project, if it is prepared from the State Government. I am also prepared to myself go and see this lake. If it is as

important as the hon. Member has made it out to be, I am sure that we will be able to find the funds for cleaning it under the National Lake Conservation Programme.

I just want to make one point on the first issue that the hon. Member has raised on the use of NREGA money for lake cleaning. As the hon. Member will realise, the NREGA money is spent in the rural areas where water body restoration is allowed as part of the NREGA work. There is a distinction we draw in the Government between lakes and water bodies. Lakes are natural; water bodies are man-made. That is also largely an artificial distinction, but nevertheless that is the distinction that we continue with. So, as far as NREGA money is concerned, that is used largely for the restoration of water bodies in rural areas and that work is actually being implemented.

I also want to bring to the notice of the hon. Member that through the Ministry of Water Resources, there is a new scheme—Repair, Renovation and Recharge of Water Bodies—that has been started, on which the hon. Minister will speak much more. It is a Rs. 10,000 crore scheme in the Eleventh Plan period. The amount of Rs. 2,750 crore is coming from the Central Government and the balance is coming from the State Governments. But in the drought-prone areas, in the North-East and in the naxalite-affected areas, the contribution of the Central Government is 90 per cent. This limitation is only for water bodies which are largely drought-linked or agriculture-linked water bodies, whereas my Ministry, of which the hon. Member has been one of my distinguished predecessors and she knows, deals largely with lakes and wetlands which happen to be in urban and semi-urban areas.

*[Translation]*

SHRI SHAILENDRA KUMAR: Hon'ble Madam Speaker, it has been asked in (e) part of the question that whether the Central Government has got any proposal by various states including Uttar Pradesh for conservation of natural lakes in their respective States? There is a lake named Alwara lake having area of 4000 acres in my Parliamentary Constituency Kaushambi, Uttar Pradesh. I had given the proposal of this to the then Minister Smt. Renuka Chaudhary in 14th Lok Sabha after having it approved by the then District Magistrate, Dy. D.M. Lacs of birds inhabit the lake during winter. This lake is at the bank of Yamuna River where water remains round the year.

Through you, I would like to know from hon'ble Minister as to whether any action plan for management and conservation of these lakes would be in your Ministry

keeping in view of the proposals which have come from these States.

*[English]*

SHRI JAIRAM RAMESH: Madam Speaker, as I have pointed out in my reply, we have received four proposals from the State of Uttar Pradesh. This programme proceeds on the basis of proposals that we get from the State Governments. We do not generate any independent proposals. We have got four proposals from the State of Uttar Pradesh—one for a lake in Mathura, one for a lake in Gorakhpur, one for a lake in Mahoba and the fourth one, if I remember right, is in Jhansi. Out of these four lakes, the lake in Mathura has already been approved and a sum of Rs. 23 crore has been sanctioned. The work has started as far as Mathura Lake is concerned.

As far as Gorakhpur Lake is concerned, the hon. Member from Gorakhpur and also my young ministerial colleague and MP from Kushi Nagar have spoken to me at length. We have received a proposal from the UP State Government of about Rs. 150 crore, Rs. 146 crore to be precise. This proposal is under examination. We have asked for some technical details and technical clarifications. I am sure that we will take a decision on the Gorakhpur proposal once we receive those clarifications and details.

We already have the Jhansi proposal with us, which is undergoing examination. The fourth proposal of UP from Mahoba was rejected because it did not fall under the guidelines of the National Lake Conservation Programme.

As far as the lake in hon. MPs Constituency is concerned, we have not received that proposal from the State Government. But if a State Government sends us the proposal, then we will certainly have a serious look at it.

*[Translation]*

SHRI SHARAD YADAV: Hon'ble Madam Speaker, today the situation of water not only the world over but in our country also is well known. The Central Government acts on the recommendations made by State Governments and proposals sent by them. I do not have any objection to that. I would make a submission to hon'ble Minister that he himself find a way regarding Mahoba lake. Many areas of the country other than Bundelkhand are having so many lakes but they are drying. Such a crisis has not occurred before.

I would suggest the hon'ble Minister through you that he should call an urgent meeting regarding lakes especially by calling representatives of State Governments of the country. He should under take the work on war-footing. It is not only the case of lakes but a massive programme would have to be chalked out regarding storage of water otherwise there will be a severe water crisis in the country. Hon'ble Minister should call a meeting by taking initiative himself on how many lakes are there in the country, situation of which can be improved and which cannot be.

*[English]*

SHRI JAIRAM RAMESH: Madam Speaker, I will certainly accept the hon. Member's suggestion. I just want to bring to his notice that under the National Action Plan on Climate Change, one of the most important missions that is being taken up relates to water security.

I agree with him that the drying of rivers and lakes are all matters of serious concern because not only from an aesthetic and an environmental point of view, but also from water point of view. It is because the lakes supply water to the surrounding urban or semi-urban or rural areas, as the case may be. Therefore, I will certainly follow up on his suggestion. My only constraint is the availability of resources. But I think that if the Ministry of Water Resources and the Ministry of Environment can work together, then we can expand the amount of money available for restoration of lake bodies, and we will certainly not depend only on the proposals coming from the State Governments if there are critical water bodies that need to be restored. I had mentioned to the hon. Member that on Dal and Wullar it was on the initiative of the Central Government. We did not wait for the proposal to come from the State Government. But I am sure that other States as well as Mahoba may well be an example, and I want to assure the hon. Member that once the Session is over I will personally visit Mahoba as well.

SHRI K.C. VENUGOPAL: Madam, through you, I want to ask a Question to the hon. Minister. Has any proposal been received for conservation and preservation of the Vembanad lake, which is the largest lake in Kerala?

As far as the hon. Minister is concerned, he has visited the Vembanad lake so many times. Has any proposal been received from the Government of Kerala?

SHRI JAIRAM RAMESH: Madam, I have given all the State-wise information in my reply. If the hon. Member can just take the difficulty of seeing the reply, then he will see whether Kerala is discovered or not...*(Interruptions)*

SHRI K.C. VENUGOPAL: Has any proposal been received from the Government of Kerala?

SHRI JAIRAM RAMESH: As I mentioned to you, Madam, if the State Government has not sent the proposal, then we are not carrying out the work. ...*(Interruptions)* No proposal has been received from the State Government about the lake that the hon. Member has mentioned.

MADAM SPEAKER: Q. 63, Shri K.J.S.P. Reddy—not present.

Shri N. Cheluvvaraya Swamy.

### **Ban on Plastic Bags**

+  
\*63. SHRI N. CHELUVARAYA SWAMY:  
SHRI K.J.S.P. REDDY:

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

(a) whether the Government has assessed the extent of damage caused to the environment by plastic waste in the country;

(b) if so, the outcome thereof; and

(c) the details of the steps taken/being taken by the Government in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH): (a) to (c) A Statement is laid on the Table of the House.

### **Statement**

(a) and (b) Issues related to environmental hazards posed by plastic waste have been assessed by several committees. The problem created by the use of plastics bags is primarily due to shortcomings in the waste management system. Indiscriminate littering of used plastic bags and recycled/coloured plastic bags containing certain chemical additives may pose environmental problems including choking open drains, ground water contamination, etc. Plastic itself is a chemically inert substance, used world-wide for packaging and is not per-se hazardous to health and environment. Recycling of plastic, if carried out as per approved procedures and guidelines, may not be an environmental or health hazard.

(c) The Government has notified Recycled Plastics Manufacture and Usage Rules, 1999 (amended in 2003) to regulate the use and manufacture of plastics carry bags, containers and recycling of plastics wastes. As per these rules:

- (i) Carry bags and containers made of virgin plastic shall be in natural shade or white.
- (ii) No person shall manufacture, stock, distribute or sell carry bags made of virgin or recycled plastic bags which are less than less than 8" x 12" in size and 20 micron in thickness.
- (iii) No vendor shall use carry bags or containers made of recycled plastic for storing, carrying, dispensing, or packaging of food stuffs.
- (iv) Carry bags and containers made of recycled plastic and used for purpose other than storing and packaging foodstuffs shall be manufactured as per the specifications of the Bureau of Indian Standards (BIS).
- (v) The recycling of plastics shall be undertaken in accordance with specification of the BIS.
- (vi) Manufacturing and recycling of plastic wastes is to be undertaken only by units registered with State Pollution Control Boards/Committees.

Several States have prescribed stricter norms with regard to thickness of plastic carry bags ranging from 30 to 70 microns. Some States have banned the use of plastic bags in certain religious, tourist or public places.

SHRI N. CHELUVARAYA SWAMY: Madam, as per the information made available by the State Pollution Control Boards, different States have laid down different norms with regard to the thickness of plastic bags ranging between 30 microns and 70 microns. Keeping in view the above, I would like to know this from the hon. Minister. What are the main reasons for thickness variations in different States? What is the position in regard to Karnataka? I would like to know whether the Karnataka Government has banned the use of plastic bags, particularly in certain religious and tourist places in the State. If not, what steps are being taken by the Centre to ask the State Government of Karnataka to implement the ban of use of plastic bags in the State?

SHRI JAIRAM RAMESH: Madam Speaker, I would like to say something on plastic bags because it is a

general belief in our country that the use of plastic bags should be banned. The entire world uses plastic bags, and India is the only country in the world other than Bangladesh that is thinking of banning plastic bags. There is nothing wrong with the use of plastic bags. It is because of our failure of municipal solid waste management that we are resorting to this extreme step of banning plastic bags. The alternative to plastic bags is paper bags. Paper bags will cut down trees and surely we do not want to cut down trees given the environment crisis that we have.

I would like to inform the hon. House that it is not the use of plastic per se, but it is the use of recycled plastic, it is the use of colouring material in plastic, it is the failure of urban bodies to collect the solid waste that is leading to this crisis. That is why, many State Governments, including Delhi and Himalayan States, have moved to a situation where they are prescribing minimum level of thickness, as far as the plastic bags are concerned because the thinner bags evade collection, and they become a bottleneck, as far as the drainage system is concerned. We are moving towards thicker bags; we are also moving towards biodegradable plastics. It is an expensive proposition. At some places, biodegradable plastics are being used. Biodegradable means that once the plastic bag is just thrown, it automatically over a period of time degrades and gets into the drainage system.

So, different States have different laws. Himachal Pradesh has passed a law that plastic will be banned by the 15th of August. Jammu and Kashmir, Uttarakhand, West Bengal, Delhi and many States have laws. The Centre has a regulatory set of rules where we are proceeding in the direction of specifying the conditions under which plastic bags should be used. It is related to thickness, it is related to the banning of the recycled plastic, it is related to the ban on the use of colouring material, as far as plastic is concerned.

However, I think we should be a little cautious in saying that we should ban plastics *per se* because plastic bags were introduced 25 years ago as an alternative to paper bags, and we did that because we said more paper bags means cutting down more trees.

MADAM SPEAKER: Hon. Member may ask his second supplementary now.

...(Interruptions)



SHRI REWATI RAMAN SINGH: What about the jute bags?

SHRI JAIRAM RAMESH: Jute bags are also one very important alternative which we should be promoting because jute is an eco-friendly fibre, and whatever steps we can take to promote jute bags, we will certainly do so.

SHRI N. CHELUVARAYA SWAMY: I would like to know whether the Central Pollution Control Board, for the first time, is setting up any standard for biodegradable plastics and has laid down specifications for use of such bags in the Capital. If so, what are the specifications prescribed by the Central Pollution Control Board? I would also like to know whether the Delhi Government has fully followed the specifications laid down by the Central Pollution Control Board. If not, what are the steps being taken by the Centre for its strict implementation and by what time such prescribed specifications would have to be followed by other States also?

SHRI JAIRAM RAMESH: Madam, as I mentioned in my reply, biodegradable plastics are still at a nascent stage; they are not commercially available on a large-scale. Some establishments have already started using biodegradable plastic bags. As the biodegradable plastic bags become larger in volume, their costs will come down. We can certainly look forward to a day in which biodegradable plastic bags would be used. As far as the Central Government is concerned, our policy would certainly be to encourage the use of biodegradable plastic bags.

SHRIMATI MANEKA GANDHI: There is no such thing like a biodegradable plastic bag.

DR. RAM CHANDRA DOME: Madam Speaker, through you, I want to put one supplementary to the hon. Minister. In his statement, the hon. Minister has stated that plastic products do not cause any health hazards. But being a medical doctor, I can say that through it directly does not cause health hazards, but recycling of the coloured bags, used coloured bags particularly for food packaging, causes indirect health hazards. It also causes health hazard to the animals. Three years back, I had read a report in the media that a cow was fallen ill due to swollen stomach and ultimately the veterinary surgeon could find that due to mechanical obstruction of the gut, the cattle was fallen ill. This is an indirect way to cause health hazard...*(Interruptions)*

MADAM SPEAKER: Please ask your question.

DR. RAM CHANDRA DOME: I am coming to the question. That possibility is there. And also, indiscriminate use of re-cycled plastic bags, non-degradable plastic bags cause health hazards related to lungs particularly in the hilly regions. That is there.

MADAM SPEAKER: Please put your question.

DR. RAM CHANDRA DOME: That is the backdrop. My question to the hon. Minister is whether the Ministry will review the manufacture and use of re-cycled plastic product rules 1999 *per se*. The second part of the question is...*(Interruptions)*

MADAM SPEAKER: You can ask only one question.

...*(Interruptions)*

DR. RAM CHANDRA DOME: I would like to know whether the Government has done any study for the diversification of plastic products or not.

SHRI JAIRAM RAMESH: Madam, I share the concern of the hon. Member on the use of re-cycled plastic. The 1999 rules were amended in 2003. We will certainly keep these rules on the constant review. As far as I am concerned, the use of recycled plastics, the use of chemical additives, the use of dye stuffs in plastic materials are all health hazards and we must be very strict in enforcing these rules. If there is a way of ensuring that recycled plastic is not used, we will certainly come up with that system. As of now, we have the rules; we will implement these rules very strictly.

SHRI P.T. THOMAS: Would the Minister be pleased to state whether there is any proposal to substitute rubber products in the place of plastic items? Madam, I am also anxious about the statement of the hon. Minister regarding prohibition on plastics. Is it possible to substitute rubber products, which Kerala is producing in a big manner?

SHRI JAIRAM RAMESH: I have not seen any such proposal. But if the Rubber Board can come up with some interesting and innovative ideas, we would certainly look at it.

SHRI PREM DAS RAI: Madam, my supplementary was actually for Q. No. 62.

MADAM SPEAKER: All right.

SHRI PREM DAS RAI: Regarding the plastics, I completely endorse what the hon. Minister has said.

[*Translation*]

SHRI TUFANI SAROJ: Hon'ble Madam Speaker, the environment especially in the cities is getting polluted due to plastic products. The reason is that people throw plastic products like polybags in cities after using it, which cause water logging. This water logging gets the environment polluted. To curb this, the Government should make a law to ensure that people do not throw plastic products after using it hither and thither and the environment does not get polluted.

Through you I want to know from the hon'ble Minister as to whether the Government has fixed any standard for plastic production? What is the production of products made from plastics every year and which chemicals are used in this?

[*English*]

SHRI JAIRAM RAMESH: Madam, this question relates to the plastic industry. I do not think I can answer this question right now. All I can say is that plastics are cheap and convenient but the use of recycled plastic is dangerous. We should improve systems of collection of waste material. If municipal corporations and municipalities are able to improve waste collection and solid waste management, plastics will not pose that much of a hazard as they have posed so far.

#### Health Care of Urban Poor

+  
\*64. SHRI S. SEMMALAI:  
SHRI ASADUDDIN OWAISI:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Government has addressed the health care needs of the urban poor;

(b) if so, the details thereof;

(c) whether the Government proposes to launch any programme akin to the National Rural Health Mission for the urban poor; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI DINESH TRIVEDI): (a) to (d) A Statement is laid on the Table of the House.

#### Statement

(a) and (b) Yes. Government has been providing assistance for addressing the health care needs of the urban poor under different schemes:

1. As part of urban component of Reproductive Child Health-II under National Rural Health Mission, funds are provided for the improvement of health status of the urban poor through quality integrated primary health care services. Besides, NRHM also provides for strengthening and up-gradation of district hospitals, which is accessed by the urban poor also.
2. Under the Centrally Sponsored Scheme—Urban Family Welfare Centres (UFWCs), urban health services are being provided as a package of reproductive child health programme through a network of 1083 UFWCs.
3. Under the Centrally Sponsored Scheme—Urban Health Posts (UHPs), primary health care services are being provided through a network of 871 UHPs.
4. Besides the above, all other National Disease Control Programs cater to the needs of poor persons including the urban poor.

(c) and (d) A proposal in this regard is under consideration. After due deliberation, a decision will be taken in this regard.

SHRI S. SEMMALAI: Madam Speaker, it is a welcome move to launch the National Urban Health Mission to tackle the health problems arising among slum-dwellers in urban areas. The Minister has also given a favourable reply and said it is under consideration. I would like to know from the hon. Minister in how many cities and towns the National Urban Health Mission is proposed to be implemented. Could the Minister list out the names of cities and towns selected for this programme in Tamil Nadu?

SHRI DINESH TRIVEDI: Madam Speaker, the answer that has been laid on the Table says that this is at the stage of consideration and debate. Once it is considered and debated, the details of the programme will come forth.

SHRI S. SEMMALAI: Madam Speaker, I would like to know from the Minister whether any other Centrally-Sponsored Programme for creating awareness among the urban population on the adverse effects of life-style modification and food habit changes leading to hypertension, cardiovascular disease and diabetes, would be launched in association with NGOs.

SHRI DINESH TRIVEDI: Madam, this is an ongoing process. There are several Centrally-Sponsored Schemes meant to improve the outreach of primary health, family health services, maternity and child health services, distribution of contraceptives, etc. These are all programmes of creation of awareness. As most of the Members of Parliament must have also seen, through the print media, through our national television, through NGOs, we have been spreading awareness. This is actually a continuous process of creating awareness. I totally appreciate the hon. Member's point that awareness is one of the most important aspects of this programme. We are certainly looking into it. As far as possible, the Centrally-Sponsored Scheme is going to be strengthened.

SHRI ASADUDDIN OWAIISI: Madam Speaker, the hon. Minister has said that the proposal is under deliberation. I would like to know how much time is required to take a firm decision. About 285 million of our population lives in urban areas in our country. The answer given by the Minister says that 1083 UFWCs and 871 Urban Health Posts are catering to 285 million and that too in ten States. Is the Minister satisfied with what he is saying? According to the Government's own NRHM Task Force report, only 77 per cent of the UFWCs are working. When will the Minister take a firm decision? An NSSO report says that six to eight per cent of the population does not seek health care due to financial reasons. The World Development Report says that in 2004 medical care remains the largest cause of impoverishment in our country. And the Government of India is spending only one per cent of the GNP. When will the Government take a firm decision in this regard? This is very important for the reason that urban poverty in the country is very high.

MADAM SPEAKER: Please give the Minister a chance to answer your question.

SHRI ASADUDDIN OWAIISI: Madam you are giving me chance for only two minutes. This is only the fourth question that we have taken up in one hour.

MADAM SPEAKER: Otherwise, you would not get a reply.

SHRI DINESH TRIVEDI: Madam I totally agree with the hon. Member. As we are all aware, a lot of people are moving into the urban areas from the rural areas.

The figures are quite astonishing—from Rs. 28.6 crore in 2001 to Rs. 43.2 crore in 2021.

MADAM SPEAKER: The Question Hour is over.

## WRITTEN ANSWERS TO QUESTIONS

*[Translation]*

### Establishment of AIIMS Like Institutions

\*65. SHRI VIRENDER KASHYAP:  
SHRI ANURAG SINGH THAKUR:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Union Government has received proposals from various States to establish AIIMS-like Institutions in their States;

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

(c) whether the Union Government has any proposal to upgrade certain medical colleges and hospitals in various States to the level of AIIMS; and

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

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) to (d) Pradhan Mantri Swasthya Suraksha Yojana (PMSSY) envisages setting up of AIIMS-like institutions and upgradation of medical college institutions in order to provide tertiary health care services and also quality medical education in the country.

In the first phase of PMSSY, six AIIMS-like institutions are being set up, one each in the States of Bihar (Patna), Chhattisgarh (Raipur), Madhya Pradesh (Bhopal), Orissa (Bhubaneswar), Rajasthan (Jodhpur) and Uttaranchal (Rishikesh), based on various socio-

economic indicators like human development index, literacy rate, population below poverty line and per capita income and health indicators like population to bed ratio, prevalence rate of serious communicable diseases, infant mortality rate etc.

In addition, 13 existing Government medical college institutions are being upgraded in terms of infrastructure and equipments. List of institutions being upgraded is enclosed as Statement.

Further, during the second phase of PMSSY, it has been decided to establish two more AIIMS-like institutions and upgrade six existing Government medical college institutions. The two AIIMS-like institutions are proposed in the State of Uttar Pradesh and West Bengal respectively. The six existing Government medical college institutions proposed to be upgraded are as under:-

- (i) Government Medical College, Amritsar, Punjab;
- (ii) Rajendra Prasad Government Medical College, Tanda (HP);
- (iii) Government Medical College, Madurai, Tamil Nadu;
- (iv) Government Medical College, Nagpur, Maharashtra;
- (v) Jawaharlal Nehru Medical College of Aligarh Muslim University, Aligarh (UP); and
- (vi) Pt. B:D. Sharma Post Graduate Institute of Medical Sciences, Rohtak (Haryana)

#### **Statement**

##### *Upgradation of medical college institutions in the first phase of PMSSY*

1. Government Medical College, Jammu (J&K)
2. Government Medical College, Srinagar (J&K)
3. Kolkata Medical College, Kolkatta (W.B.)
4. Sanjay Gandhi Post Graduate Institute of Medical Sciences, Lucknow (U.P.)
5. Institute of Medical Sciences, BHU, Varanasi (UP),
6. Nizam Institute of Medical Sciences, Hyderabad (A.P.)

7. Sri Venkateshwara Institute of Medical Sciences, Tirupati (A.P.) (50% cost of upgradation will be borne by the TTD Trust)
8. Government Medical College, Salem (T.N.)
9. B.J. Medical College, Ahmedabad (Gujarat)
10. Bangalore Medical College, Bangalore (Karnataka)
11. Medical College, Thiruvananthapuram, (Kerala)
12. Rajendra Institute of Medical Sciences (RIMS), Ranchi
13. Grants Medical College and Sir J.J. Group of Hospitals, Mumbai, (Maharashtra).

*[English]*

#### **Rise in Swine Flu Cases**

\*66. SHRI M. RAJA MOHAN REDDY:  
SHRI NAMA NAGESWARA RAO:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether cases of Swine Flu are spreading day by day in various parts of the country;

(b) if so, the number of such cases reported and the number of persons died in the country as a result of Swine Flu, State-wise;

(c) the details of laboratories located in the country to detect the Swine Flu;

(d) the assistance rendered including the funds allocated/spent by the Union Government to check Swine Flu, State-wise;

(e) whether the Union Government has launched any campaign to create awareness among masses about Swine Flu in the country;

(f) if so, the details thereof; and

(g) the other precautionary and remedial measures being taken/proposed to be taken by the Union Government to check the disease?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) and (b) Yes. As on 6th July, 2009, there have been 145 laboratory confirmed cases of Influenza A H1N1 (earlier referred as Swine Flu) in our country. There have been no deaths due to Influenza A H1N1 in India. State-wise/city wise details of cases is given in the enclosed Statement-I.

(c) There are eighteen laboratories identified in different parts of the country to test the clinical samples of suspected cases of Influenza A H1N1. The list of these laboratories their location and States attached to them is given in the enclosed Statement-II.

(d) The Central Government has so far spent/committed funds as per detail given below:

Item	Rs in crore
Drugs	30.88
Ventilators	11.00
Information Education and Communication	42.22
Personal Protective Equipments	2.94
Training	2.43
Thermal Scanners	0.43
Health Screening Cards	0.08
<b>Total</b>	<b>Rs. 89.98</b>

Drugs, personal protective equipments and ventilators have been provided to States as per details given in the enclosed Statements-III, IV and V. District wise training is as per the list given in the enclosed Statement-VI.

(e) and (f) Yes. The Task Force in Information and Broadcasting Ministry has already undertaken short term media campaign which has been appearing both in print and audio visual media. A comprehensive long term media plan has also been drawn up. The plan covers both electronic and print media.

(g) On World Health Organization informing about the influenza A/H1N1 (earlier referred as Swine Flu), Government of India took a series of actions. A comprehensive plan including guidelines and standard operating procedures were put in place. Travel advisory was issued to defer non essential travel to the affected

countries. Entry screening of passengers started at 22 international airports, ports and six international checkpoints through an informative health screening card and still continuing. On an average, 45,000 passengers are screened daily. About 29 lakh passengers have been screened. All the 145 cases that tested positive have been detected early and put on treatment. Out of these, 103 have been discharged as on 6th July, 2009. The family and social contacts of the positive cases are traced and put on preventive medication.

All States have been requested to gear up the State machinery and strengthen isolation facilities including critical care facilities at district level. District level teams are undergoing training to investigate outbreaks and to manage them.

There is adequate quantity of Oseltamivir, the drug recommended by World Health Organization. Ten million capsules are in stock. Another six million is in stock as banking arrangement with pharmaceutical companies. Stockpile of personal protective equipments is maintained at one lakh and three layered surgical masks from one lakh to ten lakhs.

#### **Statement I**

(As on 6th July 2009)

Sl.No.	State	City	No. of cases
1	2	3	4

#### **Imported cases (134)**

1.	Karnataka	Bangalore	24
2.	Tamil Nadu	Chennai	6
		Coimbatore	2
		Madurai	1
3.	Delhi	Delhi	40
4.	Punjab	Fatehgarh	1
		Jalandhar	9
		Gurdaspur	1
		Hoshiarpur	1
		Amritsar	1

1	2	3	4
5.	Andhra Pradesh	Hyderabad	18
6.	Maharashtra	Mumbai	8
		Pune	3
7.	Goa	Panjim	1
8.	Haryana	Gurgaon	5
9.	West Bengal	Kolkata	2
10.	Kerala	Calicut	5
		Cochin	5
11.	Gujarat	Kandla	1
<b>Indigenous Cases (11)</b>			
1.	Delhi	Delhi	6
2.	Andhra Pradesh	Hyderabad	1
3.	Punjab	Gurdaspur	1
4.	Haryana	Gurgaon	1
5.	Karnataka	Bangalore	2

**Statement II**

*Distribution of Laboratories having Real Time PCR facilities for Diagnostic Test of H1N1 for different States*

Sl.No.	Laboratory	State
1	2	3
1.	NIV, Pune	Maharashtra, Madhya Pradesh and Chhattisgarh
2.	KIPM, Chennai	Tamil Nadu
3.	AIIMS, New Delhi	UP and Uttaranchal Pradesh
4.	NICED, Kolkata	West Bengal, Orissa, Bihar and Jharkhand
5.	RMRC, Dibrugarh	NE States
6.	CMC, Vellore	Kerala

1	2	3
7.	VPCI, Delhi	Rajasthan
8.	PGI, Chandigarh	Chandigarh, Jammu and Kashmir and Punjab
9.	NICD, Delhi	Delhi
10.	SGPGI, Lucknow	UP
11.	CRI, Kasauli	Himachal Pradesh and Haryana
12.	BJ Medical College, Ahmedabad	Gujarat
13.	NIMHANS, Bangalore	Karnataka and Goa
14.	KMC, Manipal	Karnataka
15.	IGMC, Shimla	Shimla and Upper Himachal
16.	IPM, Hyderabad	Andhra Pradesh
17.	JIPMER, Puducherry	Tamil Nadu
18.	Haffkine Institute Mumbai	Maharashtra

NIV and NICD are reference Lab for ICMR's influenza surveillance network and IDSP Laboratories respectively.

**Statement III**

*Details of Oseltamivir Provided to States*

Sl.No.	Name of State/UT	Oseltamivir	
		Stock with Regional office of H&FW	Stock given to State RRT
1	2	3	4
1.	Andhra Pradesh	10000	2000
2.	Assam	5000	2000
3.	Meghalaya,	5000	2000
4.	Arunachal Pradesh	5000	2000
5.	Uttar Pradesh	100000	2000
6.	Uttaranchal	6000	2000
7.	Gujarat	10000	2000

1	2	3	4	1	2	3	4
8.	Dadra and Nagar Haveli	5000	2000	22.	Jammu and Kashmir	10000	2000
9.	Manipur	5000	2000	23.	Karnataka	10000	2000
10.	Nagaland	5000	2000	24.	Kerala	10000	2000
11.	Mizoram	5000	2000	25.	Lakshadweep	5000	2000
12.	Orissa	10000	2000	26.	Madhya Pradesh	10000	2000
13.	Bihar	10000	2000	27.	Chhattisgarh	10000	2000
14.	Jharkhand	5000	2000	28.	Rajasthan	10000	2000
15.	Punjab	10000	12000	29.	West Bengal	10000	2000
16.	Haryana	5000	2000	30.	Sikkim	5000	2000
17.	Chandigarh	5000	2000	31.	Tripura	5000	2000
18.	Maharashtra	10000	2000	32.	Andaman and Nicobar Islands	5000	2000
19.	Goa	5000	2000	33.	Tamil Nadu	10000	2000
20.	Daman and Diu	5000	20000	34.	Puducherry	5000	2000
21.	Himachal Pradesh	5000	2000	35.	Delhi	000	24350

**Statement IV**

*Personal Protective Equipments Stock for the States kept at The Regional Office of MOHFW*

Sl.No.	State	PPE	N-95	Triple layer mask
1	2	3	4	5
1.	Andhra Pradesh	1000	500	5000
2.	Assam	500	500	3000
3.	Meghalaya	500	500	3000
4.	Arunachal Pradesh	500	500	3000
5.	Uttar Pradesh	500	500	5000
6.	Uttarakhand	500	500	3000
7.	Gujarat	500	500	3000
8.	Dadra and Nagar Haveli	500	500	3000
9.	Manipur	500	500	3000

---

1	2	3	4	5
10.	Nagaland	500	500	3000
11.	Mizoram	500	500	3000
12.	Orissa	500	500	5000
13.	Bihar	500	500	5000
14.	Jharkhand	500	500	3000
15.	Punjab	500	500	5000
16.	Haryana	500	500	3000
17.	Chandigarh	500	500	3000
18.	Maharashtra	1000	1000	5000
19.	Goa	500	500	3000
20.	Daman and Diu	500	500	3000
21.	Himachal Pradesh	500	500	3000
22.	Jammu and Kashmir	500	500	5000
23.	Karnataka	500	500	5000
24.	Kerala	500	500	5000
25.	Lakshadweep	500	500	3000
26.	Madhya Pradesh	500	500	5000
27.	Chhattisgarh	500	500	5000
28.	Rajasthan	500	500	5000
29.	West Bengal	500	500	5000
30.	Sikkim	500	500	3000
31.	Tripura	500	500	3000
32.	Andaman and Nicobar Islands	500	500	3000
33.	Tamil Nadu	500	500	5000
34.	Puducherry	500	500	3000
35.	Delhi (has procured its own stock)			

---



**Statement V***Distribution of ventilators to States and Central Institutes*

Sl.No.	Hospital's Name	Quantity
1.	Safdarjang Hospital	60
2.	RML Hospital	25
3.	LHMC	25
4.	Jipmer, Puducherry	5
5.	NEIGRIHMS, Shillong	5
6.	NICD (Buffer)	5
7.	Maharashtra	10
8.	Madhya Pradesh	10
9.	Gujarat	10
10.	Tamil Nadu	10
11.	Andhra Pradesh	10
12.	West Bengal	20
13.	Manipur	2
14.	Tripura	2
15.	Assam	2
16.	Sikkim	2
17.	NIHFW (For training)	2

**Statement VI***Details of training programme for District Rapid Response Teams*

Sl.No.	Name of State	No. of training workshops (s) to cover all districts in each State	Amount Indian Rs.
1	2	3	4
1.	Andhra Pradesh	3	821700
2.	Arunachal Pradesh	2	547800
3.	Assam	3	821700

1	2	3	4
4.	Bihar	4	1095600
5.	Chhattisgarh	2	547800
6.	Goa	1	273900
7.	Haryana	3	821700
8.	Himachal Pradesh	2	547800
9.	Jammu and Kashmir	2	547800
10.	Jharkhand	3	821700
11.	Karnataka	3	821700
12.	Kerala	2	547800
13.	Madhya Pradesh	6	1643400
14.	Maharashtra	4	1095600
15.	Manipur	1	273900
16.	Meghalaya	1	273900
17.	Mizoram	1	273900
18.	Orissa	4	1095600
19.	Nagaland	1	273900
20.	Rajasthan	4	1095600
21.	Sikkim	1	273900
22.	Uttarakhand	2	547800
23.	Uttar Pradesh	8	2191200
24.	West Bengal	2	547800
25.	Andaman and Nicobar Islands	1	273900
26.	Delhi	1	273900
27.	Lakshadweep	1	273900
28.	Puducherry	1	273900
29.	Gujarat	6	564000
30.	Tripura	6	1378800
31.	Tamil Nadu	6	1970700
32.	Punjab	6	1467000

\*Union Territories of Chandigarh, Dadar Nagar Haveli and Daman and Diu would be covered alongwith the neighbouring States.

[*Translation*]

**Pesticides Residues in Cold/Soft Drinks**

\*67. SHRIMATI SUMITRA MAHAJAN: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether certain cold/soft drinks contain pesticide residues which are harmful for human beings

(b) if so, the details thereof;

(c) whether the Government proposes to introduce any scientific norms in this regard;

(d) if so, the details thereof; and

(e) the time by which such norms are likely to be introduced?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) to (e) Carbonated water *i.e.* cold/soft drinks contain some pesticide residue as per the details of the findings of the National Level Experts Group (NLEG) on pesticide residues (2007). Based on the recommendations of NLEG and after consultation with the Central Committee for Food Standards, the Maximum Residue Limits for pesticide prescribed under Prevention of Food Adulteration Rules, 1955, for carbonated water *i.e.* cold/soft drinks have been prescribed at the level of not more than 0.001 ppm individually, vide GSR 427 (E) dated 17.06.2009.

[*English*]

**Melting of Himalayan Glaciers**

\*68. SHRI JAGDISH THAKOR:  
SHRI SURESH KALMADI:

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

(a) whether the Himalayan glaciers including Gangotri glacier are melting and receding at a fast pace;

(b) if so, the details thereof and the reasons therefor including its likely impact on environment and human beings;

(c) whether the National Mission of Sustaining the Himalayan Eco-system has undertaken any study in this regard; and

(d) if so, the main observations and recommendations made by the Mission and the action taken by the Government thereon?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH): (a) and (b) The studies conducted by the Geological Survey of India indicate that the glaciers of Himalaya including Gangotri glacier are receding at varying rates in different regions. As per their record, Gangotri glacier has receded at the rate of 18.80 metres per year during the period 1935-1996. The studies taken up by the Department of Science & Technology reveal that Gangotri glacier is receding at the rate of 17.15 metre/year during the period 1971-2004. Another study estimated a retreat of 12.10 metre during the year 2004-05.

As per the Geological Survey of India, recession of glaciers is a natural cyclic process and the majority of Himalayan glaciers are passing through a phase of recession. The likely impacts include changes in the river hydrology, increased debris production and situation of rivers in downstream regions.

(c) The National Mission for Sustaining the Himalayan Eco-system is yet to be finalised.

(d) Does not arise in view of the reply to part (c) above.

**Depletion of Ground Water Level**

\*69. SHRI N.S.V. CHITTHAN:  
SHRI ARJUN CHARAN SETHI:

Will the Minister of WATER RESOURCES be pleased to state:

(a) whether the ground water level is decreasing considerably in various parts of the country;

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

(c) the details of over exploited/critical areas of the country, State-wise; and

(d) the steps taken/being taken by the Government for re-charging the ground water level in the country, State-wise?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF WATER RESOURCES (SHRI PAWAN KUMAR BANSAL): (a) to (c) As per studies conducted

by the Central Ground Water Board (CGWB), ground water level is decreasing in various parts of the country due to increasing extraction and less recharge of ground water.

As per the assessment of ground water resources carried out in the year 2004 by CGWB jointly with States, 839 out of 5723 Blocks/Talukas/Mandals are categorized as 'Over-exploited' in the country. The State-wise details of over-exploited and critical Blocks/Talukas/Mandals are given in the enclosed Statement.

(d) Government has taken following steps to help recharge ground water:-

- (i) Government is implementing a scheme "Artificial Recharge of Ground Water through Dugwells" in 1180 Blocks/Talukas/Mandals in seven States namely, Andhra Pradesh, Gujarat, Karnataka, Maharashtra, Madhya Pradesh, Rajasthan and Tamil Nadu.

(ii) Two schemes for Repair, Renovation and Restoration of Water Bodies, one with external assistance and another with domestic resources, are being implemented by the Ministry of Water Resources (MOWR), which will help recharge of ground water.

(iii) A Central Sector Scheme namely, "Demonstrative Rain Water Harvesting and Artificial Recharge to Ground Water" is being implemented by MOWR.

(iv) MOWR has circulated a Model Bill to Regulate and Control the Development and Management of Ground Water to States/UTs to facilitate ground water regulation and water harvesting for artificial recharge.

(v) MOWR has advised the States/UTs to make rain water harvesting mandatory in "over-exploited" and "critical" areas and to promote other ground water conservation measures.

#### **Statement**

#### *Categorization of Blocks/Mandals/Talukas in India (Assessment-2004)*

Sl.No.	States/Union Territories	Total No. of Assessed Units	Over-exploited		Critical	
			Nos.	%	Nos.	%
1	2	3	4	5	6	7
1.	Andhra Pradesh	1231	219	18	77	6
2.	Arunachal Pradesh	13	0	0	0	0
3.	Assam	23	0	0	0	0
4.	Bihar	515	0	0	0	0
5.	Chhattisgarh	146	0	0	0	0
6.	Delhi	9	7	78	0	0
7.	Goa	11	0	0	0	0
8.	Gujarat	223	31	14	12	5
9.	Haryana	113	55	49	11	10
10.	Himachal Pradesh	5	0	0	0	0
11.	Jammu and Kashmir	8	0	0	0	0
12.	Jharkhand	208	0	0	0	0

1	2	3	4	5	6	7
13.	Karnataka	175	65	37	3	2
14.	Kerala	151	5	3	15	10
15.	Madhya Pradesh	312	24	8	5	2
16.	Maharashtra	318	7	2	1	0
17.	Manipur	7	0	0	0	0
18.	Meghalaya	7	0	0	0	0
19.	Mizoram	22	0	0	0	0
20.	Nagaland	7	0	0	0	0
21.	Orissa	314	0	0	0	0
22.	Punjab	137	103	75	5	4
23.	Rajasthan	237	140	59	50	21
24.	Sikkim	1	0	0	0	0
25.	Tamil Nadu	385	142	37	33	9
26.	Tripura	38	0	0	0	0
27.	Uttar Pradesh	803	37	5	13	2
28.	Uttarakhand	17	2	12	0	0
29.	West Bengal	269	0	0	1	0
Total States		5705	837	15	226	4
Union Territories						
1.	Andaman and Nicobar Islands	1	0	0	0	0
2.	Chandigarh	1	0	0	0	0
3.	Dadra and Nagar Haveli	1	0	0	0	0
4.	Daman and Diu	2	1	50	0	0
5.	Lakshadweep	9	0	0	0	0
6.	Puducherry	4	1	25	0	0
Total UTs		18	2	11	0	0
Grand Total		5723	839	15	226	4

**Criteria for Categorization**

**Over-Exploited:** Stage of Ground water development-> 100%, Significant decline in long term water level trend in either pre-monsoon or post-monsoon period or both

**Critical:** Stage of Ground Water Development-> 90% and <= 100% significant decline in long term water level trend in both pre-monsoon and post-monsoon period

**Weakening of Foundation of Taj Mahal**

\*70. PROF. RAMSHANKAR: Will the PRIME MINISTER be pleased to state:

(a) whether the foundation of Taj Mahal has considerably weakened;

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

(c) whether the Government is contemplating construction of barrage at river Yamuna in Agra;

(d) if so, the details of the modalities being worked out in this regard; and

(e) the time by which the modalities are likely to be finalised and implemented?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI V. NARAYANASAMY): (a) and (b) No, Madam. The Taj Mahal is in a good state of preservation. The scientific studies carried at the behest of Archaeological Survey of India (ASI) on various structural aspects of the Taj Mahal by Survey of India, Dehradun and Central Building Research Institute, Roorkee have shown that the foundation of the monument as well as its structure are stable and secure. Essential conservation works on the monument are regularly carried out by ASI.

(c) No, Madam.

(d) and (e) Do not arise.

*[Translation]*

**Attacks on Indians Abroad**

\*71. SHRI K.D. DESHMUKH:  
SHRI RAJIV RANJAN SINGH *ALIAS* LALAN SINGH:

Will the Minister of OVERSEAS INDIAN AFFAIRS be pleased to state:

(a) whether a large number of incidents of attacks on Indians including students in various countries particularly in Australia and Canada has been reported in the recent past;

(b) if so, the details thereof including the number of such incidents that have been reported during the last

three years and the current year and the reasons therefor;

(c) whether the Government of India has taken up the matter with the Government of the respective countries;

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

(e) whether any financial help/compensation was rendered/being rendered to the victims of these attacks;

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

(g) the steps taken/being taken by the Government to ensure safety and security of the Indians including students in foreign countries?

THE MINISTER OF OVERSEAS INDIAN AFFAIRS (SHRI VAYALAR RAVI): (a) to (g) The information is being collected and would be placed at the House.

**Financial Assistance Under National Rural Health Mission**

\*72. SHRI LALCHAND KATARIA:  
SHRI RAJIAH SIRICILLA:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) the present status of implementation of National Rural Health Mission (NRHM) in the country;

(b) the funds allocated and released to each State under NRHM and the amount utilised therefrom, during the last three years and the current year, State-wise and year-wise;

(c) whether the Union Government has received any proposals from State Governments including Rajasthan for financial assistance under NRHM during the said period;

(d) if so, the details of such proposals, State-wise; and

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

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) The present

status of implementation of NRHM in the Country is given in the enclosed Statement-I.

(b) Statement-II (A, B, C & D) showing funds allocated, released and utilized under the National Rural Health Mission during the last three years and the current year is enclosed.

(c) The Ministry have started receiving comprehensive Programme Implementation Plans [PIPs] from the States/UTs from 2007-08 onwards.

(d) and (e) Under the National Rural Health Mission [NRHM], Government of India receives Annual Programme Implementation Plans [PIPs] from the States/UTs. Although we communicate the available resource envelope to them but generally the proposals are higher than the resource envelope. The States/UTs are advised to prioritize their activities within the resource envelope. Then the revised PIPs are examined in the Ministry and approved by the National Programme Coordination Committee of the Ministry. The States/UTs submitted their detailed NRHM PIPs during the said period and funds have been released after due appraisal and approval. Statement-III (A,B, & C,) showing the amount proposed by the States/UTs and the amount approved by the Ministry for the years 2007-08, 2008-09 and 2009-10 is enclosed.

### **Statement I**

*Progress under National Rural Health Mission (NRHM)*

(Status as on 30.04.2009)

#### **ASHAs**

- Selection of 6,96,044 ASHAs have been done in the entire country, out of which 5,79,311 ASHAs were given orientation training and positioned in villages.

- 4.59 lakhs ASHAs have been provided with drug kit as well.

#### **Infrastructure**

- 1.45 lakhs Subcentres in the country are provided with untied funds of Rs. 10,000 each 3,25,129 Subcentres and VHSC have operational joint accounts of ANMs and Pradhans for utilization of annual united funds. 34,769 Subcentres are functional with second ANM.
- Out of 4045 Community Health Centres, 2794 CHCs have been selected for upgradation to IPHS and facility survey has been completed in 2960 CHCs (includes other also).
- 27,873 Rogi Kalyan Samities have been registered at different level of facilities.

#### **Manpower**

- 9,009 Doctors and Specialist, 39,734 ANMs, 23,767 Staff Nurses, 5,461 Paramedics have been appointed on contract by States to fill in critical gaps.

#### **Management Support**

- 1,621 professionals (CA/MBA/MCA) have been appointed in the State and 576 District level Program Management Units (PMU) and 3,545 Block level Program Management Units (BPMU) have been established to support NRHM.

#### **Mobile Medical Units**

- Funds for one Mobile Medical Unit (MMU) per district released for 318 districts. The states, till date has operationalised 310 Mobile Medical Units with their own funds.

### **Statement II A**

*The Allocation, Release and Expenditure in respect of all the States/UTs under National Rural Health Mission for the F.Y. 2006-07*

(Rs. in Lakhs)

Sl.No.	State/UT	Allocation	Release	Expenditure
1	2	3	4	5
1.	Andhra Pradesh	39933.04	36025.61	38258.63
2.	Andaman and Nicobar Islands	413.98	585.94	513.88

---

1	2	3	4	5
3.	Arunachal Pradesh	2904.84	4878.35	3106.13
4.	Assam	50032.35	33133.51	20316.10
5.	Bihar	184208.01	31483.19	19764.72
6.	Chandigarh	366.40	243.71	153.39
7.	Chhattisgarh	17137.40	14763.77	18243.34
8.	Dadra and Nagar Haveli	183.21	181.82	97.17
9.	Daman and Diu	150.70	196.53	95.15
10.	Delhi	4576.86	2934.24	2556.39
11.	Goa	764.14	280.18	431.29
12.	Gujarat	28118.53	23712.19	20901.14
13.	Haryana	10423.66	10347.62	6552.34
14.	Himachal Pradesh	5164.00	6798.08	5382.00
15.	Jammu and Kashmir	9117.64	4609.43	4834.64
16.	Jharkhand	18331.18	14816.31	8383.72
17.	Karnataka	29018.73	23744.29	18028.08
18.	Kerala	16833.91	14573.16	3200.97
19.	Lakshadweep	115.66	117.88	47.81
20.	Madhya Pradesh	39348.32	38788.64	32628.39
21.	Maharashtra	48551.43	26641.50	19834.51
22.	Manipur	5135.75	3582.62	1936.72
23.	Meghalaya	5213.16	3502.62	1822.92
24.	Mizoram	2594.22	5020.53	2795.75
25.	Nagaland	4463.45	3988.60	3467.97
26.	Orissa	28219.90	21783.81	19557.29
27.	Puducherry	408.98	543.35	833.40
28.	Punjab	11854.09	12792.27	8399.49
29.	Rajasthan	38742.94	39069.12	28185.05
30.	Sikkim	1199.56	2376.23	986.44

---

1	2	3	4	5
31.	Tamil Nadu	32489.45	32215.76	30725.47
32.	Tripura	6514.99	3606.52	2673.54
33.	Uttar Pradesh	98625.14	73641.08	56553.19
34.	Uttarakhand	6049.27	3735.88	4302.94
35.	West Bengal	41314.36	35160.74	23663.92
	Total	788519.23	529875.10	409233.85

**Statement II B**

*The Allocation, Release and Expenditure in respect of all the States/UTs under National Rural Health Mission for the F.Y. 2007-08*

(Rs. in Lakhs)

SI.No.	State/UT	Allocation	Release	Expenditure
1	2	3	4	5
1.	Andhra Pradesh	59469.64	57358.08	47270.28
2.	Andaman and Nicobar Islands	309.35	834.06	13728.77
3.	Arunachal Pradesh	4763.99	4409.87	16817.19
4.	Assam	64021.44	60498.76	60041.76
5.	Bihar	53727.17	29913.21	32524.79
6.	Chandigarh	444.14	445.89	13415.22
7.	Chhattisgarh	22010.09	18172.61	26546.52
8.	Dadra and Nagar Haveli	184.71	144.01	13436.00
9.	Daman and Diu	171.03	54.93	13357.23
10.	Delhi	6263.27	4284.82	15950.07
11.	Goa	1132.50	458.05	13871.04
12.	Gujarat	35551.01	38487.72	38304.62
13.	Haryana	12805.64	10616.51	20145.03
14.	Himachal Pradesh	6628.01	5089.51	17972.25
15.	Jammu and Kashmir	11568.64	15818.20	19567.66
16.	Jharkhand	22496.74	14774.18	22929.29



1	2	3	4	5
17.	Karnataka	38550.28	28688.36	31650.35
18.	Kerala	23477.09	28938.76	28309.99
19.	Lakshadweep	138.96	30.36	13288.81
20.	Madhya Pradesh	69333.41	60802.78	44331.78
21.	Maharashtra	58074.64	64381.83	49991.87
22.	Manipur	6511.40	4915.24	16743.41
23.	Meghalaya	6138.28	4234.63	16088.97
24.	Mizoram	3720.02	3197.14	18192.81
25.	Nagaland	5452.20	4367.60	17135.76
26.	Orissa	38058.00	38076.83	32742.09
27.	Puducherry	883.24	428.38	13824.21
28.	Punjab	15338.41	10068.54	21511.85
29.	Rajasthan	56206.02	64484.90	47671.49
30.	Sikkim	1721.34	3409.54	14341.48
31.	Tamil Nadu	42548.14	54200.89	44239.42
32.	Tripura	8473.02	7834.28	16471.06
33.	Uttar Pradesh	115924.15	110948.23	71665.15
34.	Uttarakhand	8661.92	8255.76	18488.52
35.	West Bengal	53576.87	51180.69	33486.59
	Total	854334.74	809805.15	936053.32

**Statement II C**

*The Allocation, Release and Expenditure in respect of all the States/UTs under National Rural Health Mission for the F.Y. 2008-09*

(Rs. in Lakhs)

SI.No.	State/UT	Allocation	Release	Expenditure
1	2	3	4	5
1.	Andhra Pradesh	63555.08	60956.38	72738.44
2.	Andaman and Nicobar Islands	591.68	759.33	920.29
3.	Arunachal Pradesh	4674.74	3629.39	5784.53

1	2	3	4	5
4.	Assam	62354.99	59692.69	72496.69
5.	Bihar	73489.78	75409.54	66096.68
6.	Chandigarh	626.55	279.84	489.89
7.	Chhattisgarh	25054.55	24180.46	15335.22
8.	Dadra and Nagar Haveli	270.98	188.68	228.36
9.	Daman and Diu	215.16	123.34	182.85
10.	Delhi	8043.22	7651.01	4295.24
11.	Goa	1265.23	1365.32	885.22
12.	Gujarat	40873.80	32904.69	53727.15
13.	Haryana	14986.06	14585.23	23052.85
14.	Himachal Pradesh	7584.08	6092.99	9710.75
15.	Jammu and Kashmir	14273.88	7227.64	10661.45
16.	Jharkhand	25803.45	24081.22	37181.21
17.	Karnataka	45197.70	42362.06	41808.49
18.	Kerala	24852.00	21669.46	38795.10
19.	Lakshadweep	1964.79	504.79	1339.30
20.	Madhya Pradesh	58595.12	68359.08	66821.60
21.	Maharashtra	73206.50	53742.52	89635.83
22.	Manipur	6743.17	5605.16	5842.82
23.	Meghalaya	6369.62	4257.56	4665.20
24.	Mizoram	4902.26	3820.65	5814.80
25.	Nagaland	5715.96	5480.21	5534.76
26.	Orissa	37382.65	37511.10	31436.43
27.	Puducherry	2932.65	1688.60	705.29
28.	Punjab	17995.54	17367.12	17610.92
29.	Rajasthan	56332.09	76709.19	85826.27
30.	Sikkim	7913.77	3754.05	8558.53

1	2	3	4	5
31.	Tamil Nadu	50137.18	48975.93	59891.54
32.	Tripura	10351.98	8206.89	6556.11
33.	Uttar Pradesh	146125.86	122080.88	136139.57
34.	Uttarakhand	9867.89	8605.59	12178.64
35.	West Bengal	61924.69	51139.34	42098.35
	Total	972174.62	901167.93	1035046.37

**Statement II D**

*The Allocation, Release and Expenditure in respect of all the States/UTs under National Rural Health Mission for the F.Y. 2009-10*

(Rs. in Lakhs)

SI.No.	State/UT	Allocation	Release	Expenditure
1	2	3	4	5
1.	Andhra Pradesh	82336.13	10762.92	31.46
2.	Andaman and Nicobar Islands	2301.66	40.00	0.00
3.	Arunachal Pradesh	5017.34	1042.58	0.00
4.	Assam	78649.16	15586.14	0.00
5.	Bihar	71961.14	14202.55	0.00
6.	Chandigarh	650.55	114.94	0.00
7.	Chhattisgarh	27728.98	5338.97	0.00
8.	Dadra and Nagar Haveli	293.27	53.27	0.00
9.	Daman and Diu	191.89	25.90	0.10
10.	Delhi	9538.17	2022.58	0.00
11.	Goa	1177.81	268.47	1.26
12.	Gujarat	41558.60	9288.05	0.00
13.	Haryana	14949.86	3286.71	0.00
14.	Himachal Pradesh	8764.18	1962.56	1.26
15.	Jammu and Kashmir	15441.34	2592.42	0.00
16.	Jharkhand	29604.30	3941.00	0.00
17.	Karnataka	44580.12	10226.51	6.30

1	2	3	4	5
18.	Kerala	24674.78	3360.06	0.00
19.	Lakshadweep	2113.66	12.00	0.00
20.	Madhya Pradesh	57992.69	12279.76	0.00
21.	Maharashtra	72927.10	15871.75	0.00
22.	Manipur	8267.20	1607.27	0.00
23.	Meghalaya	7972.65	1386.48	0.00
24.	Mizoram	6041.08	867.23	0.00
25.	Nagaland	7000.58	1263.19	0.00
26.	Orissa	37943.33	7990.64	0.60
27.	Puducherry	2927.66	114.50	0.00
28.	Punjab	17804.66	4225.10	0.00
29.	Rajasthan	54823.69	11983.25	1.50
30.	Sikkim	7830.43	503.45	1.44
31.	Tamil Nadu	49805.32	11404.86	4.32
32.	Tripura	12694.25	2058.64	3.64
33.	Uttar Pradesh	145493.15	31410.40	0.00
34.	Uttarakhand	9993.93	2061.26	1.28
35.	West Bengal	59975.16	12254.55	6.94
Total		1021025.82	201409.96	60.10

**Statement III A**

*The amount proposed by the State in the Programme Implementation Plan and the amount approved by the National Programme Coordination Committee 2007-08*

(Rs. in crores)

Sl.No.	State	Amount Approved	Proposed Amount
1	2	3	4
1.	Andaman and Nicobar Islands	12.04	7.05
2.	Andhra Pradesh	628.12	547.97
3.	Arunachal Pradesh	81.18	53.44

1	2	3	4
4.	Assam	802.52	619.65
5.	Bihar	849.25	1005.45
6.	Chandigarh	5.55	7.17
7.	Chhattisgarh	205.10	216.80
8.	Dadra and Nagar Haveli	14.27	5.09
9.	Daman and Diu	4.69	3.46
10.	Delhi	116.29	129.86
11.	Goa	9.72	13.53

1	2	3	4
12.	Gujarat	438.84	512.34
13.	Haryana	272.36	268.17
14.	Himachal Pradesh	102.42	153.89
15.	Jammu and Kashmir	652.61	278.90
16.	Jharkhand	1263.17	1082.93
17.	Karnataka	955.21	1131.37
18.	Kerala	598.98	327.41
19.	Lakshadweep	3.44	4.64
20.	Madhya Pradesh	721.86	514.83
21.	Maharashtra	787.04	722.18
22.	Manipur	68.51	53.23
23.	Meghalaya	14.64	9.88
24.	Mizoram	75.44	48.40
25.	Nagaland	197.09	52.09
26.	Orissa	487.21	509.73
27.	Puducherry	34.58	13.88
28.	Punjab	178.19	222.72
29.	Rajasthan	1135.80	919.61
30.	Sikkim	58.67	46.33
31.	Tamil Nadu	420.74	479.59
32.	Tripura	109.52	77.69
33.	Uttar Pradesh	1453.87	1620.57
34.	Uttarakhand	83.43	95.88
35.	West Bengal	452.33	594.41
<b>Total</b>		<b>13294.68</b>	<b>12350.14</b>

**Statement III B**

*The amount proposed by the State in the Programme Implementation Plan and the amount approved by the National Programme Coordination Committee 2008-09*

(Rs. in crores)

Sl.No.	State	Amount Approved	Proposed Amount
1	2	3	4
1.	Andaman and Nicobar Islands	14.85	15.72
2.	Andhra Pradesh	863.68	983.92
3.	Arunachal Pradesh	62.39	58.36
4.	Assam	1226.23	852.98
5.	Bihar	875.96	978.61
6.	Chandigarh	9.61	9.88
7.	Chhattisgarh	268.66	336.26
8.	Dadra and Nagar Haveli	31.78	5.10
9.	Daman and Diu	9.62	4.70
10.	Delhi	105.78	115.95
11.	Goa	17.63	14.80
12.	Gujarat	521.09	561.84
13.	Haryana	220.72	218.21
14.	Himachal Pradesh	101.79	135.83
15.	Jammu and Kashmir	179.75	208.88
16.	Jharkhand	373.57	421.15
17.	Karnataka	460.88	619.47
18.	Kerala	310.96	339.29
19.	Lakshadweep	4.39	3.28
20.	Madhya Pradesh	921.15	846.96
21.	Maharashtra	989.28	1194.35
22.	Manipur	73.04	69.88

Note: The amount approved for some States includes the unspent balance and hence amount approved for some States is more than the amount proposed.

1	2	3	4
23.	Meghalaya	98.77	81.50
24.	Mizoram	66.04	58.40
25.	Nagaland	73.64	71.59
26.	Orissa	547.98	573.06
27.	Puducherry	9.73	12.03
28.	Punjab	314.46	316.03
29.	Rajasthan	769.41	980.80
30.	Sikkim	63.43	27.99
31.	Tamil Nadu	633.11	734.00
32.	Tripura	118.44	86.47
33.	Uttar Pradesh	1277.89	1661.05
34.	Uttarakhand	131.39	119.20
35.	West Bengal	506.93	685.78
Total		12254.03	13403.32

Note: The amount approved for States includes the treasury transfer for infrastructure maintenance and the unspent balance of the previous years. Hence the amount approved is more than the amount proposed.

### **Statement III C**

*The amount proposed by the State in the Programme Implementation Plan and the amount approved by the National Programme Coordination Committee 2009-10*

(Rs. in crores)

Sl.No.	State	Amount Approved	Proposed Amount
1	2	3	4
1.	Andaman and Nicobar Islands	31.05	30.94
2.	Andhra Pradesh	687.04	860.63
3.	Arunachal Pradesh	60.12	66.33
4.	Assam	1075.76	874.17

1	2	3	4
5.	Bihar	1345.27	1281.12
6.	Chandigarh	11.27	11.14
7.	Chhattisgarh	301.29	401.78
8.	Dadra and Nagar Haveli	13.03	6.27
9.	Daman and Diu	10.25	6.40
10.	Delhi	173.99	179.01
11.	Goa	34.27	19.61
12.	Gujarat	539.48	619.30
13.	Haryana	265.68	284.58
14.	Himachal Pradesh	103.61	143.30
15.	Jammu and Kashmir	181.86	215.30
16.	Jharkhand	429.78	443.83
17.	Karnataka	665.92	776.58
18.	Kerala	371.83	371.86
19.	Lakshadweep	8.69	4.57
20.	Madhya Pradesh	858.9	962.36
21.	Maharashtra	1071.83	1255.59
22.	Manipur	108.37	90.33
23.	Meghalaya	134.17	103.72
24.	Mizoram	58.05	67.62
25.	Nagaland	333.68	86.52
26.	Orissa	640.99	695.56
27.	Puducherry	32.02	16.63
28.	Punjab	209.37	252.45
29.	Rajasthan	846.07	1010.03
30.	Sikkim	29.51	33.37
31.	Tamil Nadu	520.55	655.01
32.	Tripura	196.49	162.35

1	2	3	4
33.	Uttar Pradesh	2592.92	2900.48
34.	Uttarakhand	124.05	158.83
35.	West Bengal	578.02	883.75
Total		14645.2	15931.32

Note: The amount approved for States includes the treasury transfer for infrastructure maintenance and the unspent balance of the previous years. Hence the amount approved is more than the amount proposed.

[English]

#### Abandoning of Wives by NRIs

\*73. SHRI NARAHARI MAHATO:  
SHRI PRASANTA KUMAR MAJUMDAR:

Will the Minister of OVERSEAS INDIAN AFFAIRS be pleased to state:

(a) whether several cases of NRI husbands abandoning their wives have come to the notice of the Government in the recent past;

(b) if so, the details of such cases reported during the last one year, State-wise;

(c) whether functioning of any rackets in the matter has been unearthed recently;

(d) if so, the details thereof; and

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

THE MINISTER OF OVERSEAS INDIAN AFFAIRS (SHRI VAYALAR RAVI): (a) Yes, Madam.

(b) Number of cases of abandonment/divorce received since January 2008 in this Ministry are given in the list attached as Statement-I.

(c) No, Madam.

(d) Does not arise.

(e) The details are given in the enclosed Statement-II.

#### Statement I

Sl.No.	Name of the State/ Union Territory	Total number of complaints received in the Ministry during 2008	Total number of complaints received in the Ministry during 2009
1.	Andhra Pradesh	3	8
2.	Assam	1	—
3.	Bihar	—	2
4.	Chhattisgarh	1	—
5.	Delhi	9	4
6.	Gujarat	7	2
7.	Haryana	1	3
8.	Himachal Pradesh	—	1
9.	Jammu and Kashmir	—	5
10.	Karnataka	1	1
11.	Kerala	3	2
12.	Maharashtra	1	1
13.	Madhya Pradesh	—	1
14.	Orissa	1	—
15.	Punjab	13	4
16.	Rajasthan	1	1
17.	Tamil Nadu	8	3
18.	Uttar Pradesh	2	2
19.	Uttarakhand	—	1
20.	West Bengal	3	—
Total		55	42

#### Statement II

All State/UT Governments have been requested to issue necessary instructions to concerned authorities in their respective territories to keep a watch over Marriages Bureaus which are involved in fraudulent activities and to take strict action against them. They have also been

requested to bring to the notice of this Ministry on a regular basis the existence of such fraud marriage bureaus and action taken against them.

All States/UT Governments have been requested, as per the Hon'ble Supreme Court's directives, to take necessary action for compulsory registration of marriages which will be a safeguard against fraudulent marriages. The prescribed form for registration would provide for details such as age, marital status (unmarried, divorcee). The consequences of non-registration of marriages for filing false declaration are also to be provided for in the relevant rules.

The Ministry of Overseas Indian Affairs has launched an awareness campaign to create awareness amongst prospective brides and their families on the precautions to be taken before entering into a marriage alliance with an overseas Indian and the need to familiarize themselves with the local regulations, laws and practices of the country of residence of the prospective bridegroom.

The Ministry has brought out information pamphlets in English, Hindi, Punjabi, Malayalam and Telugu to make Indian women aware of precautions that could be exercised before entering into marital alliance with overseas Indians.

The Ministry has brought out a guidance booklet on "Marriages to Overseas Indians" in English, Telugu, Hindi, and Punjabi. This booklet contains information on safeguards available to women deserted by their NRI spouses, legal remedies available, authorities that can be approached for redressal of grievances, and NGOs which can provide assistance.

The Ministry has launched the publicity cum awareness campaign through audio visual advertisement on regional T.V network primarily to cover the States of Punjab, Kerala, Andhra Pradesh Tamil Nadu and Karnataka.

An Inter-Ministerial sub-committee was constituted in May 2007 under the chairmanship of the Secretary, Ministry of Overseas Indian Affairs and with representatives from the Ministry of Home Affairs, Ministry of External Affairs, Ministry of Women and Child Development, Ministry of Law and Justice, National Commission for Women, National Human Rights Commission and State Governments of Punjab and

Andhra Pradesh as Members to find out ways and means to assist Indian women who are deserted by their overseas Indian spouses. Recommendations made by the sub-committee were considered at an inter-ministerial meeting chaired by Hon'ble Minister for Overseas Indian Affairs on 7th July 2008. The decisions taken at the meeting have been circulated to concerned Ministries, State Governments and Government agencies for appropriate action.

The Ministry launched a scheme in 2007 to provide legal/financial assistance to Indian women deserted by their overseas Indian spouses through Indian Missions abroad. Financial assistance up to US \$ 1,000/- (US dollar one thousand) per case is provided by the Ministry through Indian Missions/Posts abroad to the Indian Women's Organizations/Indian Community Associations/NGOs for providing legal aid to the women who have been divorced/deserted by their overseas Indian spouses abroad.

National Commission for Women (NCW) has been designated as the coordinating agency at the National level to receive and process all the complaints related to Indian women deserted by their overseas Indian husbands. NCW is in the process of establishing a NRI Cell at the Commission which is likely to become operative in August, 2009.

*[Translation]*

### **Global Economic Crisis**

\*74. SHRI JAGDISH SHARMA:  
SHRI EKNATH MAHADEO GAIKWAD:

Will the PRIME MINISTER be pleased to state:

(a) whether as per the report of a UN Agency, 'the global economic crises will push 100 million people into poverty through loss of jobs and lower earnings leaving one sixth of the world's population living in hunger;

(b) if so, the details thereof;

(c) whether the Government has assessed its impact on India;

(d) if so, the outcome thereof; and

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



THE MINISTER OF STATE IN THE MINISTRY OF PLANNING AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI V. NARAYANASAMY): (a) and (b) As per the projections by the Food and Agriculture Organisation (FAO) of the United Nations, an estimated 100 million people are likely to be added to the ranks of those who do not have access to food. This would leave one in every six persons around the world living in hunger.

(c) The impact of recent global economic crisis on hunger in India has not been assessed.

(d) Does not arise.

(e) The Eleventh Five Year Plan has set the growth target for the economy at 9% per year for the plan period (2007-12). In addition to the benefits of increase in income arising from the general growth process, a number of poverty alleviation programmes, are being implemented to increase the income of the poor and to provide access to food for all. The major schemes and programmes in this regard are: National Rural Employment Guarantee Scheme (NREGS), which provides for at least 100 days of wage employment in a financial year to every rural household; the Targeted Public Distribution System (TPDS), which provides food grains at reduced prices to the poor; the Antyodaya Anna Yojana (AAY) provides food grains to the poorest of the poor families at a highly subsidized rate; and the Mid-day Meal Scheme, which aims at increasing enrolment and improving nutritional levels among the children.

*[English]*

#### **Construction of Sea Walls**

\*75. SHRI K.C. VENUGOPAL: Will the Minister of WATER RESOURCES be pleased to state:

(a) whether assistance is provided to the States by the Union Government for construction of sea walls to prevent erosion;

(b) if so, the details thereof;

(c) whether the Government proposes the construct sea walls along the coastal areas of the country;

(d) is so, the details thereof; and

(e) the work undertaken in this regard so far?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF WATER RESOURCES (SHRI PAWAN KUMAR BANSAL): (a) to (e) Water being a State subject,

anti-sea erosion works including construction of sea walls are planned and implemented by the State Governments as per their priority. The Central Government provides Central assistance for such works under Flood Management Programme. 90% of the cost of the Flood Management works in Special Category States and 75% of the cost in other States is provided as Central assistance. For restoration of damaged flood management works, 90% of the project cost is provided as Central assistance in all States. Amounts of Rs. 3.80 crore of Karnataka and Rs. 0.85 crore to Orissa have been released for construction of sea walls under Flood Management Programme during XI Five Year Plan.

*[Translation]*

#### **Annual Growth Rate of the States**

\*76. DR. MURLI MANOHAR JOSHI: Will the PRIME MINISTER be pleased to state:

(a) whether various States in the country have registered different annual growth rates during the last three years;

(b) if so, the names of the States which have registered lower than the national average rate of growth and the reasons therefor; and

(c) the steps taken by the Government to ensure adequate/balanced growth of all the States of the country?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI V. NARAYANASAMY): (a) The status of growth in different states measured in terms of annual average growth rate of Gross State Domestic Product (GSDP) at factor cost at 1999-00 prices for the period 2005-06 to 2007-08 is given in the enclosed Statement. During this period, the average annual growth rate varied from 3.9% for Arunachal Pradesh to 11% for Haryana.

(b) The states which registered growth rate below the average growth rate of the country are Arunachal Pradesh, Assam, Jharkhand, Himachal Pradesh, Jammu and Kashmir, Madhya Pradesh, Chhattisgarh, Manipur, Meghalaya, Mizoram, Nagaland, Orissa, Punjab, Rajasthan, Sikkim, Tamil Nadu, Tripura, Uttar Pradesh, Uttarakhand and West Bengal. Inter-state variations in growth rates are largely due to historical difference in initial conditions, natural resource endowments, level of

industrialization and differences in human capital indicators viz. education, health etc. However, there is no uniform pattern that seems to be applicable to all the states.

(c) The Government has been taking several measures to improve the growth rate across the country in a balanced manner. The policy instruments in this

regard include plan and non-plan transfer of resources from the Centre to States favouring less developed States, tax incentives for setting up of private industries in the backward regions, etc. A number of programmes have been initiated to reduce income disparity between States. These include Backward Regions Grant Fund (BRGF), Hill Area Development Programme and Border Area Development Programme, etc.

**Statement**

*Growth of Gross State Domestic Product (GSDP) at 1999-2000 Prices*

(% over previous year)

Sl.No.	State/UT	2005-2006	2006-2007	2007-2008	Annual Average Growth Rate
1	2	3	4	5	6
1.	Andhra Pradesh	8.7	8.9	10.6	9.4
2.	Arunachal Pradesh	-4.9	12.7	3.7	3.9
3.	Assam	4.9	7.0	6.1	6.0
4.	Bihar	1.5	22.0	8.0	10.5
5.	Jharkhand	2.8	12.5	6.2	7.2
6.	Goa	11.3	10.4	11.1	10.9
7.	Gujarat	11.2	9.2	NA	10.2
8.	Haryana	9.4	14.2	9.3	11.0
9.	Himachal Pradesh	8.5	9.2	8.6	8.8
10.	Jammu and Kashmir	6.2	6.3	6.3	6.2
11.	Karnataka	11.6	6.5	11.0	9.7
12.	Kerala	9.2	11.1	10.4	10.2
13.	Madhya Pradesh	6.5	4.8	5.2	5.5
14.	Chhattisgarh	6.9	8.0	8.6	7.9
15.	Maharashtra	9.7	9.8	9.2	9.6
16.	Manipur	4.0	5.2	3.4	4.2
17.	Meghalaya	6.1	5.3	5.2	5.5
18.	Mizoram	2.4	5.5	5.5	4.5

1	2	3	4	5	6
19.	Nagaland	5.2	NA	NA	5.2
20.	Orissa	6.4	12.1	5.9	8.1
21.	Punjab	4.5	7.3	6.5	6.1
22.	Rajasthan	6.7	7.8	7.1	7.2
23.	Sikkim	8.9	8.0	8.2	8.4
24.	Tamil Nadu	11.9	11.3	4.4	9.2
25.	Tripura	9.1	8.4	NA	8.8
26.	Uttar Pradesh	5.2	7.2	7.2	6.5
27.	Uttarakhand	6.4	10.4	NA	8.4
28.	West Bengal	5.7	8.8	7.7	7.4
All-India GDP (99-00 base)		9.5	9.7	9.0	9.4

Source: Central Statistical Organisation (CSO).

### **Conversion of Sea Water into Potable Water**

\*77. SHRI BRIJBHUSHAN SHARAN SINGH: Will the Minister of EARTH SCIENCES be pleased to state:

(a) whether the Government has formulated any scheme to convert sea water into potable water;

(b) if so, the salient features of the said scheme;

(c) whether any target has been set out in this regard; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY; MINISTER OF STATE OF THE MINISTRY OF EARTH SCIENCES; MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE; MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS; AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI PRITHVIRAJ CHAVAN):

(a) Yes, Madam.

(b) The National Institute of Ocean Technology (NIOT) an autonomous body of the Ministry of Earth Sciences has indigenously designed developed and demonstrated the desalination technology for conversion of sea waer into potable water based on Low Temperature Thermal Desalination System (LTTD). The LTTD is a process under which the warm surface sea water is flash evaporated at low pressure and the vapour is condensed with cold deep sea water. After conducting several experiments in the Laboratory (500 Liter per day capacity and 5000 Litre per day capacity), a LTTD plant with a capacity of 1 lakh litre per day production of fresh water was developed and installed in May 2005 at Kavaratti, Lakshadweep Island which is a land based plant. The plant has been effectively working since then and catering significantly to the needs of the population of Kavaratti. The plant has so far produced over 10 crores of liter so far. The Lakshadweep Islands have the advantage of ocean depth (500 m) available within few hundred meters from the coast and hence, land based plants are possible. Another LTTD Plant of 1 lakh litre per day capacity was also established at Northern Chennai Thermal Power Station, Chennai in March 2009, which uses the waste heat discharge from the power

plant. NIOT has also demonstrated an offshore barge mounted 10-lakh liter per day capacity plant about 40 kms off Chennai in April 2007, as a part of scaling up plants for the coastal region of India.

(c) and (d) Yes, Madam. NIOT is in the process of setting of 3 more plants in the islands of Lakshadweep one each in Agatti, Androth, and Minicoy which are in the advance stage of commissioning. The target for completion of one of the plants at Agatti is September 2009 and for the other two plants is December 2009. A scheme is also been formulated for large scale desalination plants in the coastal areas including at the coastal power plants.

[English]

**Protection/Maintenance of Historical  
Bridges/Monuments**

\*78. SHRI TATHAGATA SATPATHY:  
SHRI G.M. SIDDESHWARA:

Will the PRIME MINISTER be pleased to state:

(a) the number of bridges and monuments of historical importance under the protection of Archaeological Survey of India, State-wise;

(b) the amount of funds allocated and spent therefrom for the purpose during the last three years and the current year, year-wise;

(c) whether a number of British era bridges and historical monuments in the country are in dilapidated conditions;

(d) if so, the details of such bridges/monuments identified by the Government; and

(e) the steps taken/proposed to be taken by the Government for protection/maintenance of all bridges and monuments of historical importance in the country?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI V. NARAYANASAMY): (a) The details of the centrally protected bridges and monuments of historical importance, State-wise, are given in the enclosed Statements-I and II respectively.

(b) The details of amount spent for conservation, preservation and environmental development of the protected monuments including bridges during the last three years and allocation for the current financial year are as under:

(Rs. in Lakhs)

Sl.No.	Year	Amount Spent/Allocation
1.	2006-07	10816.89
2.	2007-08	12886.19
3.	2008-09	13498.60
4.	2009-10	13065.00 (Allotment)

(c) and (d) No, Madam. There are no British era bridges under the protection of Archaeological Survey of India. All centrally protected historical monuments are in good state of preservation.

(e) The conservation work on the monuments is a continuous process. Every year, conservation programme for them is drawn and carried out. The scope of conservation depends upon the site conditions.

**Statement I**

*Centrally Protected Bridges under the Archaeological  
Survey of India, State-wise*

Sl.No.	Name of the State	Number of Bridges
1.	Haryana	1
2.	Maharashtra	2
3.	Nagaland	2
4.	Meghalaya	1
5.	Delhi	4
6.	Orissa	2
7.	Punjab	1
8.	Rajasthan	1
9.	Uttar Pradesh	3
Total		17

Note: These bridges are part of the centrally protected monuments

**Statement II**

*Centrally Protected monuments including bridges under the Archaeological Survey of India, State-wise*

Sl.No.	Name of State/U.T.	Number of Monuments
1	2	3
1.	Andhra Pradesh	137
2.	Arunachal Pradesh	03
3.	Assam	55
4.	Bihar	70
5.	Chhattisgarh	47
6.	Daman and Diu (U.T.)	12
7.	Goa	21
8.	Gujarat	202
9.	Haryana	90
10.	Himachal Pradesh	40
11.	Jammu and Kashmir	69
12.	Jharkhand	12
13.	Karnataka	507
14.	Kerala	26
15.	Madhya Pradesh	292
16.	Maharashtra	285
17.	Manipur	01
18.	Meghalaya	08
19.	Nagaland	04
20.	N.C.T. Delhi	174
21.	Orissa	78
22.	Puducherry (U.T.)	07
23.	Punjab	31
24.	Rajasthan	162
25.	Sikkim	03

1	2	3
26.	Tamil Nadu	413
27.	Tripura	08
28.	Uttar Pradesh	743
29.	Uttarakhand	042
30.	West Bengal	133
Total		3675

**Regulatory body for Coal Sector**

\*79. SHRI PRADEEP MAJHI:  
SHRI KISHANBHAI V. PATEL:

Will the Minister of COAL be pleased to state:

(a) whether the Government proposes to set up a regulatory body in coal sector;

(b) if so, the time by which the proposal regulatory will be set up and the benefits that are likely to accrue as a result thereof;

(c) whether the private sector is presently allowed captive mining;

(d) if so, the details thereof;

(e) whether the guidelines/modalities for the involvement of private sector have been finalized;

(f) if so, the details thereof; and

(g) the estimated funds which are likely to be invested in coal sector in order to attain the production target during the next ten years?

THE MINISTER OF STATE OF THE MINISTRY OF COAL AND MINISTER OF STATE OF THE MINISTRY OF STATISTICS AND PROGRAMME IMPLEMENTATION (SHRI SHRIPRAKASH JAISWAL): (a) and (b) A proposal for setting up of an independent regulatory body for coal sector is under consideration of the Government. Since setting up of regulator involves enactment of legislation by the Parliament, it may not be possible to indicate the exact time frame for the same. Appointment of an independent regulator for coal sector would result in more

optimal development and conservation of coal resources, more effective regulation, adoption of best mining practices, rational pricing, better distribution, evolution of a more competitive market etc. It would also help in creating a level playing field for new entrants in the coal sector.

(c) and (d) In terms of the provisions in Section 3(3) (a) (iii) of the Coal Mines (Nationalization) Act, 1973 coal blocks can be allotted to private companies for captive use only, in specified end uses such as generation of power, production of iron and steel, cement, syn-gas through coal gasification (underground and surface) and coal liquefaction.

(e) and (f) The allocation of coal/lignite blocks to private parties is done through the mechanism of an inter-Ministerial inter-Governmental body called the Screening Committee. The Screening Committee is chaired by the Secretary (Coal) and has representatives from Ministry of Steel, Ministry of Power, Ministry of Industry and Commerce, Ministry of Environment and Forests, Ministry of Railways. Coal India Limited (CIL) and its subsidiaries, Central Mine Planning & Design Institute Limited (CMPDIL), Neyveli Lignite Corporation Ltd. (NLC) and the State Governments concerned. Allocations are decided by the Government on the recommendation of the Screening Committee taking into account, *inter-alia*, techno-economic viability of end-use project, state of project preparedness, compatibility in terms of quality and quantity of coal/lignite in a block with the requirement of end user, track record of applicant company, recommendations of the State Government and Administrative Ministry concerned etc.

(g) As per the Working Group on Coal & Lignite set up by the Planning Commission, the total plan outlay proposed for Ministry of Coal for the XI Five Year Plan is Rs. 41,961 crore. The proposed public sector investment for the XI Plan for supporting their production plans is Rs. 34,259 crore. The proposed outlay for the departmental schemes to be supported through budgetary support is Rs. 7,702 crore. However, the approved outlay for the 11th Plan is Rs. 37,095 crore i.e. Rs. 35,774 crore for PSUs and Rs. 1,326 crore for departmental schemes.

#### **Dwindling Population of Endangered Animals**

\*80. SHRI NAVJOT SINGH SIDHU:  
DR. M. THAMBIDURAI:

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

(a) whether the population of endangered animals including lions, tigers, elephants and olive, ridley sea turtles is dwindling in the country over the years;

(b) if so, the details thereof alongwith the present population of these animals, sanctuary-wise and the reasons therefor;

(c) whether the deaths of these animals have been reported from various parts of the country during the last three years and the current year;

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

(e) the steps taken/proposed to be taken by the Government in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH): (a) and (b) Fluctuation in the population of wild fauna and flora is a natural phenomenon. There are no specific reports indicating that the population of endangered wild animals like tiger, lions, elephants and olive ridley turtles are dwindling in the country. On the contrary, the population of lion and elephant has increased over the years. The details of the last all India Estimation of Tiger, carried out between 2006 and 2008 are given in the enclosed Statement-I. Similarly, the details of the last all India enumeration of wild elephants in the country carried out in 2007-08 are given in the enclosed Statement-II. Further, as per the estimation carried out in Gujarat in 2005, the total population of lions in the Gir forests is 359±10. However, no such countrywide population estimation has been carried out for Olive Ridley turtles.

(c) and (d) Incidents of death of wild animals have been reported from the States/UT Governments from time to time. Such death of wild animals generally occurs due to old age, diseases, infighting, poaching, electrocution, poisoning, retaliation against man-animal conflict, etc. As per the information received from the States/UT Governments, the details of the major flagship species of wild animals died during the last three years and the current year are given in the enclosed Statement-III.

(e) The steps taken by the Central Government for the protection of wildlife, *inter alia*, include the following:

1. Threatened species of wildlife are included in the Schedules of the Wildlife (Protection), Act, 1972, thereby according them the highest degree of protection.

2. The Wildlife (Protection) Act, 1972 has been amended from time to time and made more stringent against wildlife related offences.
3. A network of Protected Areas has been established to conserve wildlife and their habitats including rare animals.
4. Wildlife Crime Control Bureau has been set up to check illegal trade in wildlife and its products.
5. The States/UT Governments have been requested to strengthen the field formations and intensify patrolling in and around wildlife rich areas.
6. Financial and technical assistance is extended to the States/UT Governments under various Centrally Sponsored Schemes, *viz.*, 'Integrated Development of Wildlife Habitats', 'Project Tiger' and 'Project Elephant' for providing better protection and conservation of wildlife.
7. Under the Centrally Sponsored Scheme- 'Integrated Development of Wildlife Habitats', a new component has been added for initiating 'Recovery Programme for critically endangered species and their habitats' during the 11th Five Year Plan period.

**Statement I***Population estimates of tigers*

State	Tiger Numbers		
	No.	Lower limit	Upper limit
1	2	3	4
<b>Shivalik-Gangetic Plain Landscape Complex</b>			
Uttarakhand	178	161	195
Uttar Pradesh	109	91	127
Bihar	10	7	13
Shivalik-Gangetic	297	259	335
<b>Central Indian Landscape Complex and Eastern Ghats Landscape Complex</b>			
Andhra Pradesh	95	84	107
Chhattisgarh	26	23	28
Madhya Pradesh	300	236	364
Maharashtra	103	76	131
Orissa	45	37	53
Rajasthan	32	30	35
Jharkhand**		Not Assessed	
Central Indian	601	486	718

1	2	3	4
<b>Western Ghats Landscape Complex</b>			
Karnataka	290	241	339
Kerala	46	39	53
Tamil Nadu	76	56	95
Western Ghats	402	336	487
<b>North East Hills and Brahmaputra Flood Plains</b>			
Assam*	70	60	80
Arunachal Pradesh	14	12	18
Mizoram*	6	4	8
Northern West Bengal*	10	8	12
North East Hills, and Brahamaputra	100	84	118
Sunderbans		Not Assessed	
<b>Total Tiger Population</b>	<b>1411</b>	<b>1165</b>	<b>1657</b>

\*Population estimates are based on possible density of tiger occupied landscape in the area, not assessed by double sampling.

\*\*Data was not amenable to population estimation of tiger. However, available information about the landscape indicates low densities of tiger in the area ranging from 0.5 to 1.5 100 km<sup>2</sup>.

### **Statement II**

#### *Estimated Population of Wild Elephants*

Region	State	Elephant Population	
		2002	2007
1	2	3	4
<b>North East</b>	Arunachal	1607	1690
	Assam	5246	5281
	Meghalaya	1868	1811
	Nagaland	145	152
	Mizoram	33	12
	Manipur	12	Nil
	Tripura	40	59
	West Bengal (North)	292	300-350
<b>Total for North-East</b>		<b>9243</b>	<b>9305-9355</b>



1	2	3	4
East	West Bengal (South)	36	25
	Jharkhand	772	624
	Orissa	1841	1862
	Chhattisgarh	—	122
Total for East		2649	2633
North	Uttarakhand	1582	1346
	Uttar Pradesh	85	380
Total for North		1667	1726
South	Tamil Nadu	3052	3867
	Karnataka	5838	4035
	Kerala	3850	6068
	Andhra Pradesh	74	28
	Maharashtra	—	7
Total for South		12814	14005
Islands	Andaman and Nicobar	40	NA
Grand Total		26413	27669-27719

**Statement III**

*Details of Death of Tiger*

Year	Natural	Poaching and other causes**	Total
2006	10*	4	14
2007	20*	10	30
2008	10*	4	14
2009 (as on 2.7.2009)	28	10	38

\*Include cases in which Post Mortem report is pending.

\*\*Include electrocution, accidents etc.

*Details of Death of Lions*

Year	Natural	Poaching and other causes**	Total
2006-07	17	7	24
2007	33	22	55
2008	36	7	43
2009 (till March)	9	1	10

\*\*Include electrocution, accidents etc.

*Details of Death of Elephants due to Natural and other causes*

Year	No. of Elephant Died
2006-07	244
2007-08	318
2008-09	265

[*Translation*]

**Regulation of Surrogacy**

526. SHRI PRALHAD JOSHI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the number of cases of surrogate mothers is increasing in the country;

(b) if so, the details thereof including the number of such mothers and the reasons therefor;

(c) whether the Government proposes to regulate surrogacy in the country;

(d) if so, the details thereof; and

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

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) This Ministry is not maintaining data on surrogate mothers.

(b) Does not arise.

(c) to (e) Government of India issued guidelines to regulate the Assisted Reproductive Technology (ART)

Clinics in India. Further to implement these guidelines, a draft Assisted Reproductive Technology (ART) Bill and Rules 2008, available on Ministry's official web-site *i.e.* www.mohfw.nic.in has been prepared that addresses all the issues related to surrogacy in details.

[*English*]

**Promotion of Medicinal Plants**

527. SHRI NAVEEN JINDAL:  
SHRI ANURAG SINGH THAKUR:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Government proposes to promote the cultivation of Medicinal plants in the country; and

(b) if so, the details thereof?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) and (b) National Medicinal Plants Board (NMPB) is implementing a new Centrally Sponsored Scheme of National Mission on Medicinal Plants under which cultivation is proposed to be taken up in identified clusters through Growers, Self Help Groups, producer companies Growers Cooperatives, etc. The Scheme is being implemented through the State Horticulture departments and State Medicinal Plants Boards at State level.

The detail objectives of the Scheme, the State-wise action plans approved and funds sanctioned/released in 2008-09 and 2009-10 under the scheme are given in the enclosed Statement.

**Statement***Centrally Sponsored Scheme of National Mission on Medicinal Plants***Objectives of the Scheme**

Cultivation of medicinal plants is the key to quality, efficacy and safety for AYUSH systems of medicines. In view of it, the board has been supporting programmes for Contractual Farming Scheme. However, need was felt to launch efforts to promote cultivation on intensive scale providing backward and forward linkages and pre/post harvest management interventions for proper marketing and remunerative prices to the growers. Keeping it, in

view a new scheme was formulated which was approved by CCEA in its meeting on 24th July 2008. The main objectives covered under the scheme as under:

- (i) Support cultivation of medicinal plants on private lands through farmers organized into self help groups, cooperatives, producer companies etc. in selected cluster by integrating medicinal plants into the farming system and thereby enhance income of farmers.
- (ii) Implement and support certification mechanism in medicinal plants cultivation through adoption of Good Agricultural Practices (GAP), Good Collection Practices (GCP), and Good Storage Practices (GSP) to promote standardization and quality assurance and thereby enhance acceptability of the AYUSH systems globally and increase export of value added items like herbal extracts, photochemical, dietary supplements, cosmeceuticals and AYUSH products.
- (iii) Support setting up processing zones/clusters through convergence of cultivation, warehousing, value addition and marketing and development of infrastructure for entrepreneurs to set up units in such zones/clusters.
- (iv) Adopt a Mission Mode approach and promote partnership, convergence and synergy among stake holders involved in R&D, processing and marketing in public as well as private sector at national, state and sub state level.

*Details of State-wise Action plans approved and funds released in 2008-09 and 2009-10 under the Centrally Sponsored Scheme of National Mission on Medicinal Plants.*

(Rs. in lacs)

Sl.No.	Name of the State	Funds Sanctioned	Funds Released/ to be released
1	2	3	4
<b>A. Details of Funds Sanctioned &amp; Released for 2008-09</b>			
1.	Madhya Pradesh	543.38	543.375
2.	Tamil Nadu	682.88	682.875

1	2	3	4
3.	Karnataka	381.25	381.250
4.	Kerala	238.67	238.670
5.	Bihar	108.94	108.940
6.	Manipur	368.00	368.00
7.	Maharashtra	239.04	239.043
8.	Assam	116.99	116.990
9.	Mizoram	250.11	127.440
10.	Nagaland	128.57	128.57
Total (2008-09)		3057.83	2935.153

**B. Details of Funds Sanctioned & Released from 2009-10**

1.	Andhra Pradesh	2202.38	400.00
2.	Uttarakhand	897.11	414.11
3.	Sikkim	463.45	—
4.	Rajasthan	481.43	—
5.	West Bengal	1451.10	—
6.	Orissa	766.33	—
7.	Arunachal Pradesh	415.63	—
8.	Haryana	566.07	—
9.	Kerala	915.55	—
10.	Mizoram	385.35	—
11.	Tamil Nadu	1155.49	—
12.	Nagaland	302.45	—
13.	Madhya Pradesh	2374.84	—
14.	Bihar	1466.15	—
15.	Jharkhand	615.85	—
Total (2009-10)		14459.81	814.11

Summary	Amount (Rs. in lacs)
Funds Released (2008-09)	2935.15
Funds sanctioned (2009-10)	14459.81
Funds Released (2009-10)	814.11
Funds being Released	7220.68

[*Translation*]

### Employment of Females in CIL

528. SHRI HANSRAJ G. AHIR: Will the Minister of COAL be pleased to state:

(a) whether any ban has been imposed on employment of female dependents of displaced families in Coal India Ltd. (CIL) and its subsidiary companies;

(b) if so, the reasons therefor alongwith the details of such displaced families who could not be given employment during the last three years and the current year;

(c) the reaction of the Government to this gender biased policy of the CIL; and

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

THE MINISTER OF STATE OF THE MINISTRY OF COAL AND MINISTER OF STATE OF THE MINISTRY OF STATISTICS AND PROGRAMME IMPLEMENTATION (SHRI SHRIPRAKASH JAISWAL): (a) As per the Resettlement & Rehabilitation (R&R) Policy of Coal India Ltd. (CIL), there is no ban on employment of female dependents of displaced families in CIL and its subsidiary companies.

(b) to (d) Do not arise in view of reply to (a) above.

[*English*]

### Awareness Programme on Water Conservation

529. SHRI NRIPENDRA NATH ROY:  
SHRI NARAHARI MAHATO:

Will the Minister of WATER RESOURCES be pleased to state:

(a) whether the Government is organizing training programme about awareness on water conservation and management particularly for women; and

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

THE MINISTER OF STATE IN THE MINISTRY OF WATER RESOURCES (SHRI VINCENT H. PALA): (a) and (b) Training Programmes aimed at awareness on water conservation are organized in various parts of the country both for men and women. The State-wise details

in respect of number of training programmes organized and the total number of trainees covered under these programmes during the last three years are given in the enclosed Statement.

### Statement

*State-wise details of training courses conducted, total number of trainees and number of women trainees during the last three years*

Sl.No.	State/UT	No. of Training Programmes	Total no. of Trainees
1	2	3	4
1.	Andhra Pradesh	7	228
2.	Arunachal Pradesh	1	20
3.	Assam	2	50
4.	Bihar	3	197
5.	Chhattisgarh	5	295
6.	Goa	2	67
7.	Gujarat	5	187
8.	Haryana	1	50
9.	Himachal Pradesh	3	300
10.	Jammu and Kashmir	5	740
11.	Jharkhand	2	130
12.	Karnataka	5	215
13.	Kerala	5	517
14.	Madhya Pradesh	5	330
15.	Maharashtra*	6	243
16.	Meghalaya	2	43
17.	Nagaland	1	31
18.	Orissa	5	90
19.	Punjab	1	30
20.	Rajasthan	5	316

1	2	3	4
21.	Tamil Nadu	5	201
22.	Uttarakhand*	4	139
23.	Uttar Pradesh	5	336
24.	West Bengal	6	248
25.	Chandigarh	3	71
26.	Delhi	10	484
Total		104	5558

\*Includes one programme each organized specifically for women for generating awareness on efficient use of water.

#### Review of RTI Act

530. SHRI VIKRAMBHAI ARJANBHAI MADAM: Will the PRIME MINISTER be pleased to state:

(a) whether any review has been made to assess the working of the Right to Information Act;

(b) if so, the details thereof and the outcome thereto;

(c) whether the general public face undue hardships in getting the information within stipulated time; and

(d) if so, the mechanism proposed to be developed by the Government in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY; MINISTER OF STATE OF THE MINISTRY OF EARTH SCIENCES; MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE; MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS; AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI PRITVIRAJ CHAVAN):

(a) and (b) A study has been conducted through an independent organization to assess the key issues and constraints in implementation of the Right to Information Act, 2005. The study points out that there is inadequate planning by the public authorities in regard to supply of information; awareness about the Act in rural areas is much less than in urban areas; awareness amongst women is much less than men; the gap in implementation

of the Act is because of lack of clear accountability in respect of various functionaries, etc. In this regard, the study recommended measures for improving awareness on right to information; improving convenience in filling information requests; improving efficiency of the Information Commissions, enhancing accountability and clarity of various stakeholders, etc.

(c) and (d) The Act provides for imposition of penalty on the public information officer in case of delay in supply of information in time. It ensures timely supply of information. The Government has issued various guidelines for different stakeholders which have enabled the information seekers to get information as per provisions of the Act.

#### Extension Centre of AIIMS

531. SHRI RAJENDRA AGRAWAL: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) the per capita expenditure incurred by the Government for providing health services to the public during each of the last three years;

(b) the per capita amount for health needs as recommended by World Health Organization or Planning Commission;

(c) whether the Government has any plan to open extension centres of AIIMS at places where total population of two or three districts is around one crore;

(d) if so, the details thereof; and

(e) the steps being taken by the Government to decongest AIIMS?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) On the basis of the Reserve Bank of India data on State expenditure on health and expenditure incurred by Union Government on health as contained in the Detailed Demand for Grants 2008-09 and 2009-10, the per capita expenditure for the years 2006-07 to 2008-09 is in the range of Rs. 300 to Rs. 450.

(b) As per the summary of the findings of the Commission on Macroeconomics and Health of World Health Organization, the minimum expenditure for scaling up a set of essential interventions on an average is US\$ 34 per person/year, including those needed to fight the AIDS pandemic.

(c) to (e) To correct regional imbalances in the availability of affordable tertiary health care services and also augment facilities for quality medical education in the country, Government has launched the Pradhan Mantri Swasthya Surksha Yojana (PMSSY) in 2003. The PMSSY has two components. In first phase this entails setting up of 6 AIIMS like institutions in six States and up-gradation of 13 medical institutions in 10 States. In the second phase, 2 more AIIMS like institutions and 6 more up-gradations are likely to be taken up. These facilities would decongest the inflow of patients at AIIMS.

[*Translation*]

#### **Pollution in the Cities of Gujarat**

532. SHRI MANSUKHBHAI D. VASAVA: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the cities in Gujarat are facing the problem of increasing level of pollution;

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

(c) the steps taken by the Government to solve the problem of pollution in these cities; and

(d) the success achieved as a result thereof?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH): (a) and (b) The ambient air quality is regularly being monitored in 07 cities of Gujarat, namely, Ahmedabad, Ankleshwar, Rajkot, Surat, Vadodara, Vapi and Jamnagar by the Gujarat Pollution Control Board under National Air Monitoring Programme (NAMP). Ambient air quality data for residential area for the last 3 years has revealed that air quality monitored at all the locations is within the ambient air quality standards with respect to Sulphur Dioxide (SO<sub>2</sub>) and Oxides of Nitrogen (NO<sub>x</sub>). However, the levels of Respirable Suspended Particulate Matter (RSPM) are exceeding the standards in all the 07 cities. A fluctuating trend is observed with respect to the RSPM levels in the last 03 years.

(c) and (d) The Government has taken various measures to control air pollution in Gujarat which interalia includes industries and generator sets, new and in-use vehicles and fuel quality in accordance with the Road Map of the Auto Fuel Policy.

Introduction of cleaner fuel in public transport and strengthening of mass transportation is underway. Action plan for air quality management in Ahmedabad and specific action plans for identified critically polluted areas of Gujarat are being implemented.

Taking into account the increasing urbanization and rapid expansion in transportation sector, there has been some measure of success as a result of the actions taken by the Government.

[*English*]

#### **Setting up of New Vaccine Manufacturing Units**

533. SHRI S.S. RAMASUBBU: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether there is any proposal under consideration of the Union Government to set up new vaccine manufacturing units in the country including the State of Tamil Nadu;

(b) if so, the details thereof; and

(c) the time by which these units are likely to become operational?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) and (b) The Government of India has mandated HLL Life Care Limited, a Public Sector Enterprise under the Ministry of Health and Family Welfare to set up an integrated Vaccine Complex (IVC). The Integrated Vaccine Complex will be a world class a GMP complaint facility which will cater to (a) the manufacture of vaccines that are required for the Universal Immunization Programme (UIP) of the Government (b) production of new generation vaccines and (c) a centre for research and development (R&D) standardization, testing and validation of vaccines.

(c) The first phase of the Project which will cover the formulation, filling and packing of UIP Vaccines is likely to be operational by the year 2012.

#### **Signing of Non-Proliferation Treaty**

534. SHRI KALIKESH NARAYAN SINGH DEO: Will the PRIME MINISTER be pleased to state:

(a) the salient features of country's Nuclear Policy;

(b) whether the Government is considering to sign the Nuclear Non-proliferation Treaty; and

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

THE MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY; MINISTER OF STATE OF THE MINISTRY OF EARTH SCIENCES; MINISTER OF STATE IN THE MINISTRY OF PRIME MINISTER'S OFFICE; MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS; AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI PRITHVIRAJ CHAVAN): (a) India's nuclear programme encompasses a comprehensive autonomous approach covering all aspects of nuclear science and technology and their applications for national welfare. We remain committed to the three-stage nuclear power programme, consisting of Pressurised Heavy Water Reactors (PHWRs) in the first stage, fast breeder reactors in the second stage and thorium reactors in the third stage. While our indigenous nuclear power programme based on domestic resources and national technological capabilities would continue to grow, there is clearly an urgent necessity for us to enhance nuclear power production rapidly. We look upon international civil nuclear cooperation as an additionality in this context.

(b) No, Madam.

(c) Does not arise.

#### **Supply of coal under Coal Linkage Scheme to Bihar**

535. SHRI KIRTI AZAD: Will the Minister of COAL be pleased to state:

(a) whether the State Government of Bihar has submitted any proposal to Union Government for supply of coal to Kanti, Navi Nagar and Barauni thermal power plants under coal linkage scheme as per their requirements; and

(b) if so, the details thereof and the action taken by the Union Government to ensure adequate supply of coal to thermal plants in Bihar?

THE MINISTER OF STATE OF THE MINISTRY OF COAL AND MINISTER OF STATE OF THE MINISTRY OF STATISTICS AND PROGRAMME IMPLEMENTATION (SHRI SHRIPRAKASH JAISWAL): (a) and (b) Coal is presently being supplied from Coal India Limited sources to Barauni Thermal Power Plant (TPP) (110 MW) and Muzaffarpur Thermal Power Plant (110 MW) of Bihar State Electricity Board. Central Electricity Authority has worked out the coal requirement at 0.40 MTPA for Barauni TPP

(110 MW) and 0.50 MTPA for Muzaffarpur TPP (110 MW) and coal companies are in the process of concluding Fuel Supply Agreements for supply of coal accordingly.

Nabinagar Thermal Power Plant (4x 250 MW), a Joint Venture of National Thermal Power Corporation (NTPC) and Railways was granted long term coal linkage in August 2003. Subsequent to introduction of New Coal Distribution Policy (NCDP) in October, 2007, the system of linkage has been replaced by Fuel Supply Agreement (FSA) for supply of coal. The Standing Linkage Committee in its meeting held on 22/23.10.2008 had decided that coal companies should issue Letter of Assurance as per applicable normative quantity to TPPs who were accorded linkage prior to introduction of NCDP.

Muzaffarpur Thermal Power Plant (2x250 MW), a Joint Venture of National Thermal Power Corporation (NTPC) and Bihar State Electricity Board (BSEB) was approved for issuance of "Letter of Assurance" subject to submission of documents relating to land acquisition within the stipulated time frame. Due to non-submission of documents by the TPP within the stipulated time frame, Coal India Ltd has not issued the Letter of Assurance so far.

#### **Development of Biosphere Reserves**

536. SHRI ASADUDDIN OWAISI: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Union Government proposes to develop biosphere reserves in Andhra Pradesh;

(b) if so, the details of the locations thereof;

(c) whether the State Government has given its clearance to these reserves;

(d) if so, the details thereof;

(e) whether any plan has been chalked out for the rehabilitation of tribals living in these areas; and

(f) if so, the details thereof and the time by which it is likely to be completed?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH): (a) and (b) In Andhra Pradesh, the Seshachalam hills and surrounding areas have been identified for designation as a Biosphere Reserve.

(c) Reply from the State Government is still awaited.

(d) to (f) Does not arise.

**Funds Spent on Development of Wild Life**

537. SHRI K.C. SINGH 'BABA': Will the Minister of ENVIRONMENT AND FORESTS be pleased to state the amount spent on development of various wild life projects/schemes during the last three years, State-wise and year-wise?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH): Under the various Centrally Sponsored Schemes, *viz.*, 'Integrated Development of Wildlife Habitats', 'Project Elephant' and 'Project Tiger', Central Government provides financial and technical assistance to States/UT Governments for the conservation and management of wildlife and its habitats. Details of fund released to States/UT Governments under these schemes during the last three years are given in the enclosed Statements-I, II and III.

**Statement I**

*Details of fund released to States/UT Governments under the Centrally Sponsored Schemes "Integrated Development of Wildlife Habitats" during last three years*

(Rs. in lakh)

Sl.No.	Name of the States/UTs	2006-07	2007-08	2008-09
1	2	3	4	5
1.	Andaman and Nicobar Islands	57.75	82.86	73.48
2.	Andhra Pradesh	143.238	168.06	92.378
3.	Arunachal Pradesh	78.602	125.05	193.31
4.	Assam	161.79	81.78	161.095
5.	Bihar	10.50	4.00	37.558
7.	Chhattisgarh	377.863	379.20	323.235
8.	Dadra and Nagar Haveli	14.50	11.78	15.62
9.	Goa	5.00	31.59	41.94
10.	Gujarat	328.675	332.08	318.52
11.	Haryana	60.45	70.03	86.02
12.	Himachal Pradesh	261.56	233.32	241.983
13.	Jammu and Kashmir	173.68	221.54	470.87
14.	Jharkhand	98.54	98.13	99.753
15.	Karnataka	490.582	630.64	625.1501
16.	Kerala	362.115	493.57	864.96
17.	Madhya Pradesh	759.46	800.92	613.34
18.	Maharashtra	223.855	331.33	390.22



1	2	3	4	5
19.	Manipur	96.986	105.89	100.095
20.	Meghalaya	38.20	64.88	58.007
21.	Mizoram	136.066	169.46	289.09
22.	Nagaland	16.38	19.11	28.415
23.	Orissa	340.855	357.08	576.88
24.	Punjab	3.00	0.00	40.29
25.	Rajasthan	207.665	347.24	414.58
26.	Sikkim	140.376	159.22	187.73
27.	Tamil Nadu	205.24	274.64	727.91
28.	Tripura	31.60.	36.00	00
29.	Uttar Pradesh	290.38	332.36	307.173
30.	Uttarakhand	100.12	76.67	216.09
31.	West Bengal	357.225	356.22	345.78
32.	Delhi	—	0.00	00
33.	Daman and Diu		4.721	6.12
Total		5572.252	6399.36	7947.5921

**Statement II**

*Details of fund released to States/UT Governments under the Centrally Sponsored Schemes  
"Project Elephant" during last three years*

(Rs. in lakhs)

Sl.No.	Name of the States/UTs	2006-07	2007-08	2008-09
1	2	3	4	5
1.	Andhra Pradesh	64.774	60.00	45.00
2.	Arunachal Pradesh	61.00	54.50	65.00
3.	Assam	75.00	144.00	175.19
4.	Chhattisgarh	80.00	83.77	60.43
5.	Haryana	50.00	—	—
6.	Jharkhand	74.446	132.17	80.00

1	2	3	4	5
7.	Karnataka	167.82	212.65	249.00
8.	Kerala	169.40	147.70	356.80
9.	Maharashtra	25.00	56.86	77.76
10.	Meghalaya	61.55	68.39	50.00
11.	Mizoram	—	1.33	—
12.	Nagaland	52.45	26.60	17.45
13.	Orissa	153.94	148.50	180.60
14.	Tamil Nadu	153.41	124.978	269.163
15.	Tripura	—	12.00	28.96
16.	Uttar Pradesh	6.20	55.33	58.24
17.	Uttarakhand	153.12	126.46	209.45
18.	West Bengal	160.89	185.725	176.096
Total		1509.00	1640.963	2099.139

**Statement III**

*Details of fund released to States/UT Governments under the Centrally Sponsored Schemes  
"Project Tiger" during last three years*

(Rs. in lakh)

Sl.No.	States	2006-07	2007-08	2008-09
1	2	3	4	5
1.	Andhra Pradesh	35.0000	73.9175	56.9830
2.	Arunachal Pradesh	237.3730	110.2542	246.1710
3.	Assam	87.4310	95.6140	1092.3790
4.	Bihar	37.1450	98.3205	49.6730
5.	Chhattisgarh	10.0000	35.2250	169.8700
6.	Jharkhand	155.9670	45.1600	115.3770
7.	Karnataka	267.8170	1159.7149	689.8390
8.	Kerala	109.0000	153.2449	267.09000
9.	Madhya Pradesh	759.2360	2975.9411	6998.5420

1	2	3	4	5
10.	Maharashtra	229.5100	295.7191	411.1250
11.	Mizoram	115.1600	82.9000	241.4500
12.	Orissa	150.2500	43.2800	625.9900
13.	Rajasthan	100.8760	410.6800	2708.9500
14.	Tamil Nadu	85.1650	45.0000	690.8060
15.	Uttaranchal	160.2950	202.0050	462.8500
16.	Uttar Pradesh	75.0000	134.8900	417.5130
17.	West Bengal	177.3000	308.6741	228.3940
	Total	2,792.5250	6,270.5403	15,473.002

*[Translation]***Insurance for Damage by Wild Animals**

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

(a) whether there is any proposal to provide insurance cover for the damage caused by wild animals;

(b) if so, the details thereof;

(c) whether the scheme is likely to be implemented uniformly all over the country; and

(d) if so, the details of the progress made in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH): (a) There is no proposal under consideration of the Ministry to provide insurance cover for the damage caused by wild animals.

(b) to (d) Does not arise.

*[English]***Use of Hazardous Technology**

539. SHRI MILIND DEORA: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether carbon capture and storage technologies are being implemented in oil exploration, power plant etc. in the country;

(b) if so, whether the technologies used are considered to be hazardous;

(c) if so, the details thereof; and

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

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH): (a) Carbon Capture and Storage (CCS) technology is not under implementation in oil exploration or power plants etc. in the country. However ONGC has approved a project of carbon di oxide (CO<sub>2</sub>) capture and sequestration for Enhanced Oil Recovery at Hazira-Ankleshwar.

(b) and (c) There are apprehensions on leakage of CO<sub>2</sub> from deep underground geological storage as well as its safety and permanence. Scientists are conducting simulation studies to understand the complexities of storage and the possibility of leakage, permanence etc.

(d) India supports global efforts at R and D technologies aimed at reducing CO<sub>2</sub> emissions from coal-based industries. In this regard, India supports R and D into CCS technologies which, at this time, still remain unproven. We have reservations as to its safety, cost, permanence of CO<sub>2</sub> storage and consequences of leakages. However, India will continue to participate in Research and Development (R and D) activities and is willing to work on CCS technologies by deputing its scientists and engineers to sites in other countries where

R and D into these technologies are being undertaken. We also support R and D into activities that seek to fix CO<sub>2</sub> convert it into productive uses.

#### **Mechanism to Check Fake Drugs Manufacture**

540. DR. K.S. RAO: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Government proposes to set up an effective mechanism to check and detect manufacture of fake drugs; and

(b) if so, the details thereof?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) and (b) The Central Drugs Standard Control Organization (CDSCO) under Ministry of Health and Family Welfare is continuously writing to the State Drugs Controllers for providing the full details on the manufacturers of the spurious drugs along with their names and address and action taken to prevent movement of spurious drugs in the market. The issue of import of spurious drugs was also taken up by CDSCO with Department of Revenue Intelligence, Customs authorities and all port officials to have harmonized action throughout the country to curb such imports. Other measures taken to check the menace of spurious drugs are given below:

1. The Drugs and Cosmetic Act has been amended *vide* Gazette notification dated December 2008, to increase the penalty and punishment of spurious drugs manufacturing.
2. A Committee has been formed in 39th Drugs Consultative Committee (DCC) to look into the problems of spurious drugs in the country.
3. In order to assess the extent of spurious drugs in the country, a country wide Survey has been undertaken by the Ministry of Health and Family Welfare through Central Drugs Standard Control Organization (CDSCO).
4. Under the Capacity Building Project through World Bank, assistance has been provided to upgrade testing facilities and to establish new drug testing laboratories so as to enhance the capacity of the laboratories to test large number of samples. Under this project 23 States and 6 Central Drugs Laboratories have been strengthened through renovations, extensions and equipments.

5. Schedule M to the Drugs and Cosmetics Rules, 1945, pertaining to good Manufacturing Practices was amended to make it at par with the International standards and it is mandatory for the manufacturers of drugs to comply with the requirements of this Schedule for quality control of the drugs manufactured by them.

6. Detailed guidelines have been issued to the State Governments to undertake focused surveillance over possible movement of spurious drugs.

#### **Vacant Posts of CEOs of PSUs**

541. SHRI M. SREENIVASULU REDDY: Will the PRIME MINISTER be pleased to state:

(a) whether a large number of posts of Chief Executives in Central Public Sector Undertakings (CPSUs) under the administrative control of various Ministries are lying vacant for a long time;

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

(c) the steps taken by the Government to fill up these vacant posts?

THE MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY; MINISTER OF STATE OF THE MINISTRY OF EARTH SCIENCES; MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE; MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS; AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI PRITHIVRAJ CHAVAN):

(a) The information is not maintained on a centralized basis.

(b) and (c) In view of (a) above, does not arise.

#### **Maternal and Child Mortality Rate**

542. SHRI NISHIKANT DUBEY: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether there is an increasing trend in maternal and infant mortality rate during the last three years;

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

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

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) No, based on the official estimates of Registrar General of India (RGI), the Maternal Mortality Ratio (MMR) for India has shown a substantial decline from 301 per 100,000 live births (RGI-SRS, 2001-03) to 254 per 100,000 live births (RGI-SRS, 2004-06).

According to the official estimates of RGI, the Infant Mortality Rate (IMR) has declined from 58 per 1000 live births in 2005 (RGI-SRS Bulletin October 2006) to 55 per 100,000 live births in 2007 (RGI-SRS Bulletin, October 2008).

(b) Question does not arise.

(c) The National Rural Health Mission (NRHM) (2005-2012), and under its umbrella, the Reproductive and Child Health Programme Phase II, launched by the Government of India in the year 2005, aims to improve access for rural people, especially poor women and children to equitable, affordable, accountable and effective primary health care, with a special focus on 18 States which have weak public health indicators and weak infrastructure. Under the Mission, the following key strategies and interventions are being implemented to accelerate the pace of reduction in child and maternal mortality namely Integrated management of Neonatal and Childhood Illnesses (IMNCI); New Born and Child Care, both facility based as well as home based; Infant and Young Child Feeding; Micronutrient supplementation with Vitamin A, Iron Folic Acid; Universal Immunization Programme (UIP); Janani Suraksha Yojana (JSY), a cash benefit scheme to promote Institutional Delivery with a special focus on Below Poverty Line (BPL) and SC/ST pregnant women; Operationalising Community Health Centres as First Referral Units (FRUs) and Primary Health Centres for 24x7 services; Augmenting the availability of skilled manpower by means of different skill-based trainings such as Skilled Birth Attendance; training of MBBS Doctors in Life Saving Anaesthetic Skills and Emergency Obstetric Care including Caesarean Section; prevention and treatment of Anemia by supplementation with Iron and Folic Acid tablets during pregnancy and lactation; Organizing Village Health & Nutrition Day at Anganwadi Centres; Appointment of an Accredited Social Health Activist (ASHA) to facilitate accessing of health care services by the community including pregnant women.

### **Impact of Recession**

543. SHRI KODIKKUNNIL SURESH: Will the Minister of OVERSEAS INDIAN AFFAIRS be pleased to state:

(a) whether a large number of Indians working in overseas countries are being affected by global recession;

(b) if so, the number of such Indians affected by the recession; and

(c) the steps taken or proposed to be taken by the Government in this regard?

THE MINISTER OF OVERSEAS INDIAN AFFAIRS (SHRI VAYALAR RAVI): (a) to (c) Indian Missions in the Gulf Countries in Saudi Arabia, Oman, Kuwait, Bahrain and Qatar have informed that there has been no report of any large scale adverse impact on Indian workers because of global economic slowdown and recession, though there has been report of some job losses. The Indian Mission in United Arab Emirates (UAE) has reported that accurate figures of return of Indian workers are not available. It is estimated that ranging from 50,000 to 1,50,000 workers have returned to India as a result of the delay in execution of projects due to economic slow down and recession. They have further informed that most of the workers have returned to India on leave without pay with the expectation that they would be able to return to work in the UAE once the situation improves. It would be relevant here to mention that more than ninety percent of Indian Emigration is to the Gulf Countries.

Further information received from Indian Missions in Afghanistan, Syria, Sudan, Brunei, Libya, Jordan, and Lebanon, indicate that there is no report of Indians affected by global recession there. Indian Mission in Yemen has informed that there is negligible impact on Indian workers due to global recession. Indian Mission in Indonesia has stated that there is no large scale impact of recession in Indonesia. Indian Mission in Malaysia has informed that small number of Indian workers have returned to India due to slowdown of the Malaysian economy in the context of current global recession.

So far as professionals are concerned, they mostly emigrate to the Western World. As per report received from Germany, Canada, United Kingdom, New Zealand and Australia, there is no report of such return of Indians because of recession and economic slowdown.

Report received from United States of America (USA) indicates that the recession in USA has affected almost all sections of the people. However they have informed that Indians working in the United States are mostly professionals and the extent of job losses by Indians is, therefore, slightly mitigated by their indispensability to the organization. The exact number of Indian affected by the recession is indeterminate.

### **Kosi Canal Project**

544. SHRIMATI MANEKA GANDHI: Will the Minister of WATER RESOURCES be pleased to state:

(a) the details of the promised irrigation capacity and the actual irrigation provided by Kosi Canal Project during 2007-08;

(b) the estimated cost of the project and total expenditure incurred till date;

(c) the details of cost and time escalation alongwith the reasons therefor; and

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

THE MINISTER OF STATE IN THE MINISTRY OF WATER RESOURCES (SHRI VINCENT H. PALA): (a) As per information available in Central Water Commission, the ultimate irrigation potential of the Western Kosi Canal system is 2.348 lakh hectare. The potential created through Western Kosi Canal Project upto 2007-08 is 1.679 lakh ha. out of which 0.4 Th ha. was created during 2007-08.

(b) The latest estimated cost of Western Kosi Canal Project is Rs. 1307.21 crore (Price level November 2007) against which an expenditure of Rs. 1010.706 crore has been incurred upto March 2008.

(c) The Western Kosi Canal Project has been approved by Planning Commission in 1961 at an estimated cost of Rs. 13.49 crore. The latest estimated cost approved by Technical Advisory Committee of Ministry of Water Resources in March, 2009 is Rs. 1307.21 crore (price level November 2007). Irrigation is a state subject and the irrigation projects are planned, funded and implemented by the concerned State Governments from their own resources as per their own priorities. The main reasons for delay in completion of this project, as reported by the State Government, are land acquisition problems, restoration of Kamla siphon; etc.

(d) Western Kosi Canal Project is likely to be completed during 2009-10 as per information received from the Government of Bihar.

### **Genetically Engineering Experiments**

545. SHRI RAYAPATI SAMBASIVA RAO: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) the number of crops and their varieties that have been identified/approved by the Government for conducting genetical engineering experiments in the country;

(b) the details of the agencies/organizations, State-wise including Andhra Pradesh which have been permitted to carry the experiments;

(c) the results of the experiments/trials conducted so far;

(d) whether the results of the experiments/trials are put under the public domain for scrutiny by the public and independent organization such as NGOs who are working in this field;

(e) if so, the details thereof; and

(f) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH): (a) The Genetic Engineering Approval Committee the apex body notified under the 'Rules for Manufacture, Use, Import, Export and Storage of Hazardous Micro Organisms/Genetically Engineered Organism or Cells 1989' of the Environment (Protection) Act, 1986, has accorded approval for conducting field trials with GM crops namely; cotton, rice, okra, brinjal, potato, groundnut, tomato, corn, cabbage, cauliflower, mustard and sorghum for generation of biosafety data.

(b) The public and private institutions involved in conducting field trials include; Central Institute for Cotton Research, Nagpur, Central Potato Research Institute, Shimla, National Research Centre for Sorghum, Hyderabad; National Research Centre for Plant Biotechnology, New Delhi; Tamil Nadu Agriculture University, Coimbatore; University of Agriculture, Dharwad; International Crop research Institute for Semi Arid Tropics, Hyderabad; M/s Bejo Sheetal Seeds Pvt. Ltd., Jalna; M/s Pioneer Overseas Corporation; Hyderabad; M/s Dow

Agro Science, Mumbai; M/s Monsanto India Limited, New Delhi; M/s Bayer Bio Sciences Pvt., Hyderabad; M/s J.K. Agri Genetics Limited, Hyderabad; M/s Nunhems India Pvt. Ltd., Gurgaon; M/s Aversthagen Ltd., Bangalore, M/s Maharashtra Hybrid Seeds Co. Ltd., Mumbai; and M/s Metahelix Life Sciences, Bangalore.

(c) to (e) Biosafety data for Bt cotton and Bt brinjal which includes environment and health safety data is available in the public domain and can be accessed at: <http://www.envfor.nic.in/divisions/csurv/geac/geachome.html> and <http://www.lgморis.nic.in>. In respect of other crops, the experiments/trials are in progress.

(f) Does not arise.

#### **Security Review of Indian Mission in Afghanistan**

546. SHRIMATI SUPRIYA SULE:  
SHRI JAI PRAKASH AGARWAL:

Will the Minister of EXTERNAL AFFAIRS be pleased to state?

(a) whether the Government proposes to review the security of India mission and Indian nationals working in Afghanistan in the aftermath of suicide car bombing near Indian Embassy in Kabul Last year;

(b) if so, the details thereof;

(c) whether the Government has taken up this matter with the Government of Afghanistan;

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

(e) whether the security concerns of the Indian missions in Dhaka and Colombo have also been released with the respective countries; and

(f) if so, the reaction of these countries thereto?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI S.M. KRISHNA): (a) Security of Indian missions and posts in Afghanistan has been reviewed and strengthened by appropriate measures since the July 7, 2008 bombing of our Embassy in Kabul.

(b) to (d) The review of security of Indian Missions abroad is a continuing process. The Mission in Kabul has regularly issued advisories relating to the security

environment and precautions to be observed to Indian nationals in Afghanistan and works with the local authorities to ensure their security. Necessary security review and augmentation has been conducted in consultation with the host Government who have been very supportive and cooperative and conscious of their responsibilities.

(e) and (f) As in Afghanistan, security measures, norms and modalities appropriate to the security situation in that city are taken for our missions in Dhaka and Colombo, in consultation with local authorities.

*[Translation]*

#### **Production of Uranium**

547. SHRI GANESH SINGH: Will the PRIME MINISTER be pleased to state:

(a) whether the Government proposes to promote production of Uranium minerals in the country particularly in the North-Eastern Region; and

(b) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY; MINISTER OF STATE OF THE MINISTRY OF EARTH SCIENCES; MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE; MINISTER OF STATE IN THE MINISTRY OF PERSONNEL; PUBLIC GRIEVANCES AND PENSIONS; AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI PRITHVIRAJ CHAVAN):

(a) Yes, Madam.

(b) At present Uranium Corporation of India Limited (UCIL), a public sector undertaking under the Department of Atomic energy is operating five underground mines at Jaduguda, Bhatin, Narwapahar, Turamdih and Bagjata and an opencast mine at Banduhurang and two processing plants at Jaduguda and Turamdih. Construction activities are on for setting up a mine at Mohuldih in Jharkhand and a mine and mill at Tummalapalle in the Cuddapah district, Andhra Pradesh. UCIL proposes to set up a mine and mill at Kylleng Pyndengsohiong Mawthabah in the West Khasi Hills district in Meghalaya. In addition UCIL also proposes to set up mines and mill at Lambapur-Peddagattu in the Nalgonda district, Andhra Pradesh and a mine at Gogi in Karnataka and these projects will be taken up after receipt of all statutory clearances.

*[English]***Ravi-Beas Water Agreement**

548. SHRI DUSHYANT SINGH:  
SHRI AVTAR SINGH BHADANA:

Will the Minister of WATER RESOURCES be pleased to state:

(a) the salient features of the 1981 agreement for sharing of Ravi-Beas water between Rajasthan and Punjab;

(b) whether the State Government of Rajasthan is getting its due share as per the agreement;

(c) if not, the reasons therefor;

(d) the details relating to Satluj-Yamuna Link (SYL) Canal;

(e) whether the Union Government has received any suggestion from the affected States;

(f) if so, the details thereof; and

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

THE MINISTER OF STATE IN THE MINISTRY OF WATER RESOURCES (SHRI VINCENT H. PALA): (a) The salient features of the agreement signed by the Chief Ministers of Punjab, Haryana and Rajasthan on 31.12.1981, re-allocating the mean supply of 17.17 Million Acre Feet (MAF) of surplus Ravi-Beas waters, are as follows:

(i) The following shares among the States were decided in the agreement:

Punjab	4.22 MAF
Haryana	3.50 MAF
Rajasthan	8.60 MAF
Quantity earmarked for Delhi Water Supply	0.20 MAF
Jammu and Kashmir	0.65 MAF

In the case of any variation in the figure of 17.17 MAF in any year, the shares shall be changed prorata of the above revised allocations subject to the condition that no change shall be made in the allocation of Jammu and Kashmir

which shall remain fixed as 0.65 MAF as stipulated in the 1955 agreement. The quantity of 0.20 MAF for Delhi water supply stands as already allocated.

(ii) "Until such time as Rajasthan is in a position to utilize its full share, Punjab shall be free to utilize the waters surplus to Rajasthan's requirements. As Rajasthan will soon be able to utilize its share, Punjab shall make adequate alternative arrangements expeditiously for irrigation of its own lands by the time Rajasthan is in a position to utilize its full share. As a result, it is expected that during this transitional period when Rajasthan's requirements would not exceed 8.0 MAF, 4.82 MAF of water should be available to Punjab in mean year when the availability is 17.17 MAF."

(iii) The Bhakra Beas Management Board (BBMB) shall be permitted to take all necessary measures for carrying out measurements and for ensuring delivery of supplies to all the concerned States in accordance with their entitlements. The selection of the control points at which the BBMB would take appropriate measures as mentioned above shall include, but be not limited to, all points at which Bhakra and/or Ravi-Beas discharges are being shared by more than one State and all regulation points on the concerned rivers and canals for determining the shareable supplies.

(iv) The claim of Rajasthan to convey 0.57 MAF of water through Sutlej-Yamuna Link will be decided by Secretary, Ministry of Irrigation, Government of India in consultation with Punjab, Haryana and Rajasthan. If no mutually acceptable solution is reached, the decision of Secretary, Ministry of Irrigation shall be binding on all the parities.

(v) The agreement reached in paras (i) to (iv) above shall be implemented in full by the Government of Haryana, Rajasthan and Punjab. If any signatory State feels that any of the provisions of the agreement are not being complied with, the matter shall be referred to the Central Government, whose decision shall be binding on all the States.

(b) BBMB decided on an adhoc interim arrangement of distribution of Ravi-Beas waters considering the share



of Rajasthan as 8 MAF, in its 105th meeting held on 03.12.1982 which is being followed. Further, Government of Rajasthan has informed that 0.17 MAF of water for Nohar Sidhmukh project [out of 0.47 MAF] as per the decision of the Government of India [in pursuance of para (iv) enumerated above in the features of the agreement], is also not being released by BBMB on account of objections by Haryana.

(c) In the various meetings of the BBMB there has been continued divergence of opinion among the signatory states of the 1981 agreement regarding the interpretation of clause (ii) of the agreement. During the inter-state meeting convened by the then Hon'ble Minister of Water Resources on 25.07.2002, the Hon'ble Chief Minister of Government of Punjab expressed Punjab's inability to restore Rajasthan's remaining share of 0.6 MAF. Later, on 12.07.2004, the State of Punjab enacted the Punjab Termination of Agreements Act, 2004 terminating the 1981 agreement and all other agreements relating to Ravi Beas waters. The report of the Hon'ble Supreme Court on a Presidential Reference filed before it on 22.07.2004 questioning the constitutional validity of the Act, will facilitate further course of action in the resolution of the issue.

(d) to (g) Suttlej Yamuna Link (SYL) Canal, running about 121 km in Punjab and 90 km in Haryana, envisages conveying 3.45 MAF out of 3.5 MAF of Haryana's average annual share of surplus Ravi-Beas waters. Haryana portion of the canal is complete. A major portion of works in Punjab portion was also completed, when the works came to a halt in July 1990 following the killings of some project officials. In a Suit filed by the State of Haryana in 1996 with a prayer for immediately restarting the works and completing the canal, the Hon'ble Supreme Court on 15.01.2002 directed State of Punjab to make the canal functional within one year. It also directed that if within one year the canal is not completed by Punjab, then the Union Government should get it done through its own agencies as expeditiously as possible. In a Suit subsequently filed by State of Punjab in 2003 and an application filed by State of Haryana praying for directions to the Union of India to complete the SYL canal, the apex Court in its judgement dated 04.06.04 directed the Union of India to carry out its action plan for the completion of the SYL Canal in Punjab territory. However, on 12.07.2004, the State of Punjab enacted the Punjab Termination of Agreements Act, 2004 which provided that all existing and actual utilizations through the existing systems shall remain protected and unaffected.

Government of Punjab conveyed that any step taken in furtherance of the agreement of 31.12.1981 would be against the legislative mandate of this Act. Keeping in view that there is likelihood of the constitutional provisions of the Act being challenged in courts of law involving protracted and avoidable litigation, that the differences and doubts had given rise to a public controversy which might lead to undesirable consequences and that a question of law and arisen which was of such a nature and of such public importance that it would be expedient to obtain the opinion of the Hon'ble Supreme Court of India thereon, a Presidential Reference regarding the constitutional validity of the Act was made to the Hon'ble Supreme Court 22.07.2004. The completion of the SYL canal is dependant on the report of the apex Court in the matter.

#### **Screening of India Bound Passengers**

549. SHRI ANANDRAO ADSUL:  
SHRI ADHALRAO PATIL SHIVAJI:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the Ministry of External Affairs has received any request from the Ministry of Health and Family Welfare to prevail upon the nations affected by Swine Flu to start screening of passengers bound for India to check the spread of the disease;

(b) if so, the details thereof; and

(c) the steps taken by the Ministry of External Affairs in this regard and the success achieved as a result thereof?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (DR. SHASHI THAROOR): (a) Yes.

(b) and (c) On the request of the Ministry of Health and Family Welfare, the MEA sent instructions to Indian Missions in the affected countries (as indicated by the Ministry of Health and Family Welfare) to take up the issue of exit screening for passengers traveling to India.

So far, no country has commenced such exit screening for the following reasons:

(i) World Health Organization (WHO) has not asked the affected countries to conduct such exit screening nor recommended any travel restrictions relating to the outbreak of swine flu.

- (ii) WHO has reported 77201 laboratory confirmed cases of swine flu from 112 countries as on 1st July, 2009. As such the infection is a global phenomenon.

**Proposal for Central Assistance Under AIBP**

550. SHRI HARIBHAU JAWALE:  
SHRI ANANDRAO ADSUL:  
SHRI ADHALRAO PATIL SHIVAJI:

Will the Minister of WATER RESOURCES be pleased to state:

(a) whether the Union Government has received any proposal from various State Governments including Maharashtra for central assistance for major and medium

irrigation projects under the Accelerated Irrigation Benefits Programme (AIBP) for their States;

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

(c) the action taken by the Union Government thereon and the present status of each of these projects; and

(d) the time by which the pending proposals are likely to be cleared by the Union Government?

THE MINISTER OF STATE IN THE MINISTRY OF WATER RESOURCES (SHRI VINCENT H. PALA): (a) Yes Madam:

(b) The project wise and State wise details of the AIBP release proposals for 2009-10 in pipe line are given below:

Sl.No.	Name of the State	Name of the project	Present status of proposal
1.	Maharashtra	Gosikhurd Project	Central Water Commission
2.	Maharashtra	Lower Panzara	Planning Commission for confirmation of DPAP area
3.	Uttar Pradesh	Bansagar	Central Water Commission
4.	Uttar Pradesh	Kachnoda Dam	Ministry of Finance for release of central assistance
5.	Uttar Pradesh	Eastern Ganga Canal	Ministry of Water Resources
6.	Uttar Pradesh	Madhya Ganga Canal Stage-II	Ministry of Water Resources
7.	Uttar Pradesh	Saryu Canal	Central Water Commission
8.	Uttar Pradesh	Hardoi Branch Canal	Central Water Commission
9.	Uttar Pradesh	Sharda Sahayak Canal	Central Water Commission
10.	Uttar Pradesh	Restoration of Gandak Canal system	Central Water Commission
11.	Uttar Pradesh	Tihri Dam	Central Water Commission
12.	Uttar Pradesh	Lehchura Dam	Central Water Commission
13.	Karnataka	Hattikunni Project	Central Water Commission

(c) and (d) The receipt of AIBP release proposals from State Government and their processing is a continuous process. The proposals are examined as per AIBP guidelines at various offices such as field offices of the Central Water Commission, CWC Headquarter, Planning Commission, Ministry of Water Resources and

Ministry of Finance. Those proposals which are found eligible as per AIBP guidelines are recommended for release of funds by the Ministry of Water Resources to the Ministry of Finance. In the process of scrutiny of proposals, if a proposal is found to be not framed by the State Government as per guidelines of the AIBP, the

proposal is referred back to the State Government for clarifications/rectifications. The release of Central Grant under AIBP of such projects will depend upon the promptness with which the State Government complies with the observations of Central Agencies. Therefore, no time frame could be fixed for release under AIBP by the Union Government.

[*Translation*]

#### Identification of Polluting Industries

551. SHRI BHAUSAHEB RAJARAM WAKCHAURE: Will the Minister of ENVIRONMENT AND FORESTS be pleased to State:

(a) whether pollution is a major concern in the country;

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

(c) the details of polluting units identified under 'H' and other categories as per the master plan, State-wise; and

(d) the steps taken by the Government to check the pollution emitting from these units during the last three years?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH): (a) and (b) Yes, Madam, pollution is a major concern in the country. The Government is fully aware of the environmental challenges and various legislative and administrative initiatives have been taken to address the problem of air, water, noise and hazardous waste pollution.

(c) and (d) In Delhi, the units categorized in "H" category are those units which are not allowed to function in the National Capital Territory (NCT) of Delhi as per Master Plan 2021. As per the information furnished by the Delhi Pollution Control Committee (DPCC), the Delhi Master Plan 2021 has categorised 99 activities into a Negative List. The industries manufacturing these activities are required to stop their operations within a period of three years w.e.f 07-02-2007 within the National Capital Territory of Delhi. No new unit is allowed to set up its operation. The DPCC has issued a public notice in the newspapers in May 2009 asking the units engaged in the activities listed under the Negative List to stop their operations w.e.f. 06.02.2010 and has asked the units to submit an action plan in this regard. No Consent to Establish is being granted to the new unit(s) listed under Negative List. Special Inspection Teams (SITs) have been constituted for regular monitoring of pollution control measures taken by these units.

In other States, 17 categories of highly polluting industries have been identified. There are 2977 such units, of which, 478 units have been closed, 380 units are defaulting and 2119 units are complying with the standards. The State-wise details of these 17 categories of highly polluting industries are given in the enclosed Statement. The Central Pollution Control Board (CPCB) carries out regular inspection under their Environment Surveillance Scheme (ESS) to check the compliance of standards by the units and directions are issued wherever necessary. Directions for closure etc. are also issued against the defaulting units by the concerned State Pollution Control Boards (SPCBs)/Pollution Control Committees (PCCs).

#### Statement

Sl.No.	State	Complying	Defaulting	Closed	Total
1	2	3	4	5	6
1.	Andhra Pradesh	303	12	50	365
2.	Assam	19	2	0	21
3.	Bihar	31	3	28	62
4.	Chhattisgarh	72	5	1	78
5.	Goa	7	1	3	11

1	2	3	4	5	6
6.	Gujarat	164	33	56	253
7.	Haryana	95	28	28	151
8.	Himachal Pradesh	11	2	3	16
9.	Jammu and Kashmir	8	0	3	11
10.	Jharkhand	25	1	6	32
11.	Karnataka	103	18	9	130
12.	Kerala	25	9	15	49
13.	Madhya Pradesh	41	18	6	65
14.	Maharashtra	454	42	69	565
15.	Meghalaya	7	4	0	11
16.	Mizoram	1	0	0	1
17.	Orissa	36	10	9	55
18.	Punjab	94	16	24	134
19.	Rajasthan	79	3	77	159
20.	Sikkim	0	0	0	0
21.	Tamil Nadu	153	37	30	220
22.	Tripura	8	2	0	10
23.	Uttarakhand	22	17	1	40
24.	Uttar Pradesh	233	67	56	356
25.	West Bengal	122	48	0	170
26.	Chandigarh	0	0	1	1
27.	Daman	2	0	0	2
28.	Puducherry	4	2	3	9
29.	Andaman and Nicobar Islands	0	0	0	0
30.	Lakshadweep	0	0	0	0
Total		2119	380	478	2977

*[English]***Revival of Vaccine Manufacturing Units**

552. SHRI VILAS MUTTEMWAR:  
SHRI P. KARUNAKARAN:  
SHRI S.S. RAMASUBBU:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the licences of the three public sector vaccine manufacturing units were suspended and the work entrusted to the companies in the private sector in the country;

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

(c) the manner in which the supply of essential vaccines for National Immunization Programme are met by the Government;

(d) whether the Government proposes to revive the licences of these units;

(e) if so, the details thereof; and

(f) the time by which these units are likely to become operational?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) to (c) The manufacturing licenses of the three Public Sector Vaccine Institutes namely, the Central Research Institute, Kasauli, Himachal Pradesh, the Pasteur Institute of India, Coonoor, Tamil Nadu and the BCG Vaccine Laboratory, Chennai, Tamil Nadu were suspended by the Drugs Controller General of India (DCG (I)) in January 2008 since they were not found in compliance with the Good Manufacturing Practices (GMP) as provided under Schedule M of Drugs and Cosmetic Rules, 1945. Vaccine procurement for National Immunisation Programme is being carried out from other PSUs and indigenous private sectors on the basis of competitive rates after inviting open tenders.

(d) to (f) Government has decided to revive these units. The licences of these units can be revived and the production of vaccines can be restarted after compliance with GMP requirements. The renovation/upgradation of the new building constructed at CRI, Kasauli to meet GMP

norms for manufacture of DPT group of vaccines is in progress. The project is expected to be completed by June, 2010. The project reports for revival of BCG, Guindy and PII Coonoor are being prepared.

**Rehabilitation of Tamil Civilians in Sri Lanka**

553. SHRI P. LINGAM:  
SHRI P. KARUNAKARAN:  
SHRI T.R. BAALU:  
SHRI E.G. SUGAVANAM:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether any relief/assistance has been extended or being extended by the Government of India to the Government of Sri Lanka for the rehabilitation of war displaced Tamil civilians in their country;

(b) if so, the details thereof;

(c) the manner in which such relief/assistance is extended/being extended to them; and

(d) the steps taken/being taken by the Government of India to achieve a political solution of the ethnic problem in Sri Lanka?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI S.M. KRISHNA): (a) to (d) The Government of India has provided extensive humanitarian assistance to Sri Lanka for Tamil civilians affected by the conflict. This assistance includes food, medicines and other essential supplies and an emergency field hospital that has been in operation since March this year. Prime Minister has announced Rs. 500 crores for the relief and rehabilitation of the internally displaced persons in Sri Lanka on June 9, 2009.

Assistance that has already been dispatched includes 1.7 lakh family relief packs from Tamil Nadu containing essential items like dry rations, personal hygiene items, clothing, etc and two consignments of medical supplies to the Government of Sri Lanka to meet the needs of the IDPs. An Indian field hospital has been functioning since March 2009 in Northern Sri Lanka.

In addition, more assistance is being organised by the Government for relief and rehabilitation of Tamil Civilians in Sri Lanka. India is sending 2600 tons of

galvanized corrugated steel sheets to Sri Lanka to construct shelter for approximately 5000 families living in relief camps in Northern Sri Lanka. In order to speed up the process of rehabilitation and return of the IDPs to their original homes, four Indian de-mining teams will be deployed by the Government in Northern Sri Lanka. Another consignment of family relief packs will be shortly dispatched from Tamil Nadu.

The Government is of the view that the conclusion of the military operation in Sri Lanka provides an opportunity to make a new beginning and pursue a lasting political settlement in Sri Lanka. The way forward lies in a peacefully negotiated political settlement within the framework of a united Sri Lanka, acceptable to all the communities in Sri Lanka including the Tamils. The National Security Advisor Shri M.K. Narayanan and Foreign Secretary Shri Shivshankar Menon visited Colombo on May 20-21, 2009 and held talks with the Sri Lankan Government. The necessity of reaching a political settlement was emphasized. On June 24, 2009, a high-level Sri Lankan delegation led by Hon'ble Basil Rajapaksa, Senior Adviser to the Sri Lankan President, visited India to continue bilateral discussions. Government continues to stay engaged with the Government of Sri Lanka in this regard.

*[Translation]*

#### **Pollution free Rivers**

554. SHRI ADHIR CHOWDHURY:  
SHRI ASHOK KUMAR RAWAT:

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

(a) the amount spent on cleaning/conservation of Ganga, Yamuna, and other rivers in the country during the last three years and the current year, year-wise and river-wise;

(b) the achievements made as a result thereof;

(c) whether the Government has conducted any study in this regard;

(d) if so, the outcome thereof;

(e) whether the Government has formulated any revised policy to make these rivers pollution free;

(f) if so, the details thereof and the expenditure likely to be incurred thereon; and

(g) the time by which the said policy is likely to be implemented?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH): (a) and (b) Details of funds released by the Central Government to States, under the National River Conservation Plan (NRCP) during the last three financial years and the current financial year are given in the enclosed Statement. So far, sewage treatment capacity of 3926 million litres per day (mld) has been created, besides schemes for interception and diversion works and other non-core works such as crematoria, low cost sanitation works etc.

(c) and (d) Independent studies have been carried out from time to time to evaluate the impact of the river conservation plans. Studies have been conducted by a group of independent experts (1995); University of Bath and Metroeconomica, United Kingdom and the Institute of Economic Growth, New Delhi (1995-97); and Alternate Hydro Energy Centre IIT, Roorkee (2002). The studies have made recommendations for improving the performance of the Scheme by continuous river quality monitoring, proper operation and maintenance of assets, upgradation of treatment technologies/designs etc.

(e) to (g) Review of strategy of river conservation is a continuous process. Several measures such as concurrent evaluation of schemes have been initiated to improve the performance of the National River Conservation Plan. The Central Government has also set up the 'National Ganga River Basin Authority' on 20.2.2009 as an empowered planning, financing, monitoring and coordinating authority to ensure effective abatement of pollution and conservation of the river Ganga by adopting a holistic approach with the river basin as the unit of planning. A corpus of funds is to be provided for the Authority. A provision of Rs. 2100 crores has been made in the XI Plan for the National River Conservation Plan. River conservation activities such as sewage treatment infrastructure 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 state schemes.

**Statement**

*State-wise and Year wise details of funds released under the National River Conservation Plan during the last three financial years and the current financial year*

(Rs. in crore)

Sl.No.	State	River	Funds Released			
			2006-07	2007-08	2008-09	2009-10 (upto 30.06.09)
1.	Andhra Pradesh	Godavari and Musi	47.85	67.96	25.38	25.31
2.	Bihar	Ganga	0.07	0.00	0.00	0.00
3.	Delhi	Yamuna	26.50	14.87	47.57	0.00
4.	Goa	Mandovi	0.00	0.70	0.00	0.00
5.	Gujarat	Sabarmati	0.00	0.25	1.49	0.00
6.	Haryana	Yamuna	7.77	3.15	20.80	6.76
7.	Jharkhand	Damodar, Ganga and Subarnarekha	0.00	0.00	0.00	0.00
8.	Karnataka	Bhadra, Tungabhadra, Cauvery, Tunga and Pennar	0.00	2.75	2.25	0.00
9.	Kerala	Pamba	0.00	1.00	1.00	0.00
10.	Madhya Pradesh	Betwa, Tapti, Wainganga, Khan, Narmada, Kshipra, Beehar, Chambal and Mandakini	4.15	6.75	3.35	0.90
11.	Maharashtra	Krishna, Godavari and Tapi	10.09	5.21	0.35	0.00
12.	Nagaland	Diphu and Dhansiri	0.00	0.00	0.00	0.00
13.	Orissa	Brahmini and Mahanadi	11.04	7.06	16.44	0.00
14.	Punjab	Satluj	15.35	44.30	0.00	0.00
15.	Rajasthan	Chambal	0.00	0.00	0.00	0.00
16.	Sikkim	Rani Chu	5.05	4.79	5.00	0.00
17.	Tamil Nadu	Cauvery, Adyar, Cooum, Vennar, Vaigai and Tambarani	82.72	18.40	9.52	0.00
18.	Uttar Pradesh	Yamuna, Ganga and Gomti	38.65	37.66	105.60	54.15
19.	Uttarakhand	Ganga	8.25	3.37	2.50	15.00
20.	West Bengal	Ganga, Damodar and Mahananda	18.00	23.70	29.60	0.00
Total			275.49	241.92	270.85	102.12

*[English]***Fake Foreign Drugs**

555. SHRI SUSHIL KUMAR SINGH:  
SHRI ADHALRAO PATIL SHIVAJI:  
SHRI M. RAJA MOHAN REDDY:  
SHRIMATI SUSHMA SWARAJ:  
SHRI VILAS MUTTEMWAR:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Central Drugs Standard Control Organization (CDSCO) has confiscated any foreign spurious/fake drugs in the country;

(b) if so, the details thereof;

(c) whether the Government has conducted any investigation in the matter;

(d) if so, the outcome thereof;

(e) the action initiated/proposed to be initiated against officials responsible for such incidents; and

(f) the measures taken/proposed to be taken by the Government to check such activities?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) and (b) During the recent past, three cases of import of bulk drugs from unregistered source originating from China were detected at Chennai sea port by the officers of Central Drugs Standard Control Organization (CDSCO). The following bulk drugs were not released from Chennai Port:

1. Roxithromycin-500 kgs
2. Progesterone-400 kgs
3. Cimetidine-2000 kgs

(c) and (d) The Customs authorities have already been requested for absolute confiscation and prosecution in these cases under the Customs Act.

(e) The import of bulk drugs from unregistered source has not been allowed by the officials of Central Drugs Standard Control Organization.

(f) The measures to check the menace of spurious drugs are given below:

1. The Drugs and Cosmetic Act has been amended vide Gazette notification dated December, 2008

to increase the penalty and punishment of spurious drugs manufacturing.

2. A Committee has been formed in 39th Drugs Consultative Committee (DCC) to look into the problems of spurious drugs in the country.
3. In order to assess the extent of spurious drugs in the country, a country wide Survey has been undertaken by the Ministry of Health & Family Welfare through Central Drugs Standard Control Organization (CDSCO).
4. Under the Capacity Building Project through World Bank, assistance has provided to upgrade testing facilities and to establish new drug testing laboratories so as to enhance the capacity of the laboratories to test large number of samples. Under this project 23 States and 6 Central Drugs Laboratories have been strengthened through renovations, extensions and equipments.
5. Schedule M to the Drugs and Cosmetics Rules, 1945, pertaining to Good Manufacturing Practices was amended to make it at par with the International standards and it is mandatory for the manufacturers of drugs to comply with the requirements of this Schedule for quality control of the drugs manufactured by them.
6. Detailed guidelines have been issued to the State Governments to undertake focused surveillance over possible movement of spurious drugs.

**Constitution of Tiger Foundation**

556. SHRIMATI BOTCHA JHANSI LAKSHMI: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether Union Government has urged the State Governments for constituting Tiger Foundation for direct flow of funds from the National Tiger Conservation Authority;

(b) if so, the details thereof;

(c) the names of the States that have constituted the Tiger Foundation;

(d) the action taken by the Government against those States which have not been able to constitute the Foundation so far; and



(e) the steps taken by the Government to protect the tigers from poachers and increase their population?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH): (a) to (d) Under section 38X of the Wildlife (Protection) Act, 1972 as amended in 2006, the State Governments are required to establish reserve specific Tiger Conservation Foundation. The objective of the Tiger Conservation Foundation is to facilitate and support management of reserves for conservation of tiger and biodiversity and, to take initiatives in eco-development by involvement of people in such development process. Details of State which have constituted Tiger Conservation Foundation are given in the enclosed Statement-I. The States which have not constituted the said Foundation have been requested to expedite the same.

(e) The steps taken by the Government of India for tiger conservation are given in the enclosed Statement-II

#### **Statement I**

*Tiger Conservation Foundation Constituted by States  
Constitution of Tiger Conservation Foundation by  
States as required under section 38X of the  
Wildlife (Protection) Act, 1972*

Sl.No.	States	Tiger Reserve
1	2	3
1.	Andhra Pradesh	• Nagarjunasagar Srisailam
2.	Arunachal Pradesh	• Namdapha • Pakke
3.	Karnataka	• Bandipur • Bhadra • Dandeli Anshi
4.	Madhya Pradesh	• Bandhavgarh • Kanha • Panna • Pench • Sanjay Dubri • Satpura

1	2	3
5.	Mizoram	• Dampa
6.	Tamil Nadu	• Kalakad Mundanthurai • Mudumalai • Anamalai

#### **Statement II**

*Milestone initiatives taken by the Government of India  
for protection/conservation of tigers and other  
wild animals*

#### **Legal Steps**

1. Amendment of the Wild Life (Protection) Act, 1972 for providing enabling provisions for constitution of the National Tiger Conservation Authority and the Tiger and Other Endangered Species Crime Control Bureau.
2. Enhancement of punishment in cases of offence relating to a tiger reserve or its core area.

#### **Administrative steps**

3. Strengthening of antipoaching activities, including special strategy for monsoon patrolling, by providing funding support to Tiger Reserve States, as proposed by them, for deployment of antipoaching squads involving ex-army personnel/home guards, apart from workforce comprising of local people, in addition to strengthening of communication/wireless facilities.
4. Constitution of the National Tiger Conservation Authority with effect from 4.09.2006, for strengthening tiger conservation by, *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 6.6.2007 to effectively control illegal trade in wildlife.

6. Declaration of eight new Tiger Reserves and in-principle approval accorded for creation of four new Reserves, namely Sahyadri in Maharashtra, Pilibhit in Uttar Pradesh Ratapani in M.P. and Sundabeda in Orissa.
7. The revised Project Tiger guidelines have been issued to States for strengthening tiger conservation, which apart from ongoing activities, *inter alia*, include funding support to States for enhanced village relocation/rehabilitation package for people living in core or critical tiger habitats (from Rs. 1 lakh/family to Rs. 10 lakhs/family), rehabilitation/resettlement of communities involved in traditional hunting, mainstreaming livelihood and wildlife concerns in forests outside tiger reserves and fostering corridor conservation through restorative strategy to arrest habitat fragmentation.
8. A scientific methodology for estimating tiger (including co-predators, prey animals and assessment of habitat status) has been evolved and mainstreamed. The findings of this estimation/assessment are bench marks for future tiger conservation strategy.
9. An area of 29284.762 sq. km. has been notified by 15 Tiger States (out of 17) as core or critical tiger habitat under section 38V of the Wildlife (Protection) Act, 1972, as amended in 2006 (Andhra Pradesh, Arunachal Pradesh, Assam, Chhattisgarh, Jharkhand, Karnataka, Kerala, Madhya Pradesh, Maharashtra, Mizoram, Orissa, Rajasthan, Tamil Nadu, Uttarakhand, and West Bengal). Two tiger States (Bihar and Uttar Pradesh) have taken a decision for notifying the core or critical tiger habitats (2765.04 sq. km.). The State of Madhya Pradesh has not identified/notified the core/critical tiger habitat in its newly constituted tiger reserve (Sanjay National Park and Sanjay Dubri Wildlife Sanctuary).
10. Memorandum of Understanding developed for better/concerted implementation of conservation inputs through tiger reserve States.

#### **Financial steps**

11. Financial and technical help is provided to the States under various Centrally Sponsored Schemes, *viz.* Project Tiger and Integrated

Development of Wildlife Habitats for enhancing the capacity and infrastructure of the States for providing effective protection to wild animals.

#### **International Cooperation**

12. India has a Memorandum of Understanding with Nepal on controlling trans-boundary illegal trade in wildlife and conservation, apart from a protocol on tiger conservation with China.
13. A Global Tiger Forum of Tiger Range Countries has been created for addressing international issues related to tiger conservation.
14. During the 14th meeting of the Conference of Parties to CITES, which was held from 3rd to 15th June, 2007 at The Hague, India introduced a resolution along with China, Nepal and the Russian Federation, with directions to Parties with operations breeding tigers on a commercial scale, for restricting such captive populations to a level supportive only to conserving wild tigers. The resolution was adopted as a decision with minor amendments. Further, India made an intervention appealing to China to phase out tiger farming, and eliminate stockpiles of Asian big cats body parts and derivatives. The importance of continuing the ban on trade of body parts of tigers was emphasized.

#### **Reintroduction of Tigers**

15. As a part of active management to rebuild Sariska and Panna Tiger Reserves where tigers have become locally extinct, reintroduction of tigers/tigresses have been done.

#### **Creation of Special Tiger Protection Force (STPF)**

16. The policy initiatives announced by the Finance Minister in his Budget Speech of 29.2.2008, *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, the proposal for the said force has been approved by the competent authority for 13 tiger reserves. Rs. 93 lakhs each has been released to Corbett, Ranthambhore & Dudhwa Tiger Reserve for creation of STPF during 2008-09. Central Assistance will be provided to States for creation of STPF in remaining 10 Tiger Reserves in 2009-10.

### Assessment of Viability of Coal Projects

557. SHRI BASU DEB ACHARIA: Will the Minister of COAL be pleased to state:

(a) whether Coal India Limited (CIL) has asked Central Mine Planning and Design Institute (CMPDI) to assess the viability of its all Eleventh Plan Projects;

(b) if so, whether CMPDI has submitted its report to CIL in this regard;

(c) if so, the details of the recommendations of CMPDI thereto; and

(d) the initiative taken/proposed to be taken by the Government in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF COAL AND MINISTER OF STATE OF THE MINISTRY OF STATISTICS AND PROGRAMME IMPLEMENTATION (SHRI SHRIPRAKASH JAISWAL): (a) Yes, Madam. Coal India Limited (CIL) has planned to take up 134 new projects during XI Plan of which project reports of 78 projects are available and the remaining project reports are yet to be formulated. Economics of the 78 projects have been reviewed by Central Mine Planning and Design Institute Limited (CMPDIL) on account of the impact of the National Coal Wage Agreement (NCWA)-VIII.

(b) Yes, Madam. CMPDIL has submitted its report to Coal India Limited in this regard.

(c) and (d) The exercise revealed that out of 50 approved projects of XI Plan, 32 Projects are economically viable as per standard norms, 9 projects which were earlier viable will not be viable now and the remaining 9 projects were already unviable economically. Of the remaining 28 projects which were awaiting approval at different stages, 13 will still be viable and 8 projects will become economically unviable due to impact of NCWA-VIII. The remaining 7 projects were already unviable economically. The unviable projects are not likely to be taken up for implementation in their present form.

*[Translation]*

### Flood in UP and Bihar

558. SHRI JAGDAMBIKA PAL:  
SHRI GORAKH PRASAD JAISWAL:  
SHRI KIRTI AZAD:  
SHRI KAMAL KISHOR COMMANDO:  
SHRI OM PRAKASH YADAV:

Will the Minister of WATER RESOURCES be pleased to state:

(a) whether some parts of Uttar Pradesh and Bihar, are affected by flood every year resulting in loss of life and crops;

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

(c) the steps taken/proposed to be taken by the Government to tackle the flood problem in these parts, particularly the flood from the rivers originating from Nepal?

THE MINISTER OF STATE IN THE MINISTRY OF WATER RESOURCES (SHRI VINCENT H. PALA): (a) and (b) Yes, Madam. As per the Report of Rashtriya Barh Ayog- 1980, an area of 7.336 m. ha of UP and an area of 4.26 m. ha. of Bihar are liable to floods and these areas get inundated during high floods.

(c) Water being a state subject, flood management schemes are planned, funded and executed by the State Governments as per their own priority. The role of Central Government is technical, catalytic and promotional in nature. However, to provide central assistance to the flood prone States a state sector scheme, namely, "Flood Management Programme (FMP)" amounting to Rs. 8000 crore was approved 'in principle' by the cabinet in its meeting held on 02.11.2007 for XI Plan. A number of schemes from Uttar Pradesh and Bihar have been included under the aforesaid Plan scheme.

In order to find long term solution to the recurrent floods from rivers coming from Nepal, the Government of India is in constant dialogue with the Government of Nepal to build up reservoir schemes on the rivers, namely Mahakali (Sarada), Karnali (Ghagra), Kamla, Bagmati, and Kosi, in Nepal.

*[English]*

### Allocation of Funds Under AIBP

559. SHRI L. RAJA GOPAL:  
SHRI G.M. SIDDESHWARA:

Will the Minister of WATER RESOURCES be pleased to state:

(a) the amount allocated by the Planning Commission under the Accelerated Irrigation Benefits Programme (AIBP) during the last three years;

(b) whether the Central Water Commission has released less amount against the allocations made for the year 2008-09;

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

(d) whether some State Governments including Andhra Pradesh have requested to increase the Central assistance under AIBP; and

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

THE MINISTER OF STATE IN THE MINISTRY OF WATER RESOURCES (SHRI VINCENT H. PALA): (a) The budget allocation during 2007-08 and 2008-09 for AIBP was Rs. 3080 crore and Rs. 6600 crore respectively. The budget allocation in the interim budget for 2009-10 is of Rs. 7000 crore.

(b) No Madam.

(c) Does not arise.

(d) Yes Madam.

(e) Liberalization of norms of AIBP is a continuous process taken up by the Ministry of Water Resources in consultation with the State Governments and other stake holders from time to time. A Task Force constituted in the Planning Commission to look into the subject of further liberalization of norms for AIBP has already met and given its recommendations.

### G-20 Summits

560. SHRI MANISH TEWARI: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether any discussions were held in Washington and London summits of G-20 group of countries to tackle global economic recession;

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

(c) the steps taken/being taken by the Government as a result thereof;

(d) whether the Government has any macro economic expectations from upcoming G-20 summit in St. Petersburg; and

(e) if so, the details thereof?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI S.M. KRISHNA): (a) Yes.

(b) The Washington Summit held on November 15, 2008 outlined the root cause of the current world financial and economic crisis, actions taken and to be taken and common principles for reform of financial markets. The Summit outlined further work to be done in five areas:

(i) Strengthening transparency and accountability

(ii) Enhancing sound regulation

(iii) Promoting integrity in financial markets

(iv) Reinforcing international cooperation

(v) Reforming the International Financial Institutions

In the Washington Summit, a comprehensive action plan to implement the principles for reform was laid down. The Leaders also made a commitment to an open global economy.

In the London Summit held on April 2, 2009, concrete measures to arrest and reverse the global downturn were proposed. These included, *inter alia*, coordinating counter-cyclical policies (commitment of US\$ 5 *inter alia*, coordinating counter-cyclical policies (commitment of US\$ 5 trillion fiscal expansion supported by accommodative monetary policies) for restoring global growth; augmenting resources of International Financial Institutions (IMF, World Bank and other Multilateral Development bodies) by an additional US\$ 1.1 trillion for kick-starting the global economy, meeting the balance of payment needs and providing social support for countries in crisis; strengthening financial supervision and regulation (through a framework of internationally agreed standards of financial regulation and supervision); and establishing the new Financial Stability Board (FSB). The Summit agreed to develop an effective early-warning system to spot build up of risks threatening global financial stability as well as to extend regulation and oversight to all systemically important financial institutions, instruments and markets. There was also agreement to take action against non-cooperative jurisdictions including tax havens. The member countries reaffirmed commitment against protectionist measures.

(c) India's macro-economic policy response has been in consonance with the broad tenets of the commitments made in G-20 Leaders meeting. Both the Government of

India and the RBI have taken adequate measures. The Government launched fiscal stimulus packages which came on top of an already announced expanded safety-net programme for the rural poor, the farm loan waiver package and payout following the Sixth Pay Commission report. RBI's policy response has been to contain the contagion from the global financial crisis while maintaining comfortable domestic and foreign exchange liquidity. India is now a member of the newly expanded Financial Stability Board and has been participating in its decisions for improving the regulatory and supervisory framework.

(d) and (e) Even though growth in many G-20 countries and other countries is still negative, (India being a notable exception), there are some signs of improvement in the global economy. The forthcoming G-20 Summit in Pittsburg, USA, in September 2009 may address the issues of appropriate exist strategies from the fiscal expansion; global imbalances that are linked to sustainable recovery; and resumption of capital flows to developing countries.

#### **Environmental Clearance to SEZ**

561. SHRI HARIN PATHAK: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Government has prescribed anytime limit for according the environmental clearance to industrial and other projects;

(b) if so, the details thereof;

(c) whether the applications of many SEZ Developers from different States including Gujarat are pending for clearance;

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

(e) the time-frame by which all the SEZs are likely to be cleared including those from Gujarat?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH): (a) and (b) The Environmental Impact Assessment Notification of September 2006 stipulates a time limit of 60 days for conveying the Terms of Reference to the applicant on receipt of application with all necessary documents. Further, a time limit of 105 days, after of the receipt of the complete application with all necessary documents, has been provided for the appraisal and conveying the decision.

(c) to (e) A statement of SEZ projects from various States, including Gujarat, is enclosed.

#### **Statement**

Sl.No.	Project details	State	Status
1.	Development of Dahej SEZ at village Dahej, Taluka Vagra, District Bharuch, Gujarat by M/s. Dahej SEZ Ltd. (SPV of GIDC & ONGC)	Gujarat	Addl. Information is being sought from project Proponent.
2.	Setting up of Pharmaceutical SEZ, named "PhaEZ Park" at village Haripura, Tq. Dhanduka, Gujarat, Distt. Ahmedabad by M/s CPL infrastructure Pvt. Ltd.	Gujarat	The information sought has been recently received for placing before the Expert Appraisal Committee.
3.	Construction of IT Park (SEZ) Signature Tower at Kusumagiri, Kakkanad, Kochi, Kerala by M/s. L&T Tech. Park Ltd.	Kerala	Addl. Information is being sought from project Proponent.
4.	CRZ and Environmental Clearance for Marine Disposal of treated effluent from proposed textile and apparel (SEZ) at Chintavaram, Nellore District, Andhra Pradesh by M/s. MAS Fabric Park (India) Pvt. Ltd.	Andhra Pradesh	Under processing for a decision, after appraisal by the Expert Appraisal Committee.

*[Translation]***Power Generation from Atomic Energy**

562. SHRI JAI PRAKASH AGARWAL:  
SHRI N. CHELUVARAYA SWAMY:

Will the PRIME MINISTER be pleased to state:

(a) the total generation of nuclear power in the country;

(b) whether the percentage of nuclear power generated in the country is very low as compared to nuclear energy produced in developed countries;

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

(d) the efforts made by the Government to increase generation of electricity from atomic energy?

THE MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY; MINISTER OF STATE OF THE MINISTRY OF EARTH SCIENCES; MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE; MINISTER OF STATE IN THE MINISTRY OF PERSONNEL; PUBLIC GRIEVANCES AND PENSIONS; AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI PRITHVIRAJ CHAVAN):

(a) to (c) The nuclear power generation in the year 2008-09 was 14927 Million Units which is about 2% of the total electricity generation in the country. Some of the developed countries have a higher nuclear share ranging from 20% (USA) to 76% (France). The lower nuclear share in India is on account of a low generating capacity base of 4120 MWe.

(d) The present installed nuclear power capacity of 4120 MWe is expected to reach 7280 MWe by the year 2011 with the progressive completion of projects under construction. More projects, based both on indigenous reactors and international cooperation are planned to increase the nuclear power capacity.

*[English]***Filling of Backlog Vacancy**

563. SHRI PURNAMASI RAM:  
SHRI T.R. BAALU:  
SHRI ASHOK KUMAR RAWAT:

Will the PRIME MINISTER be pleased to state:

(a) the number of backlog vacancies in PSUs, Government Departments and Banking Institutions for SCs, STs and OBCs;

(b) whether the Government has decided to fill up the backlog vacancies by conducting a special recruitment drive;

(c) if so, the time by which the same is likely to be conducted; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY; MINISTER OF STATE OF THE MINISTRY OF EARTH SCIENCES; MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE; MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS; AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI PRITHVIRAJ CHAVAN):

(a) to (d) A Special Recruitment Drive has been launched in November, 2008 to fill up backlog vacancies of Scheduled Castes (SCs), Scheduled Tribes (STs), and Other Backward Classes (OBCs). As per information received upto 3.7.2009 from 11 Ministries/Departments, there were 207, 177, 397 backlog vacancies of SCs, STs and OBCs respectively as on 1.11.2008.

**Utilisation of Forest Land**

564. SHRI A. SAMPATH: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether vast areas of the land under forest remain barren and unutilised in various States;

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

(c) the measures taken for proper utilisation or the alternate re-plantation of such lands?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH): (a) and (b) No assessment of the lands under category of forests, which remain barren and unutilised in various States, has been carried out. However, the difference between the Recorded Forest Area of the country which is 769,626 km<sup>2</sup> and Forest Cover in the country which is 677,088 km<sup>2</sup> as assessed by Forest Survey of India in its State of Forest Report, 2005 can be interpreted as barren or underutilized whose extent comes to 92,538 km<sup>2</sup>. However, this figure could be more since the forest cover assessments by Forest Survey of

India capture tree cover in all the lands whether recorded as forest or non-forest. At the same time the barren or unutilised forest area will include lands under permanent snow/glaciers, rocks and deserts where trees cannot grow due to harsh climate and soil conditions. The State wise forest cover and recorded forest area are given in the enclosed Statement.

(c) The National Afforestation & Eco-development Board under this Ministry is implementing National

Afforestation Programme Scheme through two-tier decentralized mechanism of Forest Development Agencies at forest division level and Joint Forest Management Committees at village level for regeneration of degraded forests and adjoining lands. 795 Forest Development Agency projects have been approved upto 31st March, 2009, at a total project cost of Rs. 2675.26 crore to treat an area of 1.58 million ha. through 34717 Joint Forest Management Committees.

**Statement**

*Forest Cover & Recorded Forest Area in States/UTs in India (As per SFR, 2005)*

(area in km<sup>2</sup>)

States/UTs	Geographic Area	Forest Cover	Recorded Forest Area
1	2	3	4
Andhra Pradesh	275,069	44,372	63,821
Arunachal Pradesh	83,743	67,777	51,540
Assam	78,438	27,645	26,832
Bihar	94,163	5,579	6,473
Chhattisgarh	135,191	55,863	59,772
Delhi	1,483	176	85
Goa	3,702	2,164	1,224
Gujarat	196,022	14,715	18,962
Haryana	44,212	1,587	1,559
Himachal Pradesh	55,673	14,369	37,033
Jammu and Kashmir	222,236	21,273	20,230
Jharkhand	79,714	22,591	23,605
Karnataka	191,791	35,251	38,284
Kerala	38,863	15,595	11,265
Madhya Pradesh	308,245	76,013	94,689
Maharashtra	307,713	47,476	61,939
Manipur	22,327	17,086	17,418
Meghalaya	22,429	16,988	9,496

1	2	3	4
Mizoram	21,081	18,684	16,717
Nagaland	16,579	13,719	9,222
Orissa	155,707	48,374	58,136
Punjab	50,362	1,558	3,084
Rajasthan	342,239	15,850	32,488
Sikkim	7,096	3,262	5,841
Tamil Nadu	130,058	23,044	22,877
Tripura	10,486	8,155	6,294
Uttar Pradesh	240,928	14,127	16,796
Uttarakhand	53,483	24,442	34,651
West Bengal	88,752	12,413	11,879
Andaman and Nicobar Islands	8,249	6,629	7,171
Chandigarh	114	15	33
Dadra and Nagar Haveli	491	221	204
Daman and Diu	112	8	6
Lakshadweep	32	25	0
Puducherry	480	42	0
<b>Total</b>	<b>3,287,263</b>	<b>677,088</b>	<b>769,626</b>

**Natural Resource Wealth as  
Component of GDP**

565. SHRI CHANDRAKANT KHAIRE: Will the Minister of STATISTICS AND PROGRAMME IMPLEMENTATION be pleased to state:

(a) whether any survey on depletion of natural resources has been conducted in the past;

(b) if so, the details thereof alongwith the losses noticed during the last three years, year-wise;

(c) whether depletion in natural resources wealth is proposed to be taken as a component in the measurement of GDP; and

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

THE MINISTER OF STATE OF THE MINISTRY OF COAL AND MINISTER OF STATE OF THE MINISTRY OF STATISTICS AND PROGRAMME IMPLEMENTATION (SHRI SHRIPRAKASH JAISWAL): (a) and (b) The Ministry of Statistics and Programme Implementation has not conducted any survey on depletion of natural resources. However, concerned Ministries/Organizations make assessment of reserves of natural resources like forest area/cover, land use, coal, petroleum, natural gas etc., the details of which are given below:

(i) Forest area/forest cover

(million hectares)

Years	Forest area	Forest Cover
2001	76.84	65.39
2003	77.47	67.78
2005	76.96	67.71



## (ii) Agriculture land by use:

(million hectares)  
(Figures are provisional)

Years	Agriculture Land/ Cultivable Land/ Culturable land	Fallow lands	Not available for cultivation	Net area sown	Other uncultivated land excluding fallow land
2004-05	182.45	24.77	42.52	141.07	27.04
2005-06	182.20	23.81	42.58	141.81	27.00
2006-07	182.19	25.21	42.63	140.30	27.05

## (iii) Coal

Years	Geological coal resource (billion tones)	Coal production (million tones)
2006-07	257.382	430.832
2007-08	264.535	457.082
2008-09	267.210	492.945

## (iv) Petroleum and Natural Gas

Years	Recoverable reserves accretion (Million metric tones of oil equivalent)	In-place reserve accretion (Million metric tones of oil equivalent)	Crude oil production (Million metric tones)	Natural gas production (Billion cubic metre)
2006-07	119.54	387.57	33.98	31.74
2007-08	74.87	221.47	34.13	32.40
2008-09	77.49*	301.83*	33.51	32.84

\*reserve figure for private/joint venture companies for 2008-09 is under valuation.

(c) There is no proposal to include depletion of natural resources as a component in the measurement of Gross Domestic Product (GDP).

(d) GDP takes into account only the contribution of produced assets and not natural resources.

**Mandatory Screening Exam for FMG**

566. SHRI GURUDAS DASGUPTA:  
SHRI PRABODH PANDA:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is mandatory for Foreign Medical Graduates (FMG) to clear the screening exam conducted by the National Board of Examination (NBE);

(b) if so, the details thereof;

(c) the number of FMGs appeared for the test during the last three years and the current year; and

(d) the steps taken/proposed to be taken by the Government to make the screening exam more transparent?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) and (b) According to

the provision of Section 13 of Indian Medical Council Act, 1956, an Indian citizen possessing a primary medical qualification awarded by any medical institution outside India who is desirous of getting provisional or permanent registration with the Medical Council of India or any State Medical Council on or after 15.03.2002 shall have to qualify a screening test conducted by the prescribed authority for that purpose.

(c) Details of candidates appeared and passed during the last three years and current year are stated below:

Year	Appeared	Passed
2006	2589	795
2007	3143	536
2008	4211	1326
2009	2289	460

(d) According to the National Board of Examinations, there is a well defined and prescribed syllabus for examination which is contained in the information bulletin for the Screening Test. Since, examination is not merit based and only qualifying examination personal marks obtained by the candidates are not revealed. The examination system is transparent and papers are evaluated on computer and results generated and notified within few hours of conducting the examination. Review of examination system is an ongoing process.

*[Translation]*

#### **Allocation of funds to States**

567. SHRIMATI USHA VERMA:  
SHRI SAJJAN VERMA:  
SHRI RAJIAH SIRICILLA:  
DR. RAGHUVANSH PRASAD SINGH:

Will the PRIME MINISTER be pleased to state:

(a) the details of economic and infrastructure development schemes/projects for which the Union Government has allocated funds to U.P; M.P., Bihar and Andhra Pradesh during the last three years and the current year;

(b) the amount of funds allocated during the above period, scheme-wise, year-wise and State-wise;

(c) the amount of funds utilized, scheme-wise, year-wise and State-wise; and

(d) the details of unutilized funds returned to the Union Government, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI V. NARAYANASAMY): (a) to (d) Planning Commission provides statewise allocations of (i) Normal Central Assistance under the Gadgil-Mukherjee formula, (ii) Special Plan Assistance and (iii) Special Central Assistance for Hill Areas. Releases to States under these schemes is made by the Ministry of Finance. Adjustments in Normal Central Assistance based on actual utilization by the States are also undertaken by Ministry of Finance.

Statewise releases under economic and infrastructure schemes/projects, as well as monitoring their utilization by each State, is undertaken by the Central Government Ministry implementing the scheme. Details of funds allocated, and utilized from these schemes, statewise, are available only with the Central Government Ministries concerned.

#### **Agreements with foreign Countries for Uranium**

568. SHRI SANJAY SINGH CHAUHAN:  
SHRI NAVEEN JINDAL:

Will the PRIME MINISTER be pleased to state:

(a) whether the Government has signed agreements with some countries including Kazakhstan for supply of uranium;

(b) if so, the details thereof;

(c) the quantity of uranium already supplied and likely to be supplied during the current year;

(d) the extent to which the requirement of uranium of the country will be met by these supplies;

(e) whether the Government proposes to purchase uranium from other sources also;

(f) if so, the details thereof;

(g) whether the India and Kazakhstan have explored the possibility for setting up nuclear power plants based on India's pressurised heavy water reactor design; and

(h) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY; MINISTER OF STATE OF THE MINISTRY OF EARTH SCIENCES; MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE; MINISTER OF STATE IN THE MINISTRY OF PERSONNEL; PUBLIC GRIEVANCES AND PENSIONS; AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI PRITHVIRAJ CHAVAN):

(a) Yes, Madam.

(b) India has signed Inter-Governmental agreements with France, USA and Russia and NPCIL has signed a MOU with Joint Stock Company NAC Kazatomprom of Kazakhstan for civil nuclear cooperation.

(c) 300 Metric Tonnes of Natural Uranium Ore Concentrate has been supplied by AREVA, France and 60 Metric Tonnes of Natural Uranium Dioxide Fuel Pellets have been supplied by JSC TVEL Corporation, Russia. Another 60 Metric Tonnes of Natural Uranium Dioxide Fuel Pellets and 58 Metric Tonnes of enriched Uranium Dioxide fuel pellets are expected to be supplied by JSC TVEL Corporation, Russia during the current year.

(d) Uranium requirements for reactors under IAEA safeguards is expected to be fully met by these supplies.

(e) and (f) Uranium requirements would be met by supplies from diverse sources.

(g) and (h) Preliminary discussion on exploring the possibilities of setting up a nuclear power reactor in Kazakhstan based on India's pressurized heavy water reactor design have been held. However, further action on this await agreement on nuclear cooperation between Kazakhstan and India.

*[English]*

#### **De-Silting of Damodar River**

569. Sk. SAIDUL HAQUE: Will the Minister of WATER RESOURCES be pleased to state:

(a) whether the Government proposes to take special drive to de-silt Damodar river;

(b) if so, the details thereof; and

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

THE MINISTER OF STATE IN THE MINISTRY OF WATER RESOURCES (SHRI VINCENT H. PALA): (a) No, Madam.

(b) and (c) Does not arise.

#### **Environmental Clearance for Coal Mining**

570. SHRI RUDRAMADHAB RAY:  
DR. PRASANNA KUMAR PATASANI:

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

(a) whether the Coal India Limited (CIL) has asked for early environmental clearance for public and private sector coal blocks to boost coal production;

(b) if so, the details thereof;

(c) the number of proposals pending with the Government for issuing environmental clearances in this regard;

(d) if so, the details thereof; and

(e) the steps taken by the Government to expedite the pending proposals?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH): (a) and (b) Coal India Ltd. has requested the Ministry of Environment & Forests to expedite the process of environmental clearance.

(c) and (d) The number of coal projects pending for environmental clearance is 29, of which 4 projects have been recommended for environmental clearance and in respect of the remaining 25 projects clarifications sought by the Expert Appraisal Committee (Thermal & Coal Mining) are awaited.

(e) The project proponents have been advised to prepare Environmental Impact Assessment Reports along with Environmental Management Plans to satisfactorily address the various likely adverse impacts on the environment so that the proposals can be expeditiously granted environmental clearance.

#### **Reduction on Vaccine Quota to States**

571. SHRI P. KARUNAKARAN: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Union Government has reduced the quota of vaccine allotted to States including Kerala during the year 2008;

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

(c) whether the Union Government has received any demand from any State to restore vaccine quota allotted to them;

(d) if so, the details thereof; and

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

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) to (c) No.

(d) and (e) Not applicable.

[*Translation*]

#### **Irrigation Schemes in the Country**

572. SHRI ASHOK KUMAR RAWAT: Will the Minister of WATER RESOURCES be pleased to state:

(a) the details of the irrigation schemes that are being implemented in the country specially in rural areas, as on date;

(b) the details of the irrigation capacity State-wise;

(c) the details of the steps taken to enhance irrigation capacity State-wise;

(d) the details of the total drought area which is proposed to be covered under irrigation by the end of the current Five Year Plan, State-wise; and

(e) the targets fixed in the current Five Year Plan for total irrigation capacity in the country, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF WATER RESOURCES (SHRI VINCENT H. PALA): (a) There are at present, 553 projects (182 major, 273 medium and 98 ERM) ongoing in XI Plan.

(b) As per available information, Ultimate Irrigation Potential through Major and Medium Irrigation Sector is 58.465 mha. State-wise break-up of Ultimate Irrigation Potential is given in the enclosed Statement.

(c) Irrigation being a state subject, planning, execution and operation and maintenance of irrigation projects are carried out by the State Government from their own resources as per their own requirement and priority of works. Considering fund constraints as the one of the major bottlenecks, the Central Government has been providing Central Assistance under Accelerating Irrigation Benefit Programme (AIBP) since 1996-97. The guidelines for such funding are being liberalized from time to time in order to widen the scope of funding as well to allow special consideration for the region lagging behind in irrigation development, which presently include north-eastern states, hilly states, drought prone and tribal area, K.B.K districts of Orissa, States with lower irrigation development as compared to national average and districts identified under PM package for agrarian distressed districts.

(d) As the irrigation is a state subject, planning and execution of the irrigation projects is within the purview of the concerned State Governments depending on their own priority. As per available information, there are 355 ongoing projects which benefits drought prone as well as drought prone & tribal areas. The ultimate irrigation potential of these projects is 16227.30 th. Ha. of which, irrigation potential of 7073.97 th. Ha. is anticipated to have been created by the end of Xth Five Year Plan.

(e) The Working Group on Water Resources for XI Five Year Plan has recommended a consolidated target of 9 mha of potential creation for the country through MMI sector during XI Five Year Plan.

#### **Statement**

##### *Statewise Ultimate Irrigation Potential through Major and Medium Irrigation Sector*

(Pot. In Th. Ha.)

Sl. No.	Name of States and UTs	Ultimate Irrgn. Pot. For Major and Medium
1	2	3
1.	Andhra Pradesh	5000.00
2.	Arunachal Pradesh	0.00

1	2	3
3.	Assam	970.00
4.	Bihar	5223.50
5.	Jharkhand	1276.50
6.	Goa	62.00
7.	Gujarat	3000.00
8.	Haryana	3000.00
9.	Himachal Pradesh	50.00
10.	Jammu and Kashmir	250.00
11.	Karnataka	2500.00
12.	Kerala	1000.00
13.	Madhya Pradesh	4853.07
14.	Chhattisgarh	1146.93
15.	Maharashtra	4100.00
16.	Manipur	135.00
17.	Meghalaya	20.00
18.	Mizoram	0.00
19.	Nagaland	10.00
20.	Orissa	3600.00
21.	Punjab	3000.00
22.	Rajasthan	2750.00
23.	Sikkim	20.00
24.	Tamil Nadu	1500.00
25.	Tripura	100.00
26.	Uttar Pradesh	12154.00
27.	Uttarakhand	346.00
28.	West Bengal	2300.00
	UTs	98.00
	<b>Total</b>	<b>58465.00</b>

### Survey on Decline in Sex Ratio

573. SHRI RADHA MOHAN SINGH: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the sex ratio in respect of girls in the country is decreasing rapidly as per the survey conducted by the All India Institute of Medical Sciences (AIIMS); and

(b) if so, the details thereof and the measures being taken to increase the ratio of girls?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) and (b) No such survey has been conducted by the 'All India Institute of Medical Sciences' (AIIMS), on sex ratio.

However, Government of India has promulgated Pre-Conception & Pre-Natal Diagnostic Techniques Act, 1994 which prohibit use of diagnostic technologies for sex determination before birth.

[English]

### Nation-Wide Drive Against Corruption

574. DR. PRASANNA KUMAR PATASANI:  
SHRI SANJAY SINGH CHAUHAN:  
SHRI CHANDRAKANT KHAIRE:  
SHRI RAVINDRA KUMAR PANDEY:  
SHRI PASHUPATI NATH SINGH:

Will the PRIME MINISTER be pleased to state:

(a) whether the CBI in a nation-wide drive against corruption and alleged irregularities by public functionaries and various recruitment boards has filed numerous cases recently;

(b) if so, the details thereof alongwith the action taken thereon;

(c) whether the Government proposes to make the drive against corruption a regular feature;

(d) if so, the details thereof;

(e) if not, the reasons therefor and the other steps being taken in this regard;

(f) the concrete steps taken so far by the Government to make the CBI more effective and to expand its organizational set up;

(g) whether CBI is facing any difficulty in vindicating the facts of cases in the courts; and

(h) if so, the steps taken to remove such difficulties?

THE MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY; MINISTER OF STATE OF THE MINISTRY OF EARTH SCIENCES; MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE; MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS; AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI PRITHVIRAJ CHAVAN): (a) and (b) Yes, Madam. CBI, in a recent nation-wide drive against corruption in June 2009, has registered 69 cases of corruption and alleged irregularities by public functionaries. During the drive, CBI has also registered one case of alleged corruption in the Railway Recruitment Board, Allahabad.

(c) to (e) CBI periodically carries out Special Drives/ Raids for apprehending/detecting corrupt officials at various levels. These raids are carried out to fulfill the mandate given to CBI to effectively combat corruption and malfeasance in all its forms and manner.

Government is aware of the menace of corruption and is fully committed to implement its policy of "Zero Tolerance against Corruption" and is moving progressively to eradicate corruption from all spheres of life by improving transparency and accountability. The Government has taken several steps to combat corruption which include formulation, monitoring and effective implementation of anti-corruption policies consisting of a three-pronged strategy of preventive vigilance, surveillance & detection and deterrent punitive action.

(f) A number of measures have already been taken by the Government to strengthen the CBI which *inter-alia*, include modernization and upgradation of infrastructure and capacity building of officers and staff of the CBI.

(g) and (h) The number of CBI cases pending trial is increasing every year. It is, therefore the endeavour of the Government to set up 71 additional Special Courts exclusively for trial of CBI cases in various States. Besides, appointment of competent and experienced Special Public Prosecutors and filling up of vacancies including that of Investigating Officers are some of the steps being taken by the Government to expedite disposal of CBI cases in courts.

### Selection of Haj Pilgrims

575. SHRI MUKESH BHAIRAVDANJI GADHVI: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the Government proposes to set up any next mechanism for selecting yatris for Haj;

(b) if so, the details thereof alongwith the present criteria adopted for selection of Haj yatris; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (DR. SHASHI THAROOR): (a) No.

(b) and (c) The present mechanism is transparent and serving the Hajis well. Starting this year, the intending yatris make an application to the Haj Committee of India. Subsequently, a 'Qurrah' [computerized selection by lots] is held for the allotted quota to each State which is allocated in accordance with the percentage of Muslim population in a particular State as per 2001 census. The random selection of the Haj yatris is conducted through a publicly held 'Qurrah' in the presence of public, prominent community members and leaders. Those successful in the Qurrah are the selected Haj yatris.

### Recruitment of Workers

576. SHRI BAIJAYANT PANDA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the Government of Denmark has opened doors for recruitment of skilled labourers from India;

(b) if so, the details thereof;

(c) whether the Danish Government also proposes to offer incentives to attract Indian skilled labour; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (DR. SHASHI THAROOR): (a) and (b) Denmark seeks to attract skilled manpower from India in the engineering, IT and health sectors. Danish Government's India Action Plan, released during the visit of the Danish Prime Minister to India in February 2008, States that India offers great potential for Danish recruitment efforts. Indian nationals can seek residence and work permit in Denmark under different categories.

Denmark opened a 'Work in Denmark' Centre at the Danish Embassy in New Delhi in October 2008 to promote job opportunities in Denmark among Indians.

(c) and (d) The Danish Government does not offer any incentives to attract manpower India.

#### **Seismic Activity in Kerala**

577. SHRI P.T. THOMAS: Will the Minister of EARTH SCIENCES be pleased to state:

(a) whether the scientists of Indian Institute of Bangalore have released study report revealing that certain parts of the State of Kerala are prone to seismic activities;

(b) if so, the details thereof;

(c) whether the Government proposes to conduct further study in this regard; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY, MINISTER OF STATE OF THE MINISTRY OF EARTH SCIENCES, MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE, MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI PRITHVIRAJ CHAVAN): (a) and (b) Yes, Madam. A study has been carried out by the scientists of Indian Institute of Science, Bangalore and others making use of historical and instrumental earthquake data of the region. The study reports that the central midland region is more prone to seismic activity compared to other parts of Kerala.

(c) and (d) India Meteorological Department is already maintaining a country wide network of 55 seismological observatories for round the clock monitoring of seismic activity in the country. As part of this network, one state-of-art seismological observatory is functioning at Thiruvananthapuram in Kerala and one is operational at Peechi, in project mode. Government of Kerala is also maintaining a local network of seismic stations in Idukki region of Kerala. Information pertaining to earthquakes occurring anywhere in the country including Kerala is promptly disseminated to all concerned State and Central Government agencies for initiating disaster mitigation, relief and rehabilitation measures.

*[Translation]*

#### **Water Scarcity in Madhya Pradesh**

578. SHRI SAJJAN VERMA:  
SHRI PREMCHAND GUDDU:

Will the Minister of WATER RESOURCES be pleased to state:

(a) the number and status of various centrally sponsored schemes implemented by the Union Government to solve the water scarcity problem of Madhya Pradesh, scheme-wise;

(b) the details of funds allocated by the Union Government and spent therefrom;

(c) whether the State Government of Madhya Pradesh has sent any proposal in this regard;

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

(e) whether the Union Government plans to inter-link the Narmada and Shipra rivers; and

(f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF WATER RESOURCES (SHRI VINCENT H. PALA): (a) to (d) Under Accelerated Rural Water Supply Programme, allocation made for 2008-09 was of Rs. 370.47 crore and 1st installment released to the state was of Rs. 185.24 crore. Under Calamities, amount released is of Rs. 10.00 crore.

Apart from Centrally sponsored schemes, central assistance has been provided to the state for completion of various ongoing major/medium irrigation projects and surface water Minor Irrigation schemes under the Accelerated Irrigation Benefits Programme. During 2009-10, grant assistance of Rs. 446.7544 crore has been provided. Total central assistance provided so far is Rs. 3658.9924 crore. The project wise and scheme wise details are given in the enclosed Statement.

In addition to above, under the scheme of Repair, Renovation & Restoration of Water Bodies directly linked to Agriculture, 5 water bodies of Tikamgarh and 65 water

bodies of the Shivpuri districts with estimated cost of Rs. 3.923 crore and Rs. 36.8828 crore respectively have been provided with central assistance of Rs. 28.08 crore as central share during 2004-05 to 2007-08.

(e) and (f) The Intra-state link proposal for interlinking Narmada & Shipra rivers has not been received by the National Water Development Agency from the State Government of Madhya Pradesh.

**Statement**

*Central Assistance (CA)/grant released under AIBP during 1996-1997 to 2009-10*

(Rs. in crore)

Sl.No.	Name of State/Project (Started in Plan)	Amount							
		2005-06	2006-07	2007-08	2008-09	2009-10 (13.4.09)	2009-10 (after 13.4.09)	Total 2009-10	Grant Total
1	2	3	4	5	6	7	8	9	10
<b>Major, Medium &amp; Minor Irrigation Projects</b>									
<b>MADHYA PRADESH</b>									
1.	Indira Sagar (VI)	41.9504	9.8900	94.7700	0.0000			0.0000	804.7144
2.	Bansagar (Unit-I) (V)(C)	15.6000	0.8300	13.2400	0.0000	7.3670		7.3670	364.9840
-	Bansagar (Unit-II) (V)	18.1420	4.0400	56.6000	26.8600	59.6100		59.6100	273.8920
3.	Upper Weinganga (V) (C)			0.0000	0.0000			0.0000	50.1060
-	Raiahat Dam (V)			0.0000	0.0000			0.0000	42.2030
4.	Sindh Phase-II (VI)	24.5290		6.3100	45.8470			0.0000	425.5460
5.	Sindh Phase-I (IV)(C)			0.0000	0.0000			0.0000	14.8760
6.	Mahi (VI)	8.2600	5.3600	49.4700	37.1860			0.0000	182.6070
7.	Bariarpur (V)	6.3750	0.7600	12.0400	7.5300			0.0000	94.0110
8.	Urmil (V) C)			0.0000	0.0000			0.0000	2.3910
9.	Baniar (V)(C)			0.0000	0.0000			0.0000	1.1960
10.	Bawanthadi (VI)	2.4501	0.5100	10.8300	5.2810			0.0000	65.2911
11.	Mahan (VI)	4.8000	0.3700	6.6400	2.7000			0.0000	31.4800
12.	Omkareshwar (VIII) PH-I	9.1119	1.9900	26.7800	11.5600	10.9200		10.9200	151.8859
13.	Bargi Dam RBC 16 Km.- 63 Km. (V) PH-I	25.5480		0.0000	6.7500			0.0000	130.3280
	Bargi Div. Pro. Canal (63 Km. to 104 Km.) PH-I	11.3302	2.0600	25.9500	10.1300			0.0000	114.4702



1	2	3	4	5	6	7	8	9	10
	17 MI Schemes in 2006-07		22.5000	20.2500	0.0000			0.0000	42.7500
	146 MI Schemes in 2007-08			108.0750	1.5700			0.0000	109.6450
	Bargi Diversion Ph. III			9.4500	14.1800	11.0700		11.0700	34.7000
	Bargi Diversion Ph. IV (2008-09)				0.0000	7.3690		7.3690	7.3690
14.	Pench Diversion Project Ph. I			3.3000	3.3600			0.0000	6.6600
	Omkareshwar Project Ph. II			16.1100	49.6000			0.0000	65.7100
	Omkareshwar Canal Ph. III			16.0400	24.0600	41.9860		41.9860	82.0860
	Indira Sagar Canal Ph. III			24.4900	61.7700			0.0000	86.2600
	Indira Sagar Canal Ph. IV (2008-09-XI)				19.6830			0.0000	19.6830
	Indira Sagar Unit-II (Ph. I & II) (2008-09-XI)					42.6400		42.6400	42.6400
15.	Punasa Lift Irrigation Project (XI) 2008-09				48.6000	66.4200		66.4200	115.0200
16.	Lower Goi (XI) 2008-09				32.5860			0.0000	32.5860
17.	Upper Beda (XI) 2008-09				14.3400	26.0000		26.0000	40.3400
<b>Major Medium &amp; Minor Irrigation Projects</b>									
	1 New MI Scheme (Tulsipar Tank Scheme)				4.4100			0.0000	4.4100
	4 New MI Scheme (2008-09)				1.1016			0.0000	1.1016
	9 New MI Scheme (2008-09)				3.6120			0.0000	3.6120
	4 New MI Scheme (2008-09)				2.2680			0.0000	2.2680
	11 New MI Scheme (2008-09)				13.2435			0.0000	13.2435
	7 New MI Scheme (2008-09)				4.9400			0.0000	4.9400
	3 New MI Scheme (2008-09)				4.2363			0.0000	4.2363
	6 New MI Scheme (2008-09)				5.2490			0.0000	5.2490
	17 Ongoing MI Scheme (2008-09)				0.0000	11.8186		11.8186	11.8186
	43 Ongoing MI Scheme (2008-09)				0.0000	59.1639		59.1639	59.1639

1	2	3	4	5	6	7	8	9	10
32 Ongoing MI Scheme (2008-09)					0.0000	57.9433		57.9433	57.9433
26 Ongoing MI Scheme (2008-09)					0.0000	35.1750		35.1750	35.1750
14 Ongoing MI Scheme (2008-09)					0.0000	9.2716		9.2716	9.2716
24 Ongoing MI Scheme (2008-09)					11.1290			0.0000	11.1290
(Madhya Pradesh-Total)		168.0966	48.3100	500.3450	473.7824	446.7544	0.0000	446.7544	3658.9924

[English]

### Opening up of New Passport Offices

579. SHRI PRABHATSINH P. CHAUHAN: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the Government proposes to open up new passport offices in the country particularly in Baroda and Rajkot in Gujarat;

(b) if so, the details thereof;

(c) if not, the reasons therefor;

(d) whether any guidelines have been prescribed for opening up of new passport offices in the country; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (DR. SHASHI THAROOR): (a) to (e) The Government is committed to improving the Passport Issuance System as a whole, and has accordingly started implementing the Passport Seva Project under which 77 Passport Seva Kendras are to be established throughout the country with the objective to deliver passport related services to the citizens in a timely, transparent, more accessible and reliable manner. One Passport Seva Kendra each is proposed to be established at Baroda and Rajkot.

### Contamination of Ground Water

580. SHRIMATI JAYAPRADA:  
SHRI E.G. SUGAVANAM:

Will the Minister of WATER RESOURCES be pleased to state:

(a) whether ground water quality in the country particularly in eastern U.P., Bihar and West Bengal has deteriorated due to presence of chemical and metallic substances;

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

(c) the steps taken by the Government in this regard alongwith the funds allocated to the various States during the last three years and the current year, State-wise;

(d) whether the Government proposes to constitute Water Quality Assessment Authority (WQAA) to project the water resources and its quality in the country; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF WATER RESOURCES (SHRI VINCENT H. PALA): (a) and (b) Water quality problems have been observed in some parts of the country as per details given in the enclosed Statement-I.

(c) The steps taken by the Government in relation to water quality problems include:—

(i) Explorations to find out ground water sources free from contaminants.

(ii) Financial and technical assistance provided to States under Centrally Sponsored Scheme "Accelerated Rural Water Supply Programme (ARWSP)" for provision of safe drinking water to the rural population. Funds released to the States by the Ministry of Rural Development (Department of Drinking Water Supply) under the scheme have been indicated in the enclosed Statement-II.

(d) and (e) Government has constituted the Water Quality Assessment Authority (WQAA) in may, 2005.

**Statement I**

*State-wise Number of Districts where Problem of Ground Water Contamination has been Reported in Isolated Pockets*

Sl.No.	State/UT	No. of districts
1	2	3
1.	Andaman and Nicobar Islands	1
2.	Andhra Pradesh	23
3.	Assam	18
4.	Bihar	29
5.	Chhattisgarh	15
6.	Delhi	9
7.	Goa	2
8.	Gujarat	22
9.	Haryana	17

1	2	3
10.	Himachal Pradesh	2
11.	Jammu and Kashmir	10
12.	Jharkhand	14
13.	Karnataka	22
14.	Kerala	14
15.	Madhya Pradesh	49
16.	Maharashtra	32
17.	Manipur	2
18.	Orissa	28
19.	Punjab	19
20.	Rajasthan	35
21.	Tamil Nadu	30
22.	Tripura	4
23.	Uttar Pradesh	59
24.	Uttarakhand	3
25.	West Bengal	20

**Statement II**

*State-wise Funds Released by Ministry of Rural Development for Providing Safe Drinking Water*

(Rs. in lakh)

Sl.No.	State	Funds released under submission on Water Quality		Funds released during 2008-09 for Normal Water Quality & Swajaldhara	Funds allocation during 2009-10 for Normal Water Quality & Swajaldhara
		2006-07	2007-08		
1	2	3	4	5	6
1.	Andhra Pradesh	3363.00	4623.00	37767.00	38953.00
2.	Arunachal Pradesh	51.90	178.00	15486.35	16425.00
3.	Assam	3590.39	11517.00	18756.80	27521.00
4.	Bihar	2246.06	15995.00	42538.00	43874.00

1	2	3	4	5	6
5.	Chhattisgarh	733.44	1790.00	12525.50	13452.00
6.	Goa	0.00	0.00	0.00	410.00
7.	Gujarat	4056.72	9545.00	33893.00	28365.00
8.	Haryana	57.13	78.00	7575.00	10567.00
9.	Himachal Pradesh	0.00	0.00	14082.00	11913.00
10.	Jammu and Kashmir	0.00	0.00	39512.00	33783.00
11.	Jharkhand	1951.82	2617.00	8033.00	16572.00
12.	Karnataka	12536.64	14815.00	43627.00	45547.00
13.	Kerala	311.00	2404.00	10697.00	10657.00
14.	Madhya Pradesh	2250.35	7970.00	37047.00	38210.00
15.	Maharashtra	2633.73	10045.00	64824.49	59055.00
16.	Manipur	4.00	0.00	4522.91	5621.00
17.	Meghalaya	15.0	0.00	6338.00	6424.00
18.	Mizoram	3.00	0.00	5019.26	4599.00
19.	Nagaland	16.00	43.00	4253.00	4745.00
20.	Orissa	1747.22	12303.00	29868.00	30806.00
21.	Punjab	724.67	3185.00	8656.00	8928.00
22.	Rajasthan	20600.00	29243.00	73839.00	83979.00
23.	Sikkim	0.00	0.00	3045.00	1971.00
24.	Tamil Nadu	370.67	1170.00	28782.00	24941.00
25.	Tripura	364.48	1262.00	4100.82	5694.00
26.	Uttar Pradesh	4768.80	5309.00	60778.55	55669.00
27.	Uttarakhand	0.00	0.00	8586.83	11096.00
28.	West Bengal	11170.83	18518.00	38939.00	40162.00
	<b>Total</b>	<b>73566.85</b>	<b>152610.00</b>	<b>663092.51</b>	<b>679939.00</b>

[*Translation*]

**Belongings of Shivaji Maharaj**

581. SHRI SONAWANE PRATAP NARAYANRAO:  
Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the Chhatrapati Shivaji Maharaj's sword "Bhawani" and other belongings are in possession of foreign Governments;

(b) if so, the details thereof;

(c) whether the Government is taking any measures to bring them back to the country within a stipulated time-frame;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI S.M. KRISHNA): (a) and (b) Government of India is aware of unconfirmed media reports to this effect.

(c) to (e) Does not arise.

[English]

### National Family Welfare Programme

582. SHRI G.M. SIDDESHWARA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Union Government is releasing funds under National Family Welfare Programme to the poor families in the country;

(b) if so, the salient features of the programme;

(c) the funds allocated to the States including Karnataka during the last three years and the current year, State-wise;

(d) the number of cases which are pending under this programme; and

(e) the time by which all the pending cases are likely to be cleared?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) and (b) For poor families, the funds are released under 'Janani Suraksha Yojana' Scheme and 'Family Welfare Compensation' Scheme.

'Janani Suraksha Yojana' Scheme is a safe motherhood intervention for promoting institutional delivery among the poor pregnant women. A distinction is made under the scheme between low performing and high performing States based on the level of institutional delivery. In Low Performing States (LPS)-Uttar Pradesh, Uttarakhand, Bihar, Jharkhand, Madhya Pradesh, Chhattisgarh, Assam, Orissa, Rajasthan and Jammu and Kashmir-all women, including those from SC and ST families, delivering in Government health centres or private accredited institutions are all eligible for cash assistance irrespective of age limit and get Rs. 1400/- & Rs. 1000/- in Rural and Urban areas respectively. In other States, classified as High Performing States (HPS), all BPL pregnant women, aged 19 years and above & all SC & ST pregnant women are eligible for cash assistance upto two live births, which is Rs. 700/- & Rs. 600/- in Rural & Urban areas respectively.

Under the Scheme 'Family Welfare Compensation' funds are released to the acceptors of Vasectomy & Tubectomy @ Rs. 1500/- & Rs. 1000/- respectively.

(c) The funds for 'Janani Suraksha Yojana' and 'Family Welfare Compensation' are released to the States under the Scheme of RCH (Reproductive & Child Health) Flexible Pool. Statement giving State-wise & year-wise allocation of funds for the last three years 2006-07 to 2008-09 and also during current year 2009-10 is enclosed.

(d) and (e) Funds for the above Schemes are released to the States for making payment to the beneficiaries. Data on pending cases are not maintained at the Central level.

### Statement

*State-wise Allocation for the Scheme RCH Flexible Pool During the Years 2006-07 to 2009-10*

(Rs. in lakhs)

Sl.No.	Name of State/UT	Total allocation during the year			
		2006-07	2007-08	2008-09	2009-10
1	2	3	4	5	6
1.	Andhra Pradesh	12266.00	11584.00	15008.00	20168.00
2.	Arunachal Pradesh	476.00	697.00	838.00	1390.00

1	2	3	4	5	6
3.	Assam	12008.00	16684.00	20409.00	33862.00
4.	Bihar	17432.00	12776.00	21384.00	28694.00
5.	Chhattisgarh	4398.00	3966.00	5358.00	8308.00
6.	Goa	208.00	151.00	273.00	357.00
7.	Gujarat	8203.00	6410.00	10047.00	13474.00
8.	Haryana	3399.00	2611.00	4192.00	5614.00
9.	Himachal Pradesh	1010.00	798.00	1216.00	2428.00
10.	Jammu and Kashmir	1631.00	1322.00	2009.00	4023.00
11.	Jharkhand	5689.00	4733.00	6496.00	10749.00
12.	Karnataka	8543.00	6925.00	10469.00	14045.00
13.	Kerala	5156.00	3877.00	6326.00	8479.00
14.	Madhya Pradesh	12688.00	12125.00	15579.00	20907.00
15.	Maharashtra	15654.00	11192.00	19151.00	25767.00
16.	Manipur	1067.00	1424.00	1825.00	3029.00
17.	Meghalaya	1061.00	1387.00	1766.00	2930.00
18.	Mizoram	413.00	656.00	688.00	1142.00
19.	Nagaland	890.00	1188.00	1526.00	2532.00
20.	Orissa	7730.00	7225.00	9476.00	12708.00
21.	Punjab	3932.00	2715.00	4813.00	6469.00
22.	Rajasthan	11870.00	11182.00	14562.00	19552.00
23.	Sikkim	238.00	346.00	419.00	695.00
24.	Tamil Nadu	10031.00	8246.00	12280.00	16543.00
25.	Tripura	1424.00	1853.00	2454.00	4071.00
26.	Uttar Pradesh	34928.00	25680.00	42817.00	57492.00
27.	Uttaranchal	1768.00	1435.00	2183.00	3388.00
28.	West Bengal	12957.00	10738.00	15901.00	21366.00
	Total-States	197070.00	169926.00	249915.00	350182.00

1	2	3	4	5	6
<b>Union Territories</b>					
1.	Delhi	2234.00	1438.00	2729.00	3365.00
2.	Puducherry	142.00	133.00	198.00	238.00
3.	Andaman and Nicobar Islands	66.00	56.00	74.00	87.00
4.	Chandigarh	137.00	98.00	174.00	220.00
5.	Dadra and Nagar Haveli	61.00	37.00	50.00	54.00
6.	Daman and Diu	58.00	28.00	40.00	39.00
7.	Lakshadweep	54.00	20.00	20.00	15.00
Total-UTs		2752.00	1810.00	3285.00	4018.00
Grand Total		199822.00	171736.00	253200.00	354200.00

[Translation]

#### Shortage of Doctors under NRHM

583. SHRI PRALHAD JOSHI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether National Rural Health Mission (NRHM) has failed to achieve its target due to shortage of doctors in the rural areas;

(b) if so, the details thereof including the targets fixed under the scheme;

(c) whether a large number of sanctioned posts of specialized doctors are also lying vacant;

(d) if so, the details thereof;

(e) the steps taken/proposed to be taken to fill up the vacant posts; and

(f) the manner by which the various targets are sought to be achieved keeping in view the vacant posts of the specialized doctors?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) to (f) It is not correct to conclude that the National Rural Health Mission (NRHM) has failed to achieve its target. NRHM is being successfully implemented in all the states and sector wide reforms are being successfully implemented

as per targets contained in the Framework for Implementation of NRHM. There is indeed shortage of doctors and specialists in rural areas in the country and many posts are vacant. Under NRHM, states have undertaken path breaking steps to compensate these shortages to that the targets of NRHM can be attained in timely manner. States have undertaken comprehensive rationalization of Human Resources (HR) policies to optimize utilization of available HR. States have also deployed innovative strategies including contractual appointments, multi-skilling trainings, pooling of doctors etc. to ensure availability of critical skills at all levels. The training capacity in states for critical cadres has been augmented and norms for post graduate trainings have been amended to allow higher intake. The availability of services in underserved areas is being augmented through innovative pro poor partnerships with private providers.

#### Renovation Plan of Ancient Forts and Temples

584. SHRIMATI SUMITRA MAHAJAN: Will the PRIME MINISTER be pleased to state:

(a) whether many ancient forts and temples situated in various States are in dilapidated condition;

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

(c) the concrete steps taken by the Government for renovation of such forts and temples in the country?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI V. NARAYANSAMY): (a) to (c) There are 3675 centrally protected monuments which include a large number of ancient forts and temples. All of them are well protected, preserved and conserved. The Archaeological Survey of India carries out the works pertaining to their conservation, preservation, maintenance and development regularly.

[*English*]

#### **Janani Suraksha Yojana**

585. SHRI VIKRAMBHAI ARJANBHAI MADAM: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Government faces any difficulty in implementation of Janani Suraksha Yojana in the country;

(b) if so, the reasons therefor; and

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

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) to (c) No. Janani Suraksha Yojana is being implemented by all the States and Union Territories. State Governments have not expressed any difficulty in implementing the scheme.

#### **Control and Prevention of HIV/AIDS Disease**

586. SHRI PRASANTA KUMAR MAJUMDAR: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the HIV/AIDS cases are increasing in the country;

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

(c) whether any scheme has been formulated by the Government to control AIDS during the last three years;

(d) if so, the details of the scheme and achievements made so far as a result thereof; and

(e) the funds allocated by the Government for the purpose during the said period, State-wise?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) and (b) No, Madam.

As per annual sentinel surveillance, estimated number of HIV+ persons is gradually decreasing from 27.3 lakhs in 2002 to 23.1 lakhs in 2007.

(c) and (d) National AIDS Control Programme (Phase III 2007-12) is being implemented in the country to prevent and control HIV/AIDS. Main activities of the program are:

1. Prevention of Mother to Child Transmission/
2. Integrated Counselling and Testing Services
3. Blood Safety Programme
4. Targetted Intervention for High Risk Groups and Vulnerable population.
5. Sexually Transmitted Infection Control Programme.
6. Care, Support and Treatment Programme.
7. Public awareness Programme.

Progress made during the last 3 years is given in the enclosed Statement-I

(e) Funds allocated to States under NACP-III since 2007-08 under NACP-III is as per enclosed Statement-II.

#### **Statement I**

##### *Progress made under NACP during last 3 years*

Indicator	2006-07	2007-08	2008-09
1	2	3	4
No. of general clients counseled & Tested	2109155	4209387	5618013
No. of pregent women counseled & Tested	2010209	3425900	4635507



1	2	3	4
Mother baby pairs given prophylactic Treatment	7007	9628	13977
Persons alive and receiving Anti-retroviral Treatment (ART)	65016	134927	217781
Treatment of Sexually Transmitted Infections	1897466	257211	3482785
Blood Donations (Units in Lakh)	51.6	62.1	74.0
Projects for Targeted Interventions for High Risk Groups	789	700	1271

**Statement II**

*Statement showing Allocation under National AIDS Control Programme for three years*

(Rs. in crore)

Sl.No.	State	2007-08	2008-09	2009-10
1	2	3	4	5
1.	Andaman and Nicobar Islands	2.66	1.86	1.59
2.	Andhra Pradesh	64.90	67.66	83.60
3.	Bihar	19.66	23.01	23.75
4.	Chandigarh	4.73	4.93	5.95
5.	Chhattisgarh	5.04	11.86	12.82
6.	Daman and Diu	1.50	1.19	1.67
7.	Delhi	23.52	24.89	28.43
8.	Dadra and Nagar Haveli	1.16	1.19	1.36
9.	Goa	4.81	6.04	6.50
10.	Gujarat (including Ahmedabad)	32.67	40.45	47.90
11.	Haryana	6.79	10.73	17.46
12.	Himachal Pradesh	8.42	8.70	11.25
13.	Jammu and Kashmir	4.74	6.55	6.78
14.	Jharkhand	5.99	14.54	16.45
15.	Karnataka	47.27	52.16	52.70
16.	Kerala	18.44	23.42	24.83
17.	Lakshadweep	0.50	0.40	0.37
18.	Madhya Pradesh	13.60	24.58	34.36

1	2	3	4	5
19.	Maharashtra (including Mumbai)	70.44	79.56	88.27
20.	Orissa	14.91	23.66	25.26
21.	Puducherry	3.67	3.59	3.46
22.	Punjab	7.96	13.42	18.15
23.	Rajasthan	10.63	22.37	27.53
24.	Tamil Nadu (including Chennai)	73.88	82.37	75.29
25.	Uttar Pradesh	33.94	37.92	36.03
26.	Uttarakhand	5.81	7.63	9.92
27.	West Bengal	48.65	37.88	45.17
	Sub Total	536.28	632.57	706.87
<b>NE States</b>				
28.	Arunachal Pradesh	5.44	7.07	8.14
29.	Assam	16.24	19.12	17.63
30.	Manipur	27.00	26.27	25.20
31.	Meghalaya	1.52	4.76	4.60
32.	Mizoram	11.43	13.53	13.06
33.	Nagaland	24.44	20.93	19.39
34.	Sikkim	3.58	3.10	3.94
35.	Tripura	4.51	5.69	6.95
	Sub total	94.15	100.47	98.91
	Total Allocation to States	630.43	733.05	805.78
	Total Allocation including for Expenditure at the central level and commodity assistance (R.E. Figures)	953.89	1123.36	1100.00

**Financial Assistance to Tiger Reserves**

587. SHRI K.J.S.P. REDDY: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Government is providing financial assistance to 37 tiger reserves in the country;

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

(c) the funds allocated and utilized during the last three years and the current year;

(d) whether the Government proposes to announce four new Tiger Projects in the country; and

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

Details of funding support provided to States under Project Tiger, during the last 3 years and the current year are given in the enclosed Statement.

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH): (a) to (c) Yes, Madam. Under the ongoing Centrally Sponsored Scheme of Project Tiger, the Ministry of Environment and Forests is providing funding support to 17 tiger range States in the country, for *in-situ* conservation of tiger in the 37 designated tiger reserves.

(d) and (e) Yes, Madam. The National Tiger Conservation Authority has accorded 'in-principle' approval for creation of four new Tiger Reserves Namely, Pilibhit in Uttar Pradesh, Sunabeda in Orissa, Sahyadri in Maharashtra and Ratapani in Madhya Pradesh.

### Statement I

*State-wise released and utilisation during the last three years and current financial year release under the Centrally Sponsored Scheme of Project Tiger*

Sl.No.	States	2006-07		2007-08		2008-09		2009-10
		Release	Utilized	Release	Utilized	Release	Utilized upto 18th Feb. 2009	Release
1.	Andhra Pradesh	35.0000	46.6750	73.9175	50.0005	56.9830	Not Reported	—
2.	Arunachal Pradesh	237.3730	212.6900	110.2542	110.0347	246.1710	Not Reported	167.357**
3.	Assam	87.4310	65.0000	95.6140	66.8830	1092.3790	Not Reported	—
4.	Bihar	37.1450	73.8500	98.3205	47.9936	49.6730	*	—
5.	Chhattisgarh	10.0000	12.8200	35.2250	32.3547	169.8700	43.7500	—
6.	Jharkhand	155.9670	103.8720	45.1600	18.3765	115.3770	40.5590	—
7.	Karnataka	267.8170	373.8720	1159.7149	1126.8433	689.8390	236.2944	—
8.	Kerala	109.0000	135.7600	153.2449	134.8449	267.0900	105.0000	—
9.	Madhya Pradesh	759.2360	869.8070	2975.9411	2878.0761	6998.5420	636.6810	1544.054**
10.	Maharashtra	229.5100	242.6500	295.7191	253.8468	411.1250	189.7225	—
11.	Mizoram	115.1600	77.9740	82.9000	82.9000	241.4500	65.1380	—
12.	Orissa	150.2500	139.1850	43.2800	42.0400	625.9900	240.4151	—
13.	Rajasthan	100.8760	194.0050	410.6800	325.9826	2708.9500	126.2400	1713.838**
14.	Tamil Nadu	85.1650	79.4280	45.0000	44.2360	690.8060	142.1100	—
15.	Uttarakhand	160.2950	201.6600	202.0050	188.5550	462.8500	100.8200	—
16.	Uttar Pradesh	75.0000	101.7700	134.8900	260.2435	417.5130	Not Reported	113.30**
17.	West Bengal	177.3000	226.9200	308.6741	117.4000	228.3940	79.7500	—
	Total	2,792.5250	3,157.9380	6,270.5403	5,780.6112	15,473.002	2,006.4800	3538.549**

\*Withheld due to non furnishing of MOU

\*\*Revalidation of unspent balance

**Global Advisory Council**

588. SHRI NAVEEN JINDAL: Will the Minister of OVERSEAS INDIAN AFFAIRS be pleased to state:

(a) whether a Global Advisory Council has been constituted;

(b) if so, the composition thereof;

(c) the main functions of the Council;

(d) whether the Council has held any meeting and made any recommendations; and

(e) if so, the details thereof?

THE MINISTER OF OVERSEAS INDIAN AFFAIRS (SHRI VAYALAR RAVI): (a) Yes, Madam.

(b) Composition of Council:

1. Prime Minister
2. Minister of External Affairs
3. Minister of Overseas Indian Affairs
4. Principal Secretary to Prime Minister
5. Secretary, Ministry of Overseas Indian Affairs
6. Dr. Amartya Sen.
7. Prof. Jagdish Bhagwati
8. Sh. Karan F. Bilimoria
9. Shri Swadesh Chatterjee
10. Ms. Ela Gandhi
11. Shri Rajat K. Gupta
12. Lord Khalid Hameed
13. Dr. Renu Khator
14. Shri Kishore Mahbubani
15. Shri P.N.C. Menon
16. Shri L.N. Mittal
17. Ms. Indira K. Nooyi
18. Shri Vikram Pandit
19. Shri C.K. Prahalad

20. Shri Bhiku Chotalal Parekh

21. Shri Sam Pitroda

22. Tan Sri Dato Ajit Singh

23. Mr. Neville Joseph Roach

24. Prof. Srinivasa SR Varadhan

25. Shri Yusuffali M.A.

**Special Invitees:**

Finance Secretary  
Foreign Secretary

(c) Functions of the Council:

- (i) Serve as a platform for the Prime Minister to draw upon the experience knowledge wisdom of the best Indian minds wherever they may be based;
- (ii) Develop an inclusive agenda for two-way engagement between India and Overseas Indians;
- (iii) Consider ways and means for accessing the skills and knowledge of the Indian Diaspora for meeting India's development goals and facilitating investments by Overseas Indians into India; and
- (iv) Institution and capacity building in India to respond to the economic, social and cultural needs of the Overseas Indian community.

(d) No, Madam.

(e) Does not arise.

**Deaths Due to Breast Cancer**

589. SHRI N. CHELUVARAYA SWAMY: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether a large number of women die of breast cancer every year;

(b) if so, the details thereof;

(c) whether most of the hospitals/primary healthcare centres in the country are ill equipped to detect breast cancer cases at the first stage;

(d) if so, the reasons therefor;

(e) the steps taken by the Government to make hospitals/health centres well equipped to handle such cases;

(f) whether the Government has launched breast cancer awareness programme in the rural areas in the country; and

(g) if so, the details thereof and the Statewise funds allocated for the purpose?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) to (g) Health being a state subject, the exact number of deaths due to breast cancer in India is not maintained centrally. However, according to Indian Council of Medical Research the estimated number of women died due to breast cancer in India during the year 2007 is 41,245.

The National Cancer Control Programme (NCCP) is being implemented with the objectives of primary prevention through health education, secondary prevention through early detection and diagnosis of cancer and strengthening of cancer treatment facilities. In addition, the comprehensive cancer detection and management facilities including cancer testing facilities in respective regions/states are provided by 27 Regional Cancer Centres in different parts of the country.

The public awareness about cancer is also being carried out through Electronic and Print Media.

NCCP being a centrally sponsored plan scheme and no state-wise funds are allocated under the scheme.

#### **Contractual Labour in NLC**

590. SHRI S.S. RAMASUBBU: Will the Minister of COAL be pleased to state:

(a) whether the contractual workers in Neyveli Lignite Corporation (NLC) are frequently resorting to strike;

(b) if so, the details thereof;

(c) the number of strikes by contractual workers during the last three years and their Charter of Demands thereof;

(d) whether the Government has taken any steps to settle their disputes amicably;

(e) if so, the details thereof; and

(f) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF COAL AND THE MINISTER OF STATE OF THE MINISTRY OF STATISTICS AND PROGRAMME IMPLEMENTATION (SHRI SHRIPRAKASH JAISWAL: (a) to (c) The workers employed by contractors of NLC have resorted to strikes from time to time for pursuing their demands. The details of period of such strikes by contractual workers during the last three years are given in the following table:

Sl.No.	Year	No. of strike	Period of strike
1.	2006-07	1	14.11.2006 to 25.11.2006
2.	2007-08	3.	16.07.2007 to 19.07.2007 08.09.2007 to 14.09.2007 16.02.2008
3.	2008-09	4	29.03.2008 to 05.04.2008 02.06.2008 to 16.06.2008 08.09.2008 to 09.09.2008 28.06.2009 to 30.06.2009

The strikes were, *inter-alia*, for the following demands as stated in their strike notices:

1. Payment of 8.33% of wages as Bonus.
2. Payment of additional wages @ Rs. 19.23 per day over and above the prescribed minimum wages.
3. Regularisation of Contract workmen as permanent workmen of NLC.
4. Payment of wages and bonus on par with permanent employees of NLC.
5. Recognition of the Union.
6. Payment of solatium in addition to statutory benefits for death while on duty.

(d) to (f) The workers employed by contractors are not directly engaged by NLC. All contracts are work contracts for specific period mostly in civil (earth) works and cleaning works. While all statutory provisions are being implemented for payment of wages, provident fund and other benefits, there is no obligation on the part of the principal employer to regularise the services of contract workmen. However, NLC has been taking steps to settle

their disputes amicably through negotiation meetings and reconciliation proceedings held under the aegis of the Labour Commissioner (Central)/Chennai.

### **All India Institute of Medical Sciences (AIIMS)**

591. SHRI RAJIAH SIRICILLA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state the steps being taken by the Government in maintaining the sacrosanct and supremacy of premier Institutions like AIIMS and to further improve their image?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): The All India Institute of Medical Sciences is an autonomous institution of national importance established in 1956 by an Act of Parliament to serve as a nucleus for nurturing excellence in all aspects of health care.

The prime concern of the Institute is to develop patterns of teaching in undergraduate and postgraduate medical education in all the branches so as to demonstrate a high standard of medical education to all medical colleges and other allied institutions in India.

By virtue of the Act, the institute grants its own medical degrees and other academic distinctions. The degrees granted by the Institute under the All India Institute of Medical Sciences Act are recognized medical qualifications for the purpose of the Indian Medical Council Act and notwithstanding anything contained therein, are deemed to be included in the first Schedule of that Act, entitling the holders to the same privileges as those attached to the equivalent awards from the recognized Universities of India.

At present AIIMS is imparting teaching and Research in 43 disciplines. The AIIMS faculty members have been generating research funds to the tune of Rs. 23 crores approx. per year from various Governmental and international funding agencies like DST, CSIR, ICMR, WHO etc. In addition, there are many grants from bilateral collaboration programme such as Indo-US, Indo-French & Indo-German. In the field of medical research AIIMS is the leader, having more than 600 research publications by its faculty and researchers. Other significant areas of research contributed in Leprosy: Pathogenesis and immunological mechanisms, Protein calorie malnutrition; causes and mechanisms, Pathogenesis of hepatitis due

to viral causes: Hepatitis B, C & E and development of diagnostic tests, Effect of yoga on the nervous system and Multi-drug resistant tuberculosis.

The AIIMS is receiving a large number of patients from all over India and overseas for treatment at AIIMS and adequate medical care is provided by qualified medical faculty and para medical staff. An average of about 7000 patients per day are attended to in the General OPD and specialty clinic of AIIMS everyday.

The Institute has state of the art diagnostic facilities. It has also started telemedicine facilities since November 2002. 85 Centres are already connected with AIIMS to provide best possible patient care facilities from Leh to Andamans. Besides, the Institute also have organ transplantation facilities in respect of Heart, Kidney, Cornea, Bone Marrow, Liver and Bone Bank.

Government has taken following steps to set up infrastructure to further improve patient care services.

- (i) The existing Ansari Nagar Campus of AIIMS is being re-planned for effective functioning and for decongestion of the existing OPDs and wards. Following units are planned in Phase-I:-

Expansion of OPD, Construction of "E" Wing in ward block, Centre for Mother & Child Health, Centre for Nephrology/Urology, Vertical Expansion of Dr. RPC X-Ray wing, Construction of Multi Storeyed Animal House, Construction of Kitchen & Services Block, Multi level Parking for Approx 1500 vehicles, Centre for Gastroenterology & G.I. Surgery, Construction of Convention Hall and Library, Construction of PC & Teaching Block extension, Construction of Administrative Block/College of Nursing/Library, Utility Block for grages/Central Stores, Hostel Blocks for students/resident doctors/nursing students for approx. 700 beds and Advanced Centre for Geriatrics.

- (ii) The Institute has also proposed to create following new facilities in order to Construction of 500 bedded Centre for Women & Child, Construction of New Pre-clinical & Teaching Block, Surgical Centre, Construction of Houses Type A/B/C at Ayur-Vigyan Nagar, Construction of Hostels at Masjid Moth Campus, Strengthening of Various Departments.

[Translation]

### Funds for Fatal Infectious Diseases

592. SHRI K.C. SINGH 'BABA': Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Government has conducted any study/research to eradicate fatal infectious diseases like Swine Flu, Bird Flu, Dengue and Chikungunya;

(b) if so, the details thereof;

(c) the details of grants allocated and released to the States in this regard during the last three years and the current year, year-wise

(d) whether any vaccine has been developed to prevent these diseases; and

(e) if so, the details thereof?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) No. Swine Flu, Bird Flu, Dengue and Chickengunya are not amenable to eradication. Hence research strategies for their eradication are not pursued.

(b) and (c) Question does not arise

(d) and (e) No, Madam. However, Government of India is taking necessary action to produce an indigenous vaccine:

For Influenza A (H1N1) [Swine Flu], Government of India held discussions with Indian Vaccine manufacturers. Serum Institute of India, Pune, Panacea Biotec, Delhi and Bharat Biotech, Hyderabad have the capacity to manufacture vaccine. Drug Controller General (I) has issued license to import seed virus to these manufacturers. Indian Council of Medical Research's National Institute of Virology, Pune in collaboration with Centre for Disease Control, Atlanta, USA has developed a pre-pandemic vaccine strain that can be used for H5N1 [Bird flu] vaccine.

### Passport Offices in the Country

593. SHRI HARISHCHANDRA CHAVAN: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) the number of passport offices in the country at present, State-wise;

(b) the number of applications processed on an average in a month by these offices;

(c) whether there is any delay in issuing passports;

(d) if so, the reasons therefor alongwith the steps taken/being taken for streamlining the process of issuing passports to the applicants to cut down the delays;

(e) the details of time frame fixed for issue of passports;

(f) whether there has been frequent hike in passport application fee; and

(g) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (DR. SHASHI THAROOR): (a) A State-wise list of Passport Offices in India is enclosed as Statement.

(b) An average of 4,30,000 applications in a month were processed by these passport offices.

(c) Yes.

(d) The reasons include delays in receipt of police verification reports (PVRs) and adverse or incomplete PVRs, incomplete information and/or incomplete documents furnished by the applicants.

The Government has taken several steps from time to time to streamline the process of issuing passports to the applicants to cut down the delays, including:-

- (i) special drives to eliminate pendencies,
- (ii) expediting police verification process by coordinating with police authorities,
- (iii) renewal of passports without police verification of those applicants who have clear police reports in respect of existing passports and nothing adverse against them in passports records,
- (iv) issue of passports to senior citizens, Government servants and minors without police verification subject to completion of certain formalities, and
- (v) holding of Passport Adalats/camps at regular intervals by Passport offices to dispose of old passport cases.

In addition, the Government had entrusted the National Institute of Smart Government (NISG), Hyderabad, with the task of undertaking a time-bound study on the passport issuance system, including its IT aspects, with the objective to deliver passport related services to the citizens in a timely, transparent, more accessible and reliable manner. The Government accepted the NISG report, as a result of which the "Passport Seva Project" has been launched.

The proposal is to have 77 Passport Seva Kendras all over the country where the non-sovereign functions involved in the passport issuance process, such as initial scrutiny of the application forms, acceptance of fee, scanning of the documents, taking photos, etc., will be performed by the selected Service Provider. The sensitive activities such as police verification, printing and dispatch of passports, will be performed by Government staff. The project is expected to result in the issue of passports within three days, and where police verification is required, within three days after completion of the verification process. The Project is expected to be implemented fully to cover the entire country by the middle of 2010.

(e) Under normal category, time target for issue of a fresh passport is 30 days subject to receipt of clear Police verification report and completion of all formalities. In re-issue cases, time target for issue of passport is 15 days from the date of application subject to completion of all formalities. Under the "Tatkal scheme", passports are to be issued within 7 days or within 14 days depending upon the payment of prescribed fees and submission of documents required under the Tatkal scheme. The re-issue of passport under Tatkal scheme is within 3 working days on payment of prescribed fee and submission of prescribed documents.

(f) No. Last fee hike was in 2002.

(g) Not applicable.

### **Statement**

#### *List of State Wise Passport Offices*

Sl. No.	Location of RPOs/POs	State
1	2	3
1.	Hyderabad	Andhra Pradesh
2.	Vishakapatnam	Andhra Pradesh

1	2	3
3.	Guwahati	Assam, Arunachal Pradesh, Manipur, Mizoram, Meghalaya & Nagaland
4.	Patna	Bihar
5.	Raipur	Chhattisgarh
6.	Panaji	Goa
7.	Ahmedabad	Gujarat
8.	Surat	Gujarat
9.	Shimla	Himachal Pradesh
10.	Jammu	Jammu and Kashmir
11.	Srinagar	Jammu and Kashmir
12.	Ranchi	Jharkhand
13.	Bangalore	Karnataka
14.	Cochin	Kerala
15.	Kozhikode	Kerala
16.	Malappuram	Kerala
17.	Trivandrum	Kerala
18.	Bhopal	Madhya Pradesh
19.	Mumbai	Maharashtra
20.	Thane	Maharashtra
21.	Pune	Maharashtra
22.	Nagpur	Maharashtra
23.	Bhubaneshwar	Orissa
24.	Jalandhar	Punjab
25.	Amritsar	Punjab
26.	Jaipur	Rajasthan
27.	Chennai	Tamil Nadu
28.	Trichy	Tamil Nadu



1	2	3
29.	Madurai	Tamil Nadu
30.	Coimbatore	Tamil Nadu
31.	Dehradun	Uttarakhand
32.	Lucknow	Uttar Pradesh
33.	Ghaziabad	Uttar Pradesh
34.	Bareilly	Uttar Pradesh
35.	Kolkata	West Bengal, Sikkim, Tripura

Sl. No.	Location of RPOs/POs	Union Territories
1.	Chief Secretary, Andaman and Nicobar, Port Blair	Andaman and Nicobar Islands
2.	Chandigarh	Chandigarh
3.	Mumbai	Dadra and Nagar Haveli, Daman
4.	Delhi	Delhi
5.	Ahmedabad	Diu
6.	Cochin	Lakshwadeep
7.	Chennai	Puducherry

[English]

#### Hike in Contribution of CGHS

594. SHRI MILIND DEORA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Government proposes to hike the contribution of its employees and pensioners to Central Government Health Scheme (CGHS); and

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

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) and (b) Orders for revising rates of subscription by CGHS beneficiaries have

been issued by the Ministry of Health and Family Welfare on 20th May, 2009, a copy of which is attached as Statement.

#### Statement

*Government of India Ministry of Health and Family Welfare Department of Health and Family Welfare Nirman Bhawan, Maulana Azad Road New Delhi 110108*

Dated the 20th May, 2009

#### Office Memorandum

**Subject: Revision of rates of subscription under Central Government Health Scheme due to revision of pay and allowances of Central Government employees and revision of pension/family pension on account of implementation of recommendations of the Sixth Central Pay Commission.**

The undersigned is directed to invite reference to the Office Membrane, No: S-11011/18/99-Desk. I/CGHS (P) dated the 3rd July, 2000; and No: S-110011/6/98-CGHS (P) dated the 27th May, 1998, 20th September, 2004 and 28th October, 2005 issued by the Ministry of Health and Family Welfare, *vide* which orders were issued revising the rates of monthly subscription for availing CGHS facility, as also the entitlement for free diet, entitlement of accommodation in private empanelled hospitals under CGHS, etc. On the basis of the recommendations of the Sixth Central Pay Commission, pay and allowances of serving employees and pension of civil pensioners/family pensioners have been revised by the concerned authorities.

2. The upward revision of pay/pension of doctors and other staff in the CGHS has increased the cost of operating the Central Government Health Scheme. It has therefore, been decided to revise the rates of subscriptions, to be made by employees/pensioners, for availing benefits under the CGHS, with effect from 1st June, 2009. It has also been decided to revise the monetary ceiling limits for various entitlements of the beneficiaries for availing CGHS facilities.

3. In supersession of all earlier instructions, the following revisions are being made, in so far as it relates to the facilities mentioned below:

**(A) Monthly Contributions for availing CGHS facility:**

Sl.No.	Grade pay drawn by the officer	Contribution (Rupees per month)
1.	Upto Rs. 1,650/- per month	50/-
2.	Rs. 1,800/- Rs. 1,900/- Rs. 2,000/- Rs. 2,400/- and Rs. 2,800/- per month	125/-
3.	Rs. 4,200/- per month	225/-
4.	Rs. 4,600/-; Rs. 4,800/-; Rs. 5,400/-; and Rs. 6,600/-per month	325/-
5.	Rs. 7,600/- and above per month	500/-

**(B) Entitlement of wards in private hospitals empanelled under CGHS:**

Sl.No.	Ward entitlement	Pay drawn in pay band
1.	General Ward	Upto Rs. 13,950/-
2.	Semi-private ward	Rs. 13,960/-to Rs. 19,530/-
3.	Private ward	Rs. 19,540/- and above

**(c) Monetary Ceiling for Free Diet:**

The monetary ceiling for free diet for CGHS beneficiaries is revised to pay/pension/family pension of Rs. 7,450/-per month.

**(D) Monetary ceiling for free diet for beneficiaries suffering from TB or mental disease:**

The monetary ceiling for free diet in case of beneficiary suffering from TB or Mental disease is revised to pay/pension/family pension of Rs. 11,160/- per month.

**(E) Pay slab for determining the entitlement of Nursing Home facilities in Government/State Government/Municipal Hospitals:**

The monetary ceiling for determining the entitlement of nursing home facilities in Central Government/State Government/Municipals Hospitals is revised to pay/pension/family pension Rs. 13,950/- per month and above.

**(F) Monetary Ceiling for direct consultation with Specialists in Central Government/State Government/Municipal Hospitals:**

The monetary ceiling for determining the entitlement for direct consultation with Specialists in Central

Government/State Government/Municipal Hospitals is revised to pay/pension/family pension of Rs. 33,480/- per month and above.

**(G) Pay slab for determining the entitlement of accommodation in AIIMS, New Delhi:**

The revised entitlement, be revised as per the pay drawn by the officials, as given below:

Sl.No.	Pay (in pay band)/Pension/ Family Pension drawn per month	Ward entitlement
1.	Upto Rs. 19,530/-	General Ward
2.	From Rs. 19,540/- to Rs. 25,110/-	Private Ward
3.	Rs. 25,120/- and above	Private Ward/Deluxe Ward

4. It is clarified that the reference to pay in this order relates to the pay drawn in the pay band.

5. Pensioners have an option to get their CGHS pensioner card made by either making CGHS contribution on an annual basis twelve months) or by making contribution for 10 (ten) years [120 (one hundred and twenty) months] for getting a pensioner CGHS card with life-time validity. It is clarified that:

- (i) Contributions to be made by pensioners/family pensioners would be the amount that they were subscribing at the time of their retirement or at the time of death of the Government servant;
- (ii) Pensioner beneficiaries, who have already obtained CGHS card with life time validity by paying a lump sum amount equivalent to 10 years contribution, will not be required to pay any additional amount as a result of the revision in the rates of contribution for availing CGHS facility;
- (iii) Entitlement of pensioners/family pensioners, who have already deposited their contribution for life time CGHS facility, will not be changed;
- (iv) Pensioners/family pensioners who are contributing to the CGHS on an annual basis and wish to continue to avail CGHS benefits will have to contribute at the revised rates upto the time of contribution needed to cover a period of a total of ten years from the time pensioner CGHS card was issued for the first time to them.

The revised rate of contribution for the remaining period would be with reference to the grade pay that he/she would have drawn in the post held by him/her (at the time of his/her retirement/death) had he/she continued to be in service now but for his/her retirement/death; and

- (v) Any pensioner/family pensioner who is entitled to avail CGHS facility has not so far got his/her pensioner CGHS card made, the rate of contribution in such cases will be with reference to the grade pay that he/she would have drawn in the post held by him/ her (at the time of his/her retirement/death) had he/she continued to be in service now but for his/her retirement/death.

6. This issues with the concurrence of the Department of Expenditure *vide* its Office Memorandum, No: 18(1)/EV/2009 dated the 17th April, 2009.

7. Hindi version will follow.

(R. Ravi)  
Deputy Secretary to the Government of India  
[Tel: 23063483]

To,

1. All Ministries/Departments of Government of India.
2. Director, CGHS, Nirman Bhawan, New Delhi.
3. All Pay & Accounts Officers under CGHS.
4. Additional Directors/Joint Directors of CGHS
5. JD(Gr.)/JD (R&H), CGHS, Delhi.
6. CGHS Desk-I/Desk-II/CGHS-I/CGHS-II, Dte. GHS, Nirman Bhawan, New Delhi.
7. Estt. I/Estt. II/Estt. III/ Estt. IV Sections, Min. of Health and Family Welfare.
8. Admn. I/Admn. II Sections of Dte. GHS.
9. M.S. Section, Ministry of Health and Family Welfare.

#### Central Assistance for Rain Water Harvesting

595. SHRI S. SEMMALAI: Will the Minister of WATER RESOURCES be pleased to state:

(a) whether the Government has initiated measures for implementation of Rain Water Harvesting Scheme to augment ground water recharge in the country;

(b) if so, the details thereof;

(c) whether the Government has allocated funds to State Governments for the purpose; and

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

THE MINISTER OF STATE IN THE MINISTRY OF WATER RESOURCES (SHRI VINCENT H. PALA): (a) to (d) The measures taken by the Government for promoting rain water harvesting to augment ground water recharge are:-

- (i) Sanctioned of a scheme for demonstrative recharge projects. Details of funds released so far to various States under this scheme are given in the enclosed Statement.
- (ii) Sanctioned of schemes for Repair, Renovation and Restoration of water bodies with an outlay of Rs. 10,000 Crores covering all States. The objectives of the scheme cover augmentation of ground water recharge.
- (iii) Sanction of a State Sector Scheme for "Artificial Recharge of Ground Water through Dug wells in seven States namely, Andhra Pradesh, Gujarat, Karnataka, Madhya Pradesh, Rajasthan and Tamil Nadu. An amount of Rs. 1536.75 crores has been sanctioned to NABARD for release to various States under this scheme.
- (iv) States advised for making rainwater harvesting mandatory. In pursuance thereof, 18 States and 4 UTs have made rain water harvesting mandatory under building bye-laws.

#### Statement

#### State-wise Funds Allocated under Recharge Programme

(Rs. in crore)

Sl.No.	State	Funds allocated under Demonstrative Ground Water Recharge Programme	
		During 2006-09	During XI Plan
1	2	3	4
1.	Madhya Pradesh	1.49	—
2.	Andhra Pradesh	1.31	—

1	2	3	4
3.	Tamil Nadu	2.23	1.11
4.	Karnataka	0.92	—
5.	Punjab	—	1.79
6.	Arunachal Pradesh	—	2.60
7.	Kerala	—	0.39
8.	West Bengal	—	1.11
Total		5.95	7.00

### Safety of Food Articles

596. SHRI K.S. RAO: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether any survey/report has been conducted recently on the safety and quality of food articles produced indigenously and also imported and sold in Indian market;

(b) whether the Government proposes to formulate guidelines to ensure high standards of food safety and quality and a coordinated mechanism to regulate manufacture, storage, distribution, sale and import of food articles duly supported with testing labs; and

(c) if so, the details thereof?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) A survey was carried out in year 2001-02 to assess the quality of imported food products being marketed in India by the Central Food Laboratory Mysore, Central Food Laboratory Kolkata and Combined Food and Drugs Laboratory, Government of Delhi. However, no survey has been carried out for indigenously produced food articles.

(b) and (c) The Food Safety and Standards Act, 2006 (34 of 2006) has been enacted by the Parliament to consolidate the laws relating to food and establish the Food Safety and Standards Authority of India for laying down science based standards for articles of food and to regulate their manufacture, storage, distribution, sale and import, to ensure availability of safe and wholesome food for human consumption and for matters connected therewith or incidental thereto.

At present there are 72 laboratories of the States and 7 Central Food Laboratories functioning in the country for testing adulteration in food items.

[*Translation*]

### Action Plan to Fight Terrorism

597. SHRI JAGDISH SHARMA:  
SHRI ANANT KUMAR HEGDE:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) Whether there is any proposal to launch a joint action plan between India and United States of America to fight terrorism at global level;

(b) if so, the details thereof alongwith the time by which it will be implemented; and

(c) the manner in which funds would be arranged to meet the expenses likely to be incurred on its implementation?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI S.M. KRISHNA): (a) No.

(b) and (c) Does not arise.

[*English*]

### Regional Imbalances

598. SHRI B. MAHTAB: Will the PRIME MINISTER be pleased to state:

(a) whether the Government has conducted any study/survey to find out the regional imbalances that exist within each State of the country;

(b) if so, the details thereof;

(c) the reasons for regional imbalances;

(d) whether the Government proposes to increase the allocation of funds under the Centrally Sponsored Schemes for the backward districts of the country;

(e) if so, the details thereof; and

(f) the steps taken by the Government to attain balanced development of all the regions in the country?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI V. NARAYANASAMY): (a) and (b) Planning Commission has not conducted any study/survey to find out the regional imbalances that exist within each State of the country. However, an Inter-Ministry Task Group on Redressing

Growing Regional Imbalances was set up which submitted its report in 2005. The recommendations of this Group were used to formulate the Backward Regions Grant Fund which covers 250 backward districts in all the States, except Goa.

(c) Despite the efforts made through various measures including the Centrally Sponsored Schemes, regional imbalances continue to exist owing to the sub-continental dimensions of the country with inherent differences in geographical parameters and historical developments which have led to disparities in the levels of development of different areas owing to differences in resource endowment, levels of infrastructure and socio-economic parameters.

(d) to (f) At present there is no such proposal. The specific scheme which aims at removal of regional imbalances that exist within States, is the Backward Regions Grant Fund which aims at catalyzing development in backward districts by: (a) providing infrastructure; (b) promoting good Governance and agrarian reforms; (c) converging, through supplementary infrastructure and capacity building, the substantial existing development inflows into these districts.

*[Translation]*

#### **Compensatory Afforestation Fund**

599. SHRI VIRENDER KASHYAP:  
SHRI ANURAG SINGH THAKUR:

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

(a) whether the State Government of Himachal Pradesh has remitted Rs. 202.00 crore with the Compensatory Afforestation Fund Management and Planning Authority (CAMPA);

(b) if so, the details thereof;

(c) whether the Union Government has released the funds to the State under the said Scheme;

(d) if so, the details thereof;

(e) If not, the reasons therefor; and

(f) the time by which the fund is likely to be released?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH): (a) to (f) The State Government of Himachal Pradesh has deposited an amount of about Rs. 366.77 crores as on 30.06.2009 in Ad-hoc Compensatory Afforestation Fund Management and Planning Authority (CAMPA) as per the directions of the Hon'ble Supreme Court of India for Compensatory Afforestation (CA), Additional Compensatory Afforestation (ACA), Penal Compensatory Afforestation (PCA), Catchment Area Treatment (CAT) Plan, Protected Areas (PAs) and Net Present Value (NPV) arising out of diversion of forest areas for non-forest purposes under the Forest (Conservation) Act, 1980. However, the Hon'ble Supreme Court did not authorize Ad-hoc CAMPA to disburse money to the States/UTs. The Ministry is approaching the Hon'ble Supreme Court, as per the order dated 25.02.2009, with the details of Annual Plan of Operations (APOs) prepared by States/UTs including Himachal Pradesh seeking authorization to release money in phases as per APOs.

*[English]*

#### **Declaration of Swine Flu as Pandemic**

600. SHRI M. RAJA MOHAN REDDY:  
SHRI KISHANBHAI V. PATEL:  
SHRI SUSHIL KUMAR SINGH:  
DR. M. THAMBIDURAI:  
SHRI CHANDRAKANT KHAIRE:  
SHRI NISHIKANT DUBEY:  
SHRIMATI SUPRIYA SULE:  
SHRI SAJJAN VERMA:  
SHRIMATI JAYAPRADA:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) the criteria for declaring a disease as an epidemic or a pandemic;

(b) whether the World Health Organization (WHO) has declared Swine Flu as pandemic;

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

(d) the details of logistical and financial assistance given by WHO;

(e) whether most of the cases of Swine Flu are coming from the developed countries;

(f) if so, whether the Government has requested WHO to issue guidelines/instructions to such countries to check their out bound passengers;

(g) if so, the details thereof;

(h) whether the Government has also issued any advisory note to such developed countries including US; and

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

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) WHO has laid down criteria for phasing of a global pandemic based on geographic spread and capability of the agent to cause human to human transmission. Details are given in the enclosed Statement-I.

(b) and (c) Yes, Madam. The World Health Organization has raised the level of pandemic alert from level live to level six declaring start of New Influenza Pandemic, 2009 on 11th June, 2009. It implies wide spread human infection of Influenza A H1N1 (earlier called Swine Flu) and the disease spreading to at least two regions of WHO.

(d) WHO provides technical assistance to member countries. India has also consulted WHO on technical guidelines. It has supported Government of India with diagnostic primers and seed virus for manufacturing vaccine. It has also supported capacity development for State and Central Rapid Response teams at a cost of about Rs. 3.00 crores.

(e) Yes. The list of origin of 134 travel related laboratory confirmed cases in India is enclosed as Statement-II.

(f) to (i) World Health Organization is not advocating any travel restrictions. However, Government of India was asked our Indian Missions in these countries to take up the issue of exit screening of outbound passengers with the respective Governments.

**Statement I**

*WHO phasing of pandemics*

Phase	Description
1	2
Phase-I	No animal influenza virus circulating among animals have been reported to cause infection in humans.

1	2
Phase-2	An animal influenza virus circulating in domesticated or wild animals is known to have caused infection in humans and is therefore considered a specific potential pandemic threat.
Phase-3	An animal or human-animal influenza reassortant virus has caused sporadic cases or small clusters of disease in people, but has not resulted in human-to-human transmission sufficient to sustain community-level outbreaks.
Phase-4	Human to human transmission of an animal or human animal influenza reassortant virus able to sustain community-level outbreaks has been verified.
Phase-5	The same identified virus has caused sustained community level outbreaks in two or more countries in one WHO region.
Phase-6	In addition to the criteria defined in Phase 5, the same virus has caused sustained community level outbreaks in at least one other country in another WHO region.

**Statement II**

*The list of origin of 134 travel related laboratory confirmed cases*

(As on 6.7.2009)

Sl.No.	Country of origin	Cases
1	2	3
1.	USA	82
2.	UK	9
3.	Canada	8
4.	Australia	10
5.	Egypt	1
6.	Germany	3

1	2	3
7.	Hong Kong	1
8.	Thailand	8
9.	UAE	5
10.	China	1
11.	South Korea	1
12.	Japan	1
13.	Botswana	1
14.	Cayman Island	1
15.	Singapore	1
16.	Kuwait	1

#### **Effect of Green House Gases on Climate**

601. SHRI JAGDISH THAKOR: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether emission of green house gases is causing change in climate and increase in temperature in the country;

(b) if so, the details thereof; and

(c) the effective measures undertaken by the Government to check the emission of green house gases?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH): (a) and (b) The concentrations of green house gases in the atmosphere are leading to global warming. The analysis of data for the period 1901-2008 by IMD suggests that annual mean temperature for the country as a whole has risen by 0.52°C over the period. Spatial pattern of trends in the mean annual temperature shows significant positive (increasing) trend over most parts of the country except over parts of Rajasthan, Gujarat and Bihar, where significant negative (decreasing) trends were observed.

(c) India is signatory to the United Nations Framework Convention on Climate Change (UNFCCC) and its Kyoto Protocol, and also has various partnerships with other countries under the UNFCCC. While India does not have any Green House Gases (GHG) abatement commitments under the Kyoto Protocol, a range of policies and programs have been followed that include:

(i) Improving energy efficiency & conservation as well setting up of Bureau of Energy Efficiency

(ii) Power sector reforms

(iii) Promoting hydro and renewable energy

(iv) Promotion of clean coal technologies

(v) Coal washing & efficient utilization of coal

(vi) Afforestation and conservation of forests

(vii) Reduction of gas flaring

(viii) Use of cleaner and lesser carbon intensive fuel for transport

(ix) Encouraging Mass Rapid Transport systems

(x) Environmental quality management

These measures help achieve better energy intensity while addressing climate change as co-benefit.

#### **National TB Control Programme**

602. SHRI N.S.V. CHITTHAN:  
SHRI P. KARUNAKARAN:  
Sk. SAIDUL HAQUE:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the number of cases of TB patients are increasing in the country;

(b) if so, the details thereof;

(c) whether the target fixed by the Government under the National TB Control Programme (NTCP) has been achieved;

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

(e) the number of TB patients detected and died during the last three years and the current year, year-wise, State-wise;

(f) the details of allocations made and funds utilised for the treatment of TB patients during the said period;

(g) the number of TB patients benefited under NTCP, State-wise; and

(h) the effective measures taken by the Government to eradicate the disease from the country?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) and (b) No. On the contrary the incidence and prevalence of TB cases in the country is showing a declining trend.

- The ARTI has come down from 1.7% in 2000 to 1.5% in 2003 (National ARTI survey).
- The estimated incidence of all cases per lakh population has come down from 184/lakh in 2001 to 168/lakh in 2007 (WHO Global TB report).
- Tuberculosis Research Centre (TRC) Chennai, has demonstrated that DOTS results in rapid reduction of TB prevalence compared to previous 30 years. In their local survey area, there was an annual decline of approximately 12% in prevalence of TB.

(c) and (d) Yes. The targets fixed by the Government for the National TB Control Programme have been achieved. The details pertaining to same is given in the enclosed Statement-I.

(e) The details regarding number of patients registered for treatment under RNTCP and died during last three years, year wise and State-wise are given in the enclosed Statement-II.

(f) The details of funds allocated and released under the Programme during the last three years is as under:-

Year	Rs. in crores	
	Allocation (RE)	Expenditure
2006-07	224.50	220.97
2007-08	267.00	262.12
2008-09	280.00	279.90

(g) The details regarding number of TB patients benefited under RNTCP year wise and State-wise are given in the enclosed Statement-III.

(h) The Revised National TB Control Programme (RNTCP) widely known as DOTS, which is WHO recommended strategy, is being implemented as a 100% Centrally Sponsored Scheme from 1997 in the country in a phased manner with an objective to achieve cure rate of 85% of new sputum positive cases and to detect at least 70% of such cases. By March 23, 2006, the States entire country is implementing RNTCP, allowing access of DOTS to all TB patients in the country. Under the programme, diagnosis and treatment facilities including a supply of anti TB drugs are provided free of cost to all TB patients. For quality diagnosis, designated microscopy centres have been established for every one lac population in the general areas and for every 50,000 population in the tribal, hilly and difficult areas. Sputum microscopy instead of X-ray avoids over diagnosis and identifies infectious cases. More than 12666 microscopy centres have been established in the country. Drugs are provided to the TB patients in patient wise boxes to ensure that all drugs for full course of treatment are earmarked the day one a patient is registered for treatment under the programme. Treatment centres (DOT centres) have been established near to residence of patients to the extent possible. All Government hospitals, Community Health Centres (CHC), Primary Health Centres (PHCs), Sub-centres are DOT Centres, in addition, NGOs, Private Practitioners (PPs) involved under the RNTCP, Community Volunteers, Anganwadi workers, Women Self Groups etc. also functions as DOT Providers/DOT Centres. Drugs are provided under direct observation and the patients are monitored so that they complete their treatment.

### Statement I

#### Goals & Achievements under RNTCP

Indicator	2007		2008		2009 (1q 2009)	
	Planned Entire country	Achieved 1131 (Entire country was covered by March, 2006)	Planned Entire country	Achieved 1148	Planned Entire country	Achieved 1164
1	2	3	4	5	6	7
No of Patients to be examined (Millions)	4.30	6.48	4.36	6.82	1.11	1.77



1	2	3	4	5	6	7
Total Number of Patients to be put on treatment under RNTCP (Millions)	1.08	1.47	1.09	1.52	0.28	0.37
New Smear Positive Patients to put on treatment (Millions)	0.42	0.59	0.43	0.62	-0.10	0.15
Success Rate in New Smear Positive Patients in RNTCP (%)	>85%	87%	NA*	NA*	NA*	NA*

\*The results of treatment are available 13-15 months after patients are registered for treatment.

**Statement II**

State	2005		2006		2007		2008	2009 (1st qt.)
	Total Patients Registered	Total Patients Died	Total Patients Registered	Total Patients Died	Total Patients Registered	Total Patients Died	Total Patients Registered	Total Patients Registered
1	2	3	4	5	6	7	8	9
Andaman and Nicobar Islands	375	19	920	47	775	34	748	214
Andhra Pradesh	108670	5504	107131	5681	111304	5772	114624	28537
Arunachal Pradesh	2346	141	2607	102	2746	92	2450	568
Assam	29494	1371	32311	1504	36766	1561	38454	9185
Bihar	28012	1082	61151	2384	79619	2612	84404	16891
Chandigarh	2478	63	2322	60	2411	56	2492	569
Chhattisgarh	23530	1044	28209	1149	27504	1012	27280	6914
Dadra and Nagar Haveli	141	7	391	18	390	8	443	89
Daman and Diu	158	3	280	21	337	11	224	86
Delhi	45717	1077	47606	1177	49058	1241	49505	12967
Goa	1731	59	2036	95	2104	103	1996	468
Gujarat	77087	3800	79821	4480	80399	4323	79365	19971
Haryana	34516	1510	34693	1534	35591	1567	35348	8768
Himachal Pradesh	13697	584	13303	596	13611	607	13618	3412
Jammu and Kashmir	4478	231	10268	521	12392	494	12521	3258
Jharkhand	26178	987	33035	1196	36133	1300	38395	9202
Karnataka	68695	4436	64842	4304	67630	4849	66159	16545
Kerala	25074	1165	25248	1182	24397	1230	24935	6660

1	2	3	4	5	6	7	8	9
Lakshadweep	4	0	16	0	15	0	11	3
Madhya Pradesh	72335	3086	74435	3130	80410	3121	80929	20295
Maharashtra	144564	6936	138837	7167	142792	7680	139641	35801
Manipur	4639	130	4603	119	4885	155	4293	839
Meghalaya	2953	166	3929	181	4857	186	4639	988
Mizoram	1915	70	1912	73	2177	73	2558	622
Nagaland	2934	92	2695	72	3079	87	2984	890
Orissa	44501	2216	44790	2276	49285	2529	51031	12703
Puducherry	1462	78	1513	111	1383	91	1333	285
Punjab	30764	1488	34537	1527	35875	1585	37076	9300
Rajasthan	104315	3553	107783	3815	111700	4069	112192	27062
Sikkim	1578	58	1458	53	1538	68	1641	440
Tamil Nadu	92725	4589	87065	4682	86113	4140	84610	20738
Tripura	1429	87	2314	120	2573	130	2846	709
Uttar Pradesh	176022	5812	224465	7822	245106	8456	278044	68611
Uttarakhand	10825	359	11653	314	13406	346	13331	3181
West Bengal	107741	4784	109319	5032	107226	5214	107213	26066
<b>Grand Total</b>	<b>1293083</b>	<b>56587</b>	<b>1397498</b>	<b>62545</b>	<b>1475587</b>	<b>64802</b>	<b>1517333</b>	<b>372837</b>

\*The figures for the year 2008 are not provided as treatment outcome (death, success rate etc.) becomes available only after 13-15 months from initiation of the treatment.

**Statement III**

State	2005		2006		2007		2008	2009 (1st qt.)
	Total Patients Registered	Patients Treated Successfully	Total Patients Registered	Patients Treated Successfully	Total Patients Registered	Patients Treated Successfully	Total Patients Registered	Patients Registered
1	2	3	4	5	6	7	8	9
Andaman and Nicobar Islands	375	319	920	745	775	624	748	214
Andhra Pradesh	108670	92229	107131	90654	111304	95732	114624	28537
Arunachal Pradesh	2346	1956	2607	2132	2746	2321	2450	568
Assam	29494	23472	32311	26559	36766	30729	38454	9185

1	2	3	4	5	6	7	8	9
Bihar	28012	23873	61151	51260	79619	67597	84404	16891
Chandigarh	2478	2191	2322	2069	2411	2194	2492	569
Chhattisgarh	23530	20027	28209	24405	27504	23757	27280	6914
Dadra and Nagar Haveli	141	109	391	318	390	326	443	89
Daman and Diu	158	133	280	237	337	283	224	86
Delhi	45717	40269	47606	41593	49058	43699	49505	12967
Goa	1731	1234	2036	1518	2104	1723	1996	468
Gujarat	77087	61675	79821	64454	80399	66665	79365	19971
Haryana	34516	28110	34693	28752	35591	29858	35348	8768
Himachal Pradesh	13697	11903	13303	11529	13611	11884	13618	3412
Jammu and Kashmir	4478	3824	10268	8752	12392	10995	12521	3258
Jharkhand	26178	22688	33035	29170	36133	32497	38395	9202
Karnataka	68695	53823	64842	49143	67630	52014	66159	16545
Kerala	25074	21356	25248	21224	24397	20485	24935	6660
Lakshadweep	4	4	16	14	15	14	11	3
Madhya Pradesh	72335	58966	74435	61391	80410	67540	80929	20295
Maharashtra	144564	121244	138837	115320	142792	118590	139641	35801
Manipur	4639	3873	4603	3849	4885	4105	4293	839
Meghalaya	2953	2953	3929	3006	4857	4047	4639	988
Mizoram	1915	1729	1912	1685	2177	1956	2558	622
Nagaland	2934	2389	2695	2232	3079	2644	2984	890
Orissa	44501	37979	44790	37627	49285	42236	51031	12703
Puducherry	1462	1117	1513	1223	1383	1152	1333	285
Punjab	30764	25864	34537	29135	35875	30487	37076	9300
Rajasthan	104315	89879	107783	93473	111700	97672	112192	27062
Sikkim	1578	1423	1458	1257	1538	1295	1641	440
Tamil Nadu	92725	79055	87065	72429	86113	73855	84610	20738
Tripura	1429	1303	2314	2030	2573	2316	2846	709
Uttar Pradesh	176022	151988	224465	191729	245106	213261	278044	68611

1	2	3	4	5	6	7	8	9
Uttarakhand	10825	9331	11653	10137	13406	11464	13331	3181
West Bengal	107741	91799	109319	92948	107226	89919	107213	26066
Grand Total	1293083	1090087	1397498	1173999	1475587	1255936	1517333	372837

\*The results of treatment are available 13-15 months after patients are registered for treatment.

[*Translation*]

### Curriculum of Indian Systems of Medicine in Developing Countries

603. SHRI K.D. DESHMUKH: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Government proposes to provide any assistance to the developing countries to run Ayurvedic and Homoeopathic curriculum in their colleges;

(b) if so, the details thereof; and

(c) the steps taken/proposed to be taken by the Government to strengthen the Indian Systems of Medicine and Homoeopathy?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) No.

(b) Does not arise.

(c) The Department is implementing the following Centrally Sponsored Schemes to strengthen the Indian System of Medicine & Homoeopathy:-

(i) **Development of Institutions:** financial support is provided to Government & Government aided colleges for up gradation of infrastructure.

(ii) **Hospitals & Dispensaries:** financial assistance for infrastructure & medicines is provided to PHCs, CHCs & DHs to start OPD, IPD & specialty wings in AYUSH systems and also for supply of essential medicines to dispensaries.

(iii) **Quality control of ASU&H** drugs under which financial assistance is provided to State owned Drug Testing Laboratories and Pharmacies as

also to strengthen the enforcement mechanism in the States. Private drug industry is being provided a back ended subsidy of upto Rs. 30.00 lakhs for upgrading themselves to EU/WHO GMP, standards.

(iv) The Government has set up a Medicinal Plants Board to coordinate matters for development of Medical Plants Sector to augment their availability for preparation of medicines of Indian systems.

The Board is implementing the following schemes:-

(a) Central Sector Scheme for Conservation Development and sustainable Management of Medicinal Plants.

(b) Centrally Sponsored Scheme of National Mission on Medicinal Plants.

### Setting up of Nursing Degree Colleges

604. SHRI LALCHAND KATARIA:  
SHRI MUKESH BHAIKAVDANJI GADHVI:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Union Government has received any proposal from the various State Governments including State Governments of Rajasthan and Gujarat for setting up of Nursing Degree Colleges in the States;

(b) if so, the details thereof;

(c) the steps taken/proposed to be taken by the Union Government on such proposals; and

(d) the time frame by which these colleges are likely to be set up?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) to (d)

Proposal has been received from the State Government of Chhattisgarh for setting up of two nursing degree colleges one at Ambikapur and another at Jagadapur. No specific proposal for setting up of nursing degree college has been received from State Governments of Rajasthan and Gujarat. However proposals have been received from some States including Rajasthan for establishment of Centre of Excellence where it is proposed to run B.Sc. (Nursing) degree programme also. It is not possible to specify a time frame for these colleges. Since the scheme for the establishment of Centre of Excellence in States is yet to be taken up with the Expenditure Finance Committee/Cabinet.

*[English]*

#### **Vacant Posts of Doctors in CGHS**

605. SHRI NARAHARI MAHATO:  
SHRI TARA CHAND BHAGORA:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) the number of posts of doctors of Indian System of Medicine, Homoeopathy (ISM&H) and Allopathy lying vacant in each dispensary of CGHS, State-wise;

(b) the steps taken by the Government to fill up these posts in each dispensary of CGHS in the country; and

(c) the time by which these posts are likely to be filled?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) to (c) The information is being collected and will be laid on the table of the House.

#### **Travel Advisory to US Citizens**

606. SHRI NAMA NAGESWARA RAO:  
SHRI SURESH KALMADI:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the Government of United States of America has clubbed India with 29 other countries as unsafe destination in its travel advisory to its citizens;

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

(c) the reaction of the Government of India thereto;

(d) whether the Government of India has taken up the matter with US Government;

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

(f) the other steps taken/being taken by the Government of India in this regard?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI S.M. KRISHNA): (a) and (b) No. The Embassy of the United States of America in New Delhi issued a Warden Message, which is not a Travel Advisory, on 2 June 2009 to its citizens in India, reminding all U.S. citizens resident in or travelling to India that there is a high threat from terrorism throughout India and urging them to always practice good security.

(c) to (f) The issue of Warden Message of 2 June 2009 was taken up with the US Embassy. US Embassy clarified that the US Government have not in the recent memory ever discourage US citizens from travelling to India. They also stated that the US Government tasks its Missions the world over to issue Warden Messages to its citizens to ensure their safety and security.

*[Translation]*

#### **Incidents of Encroachment by China**

607. SHRI RAJIV RANJAN SINGH *ALIAS* LALAN SINGH:  
SHRI ANANT KUMAR HEGDE:

Will the Minister of EXTERNAL AFFAIRS be pleased to refer to reply given to U.S.Q. No.3396 answered on 16.4.2008, in LS and state:

(a) whether the incidents of encroachment by China into Indian territory along the international border are on the rise over the years;

(b) if so, the details of such incidents that have been reported during the last two years and the current year, and

(c) the measures/steps taken or being taken by the Government in this regard?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI S.M. KRISHNA): (a) No.

(b) and (c) Does not arise.

*[English]*

(Rs. in crores)

**Delay in Setting up AIIMS like Institutions**

608. SHRI ARJUN CHARAN SETHI:  
SHRI PRASANTA KUMAR MAJUMDAR:  
SHRI S.S RAMASUBBU:  
SHRI RAJIAIAH SIRICILLA:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) the reasons for delay in setting up of the proposed six new medical institutes on the pattern of All India Institute of Medical Sciences (AIIMS);

(b) the details of the commissioning schedule, institute-wise;

(c) the funds allocated for each Institution and spent therefrom during the last three years and the current year, year-wise;

(d) the steps taken by the Government to expedite establishment of these Institutions; and

(e) the time by which these Institutions are likely to be established and operationalised?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) There has been some delay in setting up of the six new AIIMS-like institutions under the PMSSY scheme. The initial delays were due to failure of bids for selection of single Project Consultant and selection of Prototype Architectural Design for all the six AIIMS-like institutions. The whole process had to be initiated de novo in Dec. 2006 and each site has now been taken up separately. The process of finalizing/approving the Detailed Project Reports (DPRs) has also taken some time as it required due vetting by medical and other technical experts.

(b) As the recruitment of manpower is key to the efficient running of these institutions, the residential complexes to house the faculty and staff is being constructed on priority construction and will be ready by 2009-10 at all six sites. The Hospital/Medical College complexes are expected to be ready by 2011.

(c) There is no separate institute-wise allocation. The funds allocated for the PMSSY scheme and year-wise expenditure position is as follows:-

Year	BE	RE	Expenditure
2006-07	75.00	10.00	6.37
2007-08	150.00	90.00	88.70
2008-09	490.00	568.00	498.13
2009-10	647.92	—	29.11*

\*as on 30th June 2009.

(d) and (e) All necessary steps are being taken to expedite execution of the project. There is regular monitoring of the project by the Project Management Committee (PMC) headed by Secretary (Health), Government of India.

Dedicated Project Cell(s) comprising of Medical experts, Engineers and administrative staff have been set up at each site.

Institutions are proposed to be established and operationalized by 2011-12.

**Hiring of Unauthorised Doctors**

609. SHRI EKNATH MAHADEO GAIKWAD:  
SHRI MADHU GOUD YASKHI:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether a large number of private hospitals tend to engage the services of doctors whose degree/certificates are not recognised by the Medical Council of India (MCI);

(b) if so, the number of such cases that have come to the notice of MCI during the last three years and the current year, hospital-wise; and

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

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) to (c) According to the Medical Council of India, no such complaint has been received by the council during the last three years.

[*Translation*]

**Capture of Indian Fishermen**

610. SHRI BRIJBHUSHAN SHARAN SINGH:  
SHRI PRABHATSINH P. CHAUHAN:  
SHRI HARIN PATHAK:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether hundreds of Indian Fishermen and their fishing boats were captured by Pakistan Marine Security Agency (PMSA) during the last three years and the current year;

(b) If so, the details thereof including the number of fishermen and their boats, State-wise and year-wise;

(c) the number of fishermen, civilians and prisoners of war released by Pakistan during the said period;

(d) the steps taken/being taken by the Government for the release of remaining prisoners lodged in Pakistani Jails; and

(e) the outcome thereof?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI S.M. KRISHNA): (a) and (b) Yes. 356 Indian Fishermen were taken into custody by Pakistan Maritime Security Agency (PMSA) in 2006, 124 in 2007, 218 in 2008 and 199 in 2009. 58 boats were similarly taken into custody in 2006, 28 in 2007, 45 in 2008 and 35 to date in 2009. 556 Indian fishermen and 418 boats continue to be in the custody of the Pakistan authorities. The fishermen and boats are mostly from Gujarat and the Union Territory of Diu and Daman.

(c) to (e) Since 2006, 638 fishermen and 83 other prisoners have been released by Pakistan including those taken into custody before 2005. Pakistan has denied the presence of Indian Prisoners of War in its custody. Government has been taking up the issue of the release of fishermen and their boats regularly with Government of Pakistan including at the highest level. A judicial committee comprising of retired judges from India and Pakistan had also been set up to ensure expeditious release and humane treatment of prisoners in either country. The committee has held three meetings till date and has visited the jails in both India and Pakistan to

meet prisoners and fishermen. A delegation from Fishermen Association of Gujarat visited Pakistan in October 2008 to verify the sea-worthiness of these boats.

[*English*]

**Centrally Sponsored Health Schemes**

611. SHRI DUSHYANT SINGH: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) the details of the Centrally Sponsored Health Schemes/programmes in operation in the country;

(b) the details of funds allocated for these schemes/programmes during the last three years and the current year, State-wise and year-wise; and

(c) the achievements made under these schemes/programmes, State-wise?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) The Centrally Sponsored Health Schemes being implemented in States are—Direction & Administration, Maintenance of Urban Family Welfare Centres, Urban Revamping Scheme, Maintenance of Sub-Centres, Training of ANM/LHVs, Maintenance & Strengthening of Health and Family Welfare Training Centres, Training of Multi-purpose (Male), Pulse Polio Immunization Operating Cost, RCH Flexible Pool, Mission Flexible Pool, National Vector Borne Disease Control Programme, Revised National TB Control Programme, National Programme for Control of Blindness, National Leprosy Eradication Programme, National Iodine Deficiency Control Programme, and Integrated Disease Surveillance Project.

(b) Total State-wise funds allocated for these Schemes/Programmes during the last three years (2006-07 to 2008-09) and during current year (2009-10) is given in the enclosed Statement-I.

(c) The performance of Centrally Sponsored Schemes can be assessed through the performance statistics of various health interventions like progress in immunization, family welfare, etc. The State-wise & year-wise performance from 2005-06 to 2008-09 (upto December 2008) is given in the Statements-II to X.

**Statement I***State-wise Allocation During the Years 2006-07 to 2009-10*

(Rs. in lakhs)

Sl.No.	Name of the State/UT	Total allocation during the year			
		2006-07	2007-08	2008-09	2009-10
1	2	3	4	5	6
1.	Andhra Pradesh	42005.98	59783.51	59743.47	71704.55
2.	Arunachal Pradesh	3188.31	4339.43	4347.02	5316.19
3.	Assam	51322.36	64227.58	57849.38	88313.65
4.	Bihar	59921.44	68070.16	69526.35	86651.94
5.	Chhattisgarh	17457.98	22522.77	22361.18	30503.56
6.	Goa	949.11	1338.47	1241.78	1372.59
7.	Gujarat	31847.89	38057.86	38273.13	46888.05
8.	Haryana	11769.25	13759.89	15184.27	17914.59
9.	Himachal Pradesh	5935.93	6769.91	7102.93	9909.87
10.	Himanchal Pradesh	6582.67	8676.75	9060.64	13525.59
11.	Jharkhand	22920.47	26292.30	27034.34	36102.80
12.	Karnataka	29829.03	39595.32	42465.61	50652.95
13.	Kerala	17721.08	21857.20	23510.80	28185.23
14.	Madhya Pradesh	41309.59	54404.54	57565.15	71043.09
15.	Maharashtra	51294.55	67114.17	70167.49	86057.51
16.	Manipur	5375.46	6668.09	6340.89	9116.33
17.	Meghalaya	5287.10	6227.19	6091.36	8768.97
18.	Mizoram	2847.83	3669.85	3784.29	5276.00
19.	Nagaland	4914.02	5618.81	5427.53	7742.96
20.	Orissa	28467.66	34520.41	33810.24	43719.35
21.	Punjab	12844.46	16196.89	17324.33	20909.32
22.	Rajasthan	40790.74	54818.48	53532.62	63819.10
23.	Sikkim	1450.89	1796.27	1956.21	2677.91



1	2	3	4	5	6
24.	Tamil Nadu	33855.17	43315.55	46819.50	56502.13
25.	Tripura	6634.68	8814.36	8578.84	12390.05
26.	Uttar Pradesh	114270.03	145942.48	148037.41	186189.44
27.	Uttaranchal	7188.80	8443.95	9236.61	11772.36
28.	West Bengal	43326.24	54019.71	60385.31	68722.66
Total States		701308.72	886861.90	906758.68	1141748.74
<b>Union Territories</b>					
1.	Delhi	5724.73	7920.46	8521.06	11892.39
2.	Puducherry	528.63	998.15	1038.56	1172.64
3.	Andaman and Nicobar Islands	910.30	609.14	1083.22	1704.91
4.	Chandigarh	636.57	734.93	776.53	960.94
5.	Dadra and Nagar Haveli	346.20	377.78	400.18	451.39
6.	Daman and Diu	360.35	343.47	356.86	422.77
7.	Lakshadweep	247.20	224.53	248.08	280.45
Total UTs		8753.98	11208.46	12424.49	16885.49
Grand Total		710062.70	898070.36	919183.17	1158634.23

**Statement II***State-wise Achievements in Respect of Sterilisations*

Sl.No.	State/U.T./Agency	Achievements			
		2005-06	2006-07	2007-08*	2008-09* (up to Dec. 08)
1	2	3	4	5	6
<b>I. Major States</b> (Population > 20 million)					
1.	Andhra Pradesh	7,45,117	7,69,253	7,22,111	4,58,364
2.	Assam	24,201	17,282	18,669	27,136
3.	Bihar	96,341	1,19,977	3,00,918	44,315
4.	Chhattisgarh	1,24,499	1,33,094	1,53,836	73,460
5.	Gujarat	2,80,334	2,67,549	3,10,064	1,80,240

1	2	3	4	5	6
6.	Haryana	93,580	85,006	80,895	61,167
7.	Jharkhand	86,524	1,01,297	1,06,383	41,973
8.	Karnataka	3,75,804	3,75,466	3,52,185	2,80,237
9.	Kerala	1,44,385	1,35,443	1,26,096	1,01,172
10.	Madhya Pradesh	3,67,465	3,67,510	4,51,896	2,77,225
11.	Maharashtra	6,59,557	5,95,438	5,54,284	3,56,817
12.	Orissa	84,267	94,309	1,20,983	58,380
13.	Punjab	1,07,591	93,758	1,03,908	64,816
14.	Rajasthan	3,17,307	2,88,089	3,30,488	2,04,207
15.	Tamil Nadu	3,80,655	3,57,568	3,52,856	2,60,960
16.	Uttar Pradesh	4,50,363	4,29,484	4,71,891	2,35,413
17.	West Bengal	1,95,359	1,36,757	2,90,584	1,80,307
<b>II. Smaller States</b>					
1	Arunachal Pradesh	1,417	1,946	2,311	2,785
2.	Delhi	34,168	28,882	29,238	17,769
3.	Goa	5,351	5,325	5,066	4,122
4.	Himachal Pradesh	28,383	26,445	30,480	13,096
5.	Jammu and Kashmir	21,564	19,281	21,800	9,759
6.	Manipur	1,743	406	220	189
7.	Meghalaya	2,264	2,519	1,858	1,687
8.	Mizoram	2,319	2,265	1,833	1,166
9.	Nagaland	1,195	972	1,125	773
10.	Sikkim	1,518	1,471	1,735	531
11.	Tripura	3,887	3,532	2,397	5,331
12.	Uttarakhand	34,980	32,767	34,799	19,206
<b>III. Union Territories</b>					
1.	Andaman and Nicobar Islands	1,111	993	1,009	676
2.	Chandigarh	2,202	2,385	2,152	1,311
3.	Dadra and Nagar Haveli	930	979	937	676

1	2	3	4	5	6
4.	Daman and Diu	474	506	454	428
5.	Lakshadweep	23	40	40	6
6.	Puducherry	10,213	10,483	10,303	7,515
<b>IV. Other Agencies</b>					
1.	M/O Defence	12,059	35,413	12,540	9,627
2.	M/O Railways	5,694	4,921	4,422	2,581
All India		47,04,845	45,48,811	50,12,766	30,05,422

\*Figures are provisional.

### **Statement III**

#### *State-wise Achievements in Respect of IUD Insertions*

Sl.No.	State/U.T./Agency	Achievements			
		2005-06	2006-07	2007-08*	2008-09* (up to Dec. 08)
1	2	3	4	5	6
<b>I. Major States</b> (Population > 20 million)					
1.	Andhra Pradesh	3,96,479	4,05,355	4,07,203	2,98,803
2.	Assam	38,075	32,507	27,758	21,682
3.	Bihar	847	79,968	44,923	25,998
4.	Chhattisgarh	1,07,198	1,17,371	1,18,616	80,259
5.	Gujarat	4,66,230	4,64,484	4,94,529	3,93,681
6.	Haryana	1,52,051	1,54,428	1,63,354	1,23,628
7.	Jharkhand	74,760	73,673	85,376	73,261
8.	Karnataka	2,95,738	2,91,213	2,78,894	2,20,091
9.	Kerala	79,225	69,192	65,371	51,127
10.	Madhya Pradesh	4,53,311	4,62,481	5,01,433	3,53,301
11.	Maharashtra	4,55,862	4,27,251	4,08,689	2,78,130
12.	Orissa	1,62,127	1,62,697	1,61,051	86,606
13.	Punjab	3,41,365	3,35,263	3,13,453	2,14,883

1	2	3	4	5	6
14.	Rajasthan	3,05,367	3,03,358	3,37,979	2,91,709
15.	Tamil Nadu	3,96,458	3,60,601	3,53,149	2,33,908
16.	Uttar Pradesh	19,91,819	18,55,173	19,43,474	14,60,206
17.	West Bengal	76,820	74,842	89,350	67,990
<b>II. Smaller States</b>					
1	Arunachal Pradesh	2,661	3,110	2,523	1,746
2.	Delhi	55,810	53,003	46,020	31,348
3.	Goa	2,819	2,539	2,617	2,025
4.	Himachal Pradesh	30,452	28,963	27,694	18,581
5.	Jammu and Kashmir	29,076	29,890	25,849	18,415
6.	Manipur	6,737	4,455	3,584	2,717
7.	Meghalaya	2,646	2,084	1,478	1,146
8.	Mizoram	2,390	2,542	2,246	1,349
9.	Nagaland	2,184	1,564	1,602	1,397
10.	Sikkim	1,460	1,437	1,689	1,464
11.	Tripura	2,567	2,334	1,706	2,095
12.	Uttaranchal	1,30,447	1,40,899	1,40,932	96,466
<b>III. Union Territories</b>					
1.	Andaman and Nicobar Islands	1,104	943	813	649
2.	Chandigarh	5,123	4,738	4,673	3,004
3.	Dadra and Nagar Haveli	262	195	174	121
4.	Daman and Diu	271	272	267	140
5.	Lakshadweep	46	45	45	15
6.	Puducherry	3,628	3,506	3,266	2,009
<b>IV. Other Agencies</b>					
1.	M/O Defence	10,905	14,634	6,440	5,417
2.	M/O Railways	6,780	4,203	4,024	2,797
All India		61,90,099	59,71,213	60,72,244	44,68,163

\*Figures are provisional

**Statement IV***State-wise Achievements in Respect of Condom Users*

Sl.No.	State/U.T./Agency	Achievements			
		2005-06	2006-07	2007-08*	2008-09* (up to Dec. 08)
1	2	3	4	5	6
<b>I. Major States</b> (Population > 20 million)					
1.	Andhra Pradesh	8,33,354	7,73,586	9,01,881	8,15,124
2.	Assam	44,282	39,659	20,190	31,347
3.	Bihar	61,965	63,278	48,977	43,254
4.	Chhattisgarh	4,74,543	6,95,880	3,35,506	2,07,798
5.	Gujarat	10,04,331	10,82,994	12,24,263	12,08,590
6.	Haryana	3,34,432	3,74,275	4,03,297	3,98,262
7.	Jharkhand	75,947	1,15,326	1,62,801	1,73,172
8.	Karnataka	3,05,826	3,06,142	2,99,797	3,02,616
9.	Kerala	1,92,587	1,52,877	1,25,990	1,02,222
10.	Madhya Pradesh	13,14,444	13,65,079	16,67,900	15,86,307
11.	Maharashtra	4,79,739	4,95,718	4,54,742	4,20,014
12.	Orissa	3,45,546	3,62,494	3,27,968	2,80,324
13.	Punjab	4,32,225	4,45,164	4,40,652	4,32,347
14.	Rajasthan	16,63,594	17,76,638	12,25,873	12,04,606
15.	Tamil Nadu	2,09,183	1,48,242	1,58,572	1,66,206
16.	Uttar Pradesh	15,17,963	16,92,131	16,87,378	14,91,619
17.	West Bengal	6,47,715	6,74,561	7,53,479	7,53,441
<b>II. Smaller States</b>					
1	Arunachal Pradesh	784	1,010	663	394
2.	Delhi	1,48,939	1,71,685	1,71,916	1,43,310
3.	Goa	7,890	9,523	11,042	1,513
4.	Himachal Pradesh	87,837	92,633	96,750	96,381
5.	Jammu and Kashmir	16,316	27,368	42,487	24,650
6.	Manipur	6,521	2,675	1,689	1,838
7.	Meghalaya	2,806	2,364	2,038	3,017
8.	Mizoram	1,854	2,729	2,635	2,795

1	2	3	4	5	6
9.	Nagaland	676	420	334	75
10.	Sikkim	2,012	1,177	1,705	2,618
11.	Tripura	13,223	10,611	9,818	7,049
12.	Uttaranchal	1,18,049	1,12,924	1,35,073	1,19,774
<b>III. Union Territories</b>					
1.	Andaman and Nicobar Islands	2,750	2,742	1,791	1,990
2.	Chandigarh	15,173	10,111	11,835	10,503
3.	Dadra and Nagar Haveli	5,790	8,350	7,439	7,773
4.	Daman and Diu	1,411	1,997	2,197	2,118
5.	Lakshadweep	482	705	705	479
6.	Puducherry	9,931	10,571	11,460	11,273
<b>IV. Other Agencies</b>					
1.	M/O Defence	27,059	19,541	32,246	31,056
2.	M/O Railways	30,115	30,665	29,848	26,590
	Total Free Distribution	1,04,37,294	1,10,83,845	1,08,12,937	1,01,12,445
3.	Comm. Distn.	1,57,54,028++	1,56,49,444+++	1,59,99,027\$\$	98,17,037
	All India	2,61,91,322++	2,67,33,289+++	1,08,12,937\$\$	1,99,29,482

\*Figures are provisional.

\$\$ Includes 6146389 Condom users under full cost commercial sales of condoms in 2007-08 (Estimated)

+++ Includes 5587639 Condom users under full cost commercial sales of condoms in 2006-07.

++ Includes 5289306 Condom users under full cost commercial sales of condoms in 2005-06.

### Statement V

#### *State-wise Achievements in Respect of Oral Pill Users*

Sl.No.	State/U.T./Agency	Achievements			
		2005-06	2006-07	2007-08*	2008-09* (up to Dec. 08)
1	2	3	4	5	6
<b>I. Major States</b> (Population > 20 million)					
1.	Andhra Pradesh	3,32,993	338146	359976	3,44,887
2.	Assam	39,038	37766	31275	44,859

1	2	3	4	5	6
3.	Bihar	49,818	37188	6882	7,937
4.	Chhattisgarh	3,84,615	205628	238376	1,62,295
5.	Gujarat	2,44,559	237472	296014	2,66,313
6.	Haryana	85,821	82282	84,561	91,187
7.	Jharkhand	91,465	69567	82,806	90,933
8.	Karnataka	1,73,730	170576	1,67,972	1,70,403
9.	Kerala	30,964	26380	29,890	26,618
10.	Madhya Pradesh	5,54,204	558736	6,09,535	5,88,135
11.	Maharashtra	3,61,354	337002	3,25,130	3,12,683
12.	Orissa	1,84,300	197685	1,89,828	1,65,035
13.	Punjab	1,17,153	119316	1,14,770	1,11,376
14.	Rajasthan	8,40,773	857789	10,25,360	10,65,802
15.	Tamil Nadu	1,37,538	128040	1,29,515	1,24,485
16.	Uttar Pradesh	7,92,595	843500	8,21,282	7,61,526
17.	West Bengal	5,23,908	600167	6,71,064	6,52,662
<b>II. Smaller States</b>					
1	Arunachal Pradesh	1,320	1636	1,257	1,314
2.	Delhi	9,430	9196	12,201	13,053
3.	Goa	1,791	1747	1,890	3,331
4.	Himachal Pradesh	26,662	28368	28,199	28,778
5.	Jammu and Kashmir	11,152	11544	14,113	14,287
6.	Manipur	1,270	931	584	587
7.	Meghalaya	2,555	2592	2,853	3,659
8.	Mizoram	6,203	12820	4,081	4,615
9.	Nagaland	591	911	912	251
10.	Sikkim	6,442	5381	5,241	4,515
11.	Tripura	24,101	19867	17,705	14,747
12.	Uttaranchal	46,689	46489	48,239	38,987

1	2	3	4	5	6
<b>III. Union Territories</b>					
1.	Andaman and Nicobar Islands	1,402	1352	1,470	1,269
2.	Chandigarh	565	631	685	682
3.	Dadra and Nagar Haveli	2,673	2919	1,742	480
4.	Daman and Diu	414	554	598	506
5.	Lakshadweep	119	120	120	2
6.	Puducherry	1,871	1743	1,848	1,676
<b>IV. Other Agencies</b>					
1.	M/O Defence	4,190	3531	3,524	3,250
2.	M/O Railways	3,452	3275	3,065	2,936
	Total Free Distribution	50,97,680	50,02,847	53,34,563	51,26,061
	Comm. Distrn.	44,18,000	45,13,308***	54,80,385\$\$	37,37,418
	All India	95,15,680	95,16,155***	1,08,14,948\$\$	88,63,479

\* Figures are provisional

\$\$ Includes 1030769 O.P. Users under full cost Commercial sales and 345769 weekly Pills users (2007-08)

\*\*\* Includes 565000 O.P. Users under full cost Commercial sales and 330308 weekly Pills users (2006-07)

\*\* Includes 1024923 O.P. Users under full cost Commercial sales and 254538 weekly Pills users (2005-06)

### Statement VI

#### *Tetanus Immunisation for Expectant Mothers (II+Booster)*

SL.No.	State/Union Territory/Agency	2005-06			2006-07			2007-08*			2008-09* (Upto Dec. 08)		
		Need Assessed (in 000's)	Achievement	% Achvt.	Need Assessed (in 000's)	Achievement	% Achvt.	Need Assessed (in 000's)	Achievement	% Achvt.	Need Assessed (in 000's)	Achievement	% Achvt.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
<b>I. Major States</b> (Population > 20 million)													
1.	Andhra Pradesh	1821.6	17,63,052	96.8	1816.1	17,24,913	95.0	1709.6	17,36,326	101.6	1306.1	12,70,759	97.3
2.	Assam	842.2	5,99,344	71.2	846.4	6,52,089	77.0	820.3	6,29,651	76.8	612.3	4,21,372	68.8
3.	Bihar	3070.7	8,45,737	27.5	3102.1	10,63,128	34.3	3101.3	8,65,093	27.9	2374.4	4,98,564	21.0
4.	Chhattisgarh	622.2	6,60,073	106.1	638.9	6,6,678	104.5	707.8	6,32,910	89.4	526.5	4,39,705	83.5
5.	Gujarat	1479.8	13,23,995	89.5	1495.8	13,05,912	87.3	1499.5	11,81,466	78.8	1116.3	9,28,456	83.2



1	2	3	4	5	6	7	8	9	10	11	12	13	14
6.	Haryana	669.7	5,77,986	86.3	672.9	5,80,326	86.2	652.3	5,90,234	90.5	489.2	4,08,004	83.4
7.	Jharkhand	842.4	4,65,840	55.3	851.7	4,43,818	52.1	858.5	5,01,990	58.5	673.6	4,14,920	61.6
8.	Karnataka	1358.9	11,51,078	84.7	1355.9	11,50,649	84.9	1314.4	11,44,299	87.1	984.6	8,44,829	85.8
9.	Kerala	620.9	5,89,527	95.0	619.8	5,45,094	87.9	569.4	5,27,949	92.7	420.5	3,90,331	92.8
10.	Madhya Pradesh	2213.8	19,86,616	89.7	2241.8	19,62,553	87.5	2253.4	19,38,376	86.0	1684.2	1,397,334	83.0
11.	Maharashtra	2308.0	20,61,763	89.3	2293.2	20,07,729	87.6	2230.9	19,52,056	87.5	1703.1	14,29,581	83.9
12.	Orissa	991.8	8,13,897	82.1	994.6	8,32,062	83.7	992.3	8,19,920	82.6	734.2	5,92,664	80.7
13.	Punjab	591.1	5,34,156	90.4	592.6	5,37,810	90.8	544.0	4,63,267	85.2	401.3	3,28,617	81.9
14.	Rajasthan	2086.5	19,27,188	92.4	2104.3	18,32,974	87.1	2049.4	19,15,998	93.5	1539.0	13,37,569	86.9
15.	Tamil Nadu	1322.8	12,08,276	91.3	1320.7	12,29,479	93.1	1244.3	12,31,593	99.0	904.0	8,91,840	98.7
16.	Uttar Pradesh	6336.1	52,22,940	82.4	6398.5	51,74,507	80.9	6417.9	51,50,016	80.2	4823.1	33,65,163	69.8
17.	West Bengal	1923.0	15,12,125	78.6	1928.4	15,72,581	81.5	1855.5	15,16,417	81.7	1358.4	10,77,278	79.3
<b>II. Smaller States</b>													
1	Arunachal Pradesh	25.9	10,335	40.0	24.5	13,477	55.0	27.9	8,826	31.7	23.2	7,585	32.6
2.	Delhi	296.7	2,28,763	77.1	307.6	2,12,637	69.1	337.5	2,31,867	68.7	261.8	1,46,125	55.8
3.	Goa	23.1	25,826	112.0	23.6	23,697	100.6	24.1	24,323	101.0	19.6	17,202	87.9
4.	Himachal Pradesh	145.8	1,36,762	93.8	146.6	1,35,639	92.5	137.9	1,32,223	95.9	109.5	97,362	88.9
5.	Jammu and Kashmir	239.4	2,40,410	100.4	238.9	2,69,468	112.8	247.9	2,47,043	99.7	176.7	1,70,711	96.6
6.	Manipur	47.0	28,320	60.2	43.9	39,917	90.9	39.8	18,546	46.5	28.8	15,087	52.3
7.	Meghalaya	69.9	46,399	66.4	67.7	43,214	63.8	70.0	64,037	91.5	52.9	37,693	71.3
8.	Mizoram	17.6	25,223	143.0	16.9	20,095	118.9	20.5	18,973	92.6	15.2	14,535	95.9
9.	Nagaland	44.3	41,095	92.8	58.7	28,614	48.8	33.2	23,430	70.6	29.6	11,925	40.3
10.	Sikkim	13.9	9,927	71.4	14.1	9,927	70.6	12.7	9,657	76.2	9.8	7,049	72.2
11.	Tripura	55.6	47,114	84.8	54.8	45,929	83.8	57.5	46,259	80.5	46.3	32,667	70.5
12.	Uttarakhand	170.5	2,33,208	136.8	175.3	2,26,848	129.4	212.4	2,21,910	104.5	164.9	1,57,323	95.4
<b>III. Union Territories</b>													
1.	Andaman and Nicobar Islands	7.2	6,771	94.7	7.4	6,413	86.1	7.5	6,014	79.7	5.9	3,829	65.5
2.	Chandigarh	16.0	18,046	112.8	16.6	17,405	104.9	18.5	18,506	100.1	17.6	13,138	74.5

1	2	3	4	5	6	7	8	9	10	11	12	13	14
3.	Dadra and Nagar Haveli	8.2	8,502	103.8	8.4	8,352	99.8	8.2	8,033	98.3	7.4	6,875	93.5
4.	Daman and Diu	4.3	3,321	77.0	4.4	3,324	75.4	4.0	2,786	68.8	3.8	1,917	50.7
5.	Lakshadweep	1.4	993	72.0	1.4	932	66.5	1.4	932	65.9	1.2	357	30.3
6.	Puducherry	20.3	17,610	86.6	20.2	18,186	90.1	19.9	20,274	102.0	16.2	15,600	96.5
<b>IV. Other Agencies</b>													
1.	M/O Defence	\$	22,690		\$	19,367		\$	43,622		\$	16,973,00	
2.	M/O Railways	\$	16,791		\$	14,347		\$	14,294		\$	11,269,00	
All India		30,308.2	2,44,11,699	80.5	30,504.7	2,44,41,090	80.1	30,101.8	2,39,59,116	79.6	22,640.9	1,68,22,209	74.3

\*Provisional Figures

\$= No separate targets allocated

**Statement VII***D.P.T. Immunisation for Children (III Dose)*

SL.No.	State/Union Territory/Agency	2005-06			2006-07			2007-08*			2008-09* (Upto Dec 08)		
		Need Assessed (in 000's)	Achievement	% Achvt.	Need Assessed (in 000's)	Achievement	% Achvt.	Need Assessed (in 000's)	Achievement	% Achvt.	Need Assessed (in 000's)	Achievement	% Achvt.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
<b>I. Major States</b> (Population > 20 million)													
1.	Andhra Pradesh	1553.3	15,43,966	99.4	1553.6	15,05,259	96.9	1462.5	15,64,191	107.0	1,119.7	11,27,067	100.7
2.	Assam	712.0	5,81,214	81.6	717.9	6,21,956	86.6	696.5	6,37,580	91.5	518.8	4,11,348	79.3
3.	Bihar	2621.2	14,46,056	55.2	2650.9	20,28,358	76.5	2647.3	12,77,302	48.2	2,026.8	6,59,565	32.5
4.	Chhattisgarh	524.4	6,26,905	119.6	540.2	6,05,886	112.2	604.9	5,87,434	97.1	448.5	3,62,836	80.9
5.	Gujarat	1264.5	12,13,337	96.0	1282.3	12,11,932	94.5	1291.0	12,11,932	93.9	960.0	8,15,110	84.9
6.	Haryana	571.1	5,48,404	96.0	575.7	5,70,643	99.1	556.8	5,59,352	100.5	418.1	3,23,777	79.8
7.	Jharkhand	726.7	6,77,576	93.2	734.82	7,33,827	99.9	742.2	6,82,444	91.9	581.7	4,17,592	71.8
8.	Karnataka	1167.4	10,94,827	93.8	1168.6	10,92,494	93.5	1136.3	10,82,879	95.3	850.4	7,64,111	89.9
9.	Kerala	558.8	5,36,424	96.0	557.3	5,26,300	94.4	511.4	5,04,352	98.6	376.9	3,44,409	91.4
10.	Madhya Pradesh	1841.5	19,50,408	105.9	1870.8	18,97,493	101.4	1886.7	18,49,200	98.0	1,414.7	12,67,642	89.6
11.	Maharashtra	2003.7	20,79,367	103.8	1997.1	19,84,169	99.4	1955.1	19,83,696	101.5	1,492.5	12,69,7749	85.1
12.	Orissa	823.2	8,50,624	103.3	829.1	8,17,910	98.6	832.7	7,99,418	96.0	617.4	4,32,496	70.1

1	2	3	4	5	6	7	8	9	10	11	12	13	14
13.	Punjab	509.9	5,31,806	104.3	512.3	5,36,117	104.6	472.3	4,98,503	105.5	348.8	2,77,429	79.5
14.	Rajasthan	1748.9	1752,430	100.2	1769.5	16,85,976	95.3	1738.3	1711,203	98.4	1,304.0	12,05,435	92.4
15.	Tamil Nadu	1149.6	11,29,310	98.2	1149.0	11,30,245	98.4	1084.8	11,40,122	105.1	791.4	8,14,214	102.9
16.	Uttar Pradesh	5299.3	53,20,615	100.4	5374.7	54,57,184	101.5	5414.3	53,17,827	98.2	4,064.5	31,27,816	77.0
17.	West Bengal	1662.5	16,21,658	97.5	1672.5	15,88,878	95.0	1619.4	1,525,676	94.2	1,188.0	7,14,877	60.2
<b>II. Smaller States</b>													
1	Arunachal Pradesh	22.6	12,676	56.0	21.5	20,778	96.6	24.4	13,193	54.1	20.4	10,609	52.1
2.	Delhi	261.6	2,51,804	96.3	271.8	2,61,358	96.2	297.0	2,37,988	80.1	229.7	1,38,659	80.4
3.	Goa	20.6	25,821	125.3	21.1	24,238	115.0	21.5	23,768	110.5	17.5	18,057	103.2
4.	Himachal Pradesh	125.6	1,31,548	104.7	126.7	1,29,173	101.9	118.9	1,27,471	107.2	94.7	93,795	99.1
5.	Jammu and Kashmir	207.8	2,84,000	136.7	207.7	2,96,255	142.7	214.3	2,99,246	139.6	152.6	1,94,627	127.5
6.	Manipur	42.1	35,599	84.5	39.3	48,064	122.4	35.7	21,436	60.0	25.9	18,986	73.4
7.	Meghalaya	59.7	48,640	81.5	58.1	65,886	113.5	60.2	70,565	117.2	45.7	43,424	95.0
8.	Mizoram	15.8	19,104	120.8	15.1	21,897	144.9	18.3	18,963	103.8	13.5	14,168	104.9
9.	Nagaland	39.5	22,384	56.7	50.1	24,615	49.1	29.7	26,917	90.7	26.4	15,117	57.2
10.	Sikkim	12.2	11,427	93.6	12.4	11,427	92.4	11.2	10,735	96.2	8.6	7,229	84.0
11.	Tripura	48.8	62,168	127.4	48.2	59,216	122.8	50.6	51,336	101.5	40.8	38,816	95.1
12.	Uttaranchal	148.7	2,31,430	155.7	152.8	2,22,690	145.7	185.0	2,18,270	118.0	143.6	1,36,497	95.1
<b>III. Union Territories</b>													
1.	Andaman and Nicobar Islands	6.4	6,705	104.7	6.7	5,745	86.4	6.7	6,117	90.9	5.2	4,164	80.4
2.	Chandigarh	14.2	15,987	112.3	14.8	15,858	107.2	16.5	16,383	99.6	15.7	9,772	62.2
3.	Dadra and Nagar Haveli	7.0	7,625	108.4	7.2	7,778	108.1	7.1	7,277	102.9	6.4	5,234	81.8
4.	Daman and Diu	3.8	2,878	76.6	3.9	3,589	93.1	3.5	3,356	94.7	3.3	1,916	57.4
5.	Lakshadweep	1.2	1,622	132.6	1.2	1,033	83.2	1.2	1,033	82.8	1.1	408	38.9
6.	Puducherry	18.1	16,185	89.5	17.99	16,352	91.4	17.6	16,459	93.3	14.3	10,751	75.3
<b>IV. Other Agencies</b>													
1.	M/O Defence	\$	24,680		\$	25,318		\$	56,979		\$	37,529	
2.	M/O Railways	\$	24,268		\$	22,903		\$	30,916		\$	17,164	
All India		25,793.9	2,47,41,478	95.9	26,032.8	2,52,78,800	97.1	25,772.1	2,41,91,518	93.9	19,387.4	1,51,62,440	78.2

\*Provisional Figures

S=No separate targets allocated

**Statement VIII***Polio (III Dose)*

Sl.No.	State/Union Territory/Agency	2005-06			2006-07			2007-08*			2008-09* (Upto Dec. 08)		
		Need Assessed (in 000's)	Achievement	% Achvt.	Need Assessed (in 000's)	Achievement	% Achvt.	Need Assessed (in 000's)	Achievement	% Achvt.	Need Assessed (in 000's)	Achievement	% Achvt.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
<b>I. Major States</b> (Population > 20 million)													
1.	Andhra Pradesh	1,553.3	15,43,859	99.4	1,553.6	15,08,070	97.1	1462.5	15,65,217	107.0	1119.7	11,27,220	100.7
2.	Assam	712.0	5,79,718	81.4	717.9	6,37,402	88.8	696.5	6,22,463	89.4	518.8	4,07,599	78.6
3.	Bihar	2,621.2	13,56,485	51.8	2,650.9	19,72,246	74.4	2647.3	11,44,965	43.3	2026.8	7,54,628	37.2
4.	Chhattisgarh	524.4	6,26,835	119.5	540.2	6,07,775	112.5	604.9	5,87,165	97.1	448.5	3,79,785	84.7
5.	Gujarat	1,264.5	12,10,065	95.7	1,282.3	12,07,836	94.2	1219.0	12,07,836	93.6	960.0	8,37,361	87.2
6.	Haryana	571.1	5,48,346	96.0	575.7	5,70,092	99.0	556.8	5,58,569	100.3	418.1	3,53,536	84.6
7.	Jharkhand	726.7	7,04,047	96.9	734.8	7,32,937	99.8	742.2	6,53,559	88.1	581.7	4,21,909	72.5
8.	Karnataka	1,167.4	10,95,865	93.9	1,168.6	10,92,942	93.5	1136.3	10,83,219	95.3	850.4	7,93,860	93.4
9.	Kerala	558.8	5,54,579	99.3	557.3	5,22,688	93.8	511.4	5,03,655	98.5	376.9	3,51,294	93.2
10.	Madhya Pradesh	1,841.5	19,51,965	106.0	1,870.8	18,97,914	101.4	1886.7	18,52,682	98.2	1414.7	13,03,625	92.1
11.	Maharashtra	2,003.7	20,72,128	103.4	1,997.1	19,85,957	99.4	1955.1	19,71,814	100.9	1492.5	13,39,133	89.7
12.	Orissa	823.2	8,53,224	103.7	829.1	8,19,920	98.9	823.7	7,99,322	96.0	617.4	5,06,093	82.0
13.	Punjab	509.9	5,31,806	104.3	512.3	5,37,564	104.9	472.3	4,98,503	105.5	348.8	3,04,309	87.3
14.	Rajasthan	1,748.9	17,46,871	99.9	1,769.5	16,87,852	95.4	1378.3	17,07,738	98.2	1304.0	12,02,620	92.2
15.	Tamil Nadu	1,149.6	11,29,729	98.3	1,149.0	11,30,483	98.4	1084.8	11,39,616	105.0	791.4	8,14,854	103.0
16.	Uttar Pradesh	5,299.3	53,42,965	100.8	5,374.7	54,57,890	101.5	5414.3	52,38,429	96.8	4064.5	34,75,1277	85.5
17.	West Bengal	1,662.5	16,05,785	96.6	1,672.5	16,00,286	95.7	1619.4	14,54,860	89.8	1188.0	9,62,563	81.0
<b>II. Smaller States</b>													
1	Arunachal Pradesh	22.6	12,797	56.5	21.5	21,187	98.5	24.4	13,389	54.9	70.4	10,835	53.2
2.	Delhi	261.6	2,62,795	100.5	271.8	2,67,716	98.5	297.0	2,41,809	81.4	229.7	1,40,927	61.4
3.	Goa	20.6	25,903	125.7	21.1	24,253	115.1	21.5	23,799	110.6	17.5	18,090	103.4
4.	Himachal Pradesh	125.6	1,31,288	104.5	126.7	1,29,140	101.9	118.9	1,27,475	107.2	94.7	93,794	99.1
5.	Jammu and Kashmir	207.8	2,83,980	136.7	207.7	2,96,255	142.7	214.3	2,99,246	139.6	152.6	1,94,627	127.5
6.	Manipur	42.1	35,606	84.5	39.3	48,064	122.4	35.7	21,710	60.8	25.9	19,158	74.1

1	2	3	4	5	6	7	8	9	10	11	12	13	14
7.	Meghalaya	59.7	49,175	82.4	58.1	65,185	112.3	60.2	57,564	95.6	45.7	42,845	93.8
8.	Mizoram	15.8	19,151	121.1	15.1	21,802	144.3	18.3	18,612	101.9	13.5	14,304	106.0
9.	Nagaland	39.5	23,164	58.7	50.1	24,611	49.1	29.7	28,235	95.2	26.4	15,531	58.7
10.	Sikkim	12.2	11,454	93.8	12.4	11,454	92.6	11.2	10,734	96.2	8.6	7,226	83.9
11.	Tripura	48.8	61,731	126.5	48.2	59,541	123.5	50.6	50,308	99.5	40.8	38,833	95.2
12.	Uttaranchal	148.7	2,31,430	155.7	152.8	2,22,690	145.7	185.0	2,16,559	117.1	143.6	1,40,065	97.5
<b>III. Union Territories</b>													
1.	Andaman and Nicobar Islands	6.4	6,705	104.7	6.7	5,745	86.4	6.7	6,117	90.9	5.2	4,164	80.4
2.	Chandigarh	14.2	15,960	112.1	14.8	15,858	107.2	16.5	16,383	99.6	15.7	9,772	62.2
3.	Dadra and Nagar Haveli	7.0	7,625	108.4	7.2	7,778	108.1	7.1	7,277	102.9	6.4	5,234	81.8
4.	Daman and Diu	3.8	2,878	76.6	3.9	3,589	93.1	3.5	3,356	94.7	3.3	1,916	57.4
5.	Lakshadweep	1.2	915	74.8	1.2	1,033	83.2	1.2	1,033	82.8	1.1	408	38.9
6.	Puducherry	18.1	16,185	89.5	17.9	16,352	91.4	17.6	16,459	93.3	14.3	11,403	79.9
<b>IV. Other Agencies</b>													
1.	M/O Defence	\$	24,895		\$	33,297		\$	50,712		\$	38,316	
2.	M/O Railways	\$	24,437		\$	24,341		\$	33,644		\$	15,839	
All India		25,793.9	2,47,02,346	95.8	26,032.8	2,52,69,745	97.1	25,772.1	2,38,34,033	92.5	19,387.4	1,61,59,002	83.3

\*Provisional Figures

\$= No separate targets allocated

**Statement IX***B.C.G.*

SL.No.	State/Union Territory/Agency	2005-06			2006-07			2007-08*			2008-09* (Upto Dec. 08)		
		Need Assessed (in 000's)	Achievement	% Achvt.	Need Assessed (in 000's)	Achievement	% Achvt.	Need Assessed (in 000's)	Achievement	% Achvt.	Need Assessed (in 000's)	Achievement	% Achvt.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
<b>I. Major States (Population &gt; 20 million)</b>													
1.	Andhra Pradesh	1,553.3	15,60,537	100.5	1,553.6	15,25,449	98.2	1462.5	15,77,729	107.9	1,119.7	11,56,822	103.3
2.	Assam	712.0	6,72,731	94.5	717.9	7,02,66	97.9	696.5	6,95,196	99.8	518.8	4,90,056	94.5

1	2	3	4	5	6	7	8	9	10	11	12	13	14
3.	Bihar	2,621.2	21,63,026	82.5	2,650.9	23,29,613	87.9	2,647.3	15,02,118	56.7	2,026.8	8,96,701	44.2
4.	Chhattisgarh	524.4	6,39,191	121.9	540.2	6,19,464	114.7	604.9	6,01,299	99.4	448.5	4,31,445	96.2
5.	Gujarat	1,264.5	12,62,294	99.8	1,282.3	12,58,339	98.1	1,291.0	12,58,339	97.5	960.0	9,02,527	94.0
6.	Haryana	571.1	5,83,438	102.2	575.7	5,97,600	103.8	556.8	5,95,719	107.0	418.1	4,21,667	100.9
7.	Jharkhand	726.7	8,12,534	111.8	734.8	7,44,553	101.3	742.2	7,25,198	97.7	581.7	5,49,510	94.5
8.	Karnataka	1,167.4	11,09,145	95.0	1,168.6	11,26,149	96.4	1,136.3	10,97,466	96.6	850.4	8,26,758	97.2
9.	Kerala	558.8	565,879	101.3	557.3	5,36,925	96.3	511.4	5,39,523	105.5	376.9	3,77,043	100.0
10.	Madhya Pradesh	1,841.5	20,13,196	109.3	1,870.8	19,72,593	105.4	1,886.7	19,95,229	105.8	1,414.7	14,58,195	103.1
11.	Maharashtra	2,003.7	21,39,148	106.8	1,997.1	20,33,616	101.8	1,955.1	20,54,591	105.1	1,492.5	15,33,788	102.8
12.	Orissa	823.2	9,25,816	112.5	829.1	8,69,547	104.9	832.7	8,47,802	101.8	617.4	6,21,226	100.6
13.	Punjab	509.9	5,61,406	110.1	512.3	5,48,285	107.0	472.3	5,14,843	109.0	348.8	3,41,942	98.0
14.	Rajasthan	1,748.9	17,59,153	100.6	1,769.5	17,45,015	98.6	1,738.3	17,98,416	103.5	1,304.0	13,40,807	102.8
15.	Tamil Nadu	1,149.6	11,35,831	98.8	1,149.0	11,30,783	98.4	1,084.8	11,36,573	104.8	791.4	8,20,615	103.7
16.	Uttar Pradesh	5,299.3	56,10,855	105.9	5,374.7	56,46,385	105.1	5,414.3	56,41,889	104.2	4,064.5	38,41,167	94.5
17.	West Bengal	1,662.5	1855,722	111.6	1,672.5	18,59,365	111.2	1,619.4	18,04,918	111.5	1,198.0	12,51,213	105.3
<b>II. Smaller States</b>													
1	Arunachal Pradesh	22.6	18,136	80.1	21.5	21,428	99.6	24.4	15,045	61.7	20.4	13,336	65.5
2.	Delhi	261.6	3,20,531	122.5	271.8	3,19,495	117.5	297.0	3,02,969	102.0	229.7	1,72,940	75.3
3.	Goa	20.6	28,221	137.0	21.1	28,536	135.4	21.5	27,549	128.0	17.5	21,273	121.6
4.	Himachal Pradesh	125.6	1,34,050	106.7	126.7	1,33,212	105.1	118.9	1,29,882	109.2	94.7	96,289	101.7
5.	Jammu and Kashmir	207.8	3,11,729	150.0	207.7	3,15,771	152.1	214.3	3,09,796	144.5	152.6	2,23,738	146.6
6.	Manipur	42.1	39,999	94.9	39.3	55,225	140.6	35.7	27,226	76.2	25.9	22,191	85.8
7.	Meghalaya	59.7	69,796	116.9	58.1	77,715	133.8	602.	68,154	113.2	45.7	47,694	104.4
8.	Mizoram	15.8	20,115	127.2	15.1	22,079	146.1	18.3	19,962	109.3	13.5	14,425	106.9
9.	Nagaland	39.5	26,036	66.0	50.1	25,513	50.9	29.7	28,180	95.0	26.4	14,313	54.1
10.	Sikkim	12.2	11,708	95.9	12.4	11,708	94.7	11.2	11,133	99.8	8.6	7,535	87.5
11.	Tripura	48.8	64,956	133.1	48.2	69,047	143.2	50.6	58,278	115.3	40.8	41,356	101.4
12.	Uttaranchal	148.7	2,20,150	148.1	152.8	2,29,759	150.3	185.0	2,28,027	123.3	143.6	1,45,620	101.4

1	2	3	4	5	6	7	8	9	10	11	12	13	14
<b>III. Union Territories</b>													
1.	Andaman and Nicobar Islands	6.4	5,787	90.4	6.7	6,071	6.7	91.3	5,505	81.8	5.2	4,131	79.7
2.	Chandigarh	14.2	23,461	164.8	14.8	23,819	161.0	16.5	24,067	146.3	15.7	15,273	97.2
3.	Dadra and Nagar Haveli	7.0	8,154	116.0	7.2	8,640	120.1	7.1	7,928	112.1	6.4	6,350	99.2
4.	Daman and Diu	3.8	3,788	100.9	3.9	3,851	99.9	3.5	3,564	100.6	3.3	2,094	62.7
5.	Lakshadweep	1.2	880	72.0	1.2	977	78.8	1.2	977	78.4	1.1	399	38.0
6.	Puducherry	18.1	36,182	200.1	17.9	42,101	235.2	17.6	44,134	250.2	14.3	34,868	244.2
<b>IV. Other Agencies</b>													
1.	M/O Defence	\$	37,827		\$	15,586		\$	38,231		\$	27,736	
2.	M/O Railways	\$	20,726		\$	18,966		\$	17,961		\$	13,251	
All India		25,793.9	2,67,72,135	103.8	26,032.8	2,66,76,248	102.5	25,772.1	2,57,55,418	99.9	19,387.4	1,81,86,294	93.8

\*Provisional Figures

\$= No separate targets allocated

**Statement X***Measles*

SL.No.	State/Union Territory/Agency	2005-06			2006-07			2007-08*			2008-09* (Upto Dec. 08)		
		Need Assessed (in 000's)	Achievement	% Achvt.	Need Assessed (in 000's)	Achievement	% Achvt.	Need Assessed (in 000's)	Achievement	% Achvt.	Need Assessed (in 000's)	Achievement	% Achvt.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
<b>1. Major States (Population &gt; 20 million)</b>													
1.	Andhra Pradesh	1553.3	15,24,712	98.2	1,553.6	14,71,194	94.7	1462.52	15,06,146	103.0	1,119.7	10,22,080	91.3
2.	Assam	712.0	5,70,715	80.2	717.9	6,12,258	85.3	696,503	5,72,546	82.2	518.8	3,79,154	73.1
3.	Bihar	2,621.2	13,29,340	50.7	2,650.9	18,17,749	68.6	2647.342	11,71,508	44.3	2,026.8	8,42,827	41.6
4.	Chhattisgarh	524.4	6,16,913	117.7	540.2	6,01,794	111.4	604.854	5,88,513	97.3	448.5	4,13,326	92.2
5.	Gujarat	1,264.5	11,69,733	92.5	1,282.3	11,70,354	91.3	1290.956	11,70,354	90.7	960.0	8,26,107	86.0
6.	Haryana	571.1	5,29,636	92.7	575.7	5,43,969	94.5	556.839	5,52,045	99.1	418.1	3,99,746	95.6
7.	Jharkhand	726.7	7,34,159	101.0	734.8	6,95,677	94.7	742,229	6,53,839	88.1	581.7	4,41,129	75.8

1	2	3	4	5	6	7	8	9	10	11	12	13	14
8.	Karnataka	1,167.4	10,36,885	88.8	1,168.6	1035,473	88.6	1136,325	10,40,265	91.5	850.4	7,67,779	90.3
9.	Kerala	558.8	5,42,018	97.0	557.3	5,00,046	89.7	511,439	4,76,608	93.2	378.9	3,58,851	95.2
10.	Madhya Pradesh	1,841.5	19,42,122	105.5	1,870.8	18,78,896	100.4	1886,734	18,35,597	97.3	1,414.7	13,44,763	95.1
11.	Maharashtra	2,003.7	19,84,167	99.0	1,997.1	18,91,520	94.7	1955,084	18,73,507	95.8	1,492.5	12,11,070	81.1
12.	Orissa	823.2	8,40,283	102.1	829.1	7,88,074	95.0	832,657	7,81,868	93.9	627.4	4,31,280	69.9
13.	Punjab	509.0	5,10,755	100.2	512.2	5,03,062	98.2	472,322	4,63,316	98.1	348.8	3,27,593	93.9
14.	Rajasthan	1,748.9	16,93,619	96.8	1,769.5	16,50,528	93.3	1738,25	16,65,288	95.8	1,304.0	10,84,460	83.2
15.	Tamil Nadu	1,149.6	11,31,304	98.4	1,1149.0	11,20,967	97.6	1084,836	11,32,719	104.4	791.4	7,04,226	89.0
16.	Uttar Pradesh	5,299.3	51,80,650	97.8	5,374.7	51,03,901	95.0	5414,335	52,43,913	96.9	4,064	33,28,173	81.9
17.	West Bengal	1,662.5	15,20,463	91.5	1,672.5	15,22,628	91.0	1619,384	15,05,096	92.9	1,188.0	10,49,253	88.3
<b>II. Smaller States</b>													
1	Arunachal Pradesh	22.6	22,247	98.3	21.5	19,373	90.1	24,371	11,731	48.1	20.4	12,519	61.5
2.	Delhi	261.6	2,32,772	89.0	271.8	2,39,676	88.2	29,037	2,25,722	76.0	229.7	1,61,954	70.5
3.	Goa	20.6	23,543	114.3	21.1	23,018	109.2	21,515	23,355	108.6	17.5	16,793	96.0
4.	Himachal Pradesh	125.6	1,28,308	102.1	126.7	1,26,284	99.7	118,945	1,25,056	105.1	94.7	88,866	93.8
5.	Jammu and Kashmir	207.8	2,77,982	133.8	207.7	2,85,987	137.7	214,329	2,75,979	128.8	152.6	1,83,193	120.0
6.	Manipur	42.1	36,436	86.5	39.3	47,360	120.6	35,716	25,510	71.4	25.9	19,932	77.1
7.	Meghalaya	59.7	46,991	78.1	58.1	58,883	101.4	60,218	50,988	84.7	45.7	37,729	82.6
8.	Mizoram	15.8	18,087	114.4	15.1	18,813	124.5	18,269	17,970	98.4	13.5	13,996	103.7
9.	Nagaland	39.5	20,291	51.4	50.1	22,377	44.6	29,664	24,153	81.4	26.4	12,452	47.1
10.	Sikkim	12.2	10,496	86.0	12.4	10,496	84.9	11,156	10,917	97.9	8.6	7,754	90.1
11.	Tripura	48.8	58,500	119.9	48.2	59,841	124.1	50,559	51,292	101.4	40.8	38,593	94.6
12.	Uttarakhand	148.7	2,18,428	146.9	152.8	2,11,311	138.3	184,98	2,01,757	109.1	143.6	1,42,477	99.2
<b>III. Union Territories</b>													
1.	Andaman and Nicobar Islands	6.4	5,555	86.7	6.7	5,968	89.7	6,731	5,557	82.6	5.2	3,710	71.6
2.	Chandigarh	14.2	16,731	117.5	14.8	15,618	105.6	16,455	16,859	102.5	15.7	10,697	68.0
3.	Dadra and Nagar Haveli	7.0	6,950	98.8	7.2	7,099	98.7	7,074	7,153	101.1	6.4	5,740	89.7
4.	Daman and Diu	3.8	3,351	89.2	3.9	3,391	88.0	3,544	2,955	83.4	3.3	2,113	63.3



1	2	3	4	5	6	7	8	9	10	11	12	13	14
5.	Lakshadweep	1.2	910	74.4	1.2	1,092	88.0	1,247	1,092	87.6	1.1	387	36.9
6.	Puducherry	18.1	15,934	88.1	17.9	16,328	91.2	17,637	16,209	91.9	14.3	10,752	75.3
<b>IV. Other Agencies</b>													
1.	M/O Defence	\$	23,828		\$	14,615		\$	28,749		\$	21,648	
2.	M/O Railways	\$	18,257		\$	16,895		\$	16,198		\$	11,228	
All India		25,793.9	2,40,43,072	93.2	26.032.8	2,41,12,515	92.6	25772.1	2,33,72,329	90.7	19387.4	1,57,34,349	81.2

\*Provisional figures.

\$= No separate targets allocated.

### Poverty List

612. SHRI ANANDRAO ADSUL:  
SHRI ADHALRAO PATIL SHIVAJI:

Will the PRIME MINISTER be pleased to state:

(a) whether the poverty estimate of the Planning Commission for each State has always been at variance with the State list of beneficiaries;

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

(c) whether the Union Government proposes to conduct a new survey to revise poverty list;

(d) if so, the details thereof;

(e) the norms/criteria followed by the Union Government for allocation of subsidized foodgrains and the basis on which the foodgrains are distributed by the States to the beneficiaries; and

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

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI V. NARAYANASAMY): (a) and (b) The Planning Commission estimates the number and proportion of persons living below the poverty line (BPL) for states as well as for the country as a whole by using a poverty line that is based on per capita consumption expenditure. The estimates do not identify the beneficiaries for any specific programmes and/or schemes. However, the Ministry of

Rural Development conducts the BPL Census through the State Governments and UTs to identify the rural households living Below the Poverty Line who could be assisted under its various programmes. These two estimates are, therefore, not comparable.

(c) and (d) The BPL Census to identify the rural households living Below the Poverty Line is generally conducted at the beginning of a Five Year Plan. The last BPL Census was conducted in 2002 based on the methodology of Score Based Ranking of rural households based on 13 socio-economic parameters. For conducting the next BPL Census, an Expert Group has been constituted by the Ministry of Rural Development in August, 2008 to suggest suitable methodology. The Terms of Reference of the Expert Group is as under:

- (i) To recommend more suitable methodology to conduct the next BPL Census with simple, transparent and objectively measurable indicators for identification of BPL for providing assistance under the programmes of the Ministry of Rural Development.
- (ii) To recommend institutional system for conducting survey, processing of data validation and approval of BPL List at various levels.
- (iii) To recommend institutional mechanism of address grievances of public on exclusion/inclusion in the BPL List.
- (iv) To briefly look at the relationship between estimation and identification of poor and the issue of putting a limit on the total number of BPL families to be identified.

(e) and (f) The norms/criteria followed by the Union Government for allocation of subsidized foodgrains and the basis on which the foodgrains are distributed by the States to the beneficiaries are revised from time to time. The norms/criteria being followed presently are given in the enclosed Statement.

### **Statement**

#### *Norms for making allocation of foodgrains under the Targeted Public Distribution System (TPDS)*

**BPL/AAY category.** Allocation of foodgrains under the Targeted Public Distribution System (TPDS) is made for the BPL, Antyodaya Anna Yojana (AAY) and Above Poverty Line (APL) families on the basis of 1993-94 poverty estimates of the Planning Commission projected on the population estimates of Registrar General of India as on 1.3.2000 or the number of families actually identified and ration cards issued by the State Governments, whichever is less. Accordingly, allocations of foodgrains for AAY and BPL categories are made @ 35 kg per family per month to all accepted number of 6.52 crore families in the country. Additionally, 7.42 lakh families in KBK districts of Orissa are also allocated at the same scale.

**APL category.** Allocations for APL category are made depending upon the availability of stock of foodgrains in the Central Pool. In view of the constraints on availability of rice in the Central Pool due to lower procurement of rice during Kharif Marketing Season (KMS) 2006-07 and KMS 2007-08 than overall demands from States/UTs, allocations for APL category to States/UTs were rationalized during last three years based on earlier off take levels. However, subsequently, in view of higher availability of foodgrains in the Central Pool, additional allocations were made for 2008-09. Presently, these allocations range between 10 kg and 35 kg per family per month in different States/UTs.

Distribution of foodgrains allocated by Central Government to States and UTs under TPDS is done by the States/UT Governments. While they are distributed @ 35 kg per family per month for AAY category in all States & UTs, those to BPL families are distributed at varying scale by States and UT Governments., which have issued BPL ration cards in excess of the number accepted by Government of India. In others, they are distributed @ 35 kg per BPL family per month. The scale of distribution to APL families is different in States and UTs depending upon the allocations received and APL ration cards issued.

### **Thermal Scanner for Swine Flu**

613. SHRI PRADEEP MAJHI:  
SHRI KISHANBHAI V. PATEL:  
SHRI P. KARUNAKARAN:  
SHRI RAVINDRA KUMAR PANDEY:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Government proposes to install Thermal Scanner at various airports in the country to check the cases of Swine Flu;

(b) if so, the details thereof alongwith the airports identified so far for the said purpose and the guidelines issued to all the airlines in the regard;

(c) the expenditure incurred/likely to be incurred by the Government on setting up of such scanners; and

(d) the time by which these scanners will be operational at various airports?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) to (d) The utility of thermal scanners to detect passengers with fever have been assessed and it has been decided to install four such units on a pilot basis at Indira Gandhi International Airport at Delhi to screen passengers for Influenza A H1N1 [earlier referred as Swine Flu]. This would involve an expenditure of Rs. 42,72,188/- for four units. Two units have started functioning from 6th July, 2009. Its performance/utility at IGI Airport, Delhi would determine its replication to other international airports.

### **Assessment of Agricultural Production**

614. SHRI M. SREENIVASULU REDDY: Will the Minister of SCIENCE AND TECHNOLOGY be pleased to state:

(a) whether his Ministry has explored possibilities in collaboration with the Ministry of Earth Sciences for increasing agricultural production in the country;

(b) if so, the details thereof;

(c) whether capabilities of the land have been tested to assess per hectare agricultural production in each and every State of the country;

- (d) if so, the outcome thereof, State-wise; and  
 (e) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY; MINISTER OF STATE OF THE MINISTRY OF EARTH SCIENCES; MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE; MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS; AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI PRITHVIRAJ CHAVAN): (a) to (e) As part of Ministry of Science and Technology's disaster management and agricultural development programme, in Department of Science and Technology experiments were done with data sets from large number of international satellites on GIS platform. This Ministry have successfully developed an algorithm whereby monitoring of crops on weekly basis using biomass index to demarcate areas where crop is under stress has become possible. The system allows monitoring of following attributes like (i) the areas under different crops, (ii) health of the crop and identification of areas affected by disease or under stress; (iii) per hectare production of crop; (iv) soil moisture, rainfall and surface temperature, critical parameters for agriculture; and (v) impact of severe weather conditions such as drought, hailstorm etc. Information on the above parameters is being provided to State Governments like Punjab, Haryana, Rajasthan, U.P., Bihar and Orissa. The Mission is in the process of expanding this facility to other parts of India. The Mission is now working with the National Agriculture Insurance Corporation to develop products for crop insurance.

*[Translation]*

#### **Rehabilitation of Coal Mines Affected Persons**

615. SHRI BHAUSAHEB RAJARAM WAKCHAURE: Will the Minister of COAL be pleased to state:

- (a) the number of families living in the unsafe areas adjoining the coal mines of Coal PSUs during the last three years and the current year, year-wise, company-wise; and  
 (b) the funds allocated for their rehabilitation and utilized therefrom during the said period, company-wise, year-wise?

THE MINISTER OF STATE OF THE MINISTRY OF COAL AND MINISTER OF STATE OF THE MINISTRY OF STATISTICS AND PROGRAMME IMPLEMENTATION

(SHRI SHRIPRAKASH JAISWAL): (a) and (b) The estimated number of house falling in the unsafe areas adjoining coal mines of Eastern Coalfields Limited (ECL) and Bharat Coking Coal Limited (BCCL) are 33,196 and 98,314 respectively as per updated Master Plan dealing with fires, subsidence, rehabilitation and diversion of surface infrastructure. There is no change in the affected houses as per the Master Plan since 2006.

Two schemes for rehabilitation of affected houses shifting of people from most endangered areas were approved under Environmental Measures Subsidence Control (EMSC) for an outlay of Rs. 32.52 crores for Eastern Coalfields Limited and Rs. 61.09 for Bharat Coking Coal Limited. The cumulative expenditure in regard to these two schemes has been Rs. 0.5042 crores for the demographic socio-economic survey for ECL and Rs. 29.46 crores for BCCL under the demonstration scheme.

*[English]*

#### **Funds for Protection of Tigers**

616. SHRI NAVJOT SINGH SIDHU: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

- (a) the details of funds allocated and utilised therefrom for protection of tigers in the country during the last three years and the current year, year-wise;  
 (b) whether funds meant for protection of tigers are being properly utilised for the purpose;  
 (c) if not, the reasons therefor; and  
 (d) the steps taken/proposed to be taken by the Government to monitor the utilization of funds for the purpose?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH): (a) The details of funding support allocated to States during the last three years and the current year for tiger conservation and their utilization, as reported by them, are given in the enclosed Statement.

(b) to (d) Central Assistance to States for tiger conservation is provided on receipt of a Memorandum of Understanding in a prescribed format from States, indicating commitments to ensure proper use of funds as per guidelines. Further, Utilisation certificates in prescribed formats are obtained regarding the expenditure, duly

countersigned by the Chief Wildlife of respective tiger States. The accounts are also subjected to regular Audit by respective Accountant Generals. The Ministry of

Environment and Forests conducts an independent assessment of tiger reserves on the impact of investments made.

### **Statement**

*State-wise released and utilisation during the last three years and current financial year release under the Centrally Sponsored Scheme of Project Tiger*

Sl.No.	States	2006-07		2007-08		2008-09		2009-10
		Release	Utilized	Release	Utilized	Release	Utilized upto 18th Feb. 2009	Release
1.	Andhra Pradesh	35.0000	46.6750	73.9175	50.0005	56.9830	Not Reported	—
2.	Arunachal Pradesh	237.3730	212.6900	110.2542	110.0347	246.1710	Not Reported	167.357**
3.	Assam	87.4310	65.0000	95.6140	66.8830	1092.3790	Not Reported	—
4.	Bihar	37.1450	73.8500	98.3205	47.9936	49.6730	*	—
5.	Chhattisgarh	10.0000	12.8200	35.2250	32.3547	169.8700	43.7500	—
6.	Jharkhand	155.9670	103.8720	45.1600	18.3765	115.3770	40.5590	—
7.	Karnataka	267.8170	373.8720	1159.7149	1126.8433	689.8390	236.2944	—
8.	Kerala	109.0000	135.7600	153.2449	134.8449	267.0900	105.0000	—
9.	Madhya Pradesh	759.2360	869.8070	2975.9411	2878.0761	6998.5420	636.6810	1544.054**
10.	Maharashtra	229.5100	242.6500	295.7191	253.8468	411.1250	189.7225	—
11.	Mizoram	115.1600	77.9740	82.9000	82.9000	241.4500	65.1380	—
12.	Orissa	150.2500	139.1850	43.2800	42.0400	625.9900	240.4151	—
13.	Rajasthan	100.8760	194.0050	410.6800	325.9826	2708.9500	126.2400	1713.839**
14.	Tamil Nadu	85.1650	79.4280	45.0000	44.2360	690.8060	142.1100	—
15.	Uttaranchal	160.2950	201.6600	202.0050	188.5550	462.8500	100.8200	—
16.	Uttar Pradesh	75.0000	101.7700	134.8900	260.2435	417.5130	Not Reported	113.30**
17.	West Bengal	177.3000	226.9200	308.6741	117.4000	228.3940	79.7500	—
<b>Total</b>		<b>2,792.5250</b>	<b>3,157.9380</b>	<b>6,270.5403</b>	<b>5,780.6112</b>	<b>15,473.002</b>	<b>2,006.4800</b>	<b>3538.549**</b>

\*Withheld due to non furnishing of MOU.

\*\*Revalidation of unspent balance.

[Translation]

**Pilferage of Coal**

617. SHRI GANESH SINGH:  
DR. VINAY KUMAR PANDEY:

Will the Minister of COAL be pleased to state:

(a) whether incidences of pilferage of coal from coal mines are on the rise;

(b) if so, the details thereof; and

(c) the measures taken or being taken by the Government to prevent pilferage of coal from coal mines?

THE MINISTER OF STATE OF THE MINISTRY OF COAL AND MINISTER OF STATE OF THE MINISTRY OF STATISTICS AND PROGRAMME IMPLEMENTATION (SHRI SHRIPRAKSH JAISWAL): (a) and (b) Pilferage/ theft of coal is carried out stealthily and clandestinely and as such it is not possible to exactly specify the quantity of coal that might have been stolen and losses incurred on account of theft/pilferage of coal. However, as per the information given by the Coal India Limited (CIL), through raids conducted by the security personnel of coal companies as well as joint raids with the law and order authorities of the concerned State Government, the approximate quantity of coal recovered during the last four years is as under:

Company	2008-09(Prov)		2007-08		2006-07		2005-06	
	No. of Cases/ incidents	Qty. of coal recovered (in tonnes)	No. of cases/ incidents	Qty. of coal recovered (in tonnes)	No. of Cases/ incidents	Qty. of coal recovered (in tonnes)	No. of Cases/ incidents	Qty. of coal recovered (in tonnes)
ECL	921	9952.00	1456	13117.00	1473	11444.00	1382	12086.00
BCCL	71	9714.54	201	11071.52	212	8785.71	970	11723.96
CCL	10	2524.00	05	1803.07	08	517.50	11	626.50
NCL	0	0.00	0	0.00	0	0	0	0.00
WCL	41	353.15	38	250.01	22	109.75	25	322.94
SECL	66	843.98	99	1910.57	49	406.99	28	211.03
MCL	62	607.10	40	343.55	27	494.03	43	186.27
NEC	21	2.8	09	0.00	28	0.50	41	8.00
<b>Total CIL</b>	<b>1192</b>	<b>23197.57</b>	<b>1848</b>	<b>28495.72</b>	<b>1819</b>	<b>21758.48</b>	<b>1920</b>	<b>25164.70</b>

As reported by CIL, the total number of incident reported has come down during 2008-09 as compared to previous years.

(c) The following steps are taken by the coal compaines to prevent theft or pilferage of coal:

1. Collection of intelligence reports about illegal coal depots and illegal movement of coal and informing district authorities of the same for taking preventive action/filing of FIR.

2. Installation of check posts at vulnerable points to check transport documents.

3. Construction of watch towers and providing lighting arrangements around the coal stacking area.

4. Erection of barbed wire wall fencing around pithead depots static security mining including deployment of armed guards during the night hours.

5. Escorting of loaded rakes up to railway weight bridges by armed guards and joint patrolling with Railway Protection Force (RPF) in the railways track which are of illegal mining spots.
6. Sealing of illegal mining spots.
7. Stringent action against transport vehicles caught in the act of theft or pilferage.
8. Engagement of lady security guards for preventing women and children indulging in the theft/pilferage of coal, strengthening of the security discipline by reassessing the requirement of security personnel, horizontal movement of executives with aptitude for security work and inducting qualified security personnel at junior, middle and senior level.
9. Training of existing security personnel refresher training of CISF personnel and basic training of new recruits in security discipline for strengthening the security setup.
10. The coal companies maintain close liaison with the State authorities.

#### **Resumption of Indo-Pak Talks**

618. SHRI VILAS MUTTEMWAR:  
DR. M. THAMBIDURAI:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

- (a) whether the Government of Pakistan has sought the resumption of talks between the two countries;
- (b) if so, the details thereof and the reaction of the Government of India thereto;
- (c) whether any dates have been fixed for holding the talks; and
- (d) if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI S.M. KRISHNA): (a) Yes, Madam.

(b) to (d) Subsequent to the Prime Minister's statement in the Parliament on 9th June 2009,

Prime Minister met the President of Pakistan on the sidelines of the SCO-BRIC summit in Yekaterinburg on 16th June 2009 and conveyed India's expectation that the Government of Pakistan will honour its commitments to take strong and effective action to prevent the use of Pakistani territory for terrorist attacks on India. It was agreed that the two Foreign Secretaries would discuss the primary issue of terrorism before the leaders of India and Pakistan met on the sidelines of the NAM summit at Sharm-el-Sheikh, Egypt in mid-July 2009.

#### **Doctor Population Ratio**

619. SHRI ADHIR CHOWDHURY: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

- (a) the percentage of doctors compared to the total population as on date;
- (b) whether the doctor-patient ratio is on the decline in the country;
- (c) if so, the details thereof;
- (d) the number of doctors graduating every year from the medical colleges in the country;
- (e) whether the Government has taken any proactive action to increase the number of doctors in proportion to the increase in population; and
- (f) if so, the details thereof?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) to (f) The doctor patient ratio varies from case to case depending upon various factors like type of diseases, nature of specialization, type of treatment required *i.e.* indoor/outdoor. As per information furnished by Medical Council of India, the total number of registered allopathic doctors in the country is 7,33,617. Thus the percentage of allopathic doctor in proportion to population at present works out to 0.06% approximately and the allopathic doctors population ratio works out to 1:1584 approximately. In addition there more than six lakh practitioners of Indian system of medicine and Homoeopathy. Taking all these number together, the percentage of doctors with respect to population is 0.11% and the doctor population ratio comes to 1:1860 approximately. Currently, there are 289 medical colleges in the country for teaching modern system of medicine with annual intake of 33,382, who add up to the existing

medical manpower. The National Rural Health Mission has been operationalised with the aim of providing accessible and reliable primary health care facilities especially to poor and the vulnerable section of the population.

#### **Issue of Unique Identification Number**

620. DR. M. THAMBIDURAI:  
SHRI CHANDRAKANT KHAIRE:  
SHRI KISHANBHAI V. PATEL:

Will the PRIME MINISTER be pleased to state:

(a) whether the Government proposes to set up a National Authority for issuing Unique Identification Number (UIN) to its citizens;

(b) if so, the details thereof outlining aims and objectives and functions of such an Authority;

(c) the time by which it is expected to issue the unique numbers to all its citizens;

(d) the modalities and objectives behind issuing such number;

(e) the role of the State Governments in this regard; and

(f) the funds allocated/being allocated for the UIN Scheme?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI V. NARAYANASAMY): (a) Unique Identification Authority of India (UIDAI) has been established as an attached office of the Planning Commission vide gazette notification dated 28th January, 2009 for issuing Unique Identification Numbers to all residents of the country.

(b) UIDAI shall have the responsibility to lay down plan and policies to implement UID Scheme, generate and assign UID number to all resident Indians, shall own and operate UID database and be responsible for its updation and maintenance on an ongoing basis.

(c) UID number would be available for use by the first set of users in one year after the required staff and budgets are sanctioned.

(d) Initially it is proposed to create UID database using the electoral database-2009 from the Election Commission of India. This database would be enriched

through two way linkages with initial partner database namely Ration Card Database of Department of Food and Public Distributions (PDS) and Below Poverty Line (BPL) database created from Socio Economic Household Survey conducted by Ministry of Rural Development. This database will be validated through field verification.

This initiative has the objective of generating and assigning Unique Identification Numbers for the entire resident population of the country. This is an important initiative for improving the delivery and effective monitoring of development and welfare schemes, inclusive banking and also from the security perspective. It is proposed to seed the UID numbers into various databases maintained by different agencies for identification and ease of operation.

(e) States have a very important role to play in the successful implementation as well as in the roll out of UID initiative. While UIDAI would be responsible for central level policy making, the project would be implemented at the State/UT level by its State/UT units. Since UIDAI would not have a field team, it would depend on the State support to enable it to carry out all policy and operational level activities involved in UID implementation.

(f) Rs. 100.00 crore has been allocated for the UID initiative during the Annual Plan 2009-10 in the interim budget.

*[Translation]*

#### **Improvement in Quality of Medical Education**

621. SHRI JAGDAMBIKA PAL: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Union Government proposes to improve the quality of medical education in the country;

(b) if so, the details thereof;

(c) whether the Union Government has received request from the State Governments including the State Government of Uttar Pradesh for allocation of funds for upgradation of medical colleges in States; and

(d) if so, the details thereof and the action taken by the Union Government thereon?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) and (b) Improvement in the quality of medical education in the country is an ongoing process. Medical Council of India's Regulations are reviewed and revised from time to time.

(c) and (d) The Union Government has received about 60 proposals from different State Governments including Government of Uttar Pradesh for allocation of funds for upgradation of medical colleges in their states.

The funds are envisaged to be allocated to the State Governments to start new Post Graduate medical courses/increase PG seats, only after getting the approval of the new centrally sponsored scheme during the 11th Plan period.

[*English*]

#### **Criteria for Allocation of Coal to States**

622. SHRI HARIN PATHAK: Will the Minister of COAL be pleased to state:

(a) whether the State of Gujarat is allocated coal from the eastern coal belt;

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

(c) whether any other States of the western part of India are being allocated coal from eastern coal belt;

(d) if so, the details thereof alongwith the names of States;

(e) the criteria for allocation of coal to a State from the Western Collieries Ltd. (WCL);

(f) whether the Union Government is considering to allocate coal to Gujarat from WCL; and

(g) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF COAL AND MINISTER OF STATE OF THE MINISTRY OF STATISTICS AND PROGRAMME IMPLEMENTATION (SHRI SHRIPRAKASH JAISWAL): (a) No, Madam.

(b) Does not arise, in view of reply to part (a) above.

(c) and (d) Maharashtra State Power Generation Corporation (MAHAGENCO) of Maharashtra is being supplied coal from Orissa coalfields. The quantity of coal dispatched to Mahagenco during 2008-09 was 4.43 million tonnes.

(e) The allocation of coal, including coal allocation from Western Coalfields Limited (WCL), on long term and short term basis was made by Standing Linkage Committee, an inter-Ministerial Committee, keeping in view

the availability of coal, logistic arrangements for evacuation of coal, qualitative requirement as per Ministry of Environment and Forests norms etc.

(f) and (g) Presently, coal is being regularly moved to Ukai Power Plant in Gujarat from Western Coalfields Limited (WCL). Keeping in view the existing coal commitments of WCL and with no perceptible growth prospect in coal production in coming years at WCL, it may not be possible to consider any further rationalization of source from WCL for power plants of Gujarat at this stage.

[*Translation*]

#### **Global Warming in Antarctica**

623. SHRI JAI PRAKASH AGARWAL: Will the Minister of EARTH SCIENCES be pleased to state:

(a) whether lakes of water has been found beneath the 2300 feet of compressed snow in Antarctica;

(b) if so, the details thereof;

(c) whether any study has been made in regard to global warming in Antarctica and its impact on world at large;

(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 SCIENCE AND TECHNOLOGY, MINISTER OF STATE OF THE MINISTRY OF EARTH SCIENCES, MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE, MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI PRITHVIRAJ CHAVAN): (a) Yes, Madam.

(b) More than 145 lakes have been identified beneath the thick Antarctica ice sheet also called sub-glacial lakes. Most of these lakes are covered under 3-4 kilometers of ice and are several kilometers long. Lake Vostok (location 107.5°E, 78.5°S) is the largest among these sub-glacial lakes which occupies an area of about 14,000/sq km. and lies beneath about 4 km. thick sheet of ice. The water depth of the lake is over 900 m.



(c) to (e) Global Change Research forms an important component of the scientific studies being carried out by Indian scientists in Antarctica. Considering the importance of greenhouse gases in modulating global climate change since the XXI Indian Scientific Expedition to Antarctica, scientists from the National Physical Laboratory, New Delhi have been carrying out online measurements of CO<sub>2</sub> and CH<sub>4</sub>, CO and columnar water vapour using various scientific equipments at the Indian research station 'Maitri' (Antarctica).

In addition, scientists from the Geological Survey of India have been carrying out systematic monitoring of the fluctuations in the continental ice margin in the Western Schirmacher range since 1983. Results show a recession of about 7 m per decade.

Considering that the implications of the variations in Greenhouse gases over Antarctica on global warming calls for a larger temporal and spatial database, the Indian scientists, together with the scientists from other countries working in Antarctica have been analyzing and synthesizing the data collected over the years, in an effort to arrive at specific conclusions.

#### **Early Disposal of Environmental Cases**

624. SHRI MANSUKHBHAI D. VASAVA:  
SHRI YASHBANT LAGURI:

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

(a) Whether a large number of environment and forest related cases in the country are pending in the courts resulting in frustrating the objectives of environmental laws;

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

(c) the action taken/proposed to be taken by the Government for disposal of these cases expeditiously?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND (SHRI JAIRAM RAMESH): (a) to (c) Environment and Forests related cases are cross-cutting and inter-sectoral in nature. Hence, it is natural that the cases related to violations of environment and forest laws are pending in various courts. However, it will not be correct to say that pendency of such cases in courts is resulting in frustrating the objectives of environmental laws. The State Governments of Uttar Pradesh, Haryana, Rajasthan, Gujarat and NCT of Delhi

have set-up designated courts to deal with environment related cases. As per the suggestion of the Hon'ble Supreme Court, some of the High Courts like Calcutta, Bombay, Madras, Gujarat have constituted Green Benches for dealing with environment and forests related cases.

*[English]*

#### **Environmental Clearance for Highways**

625. SHRI PURNMASI RAM: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Government has received any request for environmental clearance from National Highway Authority of India to construct a road from Jhapwa to Madanpur, Uttar Pradesh;

(b) if so, the details thereof;

(c) whether clearance has been granted;

(d) if so, the details thereof; and

(e) if not, the reasons therefor and the time by which permission is likely to be granted?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH): (a) No proposal for an environmental clearance for construction of a road from Jhapwa to Madanpur, Uttar Pradesh, from the National Highway Authority of India has been received by this Ministry.

(b) to (e) Does not arise in view of the reply to part (a) above.

#### **Indian Prisoners in Foreign Jails**

626. SHRI A. SAMPATH: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) the number of Indian prisoners in jails in various countries, country-wise, offence-wise and gender-wise;

(b) whether the Government has taken up the issue with the respective countries to secure release of the prisoners from foreign jails;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (DR. SHASHI THAROOR): (a) A Statement showing details of Indian prisoners in foreign jails is annexed.

(b) to (d) Yes. The Government of India, through its Missions/Posts abroad, makes all possible efforts with the Foreign Governments to provide necessary assistance to

Indians imprisoned in foreign jails which include requesting local authorities for speedy trials, seeking remission of sentence, seeking consular access to detainees and prisoners, providing advice and guidance in legal and other matters, ensuring fair and humane treatment in foreign jails and repatriation to Indian of those who are released.

**Statement**

*Details of Indians in Foreign Jails as on July 2009*

Name of Country	Numbers of Indians in Jails		Details of Offences/Remarks
	Male	Female	
1	2	3	4
1. Afghanistan	NIL		
2. Albania	NIL		
3. Algeria	02		Fraud, Murder
4. Angola	NIL		
5. Argentina	NIL		
6. Armenia	01		Cheating and Fraud
7. Austria	6		Information not available
8. Australia	54	01	Various offences including Forgery and theft
9. Azerbaijan	02		Drug offence, Murder
10. Bahrain	63	15	Murder, Theft, Drug Smuggling, Visa fraud
11. Belarus	16		Forgery, Human Trafficking, Stealing
12. Benin	NIL		
13. Bangladesh	338		Violation of immigration laws, Smuggling
14. Belgium	45		Human trafficking, Murder
15. Bhutan	59		Armed Robbery, Murder, Rape, Hijacking, Prostitution, Drugs offence
16. Bosnia & Herzegovina	NIL		
17. Botswana	NIL		
18. Brazil	NIL		
19. Brunei	07		Offences under local immigration act, and rape, Illegal weapons

	1	2	3	4
20.	Bulgaria	02		Illegal entry
21.	Burundi	NIL		
22.	Burkina Faso	NIL		
23.	Cambodia	NIL		
24.	Costa Rica	NIL		
25.	Canada	19		Information not available
26.	Chad	NIL		
27.	Chile	NIL		
28.	China	93	04	Theft, forgery of documents, Murder, robbery, kidnapping, drug and human trafficking
29.	Colombia	NIL		
30.	Congo (Dem. Rep.)	NIL		
31.	Cote d'Ivoire	NIL		
32.	Croatia	NIL		
33.	Cuba	01		Drug trafficking.
34.	Cyprus	141	19	Forgery, Stealing, Assault, Drugs, Illegal stay without work permit.
35.	Czech Republic	NIL		
36.	Denmark	03		Manslaughter.
37.	Djibouti	NIL		
38.	Ecuador	NIL		
39.	El Salvador	NIL		
40.	Egypt	02		Murder and drug smuggling
41.	Estonia	NIL		
42.	Eritrea	NIL		
43.	Ethiopia	NIL		
44.	Fiji	NIL		
45.	Finland	03		Illegal Human Trafficking
46.	France	05		Illegal Human Trafficking

	1	2	3	4
47.	Germany	01		Rape.
48.	Ghana	01		Forgery
49.	Guinea	NIL		
50.	Guyana	NIL		
51.	Guatemala	NIL		
52.	Greece	NIL		
53.	Honduras	NIL		
54.	Hungary	NIL		
55.	Indonesia	04		Drug related offense, violation of local immigration laws.
56.	Iran	27		Drug trafficking, Murder, Smuggling
57.	Iraq	NIL		
58.	Iceland	NIL		
59.	Ireland	NIL		
60.	Israel	03	01	Rape, Murder and Assault
61.	Italy	88		Not available/Information available till Feb. 2008
62.	Jamaica	NIL		
63.	Japan	10		Murder, Drug offence, theft, Robbery
64.	Jordan	03		Murder, sexual assault
65.	Kazakhstan	1		Financial fraud
66.	Kenya	NIL		
67.	Korea (DPR)	NIL		
68.	Korea (Republic of)	NIL		
69.	Kuwait	217	17	Murder, rape, theft, trafficking of drugs, local traffic law violation.
70.	Kyrgyzstan	NIL		
71.	Lao PDR	NIL		
72.	Lebanon	19	02	Illegal stay, Murder
73.	Libya	01		Criminal Charges

	1	2	3	4
74.	Luxemburg	NIL		
75.	Madagascar	NIL		
76.	Malaysia	327		Illegal immigration etc.
77.	Maldives	12	2	Drug trafficking, murder, child abuse, drug abuse
78.	Mauritius	10	01	Drug Smuggling
79.	Mexico	NIL		
80.	Moldova	NIL		
81.	Morocco	NIL		
82.	Mongolia	NIL		
83.	Mozambique	NIL		
84.	Myanmar	42	01	Violation of Immigration Laws
85.	Nambia	NIL		
86.	Nepal	245		Murder, Smuggling, Violation of immigration
87.	Netherlands	NIL		
88.	Netherlands Antilles (St. Maarten)	NIL		
89.	New Zealand	06		Information not available
90.	Nigeria	NIL		
91.	Nicaragua	NIL		
92.	Norway	NIL		
93.	Oman	81	07	Murder, rape, armed robbery etc.
94.	Pakistan	853	02	Under various acts such as Army Act, Official Secrets Act, Foreigners Act. These include civilians, POWs and fishermen.
95.	Palestine	NIL		
96.	Panama	01		Drug Offence
97.	Papua New Guinea	NIL		
98.	Peru	NIL		
99.	Philippines	04		Violation of immigration law, Rape, kidnapping

	1	2	3	4
100.	Poland & Lithuania	(5+5)= 10		Illegal immigration
101.	Portugal	2		Drug smuggling, Murder
102.	Qatar	30	10	Theft, murder, narcotics.
103.	Rwanda	NIL		Information not available.
104.	Romania	NIL		Murder, illegal immigration.
105.	Russian Federation	5		Manslaughter, Assault Drug Smuggling, extortion, Forgery
106.	Saudi Arabia	1369		Theft, Cheating, forgery, sexual and immoral acts, Murder, Traffic accidents, Bribery etc.
107.	Serbia and Montenegro	NIL		
108.	Senegal	NIL		
109.	Seychelles	NIL		
110.	Singapore	289	17	Immigration offense, drug offence, sexual offence, forgery
111.	Slovak Republic	NIL		
112.	South Africa	NIL		
113.	Spain	26		Information not available.
114.	Sri Lanka	33	4	Drug trafficking, Illegal immigration
115.	Sudan	NIL		
116.	Suriname	NIL		
117.	Sweden	NIL		
118.	Switzerland	NIL		
119.	Syria	NIL		
120.	Tajikistan	NIL		
121.	Tanzania	01		Murder
122.	Thailand	28		Drug trafficking, Murder, fake visas, overstaying
123.	Trinidad & Tobago	NIL		
124.	Tunisia	NIL		
125.	Turkey	NIL		

1	2	3	4
126. Turkmenistan	NIL		
127. Uganda	01		Forgery.
128. U.A.E.	1221		Murder, theft, alcoholism, traffic violation.
129. UK	368	07	Information not available.
130. Ukraine	01		Murder, Robbery.
131. U.S.A.	214	11	Drug Offence, Immigration offence, sexual assault, fraud and cheating
132. Uzbekistan	NIL		
133. Venezuela	NIL		
134. Vietnam	NIL		
135. Yemen	02		Murder stabbing.
136. Zambia	01		Bribery
137. Zimbabwe	NIL		
138. Reunion Island	NIL		
Total	6419	121	Grand Total—6540

### Status of Ganga Action Plan

627. SHRI SURESH KALMADI: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) the status of Ganga Action Plan after the constitution of National Ganga River Basin Authority (NGRBA) for ensuring effective abatement of pollution;

(b) whether there is any proposal to conduct detailed survey for assessing and identifying operational mechanisms, like sewage treatment infrastructure, sources of funding and nomination of experts;

(c) if so, the details thereof; and

(d) whether NGRBA is taking measures against environmental pollution and also implement works of water conservation practices, including recycling and reuse, rain water harvesting and decentralised sewage treatment systems?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM

RAMESH): (a) to (d) The Central Government, by a Notification dated 20.2.2009 has set up the National Ganga River Basin Authority' (NGRBA) as an empowered planning, financing, monitoring and coordinating authority for the Ganga River, in exercise of the powers conferred under the Environment (Protection) Act, 1986. The objective of the Authority is to ensure effective abatement of pollution and conservation of the river Ganga by adopting a holistic approach with the river basin as the unit of planning. The ongoing pollution abatement works under the Ganga Action Plan would continue to be implemented.

The functions of the Authority include all measures necessary for planning and execution of programmes for abatement of pollution in the Ganga including augmentation of sewerage infrastructure, collection, analysis and dissemination of information relating to environmental pollution in Ganga; investigations and research regarding problems of environmental pollution and conservation of Ganga; and, promotion of water conservation practices including recycling and reuse, rain

water harvesting, and decentralised sewage treatment systems. Steps have been initiated for preparation of a river basin management plan, nomination of experts in the Authority and for creation of a corpus of funds for the Authority.

#### **Demand for Grant of Special Status**

628. SHRI GURUDAS DASGUPTA:  
SHRIMATI SUSHMA SWARAJ:  
SHRI DUSHYANT SINGH:  
SHRI OM PRAKASH YADAV:

Will the PRIME MINISTER be pleased to state:

(a) whether several States have demanded grant of special status for their development;

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

(c) whether the Government proposes to give special financial assistance to those States seeking special status; and

(d) if so, the time by which the financial assistance is likely to be rendered to these States by the Union Government?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI V. NARAYANASAMY): (a) to (d) In the recent past, Government of Bihar have requested to accord Special Category State status to Bihar. This request is presently under examination by the Government.

#### **National Action Plan for Climate Change**

629. SHRI ASADUDDIN OWAISI: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether National Action Plan for Climate Change which quantified eight grand mission by various ministries is yet to start;

(b) if so, the details thereof;

(c) if not, the reasons therefor;

(d) whether the Government has given any direction to concerned nodal ministries in this regard; and

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

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH): (a) to (c) The National Action Plan on Climate Change (NAPCC) released by the Prime Minister on 30th June 2008 outlines eight Missions namely National Solar Mission, National Mission for Enhanced Energy Efficiency, National Mission on Sustainable Habitat, National Water Mission, National Mission for Sustaining the Himalayan Ecosystem, National Mission for a 'Green India', National Mission for Sustainable Agriculture and National Mission on Strategic Knowledge for Climate Change. The Missions are to be institutionalised by the Nodal Ministries who are to prepare the Mission documents and obtain approval of the Prime Minister's Council on Climate Change. Mission documents are at various stages of finalisation

(d) and (e) Coordination meetings have been taken at various levels in the Government to finalise the Missions.

*[Translation]*

#### **Deaths Due to Japanese Encephalitis**

630. YOGI ADITYA NATH: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether cases of deaths due to Japanese Encephalitis have increased during the last few years in the country especially in the eastern Uttar Pradesh;

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

(c) the measures taken/proposed to be taken by the Government to eradicate the disease?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) and (b) No. The cases of deaths due to Japanese Encephalitis/Acute Encephalitis Syndrome (AES) are not increasing as reported by various States in the country especially in the State of Uttar Pradesh, as indicated below:

Year	Country		Uttar Pradesh	
	Cases	Deaths	Cases	Deaths
2005	6720	1684	6061	1500
2006	2871	663	2320	528
2007	4110	995	3024	645
2008	3839	684	3012	537
2009 (Till May)	445	84	341	81



(c) The following measures have been taken by the Government of India for prevention & control of this disease:

- GOI has provided technical guidelines to the States for strengthening of surveillance and case management.
- Advisories are also being regularly sent to all the States.
- Government of India initiated JE vaccination Programme for children between 1 and 15 years of age as an integral component of Universal Immunization Programme (UIP) with single dose live attenuated JE vaccine (SA-14-14-2) in campaign mode. The vaccination is being followed by integration in routine Universal Immunization Programme (UIP) covering new cohorts (children 1-2 years of age). In 2006, 11 districts in 4 states were covered which was expanded to 28 districts in 10 states during 2007. In 2008, 22 districts in 10 states have been covered including 9 districts from UP.
- GOI established 51 sentinel laboratories for diagnosis of JE cases and treatment facilities at peripheral level. Further, for advanced diagnosis, 13 Apex Referral Laboratories have been strengthened.
- Adequate training has been imparted to medical and paramedical staff working in laboratories.
- Test kits have been supplied to JE endemic states including Uttar Pradesh.
- For providing a focused surveillance, Vector Borne Disease Surveillance Unit (VBDSU) has been established at BRD Medical College, Gorakhpur, U.P with the assistance of GOI.
- One JE sub-office at BRD Medical College, Gorakhpur has also been set up to coordinate with VBDSU.
- For establishing 50 bedded AES/JE treatment facility at BRD Medical College, Gorakhpur, an amount of Rs. 5.88 crores has been allocated under National Rural Health Mission (NRHM) during 2009-10.
- The situation of most endemic State *i.e.* Uttar Pradesh is being reviewed regularly.

- Recently, a review and sensitization meeting was held for all endemic States on 29.6.09 under the chairmanship of Spl. Director General of Health Services (Public Health) at Directorate of National Vector Borne Disease Control Programme (NVBDCP), Delhi. During the meeting, the action plan and preparedness of JE endemic States for prevention and control was discussed.

*[English]*

**Felling of Trees for Widening of Roads etc.**

631. SHRI NISHIKANT DUBEY: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether Government is aware that several trees on roadside are being felled for widening of roads and for other purposes;

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

(c) whether Government has issued any guidelines/norms in this regard;

(d) if so, whether these guidelines are being followed by the concerned agencies in letter and spirit; and

(e) if not, the details of the action taken by the Government against the erring agencies?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH): (a) to (e) Yes, Madam. Trees growing along the roads are sometimes felled, as per the necessity, at the time of widening of roads. During the last three years including the current year, 344 proposals involving diversion of 3977.37 ha of forest land for widening of roads have been granted in-principle/final approvals pertaining to different States/Union Territories under the Forest (Conservation) Act, 1980. The State-wise details are given in the enclosed Statement. The Central to the State/Union Territory Government to avoid/curtail felling of trees while widening of roads. At the time of granting approvals, the Central Government stipulates conditions relating to compensatory afforestation and planting of at least two trees for every tree cut and the final approval is granted after fulfillment of those conditions.

**Statement**

State/UT	Current Year		Last Three Year		Total	
	During 1.1.2009 to 1.7.2009		During 1.1.2006 to 31.12.008		During 1.1.2006 to 1.7.2009	
	No. of proposals	Area diverted (ha)	No. of proposals	Area diverted (ha)	No. of proposals	Area diverted (ha)
1	2	3	4	5	6	7
Andaman and Nicobar Islands	0	0.00	0	0	0	0.00
Andhra Pradesh	1	4.93	2	3.99	3	8.92
Arunachal Pradesh	1	9.00	5	70.0415	6	79.04
Assam	0	0.00	2	4.4713	2	4.47
Bihar	7	87.15	31	364.2613	38	451.42
Chandigarh	0	0.00	1	0.607	1	0.61
Chhattisgarh	0	0.00	2	36.179	2	36.18
Dadra and Nagar Haveli	0	0.00	4	15.097	4	15.10
Daman and Diu	0	0.00	1	3.95	1	3.95
Delhi	0	0.00	0	0	0	0.00
Goa	0	0.00	0	0	0	0.00
Gujarat	17	662.57	63	876.8731	80	1539.45
Haryana	15	42.77	63	244.75313	78	267.52
Himachal Pradesh	0	0.00	20	95.7268	20	95.73
Jammu and Kashmir	0	0.00	0	0	0	0.00
Jharkhand	0	0.00	0	0	0	0.00
Karnataka	0	0.00	12	130.3713	12	130.37
Kerala	0	0.00	0	0	0	0.00
Lakshadweep	0	0.00	0	0	0	0.00
Madhya Pradesh	0	0.00	5	185.277	5	185.28
Maharashtra	0	0.00	3	31.98	3	31.98
Manipur	0	0.00	1	87	1	87.00
Meghalaya	0	0.00	1	0.046	1	0.05
Mizoram	0	0.00	0	0	0	0.00
Nagaland	0	0.00	0	0	0	0.00
Orissa	0	0.00	1	1.93	1	1.93

1	2	3	4	5	6	7
Puducherry	0	0.00	0	0	0	0.00
Punjab	6	15.06	40	259.0122	46	274.07
Rajasthan	0	0.00	5	171.256	5	171.26
Sikkim	0	0.00	7	45.736	7	45.74
Tamil Nadu	0	0.00	1	0.2	1	0.20
Tripura	0	0.00	0	0	0	0.00
Uttar Pradesh	0	0.00	21	492.14	21	492.14
Uttarakhand	0	0.00	6	54.989	6	54.99
West Bengal	0	0.00	0	0	0	0.00
<b>Total</b>	<b>47</b>	<b>821.49</b>	<b>297</b>	<b>3155.89</b>	<b>344</b>	<b>3977.37</b>

### **Climate Change**

632. SHRIMATI SUPRIYA SULE: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the U.N. has asked developing countries to make concerted efforts to address the issues of climate change;

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

(c) whether the UN is formulating any new policy for developing countries in this regard;

(d) if so, the details thereof and the time by which this policy is likely to be formulated;

(e) whether Delhi Sustainable Development Summit has been organised recently;

(f) if so, the details thereof including the number of participants, issues discussed therein and the outcome of the Summit; and

(g) the action taken by the Government to combat the climate change and the achievements made as a result thereof?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM

RAMESH): (a) to (d) The thirteenth Conference of Parties (COP-13) to the United Nations Framework Convention on Climate Change (UNFCCC) held in Bali in December 2007, launched a comprehensive process called Bali Action Plan (BAP) in order to enable the full, effective and sustained implementation of the UNFCCC through long-term cooperative action amongst all Parties to the Convention, now, up to and beyond 2012. BAP calls upon developed and developing countries to address the global problem of climate change according to the principle of common but differentiated responsibilities and respective capabilities. It is expected that an agreed outcome would be reached and a decision adopted regarding BAP, at the fifteenth Conference of Parties (COP-15) to be held in December 2009.

As a responsible country, India is actively engaged in negotiations on various issues relating to BAP in order to protect India's interests and advance the global efforts to address climate change.

(e) and (f) The Delhi Sustainable Development Summit (DSDS) was organized by The Energy & Resources Institute (TERI) from 5-7 February 2009. The summit saw participation from over 850 delegates and ministerial representatives from over 25 countries. The theme of this year event was 'Towards Copenhagen: on equitable and ethical approach'. The summit proceedings included diverse opinions on climate change. As a part of DSDS, several events on varied themes like water,

mitigation, energy efficiency, sustainable habitat, energy technologies and climate change were held highlighting the adverse impacts of climate change. Dialogues were held amongst the participants to facilitate consensus on possible solutions to address the issues relating to climate change.

(g) Under the Chairmanship of the Prime Minister released the National Action Plan on Climate Change (NAPCC) on 30th June 2008 that outlines India's strategy to meet the challenge of Climate Change. It lays down steps that will enable the country to adapt to climate change and enhance the ecological sustainability of India's development path. The NAPCC includes eight missions out of which five relate to 'Adaptation', two on 'Mitigation' and one is 'Knowledge Mission'. The relevant Ministries are firming up the Mission Documents.

Prime Minister's Council has been set up to coordinate the national action for assessment, adaptation and mitigation of climate change. Although India, as a developing country does not have any mitigation commitments, a sustainable development path is being followed in India through a range of policies and programmes to mitigate climate change e.g.:

- (i) ensuring energy conservation and improved energy efficiency in various sectors as well as setting up of Bureau of Energy Efficiency.
- (ii) promoting use of renewable energy.
- (iii) power sector reforms and active renewable energy programme.
- (iv) use of cleaner and lesser carbon intensive fuel for transport.
- (v) fuel switching to cleaner energy.
- (vi) afforestation and conservation of forests.
- (vii) promotion of clean coal technologies.
- (viii) reduction of gas flaring.
- (ix) encouraging Mass Rapid Transport systems.
- (x) environmental quality management for all sectors.

**Proposal from Maharashtra for Restoration of Water Bodies**

633. SHRIMATI SUPRIYA SULE: Will the Minister of WATER RESOURCES be pleased to state:

(a) whether Maharashtra Government has sent proposal for national pilot projects for repairs, renovation and restoration of water bodies;

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

(c) the action taken by the Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF WATER RESOURCES (SHRI VINCENT H. PALA): (a) and (b) The Government of Maharashtra submitted proposals for three districts, *viz.*, Beed Nanded and Yavatmal during Xth Plan under the Pilot Scheme 'National Project for Repair, Renovation and Restoration of water bodies directly linked to Agriculture'.

(c) The Government of India sanctioned project for restoration of 32 water bodies in Beed district of Maharashtra at the estimated cost of Rs. 36.88 crore.

*[Translation]*

**Norms for BPL**

634. SHRI HANSRAJ G. AHIR: Will the PRIME MINISTER be pleased to state:

(a) the existing norms to categorise people living Below Poverty Line (BPL);

(b) whether there is any proposal to review the norms for the people living Below Poverty Line;

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

(d) the time by which the revised norms are likely to be finalised and implemented?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI V. NARAYANASAMY): (a) The BPL census, 2002 was conducted using the methodology of score based ranking of rural households for which 13 socio - economic parameters were used. A list of 13 parameters is enclosed as Statement.

(b) Yes, Madam.

(c) An Expert Group has been set up to suggest a suitable methodology including the parameters to be used for identification of BPL families living in rural areas.

The Expert Group was constituted in pursuance of the directive given by National Development Council (NDC) while approving the 11th Five Year Plan document stating that "the Planning Commission should constitute an Expert Group with representatives from States, academics and civil society and evolve an acceptable criteria and methodology for the forthcoming BPL survey".

(d) The term of the Expert Group expires on 15.7.2009 and report of the expert group is expected very soon. The BPL census 2009 will be conducted on the basis of parameters finalised by the Expert Group.

### **Statement**

*List of 13 Socio-Economic Indicators for identification of rural BPL households (each parameter carries score 0-4)*

Sl.No.	Indicators
1	2

#### **1. Land Holdings (tick $\sqrt$ one and indicate score)**

- (i) Nil holdings
- (ii) Less than one ha unirrigated or 0.5 ha irrigated
- (iii) More than one and less than 2 ha unirrigated or 0.5 to 1 ha irrigated
- (iv) More than 2 ha and less than 5 ha unirrigated or 1.0-2.5 irrigated
- (v) More than 5 ha unirrigated or more than 2.5 ha irrigated

#### **2. Type of House (tick $\sqrt$ one and indicate score)**

- (i) Houseless
- (ii) Kutcha
- (iii) Semi Pucca
- (iv) Pucca
- (v) Urban type

#### **3. Availability of Clothing (tick $\sqrt$ one and indicate score)**

- (i) Less than two pairs
- (ii) More than two pairs but less than four

1

2

- (iii) More than four pairs but less than six
- (iv) More than six pairs but less than ten
- (v) More than ten pairs

#### **4. Food Security (tick $\sqrt$ one and indicate score)**

- (i) Less than one meal per day in major part of the year
- (ii) Normal one meal but sometimes less
- (iii) Normal one meal throughout the year
- (iv) Two meals per day and occasional shortage
- (v) Enough food

#### **5. Sanitation (tick $\sqrt$ one and indicate score)**

- (i) Open defecation
- (ii) Group latrines with irregular water supply
- (iii) Group latrines with regular water supply
- (iv) Group latrine with irregular water supply and sweeper
- (v) Private latrine

#### **6. Ownership of consumer durables viz. TV, Electric Fan, Kitchen appliances, Cooker, Radio etc. (tick $\sqrt$ one and indicate score)**

- (i) Nil
- (ii) Anyone item
- (iii) Two items only
- (iv) Any three
- (v) All items

#### **7. Literacy status of highest literate (tick $\sqrt$ one and indicate score)**

- (i) Illiterate
- (ii) Upto primary
- (iii) Completed secondary/passed 10th

---

1	2
---	---

---

(iv) Graduate/Professional

(v) Post Graduate/Professional

**8. Status of Household Labour (tick  $\checkmark$  one and indicate score)**

(i) Bonded labour

(ii) Women &amp; Child labour

(iii) Only adult female and no child labour

(iv) Adult males only

(v) Others

**9. Means of livelihood (tick  $\checkmark$  one and indicate score)**

(i) Casual labour

(ii) Subsistence cultivation

(iii) Artisan

(iv) Salary

(v) Others

**10. Status of Children (tick  $\checkmark$  one and indicate score)**

(i) Not going to school and working

(ii) Going to school and working

(iii) Nil

(iv) Nil

(v) Going to school and not working

**11. Type of Indebtedness (tick  $\checkmark$  one and indicate score)**

(i) Daily consumption purposes from normal source

(ii) For production purposes from normal source

(iii) For other purposes from normal source

(iv) Borrowing from institutional agencies

(v) No indebtedness and possess assets

**12. Reason for migration (tick  $\checkmark$  one and indicate score)**

(i) Casual work

(ii) Seasonal employment

---

1	2
---	---

---

(iii) Other forms of livelihood

(iv) Non-migrant

(v) Other purposes

**13. Preference for Assistance (tick  $\checkmark$  one and indicate score)**

(i) Wage employment

(ii) Self-employment

(iii) Training and skill up gradation

(iv) Housing

(v) Loan/Subsidy more than Rs. One lakh or no assistance required

**Renuka Dam Project**

635. SHRI ANURAG SINGH THAKUR: Will the Minister of WATER RESOURCES be pleased to state:

(a) whether the work on Renuka Dam Project in Mandi District of Himachal Pradesh has not been started yet;

(b) if so, the details thereof;

(c) whether the techno-economic clearance, environmental clearance and approval of financial grant have been given to the project;

(d) if so, the details thereof;

(e) if not, the reasons therefor; and

(f) the time by which the work on the project is likely to be commenced and completed?

THE MINISTER OF STATE IN THE MINISTRY OF WATER RESOURCES (SHRI VINCENT H. PALA): (a) and (b) The work of survey and investigation is almost finished. Land acquisition is in progress.

(c) to (e) Project authorities have submitted a revised estimate of the project for Rs. 2676.04 crore in Nov., 2008 which is under appraisal in Central Water Commission (CWC). Central Electricity Authority (CEA)

has cleared the cost estimate of Electrical & Mechanical works and has requested State Government to furnish Power potential studies based on approved working table. The environmental clearance is under process. When proposal in this regard was considered by a committee in the Ministry of Environment & Forests (MoEF) on 15.05.2009, several representations which had come against this project, were handed over to the project authority for clarifications which are awaited. R&R clearance has been obtained from the Ministry of Tribal Affairs.

After completion of appraisal by CWC & CEA and receipt of Environmental clearance from MoEF, the Technical Advisory Committee of Ministry of Water Resources will consider the project for techno-economic clearance and after the techno-economic clearance is accorded, the project would be submitted by the State Government to Planning commission for investment clearance. As a National Project, financial grant to the extent of 90% of the cost of drinking water and irrigation components of the project would be available to the project after all the aforesaid statutory clearances including investment clearance from Planning Commission are obtained.

(f) According to the project authorities, major civil works are likely to be awarded during 2009-10, provided all statutory clearances are available, and thereafter the project is likely to be completed by 2016 subject to timely availability of funds.

#### **Production of Coal**

636. SHRI ASHOK KUMAR RAWAT: Will the Minister of COAL be pleased to state:

(a) Whether the country is self-reliant in the production of coal;

(b) if so, the annual production, demand and consumption of coal during the last three years and to current year, State-wise;

(c) the extent the gap between demand and availability of coal is likely to increase in the current financial year; and

(d) the steps taken/being taken by the Government to increase the production of coal to bridge the gap between demand and supply?

THE MINISTER OF STATE OF THE MINISTRY OF COAL AND MINISTER OF STATE OF THE MINISTRY OF STATISTICS AND PROGRAMME IMPLEMENTATION (SHRI SHRIPRAKASH JAISWAL): (a) As per the Report of the Working Group on Coal & Lignite, the projected domestic availability of coal shall be 680 Mty as against the projected demand of 731.10 Mty in the terminal year of Xlth Five Year Plan *i.e.* 2011-12.

(b) The State wise annual production of coal of Coal India Ltd. during the last three years and the current year is given below:

(Fig. In Million Tonnes)

State	April' 09- May' 09 (Prov)	2008-09	2007-08	2006-07
West Bengal	2.42	15.51	15.25	17.32
Jharkhand	11.88	81.37	78.17	78.67
Chhattisgarh	14.28	88.72	81.59	75.92
Orissa	15.95	96.34	88.01	80.00
Madhya Pradesh	11.10	71.09	67.51	59.51
Maharashtra	6.71	37.66	36.40	36.22
Uttar Pradesh	2.18	12.03	11.43	12.23
Assam	0.12	1.01	1.10	1.05
<b>Total</b>	<b>64.64</b>	<b>403.73</b>	<b>379.46</b>	<b>360.91</b>

The details of annual demand and offtake of coal in the country during the last three years is given below:

(Figures in Million Tonnes)

Particulars	2006-07	2007-08	2008-09 (Prov)
All India Demand of Coal	474.18	492.50	550.00
Offtake from CIL sources	351.14	375.33	401.4
Offtake from Non-CIL Sources	70.35	79.16	88.44
<b>Total Indigenous Coal Offtake</b>	<b>421.49</b>	<b>454.49</b>	<b>489.85</b>

(Source: MOC's Annual Plan: 2009-10 & Coal Directory: 2007-08 & Provisional Coal Statistics: 2008-09 of Coal Controller's Organisation)

As far as current year is concerned, as against the target of 107.61 MTy, coal offtake of 100.10 MTy has been achieved by the CIL during April-June, 2009. State-wise details of All India Coal consumption (coal receipt details) from CIL during the year 2006-07 and 2007-08 are available and are given below:

(in Million Tonnes)	Coal Receipt from CIL Sources	
	2006-07	2007-08
State		
Andhra Pradesh	15.39	15.57
Assam	0.31	0.24
Bihar	6.39	6.10
Chhattisgarh	34.20	38.49
Delhi	5.50	5.69
Gujarat	18.05	18.38
Haryana	8.34	8.82
Himachal Pradesh	0.76	0.81
Jammu and Kashmir	15.45	15.80
Jharkhand	15.45	15.80
Karnataka	4.46	4.45
Kerala	0.08	0.11
Madhya Pradesh	31.66	38.43
Maharashtra	37.10	41.91
Punjab	10.31	8.99
Orissa	43.53	47.91
Rajasthan	14.39	15.82
Tamil Nadu	13.55	13.65
Uttar Pradesh	58.35	59.85
Uttarakhand	0.53	0.65
West Bengal	30.15	31.14
Others	0.02	0.04
<b>Total</b>	<b>348.60</b>	<b>372.95</b>

As regards SCCL, following are the details of production, demand and consumption of coal during the last three years and the current year:

(Figures in Mty)				
Year	Target	Production	Demand	Supply
2006-07	37.50	37.70	41.05	37.48
2007-08	38.04	40.60	43.50	41.79
2008-09	41.50	44.54	45.13	44.41
2009-10 (upto June'09)	11.41	12.25		

(c) As per Annual Action Plan 2009-10, gap between demand and availability of coal in the current financial year (09-10) is expected to be 70 Mty, as against projected gap of 52.71 Mt. in 2008-09.

(d) Coal India Limited has taken the following steps to increase production of coal:

- Coal New/Reorganised mining projects have envisaged to be undertaken during XIth Plan. Envisaged capacity of these projects will be of 310 Mty. By the terminal year (2011-12) of XIth Plan envisaged production from these projects would be around 123.00 Mty.
- Improvement in equipment utilization
- Timely implementation of projects.
- All new mines being planned with mechanization.
- Increasing productivity in both underground and opencast mines.

With a view to sustain the present rate of production and to grow further, SCCL has planned to obtain allotment of coal blocks outside Godawary Valley Coal Field (GVCF) through Government dispensation.

Besides above, Government also has taken initiative for increasing the availability of coal by allotting large number of coal blocks to private/public operators.

#### **Kidney Racket**

637. SHRI RADHA MOHAN SINGH: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:



(a) whether the Government is aware that a number of doctors in the private nursing homes allegedly remove kidney of the patients under the garb of some other operations;

(b) if so, the number of such incidents came to light during the last one year till date, state-wise including Delhi, Gurgaon and Noida; and

(c) the punitive action being taken by the Government to curb such unhealthy practice?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) to (c) Yes. A kidney scam in Gurgaon, Haryana came to notice through media on 25.01.2008, It was alleged that more

than 500 kidney transplants have taken place illegally from this area. Ministry of Health and Family Welfare had requested CBI to conduct a detailed enquiry into the existence of such unauthorized transplantation centres in the country and their modus operandi. The following accused persons are in police custody remand of CBI. They are Dr. Amit Kumar, Dr. Upender, Gyasuddin, Jagdish Nai, Dr. Saraj Kovind, Dr. Jeevan Kumar, Manoj Kumar, Dr. K.K. Aggarwal. Sale/purchase of human organs is already prohibited under Transplantation of Human Organs Act, 1994. Appropriate authorities established under this Act are responsible and empowered to check the illegal activities of human organs trafficking. A statement showing the details received from the State Governments is Annexed.

#### **Statement**

*Details of cases of illegal kidney and other organ Transplantations in various Government/private Hospitals reported and Action Taken as received from various States/Union Territories:*

Sl.No.	Name of State/Union Territory	Details of cases reported
1.	NCT of Delhi	Delhi Police has registered six FIRs in respect of illegal kidney transplantations in Research and Referral Hospital, New Delhi, Indraprastha Apollo Hospital, New Delhi, Sir Ganga Ram Hospital, New Delhi and Kakkar Hospital, Amritsar. As a result, ten people were arrested by the Delhi Police.
2.	Maharashtra	Government of Maharashtra have informed that in January 2004 Dr. S.P. Trivedi of Bombay Hospital, Mumbai has been prosecuted for the charges of cheating and forgery that deal with illegal trafficking of human organs.
3.	Punjab	Government of Punjab have reported that sale of human organs for transplant, particularly kidneys was detected in a few cases in the State which are under investigation of the Special Investigating Team constituted for this purpose. As a result of the investigations, many people have been arrested and one hospital, namely, Ram Saran Dass Kishorilal Charitable Trust Hospital, Amritsar has been deregistered. However, there is no large scale exploitation of the poor in the name of organ transplant in the State.
4.	Gurgaon, Haryana	CBI has re-registered two cases pertaining to Gurgaon (Haryana) and Mradabad (Uttar Pradesh), CBI has arrested 8 suspected doctors and their associates.
5.	Moradabad, Uttar Pradesh	

Other States/Union Territories have not reported any commercial sale of organs.

*[English]***Hearing of Complaints/Appeals**

638. DR. PRASANNA KUMAR PATASANI: Will the PRIME MINISTER be pleased to state:

(a) whether the Government has urged the Central Information Commission (CIC) to hear all appeals and complaints by its full Commission, as reported in the media;

(b) if so, the legal standing in this regard and guidelines laid down therefor;

(c) the number of cases pending before CIC during the last three years and the current year alongwith details of cases cleared during the same period; and

(d) the steps taken/being taken for early clearance of the pending cases?

THE MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY; MINISTER OF STATE OF THE MINISTRY OF EARTH SCIENCES; MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE; MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS; AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI PRITHVIRAJ CHAVAN):

(a) The Government has advised the Commission that decisions on complaints and appeals should be taken by the Central Information Commission as defined in section 2(b) of the RTI Act, 2005 and not by benches of the Commission.

(b) The Right to Information Act, 2005 does not contain any provision for the constitution of benches.

(c) The number of cases disposed of by and number of cases pending before the CIC during last four years are given below:-

Year	No. of cases disposed of	No. of cases pending as on 1st April of the succeeding year
2005-06	682	—
2006-07	4074	3247
2007-08	7722	6820
2008-09	13322	8924

(d) The Government has strengthened the Central Information Commission by appointing more Information Commissioners. The Commission has taken steps to increase the use of information technology for quick disposal of cases.

**Progress of Ongoing Irrigation Projects**

639. SHRI KALIKESH NARAYAN SINGH DEO:  
SHRI YASHBANT LAGURI:

Will the Minister of WATER RESOURCES be pleased to state:

(a) the status of the progress of the ongoing irrigation projects in the country, State-wise;

(b) the details of the projects which are likely to be completed during the year 2009-10;

(c) the funds allocated and utilized during last three years and the current year for these projects; and

(d) the steps taken or being taken by the Government for the speedy completion of irrigation projects in the States including Koraput-Bolangir-Kalahandi districts of Orissa?

THE MINISTER OF STATE IN THE MINISTRY OF WATER RESOURCES (SHRI VINCENT H. PALA): (a) Presently there are 553 projects (182 major, 273 medium and 98 ERM) ongoing in XI Plan. Out of total latest estimated cost of Rs. 272403.78 crore of these projects, Rs. 129890.46 crore has been anticipated to be incurred upto X Plan and balance of Rs. 142513.26 crore is likely to spill over to XI Plan. Out of the total ultimate irrigation potential of 21291.04 th.ha. through these projects, 8335.5 th.ha. was anticipated to be created upto X Plan leaving balance potential of 12961.39 th.ha. in XI Plan. The State-wise details are given in the enclosed Statement.

(b) The physical and financial assessment of irrigation projects is carried out on Plan to Plan basis. As per assessment carried out by the Working Group of Water Resources for the XI Five Year Plan, 72 major, 133 medium and 132 ERM projects are likely to be completed during XI Plan.

(c) and (d) Irrigation is a state subject and planning, execution and funding of the irrigation projects is carried out by the State Governments as per their own priority. In order to expedite completion of ongoing irrigation projects in the country, the Central Government introduced Accelerated Irrigation Benefits Programme in 1996-97 to provide financial assistance to selected major/medium

projects and subsequently to surface water Minor Irrigation schemes. Year-wise total grant released to State Governments under the AIBP to major, medium ERM projects and surface water Minor irrigation schemes is given in the following Table:

(Rs. in crore)

Sl.No.	Year	Total grant released under AIBP
1	2	3
1.	2006-07	2301.9722

1	2	3
2.	2007-08	5445.7051
3.	2008-09	7598.2213
4.	2009-10 (upto 23.6.2009)	1706.3059

Total central assistance provided under AIBP since inception of programme till 23.6.09 of Rs. 36490.0882 crore. Since inception of the programme, central assistance amounting to Rs. 2758.3147 crore has been provided to the State of Orissa which also includes projects of KBK districts of the Orissa.

### Statement

#### *Progress of ongoing Irrigation Projects*

Sl.No.	Name of State	Number of irrigation Projects				Latest Estd. Cost	Likely Exp. upto X Plan	Ultimate Irrigation Potential	Likely Pot. Creation upto X Plan
		Major	Medium	ERM	Total				
1	2	3	4	5	6	7	8	9	10
1.	Andhra Pradesh	30	24	6	60	64417.27	19486.38	3109.81	568.35
2.	Assam	2	3	2	7	796.86	425.91	181.07	67.53
3.	Bihar	10	3	5	18	7103.33	2839.02	2305.04	1108.50
4.	Chhattisgarh	4	8	1	13	3216.65	2502.73	809.01	669.27
5.	Goa	0	0	1	1	704.26	506.65	21.06	7.07
6.	Gujarat	3	20	13	36	49782.24	29704.25	2015.19	526.88
7.	Haryana	4	0	1	5	1426.51	1070.71	350.00	206.08
8.	Himachal Pradesh	1	3	0	4	485.47	206.02	37.50	3.37
9.	Jammu and Kashmir	0	6	4	10	439.98	177.26	51.08	14.17
10.	Jharkhand	6	19	0	25	7828.86	3388.30	476.02	34.64
11.	Karnataka	15	31	5	51	28337.26	19272.11	2138.16	1603.53
12.	Kerala	3	4	2	9	2131.59	1318.34	88.61	41.67
13.	Madhya Pradesh	19	9	6	34	17577.46	9030.48	1567.66	455.30
14.	Maharashtra	58	109	3	170	57992.87	25345.09	3676.41	1365.35

1	2	3	4	5	6	7	8	9	10
15.	Manipur	2	1	4	7	951.41	751.21	72.66	19.00
16.	Meghalaya	0	1	0	1	131.72	18.99	4.78	0.00
17.	Nagaland	0	1	0	1	70.00	20.00	9.54	2.00
18.	Orissa	8	10	15	33	8328.25	3758.64	753.56	178.50
19.	Punjab	1	0	3	4	2637.92	1233.23	93.33	64.43
20.	Rajasthan	2	8	3	13	3316.80	2122.71	293.35	128.65
21.	Tamil Nadu	0	2	3	5	200.87	172.54	7.19	0.00
22.	Tripura	0	3	0	3	227.96	171.13	26.72	17.75
23.	Uttarakhand	1	0	0	1	1446.00	229.28	40.00	0.00
24.	Uttar Pradesh	11	0	15	26	8872.68	4966.90	2406.93	1045.08
25.	West Bengal	2	8	6	16	3979.65	1172.58	756.39	208.39
Total		182	273	98	553	272403.78	129890.46	21291.04	8335.50

#### **Pollution in Yamuna River**

640. SHRIMATI MANEKA GANDHI:  
SHRI AVTAR SINGH BHADANA:

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

(a) whether the pollution level of Yamuna river including its Delhi stretch has increased;

(b) if so, the details thereof;

(c) whether Delhi's waste water including chemicals discharged from Industrial Units is disposed off untreated into the Yamuna river; and

(d) if so, the action taken/proposed to be taken by the Government to clean the Yamuna river and to make it pollution free?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH): (a) and (b) As per water quality monitoring undertaken through independent institutions, the water quality in the stretch of the river Yamuna from Tajewala to Palla in Haryana is found to be within the prescribed

limits. However, the stretch of the river in the vicinity of Delhi (downstream of Wazirabad barrage to upstream of Okhla barrage) and parts of Uttar Pradesh exceeds the standard in terms of Bio-chemical Oxygen Demand (BOD) of 3.0 milligram per litre (mg/l) mainly due to significant increase in pollution load and lack of fresh water in the river during lean period.

(c) and (d) Against the total sewage generation of 3470 mld (million litres per day) a treatment capacity of around 2325 mld is available in Delhi. However, due to silting and settlement of trunk sewers, treatment capacity of only 1570 mld is presently in use. To cater to the industrial waste, 11 Common Effluent Treatment Plants have been installed and three more are under construction at Najafgarh, Bawana and Naraina.

The Government of India has undertaken Yamuna Action Plan (YAP) in a phased manner for abatement of pollution of river Yamuna with assistance from Japan Bank for International Cooperation, Government of Japan. The Yamuna Action Plan (YAP) Phase-I was started in April, 1993 in the three States of UP, Delhi & Haryana, covering 15 towns. The project was completed in February, 2003 at a total cost of Rs. 682 crore. A total of 269 schemes of pollution abatement were completed, with the creation

of sewage treatment plants having additional treatment capacity of 753.25 million liters per day (mld) of which 30 mld is in Delhi.

Under YAP-II, which commenced in December, 2004 at an approved cost of Rs. 624 crore, the major portion of the outlay *i.e.* Rs. 387.17 crore has been allocated to Delhi. Sewage treatment capacity of 153 mld is to be created under YAP-II in Delhi. In addition, projects for the rehabilitation of 324 mld treatment capacity and rehabilitation/laying of trunk sewers for a length of 30.82 kms are under implementation under YAP-II.

To tackle the balance pollution load, the Government of NCT of Delhi has taken up sewerage and sewage treatment works under other schemes. The Delhi Jal Board has prepared schemes for laying of interceptor sewers along three major drains namely Najafgarh, Shahdara and Supplementary, augmentation of sewage treatment capacity, interception of drains and rehabilitation of trunk sewers.

#### **MoU with Kazakhstan**

641. SHRI BAIJAYANT PANDA: Will the PRIME MINISTER be pleased to state:

(a) whether India has signed any MoU with Kazakhstan in the field of research and development in space; and

(b) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY, MINISTER OF STATE OF THE MINISTRY OF EARTH SCIENCES; MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE; MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS; AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI PRITHVIRAJ CHAVAN): (a) Yes, Madam.

(b) Memorandum of Understanding between the Indian Space Research Organisation (ISRO) of Government of Republic of India and National Space Agency of the Government of Republic of Kazakhstan on co-operation in the field of space research activities was signed on January 24, 2009. The areas of cooperation covered in this Memorandum are Remote Sensing of the Earth, Satellite launching facilities and capacity building in Space Science, Technology and Applications.

*[Translation]*

#### **Water Crises in the Country**

642. SHRI SANJAY SINGH CHAUHAN: Will the Minister of WATER RESOURCES be pleased to state:

(a) whether the water level of various rivers in the country is gradually decreasing;

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

(c) the quantum of river water utilized every year for irrigation and drinking separately;

(d) whether any assessment of the water crisis in the country has been done;

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

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

THE MINISTER OF STATE IN THE MINISTRY OF WATER RESOURCES (SHRI VINCENT H. PALA): (a) The analysis of the average annual flow data of major rivers in the country does not indicate any significant decreasing trend.

(b) Does not arise.

(c) Year-wise information about utilization of river water for various purposes is not available. However, the present level of utilization of surface water has been assessed to be about 450 billion cubic meter (BCM).

(d) to (f) The increasing population, industrialization and urbanization have resulted in reducing per capita water availability. In addition, there is considerable temporal and spatial variation in the availability of water resources. The over-exploitation of water resources and particularly that of ground water resources has led to decline in ground water table in some areas and also deterioration in water quality. Issues related to impact of climate change on water resources are also very important. Several schemes have been undertaken by the State Governments for conservation of water. The Government of India has also drawn up National Perspective Plan for optimal utilization of the water resources particularly through diversion of surplus flood water to water deficient areas. With a view to expedite early completion of schemes and utilization of water resources, Government of India provides assistance to States under its various Programmes *e.g.* "Accelerated

Irrigation Benefits Programme” and “Command Area Development and Water Management Programme”. Assistance is also provided to the States under the schemes “National Projects for Repair, Renovation and Restoration of Water Bodies directly linked to Agriculture”, “Artificial Recharge of Ground Water through Dug wells” etc. Several measures have been taken by Government of India for ensuring sustainability of water resources. Ministry of Water Resources has drafted and circulated a bill for ground water regulation and management to all the States and legislation has been enacted by 11 States and Union territories.

[*English*]

#### **Mandatory Warning on Tobacco Products**

643. SHRI VIKRAMBHAI ARJANBHAI MADAM:  
SHRI K.J.S.P. REDDY:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Government has made it mandatory that the tobacco product packets should carry a health warning alongwith a logo of danger sign on them;

(b) if so, the details thereof;

(c) whether some of the tobacco products have been exempted from this legal requirement;

(d) if so, the details thereof; and

(e) the steps taken by Government to bring all tobacco products under this regulation?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) Yes.

(b) The Section 7 of the “The Cigarette and Other Tobacco Products (Prohibition of Advertisement and Regulation of Trade and Commerce, Production, Supply and Distribution) Act, 2003” provide for specified warnings on every package of cigarette or any other Tobacco products.

The Cigarette and Other Tobacco Products (Packaging and Labeling) Rules, 2006 was initially notified in the 5th July 2006 and the provision were to come into effect on 1st February 2007. However through an amendment of the Act, *vide* notification dated 29.09.07 the depiction of

Skull and Bone has been made optional. The revised Rules have been notified *vide* GSR No. 182 dated 15th March 2008 and have come into force from 31st May 2009.

(c) No tobacco product is exempted from the pictorial warning.

(d) Does not arise.

(e) The Government of India has enacted the Tobacco Control Act namely “The Cigarette and Other Tobacco Products (Prohibition of Advertisement and Regulation of Trade and Commerce, Production, Supply and Distribution) Act, 2003”. This Act is very comprehensive and is applicable to all the tobacco products as mentioned in the schedule to the Act.

#### **Children died due to Pneumonia**

644. SHRI G.M. SIDDESHWARA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether a large number of children died due to pneumonia in the country during the last three years;

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

(c) whether the Government has prepared any action plan to prevent this disease;

(d) if so, the details thereof; and

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

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) and (b) There is no specific information available regarding the number of deaths due to pneumonia in children.

(c) to (e) The Government of India in order to control Acute Respiratory Infections (ARI) is implementing an ARI control programme in the country where in all health workers are taught to identify ARI cases early and manage them adequately with antibiotics and refer serious cases to higher facilities.

The main cause of mortality amongst pneumonia cases is the delay in seeking medical attention by families due to non recognition of danger signs in a sick child.

Besides ARI control programme, the Government of India has launched an Integrated Management of Neonatal and Childhood Illnesses (IMNCI) strategy in order to address neonatal and child mortality. IMNCI is a child survival strategy, which aims to train the baseline workers in the management of main causes of morbidity and mortality including pneumonia in children. This initiative is being implemented throughout the country.

As a part of the community initiative of IMNCI strategy families are counseled on early recognition of danger signs in a sick newborn and child so that families recognize the symptoms early and seek timely treatment at facilities and avoid undue delay.

IMNCI has so far been implemented in 258 districts of India.

#### **Nomination in the World Heritage List**

645. SHRI K.J.S.P. REDDY: Will the PRIME MINISTER be pleased to state:

(a) whether the Government has any proposal to nominate Jantar Mantar, eco-regions of the Western Ghats and the Matheran light rail for possible inclusion in the World Heritage List in 2010;

(b) if so, the details thereof; and

(c) if not, the heritage sites the Government proposes to nominate, State-wise including Andhra Pradesh?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI V. NARAYANASAMY): (a) and (b) India has submitted nomination dossiers of Jantar Mantar, Jaipur and Matheran light rail, Raigad, Maharashtra under cultural category and seven sub-clusters of the Western Ghats spread over in the States of Kerala, Tamil Nadu, Karnataka and Maharashtra under natural category, for consideration of their inscription in the World Heritage List of UNESCO.

The World Heritage Centre (WHC) has informed that the nomination dossier of the Western Ghats is incomplete and has sought discussion on the issue. The Ministry of Environment & Forests (MoEF) is taking appropriate action in the matter.

The nomination dossiers of Jantar Mantar and Matheran light rail, however, have been found technically

complete and listed for evaluation by the Advisory Bodies of UNESCO. Both the nominations would come up for the consideration of World Heritage Committee of UNESCO in its 34th session to be held in Brazil in 2010.

(c) Does not arise.

#### **Medical Treatment in Empanelled Hospitals**

646. SHRI N. CHELUVARAYA SWAMY: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the CGHS beneficiaries are allowed to get OPD treatment facility in the empanelled hospitals/nursing homes;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) to (c) CGHS beneficiaries can not go to an empanelled hospital for OPD treatment except for the beneficiaries registered in Gurgaon, Faridabad, Noida and Ghaziabad, CGHS beneficiaries in the four cities are allowed OPD facility in empanelled hospitals as there is no Government hospital there.

*[Translation]*

#### **Productivity of Forests**

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

(a) whether the Government has prepared any scheme to increase the productivity of forests by using quality seeds;

(b) if so, the norms proposed to be adopted to make available the quality seeds to user agencies; and

(c) the details of the said scheme and the steps taken so far by the Government in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH): (a) No specific scheme has been prepared by the Ministry of Environment and Forests to increase the productivity of forests by using quality seeds.

(b) and (c) Does not arise.

*[English]***Reforms in Coal Sector**

648. SHRI B. MAHTAB: Will the Minister of COAL be pleased to state:

(a) whether the 'Expert Committee' constituted by the Government for Coal Sector Reforms has submitted its report;

(b) if so, the details of the recommendations made and the follow-up action taken by the Government thereon; and

(c) the benefits that are likely to accrue as a result thereof?

THE MINISTER OF STATE OF THE MINISTRY OF COAL AND MINISTER OF STATE OF THE MINISTRY OF STATISTICS AND PROGRAMME IMPLEMENTATION (SHRI SHRIPRAKASH JAISWAL): (a) and (b) Yes, Madam. The Expert Committee constituted by Ministry of Coal on Road Map for Coal Sector Reforms under the Chairmanship of Shri T.L. Sankar submitted Part-I of the Report in December 2005 and Part-II in September 2007.

Action taken or proposed to be taken on major recommendations are furnished below:

Sl.No.	Major Recommendations	Action Taken/proposed to be taken
1	2	3
1.	Augmenting domestic and production to bridge the gap between demand and supply with emphasis on captive coal mining.	Government has allotted a number of new captive coal blocks, besides taking up a number of new coal projects under coal PSUs to augment coal production to bridge the gap between demand and supply.
2.	As coal shall remain India's primary source of commercial energy supply, a time-bound plan to cover the entire country by regional mapping in 15 years should be prepared by Geological Survey of India, Central Mine Planning and Design Institute (CMPDIL) and Ministry of Coal (MoC).	An action Plan has been prepared to cover the balance coal bearing area of 5438 sq. km under regional exploration. It is envisaged that an area of 2791 sq. km will be covered during the XI Plan and the balance there after. Exploratory drilling capacity of CMPDIL is being doubled.
3.	Coal India Limited (CIL) may be granted the status of Navratna company and the subsidiaries of CIL may be granted the status of Mini Ratna Companies in which case only those proposals of such a subsidiary would need Government approval wherein the capital expenditure exceeds Rs. 500 crore.	CIL has been granted Navaratna status. Besides this, 6 of its subsidiary companies (South Eastern Coalfields Ltd.; Western Coalfields Ltd.; Mahanadi Coalfields Ltd., Northern Coalfields Ltd.; Central Coalfields Ltd., Central Mine Planning and Design Institute Limited) and Neyveli Lignite Corporation Ltd. have been accorded Miniratna Category-I status. The case of enhancing the financial delegation to Singareni Collieries Company Limited (SCCL) on par with Miniratna-I companies has also just been cleared by the Government.
4.	The issue of major restructuring of CIL should be considered during the 12th Plan Period.	This is agreed to.
5.	The environmental issue in respect of coal projects should be taken up on priority consideration by the Government.	The Government has issued new Environment notification on 14.9.2006 as per which the proposals of coal mining projects are being processed for environmental clearance.
6.	Planned imports of coal need to be encouraged.	Imports are planned by Power Sector every year in advance keeping in view the requirement. CIL is also contemplating to import coal.



1	2	3
7. Increasing proportion of all domestic coal that is not earmarked for Power Sector be brought into the E-auction market over the next 2 to 3 years.		E-auction of coal has already been started.
8. The current system of linkages feeding the power sector may be replaced with formal long term Fuel Supply and Transport Agreements that include the Railways.		The new coal distribution policy of Government provides for long term fuel supply and transport agreements that include railways.
9. All possible legal measures should be evolved to cancel the licenses issued earlier if the allottee has not taken adequate steps to bring the allotted mines to production or in setting up the end use units.		On the basis of regular review of the progress of captive blocks, de-allocation of some coal blocks has been done. Regular monitoring is being done to review the progress periodically.
10. Coal price would need to be regulated in light of the market realities. The regulation of coal price has to be differentiating the pricing of coal for power generation since it consumes 80% of the domestic production and the quality of coal it consumes is not easily saleable to the steel and cement sectors.		The issue of coal pricing is being looked into by a Committee of the Planning Commission for evolving guiding principles to fix coal prices. The report of the Committee is awaited.
11. Promotion to underground mining.		Action has been initiated by CIL to enhance the level of production from underground mines from around 44 million tonnes achieved in 2006-07 to about 67 million tonnes by 2011-12 mainly by adopting mechanisation of operations, introduction of continuous miner technology and longwall technology. The additional investment has been estimated at Rs. 5185.59 crores for attaining this production level. CIL has also identified 7 blocks which can be developed into mega mine (more than 2 million tonnes production per annum) with state of the art consultancy and technology with foreign expertise.
12. Improve production and productivity of men & machinery with focus on technology up gradation.		Action has been initiated to improve productivity of heavy earth moving machinery (HEMM) in opencast mines mainly by increasing the number of hours of operation and awarding maintenance and repair contracts, streamlining the replacement of old equipment, and deployment of large size equipment. In underground mines, improvement in productivity is being addressed through mechanized coal loading operations adopting side discharge loaders, load haul dumpers, conveyor belts etc. and introduction of continuous miner technology and longwall technology wherever it is feasible. Shortwall technology on experimental basis has also been introduced. Adoption of Highwall technology is also envisaged in some of the opencast mines.

1	2	3
13.	There is need to have permanent cell for technology evaluation and monitoring and improving the systematic operating procedures for modern new equipment procurement (in CIL).	A department has already been created at Coal India and also at CMPDIL for adoption of new technology. CMPDIL as the planning wing of Coal India provides the initial inputs for adoption of new technology.
14.	Switch over to Gross Calorific Value (GCV) based pricing and grading of coal.	Towards migration from UHV (Useful Heat Value) of GCV (Gross Calorific Value) for pricing of domestic coal in India as a first step it has been decided to reduce the bandwidth of current UHV grades in coal limiting them to 300 kilo calories. It is being started on a trial basis from dedicated coal mines to NTPC Power Houses where automatic sampling arrangements are available at both ends.
15.	Promote coal washing.	Government has already taken a policy decision to encourage use of washed coal by permitting private entrepreneurs to set up washeries on coal company's land. CIL has also taken a decision to supply washed coal to power sector by setting up new washeries on Build Own Maintain (BOM) basis and funding will be made by CIL. Additional washing capacity of about 140 million tonnes per year would be created during next five years.
16.	Promotion of cutting edge technologies like Underground Coal Gasification (UGC), Coal Bed Methane (CBM), Coal Mine Methane (CMM), Coal to Liquid (CTL) etc.	Government has already permitted CBM operations on commercial lines and 26 blocks have been allotted to various entrepreneurs. Directorate General of Hydrocarbons (DGH) under Ministry of Petroleum & Natural Gas (MoP&NG) regulates the CBM operations. For CMM, coal companies are taking action to extract methane gas from the existing mines and a demonstration project in association with United Nations Development Programme (UNDP)/Global Environmental Fund (GEF) is under implementation in one of the mines of Bharat Coking Coal Ltd. (BCCL). Government has recently recognized UGC, CTL as one of the permitted end uses under the captive mining policy.
17.	Although India is not under any obligation under Kyoto Protocol to reduce emissions, it is recommended that India should assume their role of a responsible user of coal taking every effort to reduce the emission level of coal as well as its consumption.	Action already initiated for adopting clean coal technologies. CIL has committed to sell processed coal to all its consumers. Government has given lot of stress for the extraction of coal bed methane which would eventually reduce emission from burning coal.
18.	Outsourcing should be differentiated from contract labour employment. It is not a method to extract more work and pay less to unskilled and semi skilled labour. In fact, it becomes relevant and inevitable in tasks, which call for specialized skills.	CIL and its subsidiaries have initiated action and have included clauses in the tenders/contracts to remove exploitation of labour and also have generated training programmes for uplifting skills of its own workmen.

1	2	3
19. Setting up of a Coal Governance & Regulation Authority (CGRA) to co-ordinate and attend to all issues relevant for development of coal resources, regulation of coal price (wherever necessary), and nurturing level playing field between the entrenched large public sector coal companies and the emerging small coal companies in the State Public Sector and the captive mining sector.		Action initiated for creating a Coal Regulatory Authority. Draft Note for Cabinet Committee on Economic Affairs (CCEA) being finalized for Inter Ministerial consultation.
20. Ensure proper mine closure and restoration of mined out areas. The Coal Regulatory Authority should be given the responsibility to monitor the restoration work. A fee of Rs. 10 per tonne of coal mined as Mine-restoration levy should be collected annually and release as grants on for such work.		Draft guidelines for mine closure, under finalization in the Ministry of Coal would be implemented by the Coal Controller till the Coal Regulatory Authority is put in place.
21. Coal R&D fund should be created whereby half of one percent of the turnover of all coal companies in the public and private sectors is deposited. CGRA could manage the funds.		The creation of R&D fund is agreed to. It is preferable that the proposed fund should be kept available with the industry instead of the Coal Regulatory Authority. In the present system the R&D activities are identified, monitored and funded through a Standing Scientific Research Committee (SSRC), which is chaired by Secretary (Coal).

There are some other recommendations their require wider consultations for which action/deliberation has been initiated.

- (c) The following major benefits are likely to accrue:
- (i) Bridging the demand-supply gap in coal in the short, medium and long-term;
  - (ii) Improvement of productivity of men and machinery;
  - (iii) Research and development and introduction of cutting edge technology;
  - (iv) Improve Regulation and Governance in the coal sector including coal pricing and Trade.

#### **Shelter Homes for HIV/AIDS Patients**

649. SHRI S. SEMMALAI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Government proposes to construct shelter homes to accommodate HIV/AIDS patients abandoned by their families;

(b) if so, the details thereof; and

(c) the time by which these homes are likely to be constructed?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) to (c) There is no provision in National AIDS Control Programme—III to construct shelter homes to accommodate HIV/AIDS patients abandoned by the family. However, there is a provision of Drop-in-Centres (DICs) run by networks of People Living with HIV/AIDS (PLHIV) and supported by NACO in A and B category districts to help in ensuring the continuum of care for PLHIV and their quality of life. There are 260 Community Care Centres also which provide care and support to PLHIV including in-patient medical care. Both these Centres provide a platform for psycho social support to PLHIVs, referral and linkages to services for care, support and treatment and positive prevention services through peer support and family counselling.

*[Translation]*

#### **Allocation of Funds for Hilly Regions**

650. SHRI VIRENDER KASHYAP:  
SHRI ANURAG SINGH THAKUR:

Will the PRIME MINISTER be pleased to state:

(a) whether the cost of construction of roads, buildings and other developmental works in hilly, bordering and far flung States like Himachal Pradesh is several times higher than the cost of construction work carried out in plains;

(b) if so, whether the Government is contemplating to constitute any board, or central body to examine these issues;

(c) if so, the details thereof; and

(d) the steps taken by the Government for adequate allocation of funds for developmental work in these States?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI V. NARAYANASAMY): (a) Yes, Madam.

(b) No, Madam.

(c) Question does not arise.

(d) Recognizing the special requirement of the hilly regions including Himachal Pradesh the State has been included as one of the Special Category States for which the Central Government is providing Central Assistance on liberal terms.

The assistance provided under 90% grants and 10% loan basis are:

Normal Plan Assistance for plan funding, Additional Central Assistance for Externally Aided Projects, Special Central Assistance for Hill areas, Special Central Assistance for Border Areas, Accelerated Irrigation Benefit Programmes (AIBM) and Additional Central Assistance for Accelerated Power Development and Reforms Programme.

The Schemes/programmes provided under 100% grants are:

National Social Assistance Programme, Nutrition Programme for Adolescent Girls, National E- Governance Action Plan, Backward Region Grant Fund and Jawaharlal Nehru National Urban Renewal Mission.

Funds are also provided for the construction of Rural Roads under Prime Minister's Grameen Sadak Yojana

(CSS) and for development of State Roads through Central Road Funds (CRF) as per the prescribed norms.

*[English]*

**Setting up of Medical, Dental, Unani and Ayurvedic Colleges**

651. SHRI M. RAJA MOHAN REDDY:  
SHRI AVTAR SINGH BHADANA:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) the number of Medical, Dental and Nursing colleges set-up by the Government in the country during the last three years, State-wise, location-wise;

(b) whether the Government proposes to open new medical colleges including Dental, Ayurvedic and Unani in the country including the State of Haryana; and

(c) if so, the details thereof, location-wise?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) The Central Government has set up three nursing colleges during the last three years. The various State Governments have set up 14 medical, 15 dental and 16 nursing colleges in the country during this period. The State-wise and location-wise list of such colleges is enclosed as Statements-I(A), I(B) and I(C).

(b) and (c) At present there is no proposal of the Central Government to open new dental, ayurveda and unani colleges in the country including the State of Haryana. However, under the scheme of Pradhan Mantri Swasthya Sureksha Yojana, the Central Government has proposed to set up six AIIMS like institutions in the under-served areas, one each in the State of Bihar (Patna), Chhattisgarh (Raipur), Madhya Pradesh (Bhopal), Orissa (Bhubaneshwar), Rajasthan (Jodhpur) and Uttarakhand (Rishikesh). There is also a proposal to set up two more AIIMS like institutions in the States of West Bengal and Uttar Pradesh. Further, the Central Government has received proposals from various State Governments for setting up of 21 medical, 5 dental colleges in the country. The list of such colleges, location-wise, is enclosed as Statement-II.

**Statement-I (A)**

*Number of Nursing Colleges opened by Government of India during the last three years*

Sl.No.	Name of the College	Year of Opening
1.	College of Nursing, JIPMER, Puducherry	2006
2.	College of Nursing NIMHANS, Bangalore Karnataka	2006
3.	College of Nursing NEIGRIHMS, Shillong Meghalaya	2006

**Statement-I (B)**

*State-wise and location-wise list of Medical colleges set-up by the Government during the last three years i.e. 2006-07, 2007-08 and 2008-09*

Sl.No.	State	Year		
		2006-07	2007-08	2008-09
1.	Andhra Pradesh	1(Kadapa)	—	2 (Adilabad and Srikakulam)
2.	Chhattisgarh	1 (Jagdalpur)	—	—
3.	Karnataka	(3 Belgaum, Mandya and Hassan)	3 (Raichur, Shimoga and Bidar)	—
4.	Tamil Nadu	1 (Theni)	—	1 (Dharmapuri)
5.	Uttarakhand	—	—	1 (Srinagar, Pauri Garhwal)
6.	Uttar Pradesh	1 (Saifai)	—	—
Total		7	3	4

*State-wise and location-wise list of Dental colleges set-up by the Government during the last three years i.e. 2006-07, 2007-08 and 2008-09*

Sl.No.	State	Year		
		2006-07	2007-08	2008-09
1	2	3	4	5
1.	Andhra Pradesh	—	—	(1 Kadapa)
2.	Jammu and Kashmir	—	1 (Jammu)	—

1	2	3	4	5
3.	Karnataka	—	—	1 (Bellary)
4.	Punjab	1 (Chandigarh)	—	—
5.	Uttar Pradesh	—	—	1 (Varanasi)
Total		1	1	3

**Statement-I (C)**

*State-wise overall position of Nursing Colleges in the country by the State Governments permitted by Indian Nursing Council during the last 3 years*

**2006-2007**

Sl.No.	Names of the Institutions
1.	College of Nursing, Government Medical College and Hospital, Nagpur-440003
2.	College of Nursing, Sher-1-Kashmir Institute of Nursing Sciences, Soura, Srinagar
3.	College of Nursing, Medical College Hospital, Kolkata-700073
4.	Government College of Nursing (RIMS), Rajiv Gandhi Institute of Medical Sciences, Patlanpully, Kadapa Distt.-516002
5.	Government College of Nursing, Medical College Campus, Trust Buildings, Sardar Nagar, Ananthapur-515001
6.	Government College of Nursing, T.D. Medical College, Alappuzha-688005
7.	Government College of Nursing, Velappaya Medical College, Trissur, Mulankunnathukavu, Trissur Distt.-680596

**2007-2008**

Nil

**2008-2009**

Sl.No.	Names of the Institutions
1	2
1.	College of Nursing, S.S.G Hospital Campus, Sayjigunj, Vadodara-390001

1	2
2.	Government College of Nursing, District Hospital, Gulbarga-585105, Karnataka
3.	Government College of Nursing, behind D C Residence, B.M. Road, Hassan-573201, Karnataka
4.	Rajendra Institute of Medical Sciences, (R I M S), College of Nursing, Bariatu, Ranchi-834009, Jharkhand
5.	Government College of Nursing, Holenarasipura, Chittanahalli Industrial Area, Hassan Distt.-573211, Karnataka
6.	College of Nursing, R.G. Kar Medical College Hospital, 1, Kshudiram Bose Sarani, Kolkata-700004
7.	College of Nursing, G.G. Hospital, Pandit Nehru Marg, Medical Campus, Jamnagar, Gujarat
8.	Government College of Nursing, Burdwan Medical College and Hospital, Aftab Avenue, P.O. Rajbati, Burdwan, Pin-713104, West Bengal
9.	College of Nursing, V.I.M.S., Vijayanagar Institute of Medical Sciences Campus, Bellary-583704, Karnataka

**Statement II**

*List of proposals received from State Governments for setting up new medical colleges*

Sl.No.	Name of applicant
1	2
1.	Establishment of new medical college at Kannauj, Uttar Pradesh by Government of Uttar Pradesh
2.	Establishment of new medical college at Orai, Jalaun, Uttar Pradesh by Government of Uttar Pradesh
3.	Establishment of new medical college at Azamgarh, Uttar Pradesh by Government of Uttar Pradesh
4.	Establishment of new medical college at Mandi, Himachal Pradesh by Government of Himachal Pradesh

1	2
5.	Establishment of new medical college at Hamirpur, Himachal Pradesh by Government of Himachal Pradesh
6.	Establishment of new medical college at Una, Himachal Pradesh by Government of Himachal Pradesh
7.	Establishment of new medical college at Perambalur, Tamil Nadu by Government of Tamil Nadu
8.	Establishment of new medical college at Sivagangai, Tamil Nadu by Government of Tamil Nadu
9.	Establishment of new medical college at Almora, Uttarakhand by Government of Uttarakhand
10.	Establishment of new medical college at Imphal, Manipur by Government of Manipur
11.	New medical college at Villupuram, Tamil Nadu by Government of Tamil Nadu
12.	Establishment of new medical college at Thiruvavur, Tamil Nadu by Government of Tamil Nadu
13.	Establishment of new medical college at Sagar, Madhya Pradesh by Government of Madhya Pradesh
14.	Establishment of new medical college at Ongale, Madhya Pradesh by Government of Madhya Pradesh
15.	New medical college at Patna, Bihar by Indira Gandhi Institute of Medical Sciences, Patna, Bihar
16.	Establishment of new medical college at Puducherry by Puducherry Medical College Society (Government of Puducherry Institute)
17.	New medical college at Barpeta, Assam by Society for Medical Education
18.	New medical college at Jorhat, Assam by Society for Medical Education
19.	New medical college at Ahmedabad, Gujarat by Ahmedabad Municipal Corporation

1	2
20.	Establishment of new medical college at Patan, Gujarat by Government of Gujarat
21.	New Medical College at New Delhi by Jamia Milia University, New Delhi

*List of proposals received from State Governments for setting up new dental colleges*

1. Government Dental College, Kozhikode, Kerala by Government of Kerala
2. Dental College, RIMS, Imphal, Manipur
3. Burdwan Dental College, Burdwan, West Bengal
4. Ahmedabad Municipal Corporation Dental College, Ahmedabad, Gujarat
5. Faculty of Dentistry, Jamia Milia Islamia, New Delhi

[Translation]

**Repairing/Maintenance of Memorials**

652. SHRIMATI SUMITRA MAHAJAN: Will the PRIME MINISTER be pleased to state:

(a) whether any initiative has been taken by the Government for repairing/maintenance of memorials constructed in the memory of martyrs of India's first freedom struggle of 1857;

(b) if so, the details thereof;

(c) whether any memorials have been built at the birth places of these freedom fighters;

(d) if so, the details thereof;

(e) whether any programme/scheme etc. has been started by the Government in their names: and

(f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI V. NARAYANASAMY): (a) to (d) To Commemorate a number of national events including 150th Anniversary of First War of Independence, 1857, Government of India constituted a National Committee under the Chairmanship

of Hon'ble Prime Minister. A National Implementation Committee was also constituted for implementation of the programmes and activities in commemoration of these events. The National Implementation Committee has decided to identify a number of sites related to freedom movement for conservation and restoration in consultation with Archaeological Survey of India and Indian Council of Historical Research and also to establish Shaheed Memorial in Delhi.

(e) and (f) National Implementation Committee has approved the establishment of chairs in the names of freedom fighters by grant of corpus fund to the Universities concerned. The Government of India has also released corpus fund for Rs. 2.00 Crore each for establishment of four chairs.

**Weather Forecast**

653. SHRI K.D. DESHMUKH:  
SHRI CHANDRAKANT KHAIRE:  
SHRI MADHU GOUD YASKHI:  
SHRI EKNATH MAHADEO GAIKWAD:

Will the Minister of EARTH SCIENCES be pleased to state:

(a) whether the India Meteorological Department (IMD) has been able to forecast accurately about the monsoon activities and natural calamities in the country;

(b) if so, the details thereof pertaining to the last three years and the current year;

(c) if not, the reasons therefor;

(d) the expected rainfall predicted during the current year;

(e) whether the Government proposes to equip the Department with modern equipments so that it could make timely and accurate weather forecast; and

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

THE MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY; MINISTER OF STATE OF THE MINISTRY OF EARTH SCIENCES; MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE; MINISTER OF STATE IN THE MINISTRY OF PERSONNEL; PUBLIC GRIEVANCES AND PENSIONS; AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI PRITHVIRAJ CHAVAN): (a) and (b) India Meteorological Department (IMD) issues various types of monsoon rainfall predictions to

the users. Details of forecast verification are presented below:

- (i) Long range rainfall forecast for the southwest monsoon season (June-September) for the

country as a whole and also for 4 homogeneous regions. The forecast is issued in 2 stages, first in April with the data up to March and the second by end of June with the data up to May.

Region	2006		2007		2008	
	Actual (% of LPA)	Forecast (% of LPA)	Actual (% of LPA)	Forecast (% of LPA)	Actual (% of LPA)	Forecast (% of LPA)
All India (June-Sept)	100	92(±4)	106	93(±4)	98	100(±4)
All India (July)	98	97(±9)	98	95(±9)	83	98(±9)
North West India	94	91(±8)	85	90(±8)	107	96(±8)
North East India	83	94(±8)	104	98(±8)	94	101(±8)
Central India	116	90(±8)	108	96(±8)	96	101(±8)
South Peninsula	95	97(±8)	126	94(±8)	96	98(±8)

- (ii) Short range rainfall predictions, up to 3 days, are generated daily for all 36 meteorological sub-divisions in the country. Average skill of rainfall predictions was found to be in the range of 71-96% during 2006; 72-92% during 2007 and 76-85% during 2008.

- (iii) medium range rainfall predictions (3-7 days) are generated for the whole country and based on which Agro-Advisory Service (AAS) covering 127 agro-climatic zones (cluster of 4-6 districts) is operated twice weekly (Tuesdays and Fridays) with valid predictions for next 4-days. Average skill of rainfall predictions was found to be 62% during 2006, 63% during 2007 and 62% during 2008.

During the current year Southwest monsoon set in over Andaman Sea around its normal date, on 20th May. On 14th May 2009, IMD issued forecast for onset of monsoon over Kerala as 28th May with a model error of  $\pm 4$  days. The onset occurred over Kerala on 23rd May.

Southwest monsoon covered most parts of Karnataka, Coastal Andhra Pradesh, Rayalaseema, most parts of West Bengal and northeastern States by the

first week of June. After a lull of about two weeks, the southwest monsoon advanced over most parts of central and North west India by 30th June and over the remaining parts of northwest India on 1 and 3 July. Thus, southwest monsoon has covered the entire country about 12 days earlier than its normal schedule.

For Tropical Cyclone the 24 hours landfall forecast errors based on data during last three years (2007-2008) is on an average about 85 Km. The error is comparable with the forecast errors of the other cyclone warning centres of the world.

As regards earthquakes, it may be mentioned that forecasting of earthquakes in term of space, time and magnitude is not yet possible anywhere in the world. Hence, no forecast on earthquakes is possible that could be issued. However, timely reporting of information on earthquake occurrences in and around the country is being done.

(c) Not Applicable

(d) The various long range forecasts for 2009 SW Monsoon rainfall issued by IMD on 24th June, 2009 is given below. From this year IMD has started to give forecast for August for the country as a whole.



REGION	Forecast % of LPA
ALL INDIA (June to September)	93 ± 4
ALL INDIA (July)	93 ± 9
ALL INDIA (August)	101 ± 9
NORTHWEST INDIA	81 ± 8
NORTHEAST INDIA	101 (±8)
CENTRAL INDIA	92 ± 8
SOUTH PENINSULA	93 ± 8

(e) Yes, Madam.

(f) The Government has taken concrete steps in the Xth five year plan in the form of a comprehensive modernization programme for IMD for improving the accuracy of weather forecast in all temporal and spatial scales. This involves.

- (i) Focusing on strengthening the existing observational network with expansion, improving the forecasting methodology and quick dissemination of weather forecast assessments/warnings to the users.
- (ii) Focused R & D initiatives on understanding the Indian monsoon rainfall variability and its prediction; increasing the accuracy of medium range weather prediction and potential predictability of monsoon.

[English]

### Health Services

654. SHRI NARAHARI MAHATO:  
SHRI G.M. SIDDESHWARA:  
SHRI ANJANKUMAR M. YADAV:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) the number of Primary Health Centres (PHCs)/ Family Welfare Centres (FWCs) and Community Health Centres (CHCs) functioning in the country as on date, State-wise;

(b) the details of funds allocated and utilised therefrom on health and family welfare centres during the last two years and the current year, State-wise;

(c) the number of PHCs/FWCs/CHCs targeted to be set up in various States in the country during the current year, State-wise;

(d) the details of the facilities being provided in each primary health centre;

(e) the number of primary health centres as on date where adequate/prescribed facilities are not available;

(f) whether the Government has conducted any inspection in this regard;

(g) if so, the outcome thereof; and

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

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) The number of Sub Centres, Primary Health Centres (PHCs) and Community Health Centres (CHCs) in States as per the Rural Health Statistics (RHS) Bulletin 2007 is as per enclosed Statement-I.

(b) The funds allocated and spent by the Government on Health & Family Welfare during the last two years and the current year, state-wise is as per enclosed Statements-II(a) & II(b).

(c) The number of PHCs/FWC/CHCs targeted to be set up in various States in the country during the current year, state-wise as proposed in the Annual Programme Implementation Plan (PIP) of the respective states is as per enclosed Statement-III.

(d) The Primary Health Centre is the first level where citizens are able to access services of qualified medical doctor. Under NRHM, "Assured Services" envisaged at PHC include routine, preventive, promotive curative and emergency care & services of National Health Programmes.

(e) As per the RHS Bulletin 2007, there are 22,370 PHCs in the country. Out of these, 24x7 services are reported to be available at 7421 centres. The States have reported positioning of three staff nurses are 6137 PHCs. At other PHCs services have been augmented with AYUSH practitioners, additional ANMs and paramedics.

(f) to (h) Under the NRHM, a multipronged, multi level monitoring protocol has been operationalised. The

Government also undertakes regular inspections and field visits under the Joint Review Mission (JRM) and Common Review Mission (CRM). The Regional Evaluation Teams (RETs) also undertake regular field inspections of the health facilities. The findings of these visits are shared with respective states for remedial action and followed up while appraising the Annual Plans. To address common bottlenecks and to build capacity in States, periodic handholding/mentoring workshops are also convened by the Government of India.

**Statement I**

*Health Infrastructure as per RHS Bulletin 2007*

States/UTs	Sub Centres	Primary Health Centres	Community Health Centres
1	2	3	4
India	145272	22370	4045
Bihar	8909	1648	70
Chhattisgarh	4692	518	118
Himachal Pradesh	2071	443	71
Jammu and Kashmir	1888	374	80
Jharkhand	3958	330	194
Madhya Pradesh	8834	1149	270
Orissa	5927	1279	231
Rajasthan	10612	1499	337
Uttar Pradesh	20521	3660	386
Uttarakhand	1765	232	49
Arunachal Pradesh	379	85	31

1	2	3	4
Assam	5109	610	100
Manipur	420	72	16
Meghalaya	398	103	26
Mizoram	366	57	9
Nagaland	397	84	21
Sikkim	147	24	4
Tripura	579	75	10
Andhra Pradesh	12522	1570	167
Goa	172	19	5
Gujarat	7274	1073	273
Haryana	2433	411	86
Karnataka	8143	1679	254
Kerala	5094	909	107
Maharashtra	10453	1800	407
Punjab	2858	484	126
Tamil Nadu	8683	1181	236
West Bengal	10356	922	346
Andaman and Nicobar Islands	108	20	4
Chandigarh	13	0	2
Dadra and Nagar Haveli	38	6	1
Daman and Diu	21	3	1
Delhi	41	8	0
Lakshadweep	14	4	3
Puducherry	77	39	4

**Statement II(a)**

*The Allocation, Release and Expenditure in respect of all the States/UTs under National Rural Health Mission for the F.Y. 2009-10*

(Rs. In Lakhs)

Sl.No.	State/UT	Allocation	Release	Expenditure
1	2	3	4	5
1.	Andhra Pradesh	43820.13	10762.92	31.46
2.	Andaman and Nicobar Islands	2214.66	40.00	0.00

1	2	3	4	5
3.	Arunachal Pradesh	3627.34	1042.58	0.00
4.	Assam	44787.16	15586.14	0.00
5.	Bihar	45654.14	14202.55	0.00
6.	Chandigarh	430.55	114.94	0.00
7.	Chhattisgarh	20111.98	5338.97	0.00
8.	Dadra and Nagar Haveli	239.27	53.27	0.00
9.	Daman and Diu	152.89	25.90	0.10
10.	Delhi	6173.17	2022.58	0.00
11.	Goa	849.81	268.47	1.26
12.	Gujarat	29204.60	9288.05	0.00
13.	Haryana	9801.86	3286.71	0.00
14.	Himachal Pradesh	6538.18	1962.56	1.26
15.	Jammu and Kashmir	11753.34	2592.42	0.00
16.	Jharkhand	19748.30	3941.00	0.00
17.	Karnataka	31704.12	10226.51	6.30
18.	Kerala	16900.78	3360.06	0.00
19.	Lakshadweep	2098.66	12.00	0.00
20.	Madhya Pradesh	38824.69	12279.76	0.00
21.	Maharashtra	49303.10	15871.75	0.00
22.	Manipur	5238.20	1607.27	0.00
23.	Meghalaya	5043.65	1386.48	0.00
24.	Mizoram	4899.08	867.23	0.00
25.	Nagaland	4468.58	1263.19	0.00
26.	Orissa	26291.33	7990.64	0.60
27.	Puducherry	2689.66	114.50	0.00
28.	Punjab	11873.66	4225.10	0.00
29.	Rajasthan	36897.69	11983.25	1.50
30.	Sikkim	7135.43	503.45	1.44
31.	Tamil Nadu	34639.32	11404.86	4.32

1	2	3	4	5
32.	Tripura	8623.25	2058.64	3.64
33.	Uttar Pradesh	92784.15	31410.40	0.00
34.	Uttarakhand	6887.93	2061.26	1.28
35.	West Bengal	40387.16	12254.55	6.94
Total		671797.82	201409.96	60.10

**Statement II(b)**

*The Allocation, Release and Expenditure in respect of all the States/UTs under National Rural Health Mission for the F.Y. 2008-09*

(Rs. In Lakhs)

Sl.No.	State/UT	Allocation	Release	Expenditure
1	2	3	4	5
1.	Andhra Pradesh	63555.08	60956.38	72738.44
2.	Andaman and Nicobar Islands	591.68	759.33	920.29
3.	Arunachal Pradesh	4674.74	3629.39	5784.53
4.	Assam	62354.99	59692.69	72496.69
5.	Bihar	73489.78	75409.54	66096.68
6.	Chandigarh	626.55	279.84	489.89
7.	Chhattisgarh	25054.55	24180.46	15335.22
8.	Dadra and Nagar Haveli	270.98	188.68	228.36
9.	Daman and Diu	215.16	123.34	182.85
10.	Delhi	8043.22	7651.01	4295.24
11.	Goa	1265.23	1365.32	885.22
12.	Gujarat	40873.80	32904.69	53727.15
13.	Haryana	14986.06	14585.23	23052.85
14.	Himachal Pradesh	7584.08	6092.99	9710.75
15.	Jammu and Kashmir	14273.88	7227.64	10661.45
16.	Jharkhand	25803.45	24081.22	37181.21
17.	Karnataka	45197.70	42362.06	41808.49

1	2	3	4	5
18.	Kerala	24852.00	21669.46	38795.10
19.	Lakshadweep	1964.79	504.79	1339.30
20.	Madhya Pradesh	58595.12	68359.08	66821.60
21.	Maharashtra	73206.50	53742.52	89635.83
22.	Manipur	6743.17	5605.16	5842.82
23.	Meghalaya	6369.62	4257.56	4665.20
24.	Mizoram	4902.26	3820.65	5814.80
25.	Nagaland	5715.96	5480.21	5534.76
26.	Orissa	37382.65	37511.10	31436.43
27.	Puducherry	2932.65	1688.60	705.29
28.	Punjab	17995.54	17367.12	17610.92
29.	Rajasthan	56332.09	76709.19	85826.27
30.	Sikkim	7913.77	3954.05	8558.53
31.	Tamil Nadu	50137.18	48975.93	59891.54
32.	Tripura	10351.98	8206.89	6556.11
33.	Uttar Pradesh	146125.86	122080.88	136139.57
34.	Uttarakhand	9867.89	8605.59	12178.64
35.	West Bengal	61924.69	51139.34	42098.35
Total		972174.62	901167.93	1035046.37

**Statement III**

Sl.No.	State	SC/PHC/CHC to be constructed	No. of units & rate
1	2	3	4
1.	Assam	Sub Centres (New)	750 units @ Rs. 7.5 lac
		PHCs (New)	50 units @ Rs. 53.00 lac
2.	Manipur	PHCs (New)	9 units @ Rs. 67.62 lac for PHC & Rs. 68.07 lac for staff qtrs.
		SCs (New)	66 @ Rs. 15.52 lac valley & Rs. 17.27 lac for hilly distt.

1	2	3	4
3.	Meghalaya	PHCs (New)	3 units @ Rs. 1.51 crore
4.	Tripura	SCs (New)	20 units @ Rs. 10.87 lac
		SCs for bldg. less SCs	40 @ Rs. 10.35 lac
		PHCs (New)	8 units @ Rs. 412 lac
5.	Arunachal Pradesh	SCs	25 units @ Rs. 9 lac
		PHC	One unit @ Rs. 12 lac
6.	Punjab	CHCs (New)	4 units @ Rs. 200 lac
7.	Bihar	HSCs	315 units @ Rs. 9.5 lac
8.	Gujarat	CHCs	4 units @ Rs. 1.65 crore
		PHCs	5 units @ Rs. 50 lac
		SCs	One unit @ Rs. 16 lakh
9.	Jharkhand	PHCs	4 units
10.	Uttar Pradesh	SCs	3000 units
		CHCs	110 units
11.	Orissa	SCs	6 units
12.	Andhra Pradesh	CHCs	Not indicated
13.	Himachal Pradesh	SCs	85 units
14.	Tamil Nadu	PHCs	22 units
15.	West Bengal	SCs (non Gram Panchayat HQ SCs)	300 units @ Rs. 12.47 lac
16.	Madhya Pradesh	SCs	100 units
		PHCs	20 units
		CHCs	30 CHCs

[*Translation*]

**Water from Rivers Flowing from Nepal**

655. SHRI JAGDISH SHARMA:  
SHRI RAJIV RANJAN SINGH *ALIAS* LALAN  
SINGH:

Will the Minister of WATER RESOURCES be pleased to state:

(a) whether the Government has conducted any assessment of the quantum of water received by the country from the rivers flowing from Nepal;

(b) if so, the details of the outcome thereof;

(c) if not, the reasons therefor; and

(d) the annual average quantum of water received from these rivers and utilised by the States, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF WATER RESOURCES (SHRI VINCENT H. PALA): (a) and (b) On an average, 200 Billion Cubic Meter (BCM) of water is received from the rivers flowing from Nepal in the Ganga basin.

(c) Does not arise.

(d) A total of 42.060 BCM storage capacity (live) has been created with construction of storage schemes by the Ganga basin States.

[English]

#### **Action Plan for BPL Persons**

656. SHRI ARJUN CHARAN SETHI: Will the PRIME MINISTER be pleased to state:

(a) whether more than 70 percent of the total population of people living Below Poverty Line (BPL) belongs to Scheduled Castes (SCs), Scheduled Tribes (STs), Other Backward Classes (OBCs) and Minorities communities;

(b) if so, the details thereof;

(c) whether a number of working groups in their reports have recommended for implementation of programme of actions to uplift their economic conditions; and

(d) if so, details of the specific steps/action taken or being taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI V. NARAYANASAMY): (a) and (b) Percentage of population Below Poverty Line of Socio-economic groups for All India in 2004-05 were as follows:

Social Group	Rural	Urban
Scheduled Castes (SCs)	36.83	39.86
Scheduled Tribes (STs)	47.32	33.28
Other Backward Classes (OBCs)	26.73	31.42
Others	16.07	16.03

These estimates are based on consumption expenditure distribution of the population as obtained from National Sample Survey Organisation (NSSO) survey on household consumption expenditure. Consumption expenditure distribution for special social groups and

minorities are not mutually exclusive since there is an overlap between the social groups (SC/ST and OBC) and minorities.

(c) and (d) The Working Groups on Empowerment of Scheduled Castes, Scheduled Tribes, Other Backward Classes and Minorities have recommended for economic upliftment of these groups. In this regard, guidelines for implementation of Scheduled Caste Sub-Plan (SCSP) and Tribal Sub-Plan (TSP) have been issued by the Planning Commission in 2005 and 2006 to all the State Governments/Union Territory Administrations and Central well-being, protection and development of the Minorities, guidelines for implementation of the Prime Minister's New 15-Point Programme was issued in June, 2006 to all the States/UTs. Besides, National level Finance and Development Corporations also provide credit facilities to those living below double the poverty line belonging to these groups towards economic independence.

#### **Vaccine for Influenza A (H1N1)**

657. SHRI EKNATH MAHADEO GAIKWAD:  
SHRI ADHALRAO PATIL SHIVAJI:  
SHRI MADHU GOUD YASKHI:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Government proposes to produce an indigenous vaccine for the Influenza A (H1N1);

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

(c) the time by which the said vaccine will be available in the market?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) to (c) Yes. Government of India held discussion with Indian manufacturers of vaccine. Serum Institute of India, Pune, Panacea Biotech, Delhi and Bharat Biotech, Hyderabad have the capacity to manufacture vaccine. During Controller General (I) has issued license to import seed virus to these manufacturers. Availability in the market would depend on the clinical trials. The most optimal time for the said vaccine to be available for human clinical trials is around six months.

#### **Health Literacy Programme**

658. SHRI DUSHYANT SINGH: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Government proposes to promote health literacy in the country;

(b) if so, the details thereof; and

(c) the time by which some scheme/programme is likely to be launched in this regard?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) to (c) Ministry through Central Health Education Bureau promotes health literacy by organizing exhibitions, Health Melas etc. in different parts of the country. Health awareness generation is also done through IEC (Information, Education and Communication) as part of National Rural Health Mission and the Departments of AYUSH and AIDS control. Details are available in the enclosed Statements-I and II.

#### **Statement I**

##### *Details of tools used to generate health awareness*

**Central level:** Electronic media like Doordarshan, private satellite channels, All India Radio, FM stations; print media like national and regional press; exhibitions like participation in India International Trade Fair every year, shows by Song & Drama Division of Ministry of

Information & Broadcasting; celebration of World Population Day; printing of calendars/diaries/posters with health messages; holding of Health Melas in Parliamentary Constituencies; advocacy through NGOs; Republic Day Tableau etc. Besides, Central Health Education Bureau (CHEB) also carries out health education programmes/activities like exhibitions/health melas etc. in different parts of the country to create awareness on different health problems/issues.

Department of AYUSH also carries out health awareness and also promotes system by printing brochures, booklets, by organizing Arogya Fairs, through National campaigns etc.

Department of National AIDS Control carries out Adolescence Education Programme jointly with Ministry of Human Resource Development in secondary and senior secondary schools on HIV/AIDS. Besides, department also conducts training programmes, disseminates information through mass media, print media etc.

At the State level, mass media like newspapers, local TV channels are used. States also use hoardings, wall paintings and posters to create awareness and Inter-personal communication using the ASHAs and ANMs is used to disseminate health messages.

#### **Statement II**

##### *Details of funds allocated for generating awareness on health activities*

Sl.No.	Name of the Programme	Funds allocated for Information Education & Communication (IEC) during 2009-10	Remarks
1	2	3	4
1.	National Vector Borne Disease Control Programme	Rs. 12.01 crore	Rs. 7.50 crore at Central level Rs. 4.51 crore at State level
2.	National Rural Health Mission (NRHM): Reproductive Child Health-II  Mission Flexipool	Rs. 108.85 crore  Rs. 71.97 crore	Allocation to States for State level health awareness activities
3.	Revised National Tuberculosis Control Programme (RNTCP)	Rs. 11.04 crore	Allocation to States for State level TB control awareness activities
4.	National Leprosy Eradication Programme (NLEP)	Rs. 12.50 crore	Rs. 9.00 crore for State level activities Rs. 3.50 crore at Central level



1	2	3	4
5.	National Programme for Control of Blindness	Rs. 10.00 crore	at Central level
6.	National Mental Health Programme	Rs. 20.00 crore	at Central level
7.	National Programme for Prevention and Control of Deafness	Rs. 2.65 crore	at Central level
8.	Tobacco Free Initiatives	Rs. 17.00 crore	at Central level
9.	National Iodine Deficiency Disorders Control Programme	Rs. 16.00 crore	at Central level
10.	General & Innovative IEC activities	Rs. 186.31 crore	at Central level
11.	AYUSH	Rs. 9.00 crore	at Central level
12.	National AIDS Control Programme	Rs. 172.00 crore	at Central and States level

### Coastal Regulations

659. SHRI ANANDRAO ADSUL:  
SHRI T.R. BAALU:  
SHRI RUDRAMADHAB RAY:  
SHRI FRANCISCO COSME SARDINHA:

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

(a) whether the Government has set up a Committee to chart out the way for implementing coastal regulations;

(b) if so, details thereof;

(c) the time by which the aforesaid Committee will submit its reports to the Government;

(d) whether the recommendations of the Swaminathan Committee on Coastal Zone Management notification are also being considered;

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

(f) the manner in which new coastal regulations would resolve the objections raised by coastal population/fishermen in the country including coastal population in Goa?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH): (a) to (c) An Expert Committee has been

constituted under the Chairmanship of Prof. M.S. Swaminathan to examine the comments received by the Ministry on the draft Coastal Management Zone Notification, 2008 and to advise on the policy and legal framework for the Integrated Coastal Zone Management. The Committee is to submit its Report by 15.7.2009.

(d) and (e) As detailed in paras (a) to (c) above.

(f) The manner in which various comments including objections and suggestions received by the Ministry of Environment and Forests would be dealt with will depend upon the recommendations of the Expert Committee.

### Amendment of RTI Act

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

Will the PRIME MINISTER be pleased to state:

(a) whether the Government proposes to amend the Right to Information Act, 2005;

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

(c) whether some Non-Governmental Organisations and Social activists have expressed their serious doubts about the proposed amendments;

(d) if so, the details thereof; and

(e) the time by which proposed amendments will be incorporated in the Act?

THE MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY; MINISTER OF STATE OF THE MINISTRY OF EARTH SCIENCES; MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE; MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS; AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI PRITHVIRAJ CHAVAN): (a) to (d) The Government proposes to strengthen right to information by suitably amending the laws to provide for disclosure by Government in all non strategic areas. In this regard, it is proposed to review the number of organizations in the second schedule to the Right to Information Act, 2005 and make rules for more disclosure of information by public authorities. Government has received representations expressing doubts about the proposed amendments. Non-Governmental Organisations and Social activists will be consulted on the proposed amendments.

(e) No time frame can be fixed for completion of the process.

#### **National Irrigation Projects**

661. SHRI M. SREENIVASULU REDDY:  
SHRI L. RAJAGOPAL:  
SHRI HARIN PATHAK:  
SHRI MAHENDRA KUMAR ROY:  
SHRI RAMSINH RATHWA:  
SHRI GUTHA SUKHENDER REDDY:

Will the Minister of WATER RESOURCES be pleased to state:

(a) whether the Government has received proposals from various State Governments including Andhra Pradesh, Maharashtra and Gujarat for declaration of certain irrigation/river projects in their States as National projects;

(b) if so, the details thereof alongwith the names of such projects, State-wise;

(c) the action taken by the Union Government thereon;

(d) the norms/criteria for declaring such projects as National projects, project-wise;

(e) the details of funds allocated to the National projects during the last three years and the current year, project-wise and year-wise; and

(f) the time by which proposals received from the State Governments are likely to be cleared?

THE MINISTER OF STATE IN THE MINISTRY OF WATER RESOURCES (SHRI VINCENT H. PALA): (a) As per guidelines for implementation of the scheme of the National Projects, the State Governments are required to submit the proposals for inclusion of new projects in the list of National Projects in prescribed format and as per procedure prescribed in the guidelines. Accordingly, proposals have been received from Government of Andhra Pradesh, Maharashtra and Uttar Pradesh.

(b) and (c) In accordance with above, proposal for Indira Sagar (Polavaram) project from Andhra Pradesh, Gosikhurd Project from Maharashtra and Saryu Nahar, Bansagar, Rajghat and Sharda Sahayak canal projects from Uttar Pradesh have been received for examination by the Central Water Commission, High Powered Steering Committee of the Ministry of Water Resources, Expenditure Finance Committee and Project Investment Board. On clearance of the examination process, clearance of Union Cabinet on case to case basis will be required for inclusion as national project.

(d) As per guidelines, the following are the criteria for declaring a project as National Project:

1. International projects where usage of water in India is required by a treaty or where planning and early completion of the project is necessary in the interest of the country.
2. Inter-State projects which are dragging on due to non-resolution of Inter-State issues relating to sharing of costs, rehabilitation, aspects of power production etc., including river interlinking projects.
3. Intra-State projects with additional potential of more than 2,00,000 hectare (ha) and with no dispute regarding sharing of water and where hydrology is established.

(e) The scheme of implementation of National Projects has come into effect from 26th February 2009 after issue of guidelines by the Ministry of Water Resources. For the year 2008-09 ceiling fixed by the Planning Commission for National Projects was of Rs. 800 crore. The ceiling fixed for 2009-10 is also of Rs. 800 crore.

(f) Gosikhurd Project of Maharashtra is already being funded under the scheme of National Projects. Inclusion of a project as a national project is made by the Union Cabinet on case to case basis. Inclusion of any specific project as national project depends on submission of the proposal by the concerned State Government and approval thereto of the Union Cabinet after following due procedure prescribed in the guidelines.

[Translation]

### Employment on Compassionate Grounds

662. SHRI BHAUSAHEB RAJARAM WAKCHAURE:  
Will the Minister of COAL be pleased to state:

(a) the number of cases pending for grant of employment on compassionate ground or pending for disbursement of compensation to the families of deceased workers during the last three years and the current year, in Coal PSUs Company-wise;

(b) the reasons for the delay in this regard; and

(c) the time by which such cases are likely to be settled, Company-wise?

THE MINISTER OF STATE OF THE MINISTRY OF COAL AND MINISTER OF STATE OF THE MINISTRY OF STATISTICS AND PROGRAMME IMPLEMENTATION (SHRI SHRIPRAKASH JAISWAL): (a) **Pending cases for grant of employment on compassionate grounds**

(i) Coal India Limited and its subsidiaries (Company-wise and year-wise)

Company	Pending cases as on			
	31.3.2009	31.3.2008	31.3.2007	31.3.2006
ECL	920	948	1053	2302
BCCL	420	521	489	817
CCL	774	839	826	956
WCL	191	181	155	213
SECL	0	0	27	184
NCL	24	13	18	22
MCL	73	76	38	77
NEC	207	174	186	209
CMPDI	14	14	11	6

(ii) Neyveli Lignite Corporation

Year	No. of Pending Cases
2006	13
2007	18
2008	16
upto June, 2009	6

(iii) Singareni Colliery Company Limited.

Year	No. of Pending cases.
2006	316
2007	525
2008	*
2009	*

\* Balance No. of cases after providing employment as per memorandum of understanding reached with recognized union during the year 2008. As per the above MoU dependant employment is provided @25 per month for the cases of 2006-2007,

\* Memorandum of understanding for the cases of 2008 and 2009 is yet to be reached and hence no. of pending cases not indicated.

### Pending cases for Compensation:

(i) Coal India Limited and its subsidiaries:

In case of death/permanent disablement of an employee due to mine accident, all compensation due to immediately provided.

(ii) Neyveli Lignite Corporation Ltd. : Nil

(iii) Singareni Colliery Company Ltd. : 20.\*

\* In accordance with the settlement reached with the recognized union, valid upto 31st December 2008. Settlement for the year 2009 is yet to be received.

(b) The main reasons for delay in appointment on compassionate ground are as under:

1. Receipt of incomplete application from the dependents.
2. Variation in the name, age, relation etc.
3. Claim by more than one dependant.

4. Non-appearance of the dependant before the Committee on fixed date.
5. Cases sub-judice in various courts.

(c) Provision of employment on compassionate ground is a continuous process and no definite time frame can be fixed. All efforts are being made to dispose off eligible pending cases at the earliest except in cases of matters pending in Court and family disputes.

[*English*]

#### **Allocation of Funds to various Projects**

663. SHRI NAVJOT SINGH SIDHU: Will the PRIME MINISTER be pleased to state:

(a) the funds allocated by the Government to various existing Centrally assisted/sponsored development projects in the States including Punjab during the last three years and the current year; and

(b) the funds disbursed and utilised therefrom for these schemes, scheme-wise?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI V. NARAYANASAMY): (a) and (b) Planning Commission provides statewise allocations of (i) Normal Central Assistance under the Gadgil-Mukherjee formula, (ii) Special Plan Assistance and (iii) Special Central Assistance for Hill Areas. Releases to States under these schemes is made by the Ministry of Finance. Adjustments in Normal Central Assistance based on actual utilization by the States are also undertaken by Ministry of Finance.

Statewise releases under Centrally Sponsored Schemes, as well as monitoring their utilization by each State, is undertaken by the Central Government Ministry implementing the scheme. Details of funds disbursed, and utilized from these schemes, statewise, are available only with the Central Government Ministries concerned.

[*Translation*]

#### **Adulteration in Food Items**

664. SHRI GANESH SINGH:  
SHRI PRALHAD JOSHI:  
SHRI RAVINDRA KUMAR PANDEY:  
SHRI SANJAY SINGH CHAUHAN:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether a large number of cases of sale of adulterated milk, spices, pulses and other food items have been reported from various parts of country including Delhi recently;

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

(c) the details of the chemicals/substances being used for adulteration by the culprits;

(d) the details of laboratories for testing adulteration in food items in the country, State-wise; and

(e) the effective steps taken/being taken by the Government to check adulteration in food items?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) and (b) The enforcement of the Prevention of Food Adulteration Act (PFA) 1954 and Rules 1955 is entrusted to the Food (Health) Authorities of the States/U.Ts. The enforcement staff of the States/U.Ts Governments draw random samples of all food items from all levels *viz.* manufacturers/wholesalers/Retailers.

Statement-I containing the details regarding number of cases of adulteration reported in the country among all the food items during the years 2006 and 2007 as per information provided by the Food (Health) Authorities of the States/U.Ts. is enclosed. Information in respect of the year 2008 and the current year till date is being collected and will be laid on the Table of the House.

(c) No such details have been reported by the States/U.Ts. Governments.

(d) At present there are 72 laboratories of States and 7 Central Food Laboratories functioning under the PFA Act, 1954 in the country for testing adulteration in food items. Statement-II containing the details of laboratories for testing adulteration in food items in the country is enclosed.

(e) In order to keep a check on adulteration in food, the Food (Health) Authorities have been advised from time to time to keep a strict vigil by drawing food samples regularly from all sources *viz.* Manufacturer, Wholesalers and Retailers/suppliers and to take strict action against the offenders under the provisions of the PFA Act, 1954.

**Statement I**

Sl.No.	Source	2006			2007		
		(E)	(A)	(%)	(E)	(A)	(%)
1	2	3	4	5	6	7	8
1.	Andhra Pradesh	11476	516	4.50	10920	367	3.36
2.	Arunachal Pradesh	167	1	0.59	417	05	1.19
3.	Assam	1161	69	5.94	1098	86	7.83
4.	Bihar	1764	371	21	595	105	17.6
5.	Goa	306	06	1.96	434	06	1.38
6.	Gujarat	7111	337	4.74	6132	219	3.57
7.	Haryana	2430	430	17.69	2582	313	12.12
8.	Himachal Pradesh	602	61	10.13	535	81	15.14
9.	Jammu and Kashmir	766	109	14.22	1184	176	14.86
10.	Karnataka	1575	243	15.42	3588	447	12.45
11.	Kerala	12867	277	2.15	13468	326	2.42
12.	Madhya Pradesh	2320	214	9.22	N.A.	N.A.	N.A.
13.	Maharashtra	15578	1597	10.25	N.A.	N.A.	N.A.
14.	Manipur	NIL	NIL	NIL	NIL	NIL	NIL
15.	Meghalaya	70	01	1.42	NIL	NIL	NIL
16.	Mizoram	NIL	NIL	NIL	NIL	NIL	NIL
17.	Nagaland	127	4	3.73	111	09	8.10
18.	Orissa	509	132	25.93	379	92	24.27
19.	Punjab	3090	282	9.13	2327	429	18.43
20.	Rajasthan	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
21.	Sikkim	49	15	30.61	75	10	13.33
22.	Tamil Nadu	3109	399	12.83	N.A.	N.A.	N.A.
23.	Tripura	515	25	4.85	NIL	NIL	NIL
24.	Uttar Pradesh	16309	1740	10.67	N.A.	N.A.	N.A.
25.	West Bengal	844	162	19.19	618	81	13.10

1	2	3	4	5	6	7	8
26.	Andaman and Nicobar Island	NIL	NIL	NIL	NIL	NIL	NIL
27.	Chandigarh	353	44	12.46	155	15	9.68
28.	Dadra and Nagar Haveli	32	04	12.50	12	NIL	NIL
29.	Daman and Diu	15	NIL	NIL	08	NIL	NIL
30.	Delhi	2911	223	7.66	3164	189	5.97
31.	Lakshadweep	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
32.	Puducherry	410	18	4.39	384	04	1.04
33.	Chhattisgarh	135	32	23.70	10	04	40
34.	Jharkhand	490	55	11.22	731	133	18.19
35.	Uttarakhand	418	19	4.54	252	34	13.49
<b>Total</b>		<b>87509</b>	<b>7386</b>	<b>8.44</b>	<b>49179</b>	<b>3131</b>	<b>6.36</b>

Indications:- (E): Number of Samples Examined.

(A): Number of Samples Found Adulterated.

(%): Percentage of Samples Found Adulterated.

(NA): Information not made available by the State/UTs Authorities inspite of repeated reminders.

### **Statement II**

#### *List of Public Analysts/Public Health Laboratories*

#### **Andhra Pradesh**

- Chief Public Analyst,  
State Food Control Laboratory,  
Industrial Area, Nacharam  
Hyderabad-501507
- Senior Scientific Officer, and Public  
Analyst,  
Regional Public Health Laboratory  
Government Hospitals Complex,  
Visakhapatnam-530017

#### **Assam**

- Public Analyst,  
State Public Health Laboratory  
Bamunimaidan Gawahati-781020

#### **Bihar**

- Deputy Director-cum  
Public Analyst  
Combined Food & Drugs Laboratory,  
Agamkuan Patna-800007

#### **Jharkhand**

- Public Analyst  
State Food and Drug Laboratory,  
Namkum,  
Ranchi (Jharkhand)

#### **Gujarat**

- Public Analyst  
Food Testing Division  
Food and Drugs Laboratory  
Near Polytechnic  
Baroda-390002
- Public Analyst  
Food Testing Division,  
Public Health Laboratory,  
Civil Hospital Compound,  
Bhuj District Kutch (Gujarat)
- Senior Scientific Officer  
Regional Food Laboratory  
Bhavanagar, Uttaro, Behind SBS  
Gymkhana Branch  
Rajkot (Gujarat)

9. Public Analyst  
Public Health Laboratory  
P.S.M. Department, 3rd Floor, NHL  
Medical College, Behind V.S. Hospital, Ellis Bridge,  
Ahmedabad-380001
10. Public Analyst,  
Municipal Health Laboratory  
Municipal Corporation, Laheripura Road,  
Baroda-390001
11. Public Analyst,  
Municipal Health Laboratory  
Surat Municipal Corporation  
R.No. 304 to 308, 3rd Floor,  
Dr. Ambedkar Shopping Centre  
Opp. Ajanta Cinema, Ring Road,  
Surat-395003

**Haryana**

12. Public Analyst  
State Food, Water & Excise Laboratory,  
Government of Haryana, Sector-XI-D,  
Chandigarh-160011
13. Public Analyst  
District Food Laboratory, Civil Hospital  
Karnal (Haryana)

**Himachal Pradesh**

14. Public Analyst,  
Composite Testing Laboratory, Kandaghat,  
Kandaghat, District Solan, Himachal Pradesh

**Jammu and Kashmir**

15. Public Analyst  
Food Laboratory, Srinagar  
Near C.D. Hospital Dalgate,  
Srinagar (J&K)
16. Public Analyst,  
Food Laboratory, Jammu,  
Canal Road, Jammu-Tawi (J&K)

**Karnataka**

17. Senior Chemist &  
Public Analyst  
Food and Water Analysis  
Laboratory, Public Health Institute  
KR Circle, Sheshadri Road  
Bangalore-560001

18. Public Analyst,  
Corporation Laboratory  
Corporation of the City of Bangalore,  
Dasappa Maternity Home,  
Silver Jubilee Park Road  
Bangalore-560001
19. Public Analyst  
Corporation Laboratory  
Corporation of the city of Mysore,  
Corporation office Building  
Mysore (Karnataka)
20. Divisional Public Analyst cum  
Regional Assistant Chemical Examiner  
Laboratory, Mysore Division  
N.P.C. Hospital Campus, Nazarabad  
Mysore-570010

**Kerala**

21. Chief Government Analyst  
Government Analyst Laboratory  
Red Cross Road  
Thiruvananthapuram (Kerala)
22. Public Analyst  
Regional Analytical Laboratory  
Kakkanad  
P.O. Eranakulam  
Cochin-31 (Kerala)
23. Public Analyst  
Regional Analytical Laboratory  
Mallapparamba  
Kozhikode (Kerala)

**Madhya Pradesh**

24. Public Analyst  
Combined Food and Drugs Laboratory,  
Idgah Hills  
Bhopal (M.P.)
25. Public Analyst  
State Public Health Laboratory,  
Municipal Corporation of Ujjain,  
Ujjain (MP)
26. Public Analyst  
Food Laboratory,  
Municipal Corporation,  
Nagar Nigam Road, Indore (MP)

**Chhattisgarh**

27. Public Analyst  
State Food Testing Laboratory  
Singh Nursing Home Compound  
Jhulalal Dham, Road, Kotora Talab  
Raipur-492001

**Maharashtra**

28. Incharge  
State Public Health Laboratory,  
Alandi Road, Survey no. 94/A  
In front of Vishrat Wadai  
Police Station,  
Pune-411006
29. Public Analyst  
Regional Public Health  
Laboratory, Nizam Bungalow  
Cantt., Aurangabad-431002
30. Public Analyst  
District Public Health Laboratory  
Saidarshan Building  
5 Baba Nagar,  
Nanded-431602
31. Public Analyst  
Regional Public Health  
Laboratory  
Near Mental Hospital,  
Opposite NADT  
Chhindwak Road  
Nagpur-440022
32. Public Analyst  
District Public Health Laboratory  
Amravati (Maharashtra)
33. Public Analyst  
District Public Health  
Laboratory,  
120, Shahu Market Yard,  
Kolhapur-416005
34. Public Analyst  
Municipal Laboratory  
Centralised G/North Wards,  
Officer Building, 2nd Floor  
Room No. 49, J.K.  
Sawant Marg, Dadar,  
Mumbai-400028
35. Chief Chemist  
District Public Health  
Laboratory, Dhobighat Building  
Civil Hospital Compound,  
Jalgaon-425001

36. Public Analyst  
District Public Health Laboratory,  
Industrial Estate  
Sangli-416416
37. Public Analyst,  
Office of the Senior Scientific officer,  
Public Health Laboratory,  
Konkan Bhawan, 6th Floor  
New Bombay-400614
38. Public Analyst  
District Public Health  
Laboratory, New Civil Hospital  
Compound Nasik-422002

**Nagaland**

39. Public Analyst  
State Public Health  
Laboratory (Food Laboratory)  
Kohima (Nagaland)

**Orissa**

40. Deputy Director-cum-Public Analyst  
State Public Health Laboratory  
Satyanagar,  
Bhubaneshwar (Orissa)

**Punjab**

41. Public Analyst  
Government of Punjab  
State Food, Drugs & Excise  
Laboratory, Sector XI  
Chandigarh-160017
42. Public Analyst,  
District Public Health  
Laboratory, Nehru Garden,  
Jullundhar (Punjab)
43. Public Analyst,  
District Public Health  
Laboratory, Old Civil Hospital,  
Bhatinda (Punjab).

**Rajasthan**

44. Chief Public Analyst  
Government of Rajasthan,  
Food and Drugs Laboratory  
Mandir Marg, Sethi Colony  
Jaipur-302004



45. Public Analyst  
Regional Public Health  
Laboratory, C-27  
Railways Road  
Jodhpur-342001
46. Public Analyst  
Public Health Laboratory  
P.B.M. Hospital Premises  
Bikaner (Rajasthan)
47. Public Analyst  
Public Health Laboratory  
Alwar (Rajasthan)
48. Public Analyst  
Public Health laboratory  
Udaipur (Rajasthan)
49. Public Analyst  
Public Health Laboratory  
E-1, Kamla Nagar, T.B. Hospital,  
Ajmer (Rajasthan)
50. Public Analyst  
Public Health Laboratory  
Sriganganagar (Rajasthan)
51. Public Analyst  
Public Health Laboratory  
Banswara (Rajasthan)

**Tamil Nadu**

52. Government Analyst  
Food Analysis Laboratory  
Department of Public Health and  
Preventive Medicine  
King Institute Campus, Guindy,  
Chennai-600032
53. Public Analyst  
Food Analysis Laboratory  
Principal Public Health  
Laboratory Campus,  
107-A, Race Course Road  
Coimbatore-641018
54. Public Analyst  
Food Analysis Laboratory  
Corporation Poor Home Compound  
Madurai-625020

55. Public Analyst  
Food Analysis Laboratory  
College Road  
Thanjavur-1
56. Public Analyst  
Food Analysis Laboratory  
Palayamkottai-627002
57. Incharge,  
Food Analysis Laboratory  
Kamraj Nagar Colony  
Salem-14 (Tamil Nadu)
58. Public Analyst  
Food Analysis Laboratory  
Corporation of Chennai  
Chennai-600003

**Tripura**

59. Chief Analyst  
Regional Food & Drug  
Laboratory, State Public Health  
Laboratory, Tripura West,  
Agartala-799001

**Uttar Pradesh**

60. Public Analyst  
Government of Uttar Pradesh  
Chaten Vihar, Behind Nehru Bal  
Vatika, Sector C, Aliganj  
Lucknow-226020
61. Public Analyst  
Regional Public Health Laboratory  
Shivpur,  
Varanasi (U.P.)
62. Public Analyst  
Regional Public Analyst Laboratory  
Halwai Ki Bageechi,  
Mathura Road  
Agra (U.P.)

**West Bengal**

63. Public Analyst  
Government of West Bengal,  
Central Public Health & Drugs  
Laboratory  
2, Convent Lane,  
Kolkata-700015

64. Public Analyst  
District Public Health Laboratory  
Murshidabad, CMO Office Campus  
P.O. Berhampur  
Murshidabad (W.B.)

Office of the Public Health  
Laboratory, Indira Nagar  
Gorimedu,  
Puducherry-605006

65. Public Analyst  
Public Health Laboratory  
GM Hospital  
P.O. Netaji Subhash  
Santorium, Kalyani-741251  
Nadia (W.B.)

#### **Meghalaya**

72. Public Analyst  
Government of Meghalaya  
Combined Food and Drugs  
Laboratory  
Shillong (Meghalaya)

66. Public Analyst  
Corporation of Kolkata  
Central Laboratory  
I-2A, Hogg Street  
Kolkata-700013

#### **Directors CFLS**

1. Director,  
Food Research & Standardization  
Laboratory  
Navyug Market  
Ghaziabad- 201001

67. Public Analyst  
Assansol Mines Board of Health  
Laboratory  
Asansol,  
District Burdwan-713304

2. Director,  
Central Food Laboratory  
3, Kyd Street Kolkata-700016

#### **Delhi**

68. Public Analyst  
Combined Food and Drugs Laboratory  
Directorate of PFA, NCT of Delhi  
A-20, Lawrence Road,  
Industrial Area  
Delhi-110035

3. Director,  
Central Food Laboratory  
C/o. Central Food Technological  
Research Institute Mysore-570013

4. Director  
Central Food Laboratory  
C/o. State Public Health Laboratory,  
Stavelly Road  
Pune-411 001

#### **Andaman and Nicobar Island**

69. Public Analyst in charge  
Food Laboratory  
GB Pant Hospital Campus  
Andaman and Nicobar Islands  
Port Blair-744103

5. Central Food Laboratory,  
Mumbai

6. Central Food Laboratory,  
Sanauli, District Maharajganj,  
Uttar Pradesh-273164

#### **Goa**

70. Public Analyst  
Combined Food and Drug Laboratory  
Food and Drugs Administration  
Panaji Goa-703001

7. Central Food Laboratory,  
Champanan (East),  
Raxaul Bihar

*[English]*

#### **Puducherry**

#### **Indian Bureaucracy**

71. Public Analyst  
Public Health Laboratory

665. SHRI VILAS MUTTEMWAR: Will the PRIME  
MINISTER be pleased to state:

(a) whether the Indian bureaucracy has been ranked least efficient by a business survey of twelve Asian Economies;

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

(c) whether the steps suggested by the Administrative Reforms Commission have been implemented by the Government to make the bureaucracy transparent and more accountable;

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

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

THE MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY, MINISTER OF STATE OF THE MINISTRY OF EARTH SCIENCES; MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE; MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS; AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI PRITHVIRAJ CHAVAN): (a) and (b) As per media reports, Indian bureaucracy has been ranked as the least efficient by a business survey of twelve Asian Economies. This media report also states that survey was a result of a poll of 1274 expatriates working in 12 North and South Asian Nations. The Poll was last held in 2007. It is not clear from the report that what were the key indicators, population size, etc. The scientific basis of this survey is not known. Hence it is not possible to comment on this report.

(c) to (e) The recommendations of 2nd ARC to make the bureaucracy transparent and more accountable are under consideration of the Government.

*[Translation]*

#### **Disposal of Bio Medical Waste**

666. SHRI JAGDAMBIKA PAL: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether most of the hospitals are not disposing of bio-medical waste as per the guidelines;

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

(c) whether the pilferage of hospital waste poses threat to the patients and the people living in the surrounding area of the hospital;

(d) if so, the details thereof; and

(e) the steps taken by the Government to ensure timely and proper disposal of bio-medical waste without being pilfered?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) to (e) In so far as Central Government Hospitals viz, Dr. RML Hospital, Safdarjung Hospital, LHMC and associated hospitals are concerned the Bio-medical Waste is collected, segregated, transported, stored, treated and disposed off as per the Bio-medical Waste (Management and Handling) Rules, 1998. In each of the hospital an Infection Control Committee is in existence which review, monitor and initiate appropriate action as and when required. Training to the doctors, nurses, para-medical staff and others are sensitized periodically regarding the safe handling of the Bio-medical Waste. Moreover the Ministry of Health and Family Welfare has prepared the National Guidelines on Bio-medical Waste Management in consonance with the Rules and circulated to all the states and UTs for compliance.

#### **Restrictions on Persons of Indian Origin**

667. SHRI JAI PRAKASH AGARWAL: Will the Minister of OVERSEAS INDIAN AFFAIRS be pleased to state:

(a) whether restrictions have been imposed by certain Gulf Countries on providing employment to the Persons of Indian Origin;

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

(c) whether the Government has taken up this matter with the concerned countries; and

(d) if so, the reaction of these countries in this regard?

THE MINISTER OF OVERSEAS INDIAN AFFAIRS (SHRI VAYALAR RAVI): (a) to (d) Indian Missions in the Gulf Countries, viz., Saudi Arabia, United Arab Emirates, Kuwait, Qatar, Bahrain and Oman have informed that no restrictions have been imposed by these countries on providing employment to the Persons of Indian Origin.

**Amendment in Human Organ Transplantation Act, 1994**

668. SHRI MANSUKHBHAI D. VASAVA:  
SHRI YASHBANT LAGURI:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Government proposes to amend the Transplantation of Human Organs act, 1994;

(b) if so, the details thereof; and

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

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) to (c) Yes. As the Transplantation of Human Organs Act, 1994 was enacted by the Parliament in exercise of powers vested in it under Article 252(1) of the Constitution of India. To amend such a law, Article 252(2) requires that legislative Assemblies of the States should pass resolutions authorizing Parliament for the same, which have been obtained from the Legislative Assemblies of the States of Himachal Pradesh and Goa. Inter-ministerial consultations for the same is in process.

[English]

**Opening of Help Desks Abroad**

669. SHRI A. SAMPATH: Will the Minister of OVERSEAS INDIAN AFFAIRS be pleased to state:

(a) whether the Government proposes to strengthen the Indian Embassies and High Commissions abroad for rendering assistance to Indian workers abroad and those who are desirous of going abroad for employment;

(b) if so, the details thereof;

(c) whether the Government proposes to open Help Desks in foreign countries in this regard; and

(d) if so, the details thereof?

THE MINISTER OF OVERSEAS INDIAN AFFAIRS (SHRI VAYALAR RAVI): (a) to (d) Government has already strengthened the Indian Embassies in USA and UAE by posting Counsellors (Community Affairs) to render assistance to Indian workers abroad. They will be assisted by local Indian professionals in extending legal, medical and financial counselling to workers in need.

The Government has also established the Overseas Workers Resource Centre in New Delhi and the Migrant Resource Centre in Cochin. These centres assist those desirous of going abroad for employment through information dissemination and counselling services. The centres also operate toll free help lines for redressal of the grievances of Overseas Indian Workers.

**World Bank Report on Climate Change**

670. SHRI SURESH KALMADI: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the World Bank in its report have expressed concern over climate change;

(b) if so, the major findings of the report;

(c) the steps Government proposes to take to address the problem raised in the report; and

(d) whether the Government is planning to set up a Climate Information Management System to help integrate baseline information into policy, planning and investment decisions?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH): (a) and (b) The World Bank has released a report entitled "Climate change impacts in drought and flood affected areas: case studies in India" sometimes back. The report brings out the need to promote the mainstreaming and integration of climate related risks such as drought and floods in India's development policies and processes on the basis of case studies of three drought and flood affected states *viz.*, Maharashtra, Orissa and Andhra Pradesh. The report emphasizes the need to assess climate risks to agriculture and livelihoods; generating better information on current coping and climate risk management strategies; developing and demonstrating the use of a climate modeling framework with a view to identify future climate risks; and developing and adaptation plan that can help improve climate resilience and adaptive capacity.

(c) The Government is seized of the adaptation concerns of vulnerable population in the country. National Action Plan on Climate Change (NAPCC) released by the Prime Minister on 30th June 2008 seeks to address such concerns through launching of national missions and other initiatives. NAPCC includes eight missions out of

which five relating to 'adaptation' and one relating to 'strategic knowledge' are geared to addressing such challenges.

(d) The scope of work of the National Mission on Strategic Knowledge for Climate Change and other missions include consideration of issues relating to management of climate information and related matters.

### **Nuclear Power Plants in the Country**

671. SHRI GURUDAS DASGUPTA:  
SHRI T.R. BAALU:  
SHRIMATI SUPRIYA SULE:

Will the PRIME MINISTER be pleased to state:

(a) whether there is inordinate delay in completion of the first phase of the Kundakulam Nuclear Power Project;

(b) if so, the details of the completion schedule and the reasons for the delay;

(c) whether there is any proposal to start the second phase of the project;

(d) if so, the time schedule therefor;

(e) whether negotiations have been held/are being held with some foreign countries including USA and Russia for setting up more nuclear power plants in the country; and

(f) if so, the details thereof, location-wise and capacity-wise?

THE MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY, MINISTER OF STATE OF THE MINISTRY OF EARTH SCIENCES; MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE; MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS; AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI PRITHVIRAJ CHAVAN): (a) and (b) The progress of the Kundakulam Project has been affected due to delay in delivery of equipment. The project is now expected to be completed in 2010-11.

(c) and (d) Consequent to conclusion of intergovernmental agreement between India & the Russian

Federation, additional units are proposed to be set up at Kudankulam. Preliminary discussions have been held at Company level, to finalize a Detailed Project Report (DPR). The Schedule and other details will be known only after DPR is finalized.

(e) and (f) The discussions held at company level between Nuclear Power Corporation of India (NPCIL) and companies from France, USA and Russian Federation covered preliminary aspects of technical, organisational, commercial and other issues and no specific decisions have been taken.

### **Setting up of National Environment Protection Authority**

672. SHRI ASADUDDIN OWAISI: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Government proposes to set up a National Environment Protection Authority;

(b) if so, the details thereof; and

(c) the time by which the Authority is likely to be set up?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH): (a) to (c) A proposal to set up a National Environment Protection Authority to strengthen enforcement and monitoring of compliance of environmental statutes and to improve environmental planning and management is in a conceptual stage. The details and time schedule for setting up of the Authority are yet to be formalized.

### **Supply of Coal to Power Sector**

673. SHRI NISHIKANT DUBEY: Will the Minister of COAL be pleased to state:

(a) details of targets and achievements of production of coking and non-coking coal in the country during the last three years and the current year;

(b) whether there is acute shortage of coal to meet the demand of Thermal Power Plants in the Country;

(c) if so, the details thereof;

(d) whether the Government has prepared any plan to increase the production of coal to meet the demand of Power Sector;

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

(f) the details of remedial measures taken to reduce the number of cases of pilferage and bring in transparency and efficiency in the working of coal companies?

THE MINISTER OF STATE OF THE MINISTRY OF COAL AND MINISTER OF STATE OF THE MINISTRY OF STATISTICS AND PROGRAMME IMPLEMENTATION (SHRI SHRIPRAKASH JAISWAL): (a) Year-wise targets and achievements of production of Coking and Non-coking coal during the last three years (Revised Estimates) and current year (Budget Estimates) are given below:

(Fig. in Million Tonne)

Variety	2009-10		2008-09 (Pro.)		2007-08		2006-07	
	Target (RE)	Actual	Target (RE)	Actual	Target (RE)	Actual	Target (RE)	Actual
Coking	36.27*	5.59#	34.30	33.309	25.49	34.455	25.88	32.097
Non-coking	496.06*	80.53#	462.99	459.636	435.01	422.627	404.23	398.735
Total	532.33	86.13	497.29	492.945	460.50	457.082	430.11	430.832

\*As per Annual Action Plan 2009-10, @April-May, 2009

(b) and (c) As per the projections, out of the total demand of 405 Mt. for Thermal Power Plants for the year 2009-10, the gap between demand and indigenous availability of coal works out to about 43 Mty and the utilities have been given the target of importing the balance quantity of 43 Mty of coal as informed by the Central Electricity Authority.

(d) While there is no acute shortage of coal in SCCL to meet the demand of thermal power plants, following steps have been taken by CIL to increase indigenous production of coal to meet the demand:

- 134 New/Reorganized mining projects with additional capacity of around 310 Mty, during the terminal year of XIth Plan have been envisaged to be undertaken during XIth Plan. The annual capacity addition during the terminal year of the XIth Plan 2011-12 is estimated to be of the order of 123.00 Mty.
- Improvement in equipment utilization.
- Timely implementation of projects.
- Introduction of mass production technology in the underground mines.
- New mines being planned with mechanization.

- Improvement in productivity both in underground & opencast mines.

(e) The subsidiary wise details of the projects during XI Plan period/future projects of CIL are given in the enclosed Statement.

(f) Details of measures taken by subsidiary companies of Coal India Ltd. to reduce the number of cases of pilferage of coal:

Coal companies have taken the following steps to check theft/pilferage of coal:

- (i) Check Posts have been established at the vulnerable points.
- (ii) Wall fencing, light arrangements and deployment of armed guards round the clock has been done around the coal dumping yard.
- (iii) Regular patrolling is conducted in and around the mine including OB dumps.
- (iv) Armed Guards have been deployed at Railway sidings.
- (v) Inter-action and liaison with District officials at regular intervals and holding meeting with DC & District Administration.

- (vi) Challans for coal transportation by trucks outside the district are being issued after fixing hologram and putting signatures of authorized officials of CISF to check pilferage.
- (vii) Regular FIRs are lodged by the Management of the collieries and CISF with local Thana against the pilferage/theft of coal. A close watch of the activities of criminals is being maintained by CISF.
- (viii) Management has been taking action for filling/ dozing/sealing/blasting of the old/abandoned exposed coal faces in phased manner.

As regards bringing transparency in the working of coal companies, it may be mentioned that CIL and Subsidiary Companies have signed a Memorandum of Understanding (MoU) with Transparency International, India for bringing transparency in the procurement and contracting. As per the terms of the MoU, independent external monitors have been appointed, who will look into any grievances of Complaints by the tenderers or the

bidders in case of finalization of contracts and order of certain specified higher value.

As far as improving efficiency in the working of coal companies is concerned, following measures have been taken by CIL:

- (i) Improvement in equipment utilization.
- (ii) Timely implementation of projects.
- (iii) Introduction of mass production technology in the underground mines.
- (iv) New mines being planned with mechanization.
- (v) Improvement in productivity both in underground & opencast mines.

SCCL is having a Vigilance Department which is conducting regular checks on roads and also on the mines. CISF personnel are posted to check the pilferage. SCCL's Marketing Deptt. has introduced ERP system to improve the efficiency and transparency in marketing system.

### **Statement**

#### *XI Plan/Future Projects of CIL*

Sl.No.	Comp.	Name of Project/mine	Type	Capacity (Mty)	Est. Capital (Rs. Crs.)	11-12
1	2	3	4	5	6	7
<b>APPROVED PROJECTS</b>						
1.	ECL	Chitra East (2.50)	OC	1.30	112.69	0.70
2.	ECL	Khottadih Aug (1.00)	OC	0.55	23.00	0.40
3.	ECL	2nd Cont. Miner at Jhanjra	UG	0.51	122.35	0.51
4.	ECL	Narainkuri	UG	0.54	149.06	0.03
5.	ECL	Belbaid (Dhasal)	UG	0.36	69.11	0.20
6.	ECL	Mohonpur Expn. OC	OC	0.60	14.23	0.60
7.	CCL	Piparwar Expansion OC	OC	3.50	21.88	3.50
8.	CCL	Ashok Expansion OCP*	OC	3.50	341.66	3.50
9.	CCL	Pumadih OC	OC	3.00	210.98	0.70
10.	CCL	Magadh Expansion OCP*	OC	8.00	236.62	

1	2	3	4	5	6	7
11.	CCL	Tapin OC	OC	2.50	264.68	1.00
12.	CCL	Rohini Expn. OC	OC	1.20	105.67	1.20
13.	CCL	Tarmi RPR	OC	1.00	35.54	
14.	CCL	Amlo EPR	OC	2.00	56.32	2.50
15.	CCL	Tetariakhar	OC	2.00	78.60	
16.	CCL	Urimari EPR	OC	2.00	43.57	
17.	CCL	Churi-Benti Cont. Miner	UG	0.65	145.44	0.40
18.	CCL	Parej East UG (CM)	UG	0.51	142.67	0.51
19.	NCL	Nigahi Expn. OC (15.00)	OC	5.00	259.40	5.00
20.	NCL	Dudhichua Expn. OC (15.00)	OC	5.00	326.75	5.00
21.	WCL	Gokul OC	OC	1.00	79.83	0.20
22.	WCL	Gauri I & II Extn. (Merger) OC	OC	1.80	13.00	1.60
23.	WCL	Ghugus Deep OC	OC	1.50	10.15	1.50
24.	WCL	Junad Extn. OC	OC	0.60	38.76	0.50
25.	WCL	New Majri UG to OC	OC	0.80	72.57	0.05
26.	WCL	Dhuptata OC (Sasti UG to OC)	OC	1.70	194.11	0.25
27.	WCL	Dinesh (Makardhakra III) OC	OC	3.00	496.40	0.10
28.	WCL	Ghonsa Extn. OC (Incl. Parsoda)	OC	0.60	44.66	0.60
29.	WCL	Penganga (Mugoli Extn.) OC	OC	3.00	339.77	0.10
30.	WCL	Chincholi OC	OC	0.30	24.64	0.05
31.	WCL	Telwasa Exp. Sch.	OC	0.70	5.12	
32.	WCL	Dhurwasa Exp. Sch.	OC	0.90	6.89	
33.	WCL	Waghoda UG	UG	0.39	71.73	0.05
34.	WCL	Sharda UG	UG	0.32	50.95	0.05
35.	WCL	Dhankasa UG	UG	1.00	152.86	0.05
36.	WCL	Bhakra UG	UG	0.27	56.28	
37.	WCL	Jamuniya UG	UG	0.72	127.52	0.02



1	2	3	4	5	6	7
38.	WCL	Saoner IV/Saoner Mine-I expn. UG	UG	0.45	68.17	0.23
39.	WCL	Maori Block UG with CM Package	UG	0.36	67.50	0.36
40.	WCL	Harradol (CSA)	UG	0.14	16.36	
41.	SECL	Jampali*	OC	2.00	47.72	
42.	SECL	Bijari OC*	OC	1.50	23.75	
43.	SECL	Ambica*	OC	1.00	22.30	
44.	SECL	Pelma OC	OC	10.00	448.32	
45.	SECL	Kartali East OC	OC	2.50	178.44	
46.	SECL	Rai West (Baroud Expn.) OC	OC	3.00	135.58	2.10
47.	SECL	Kusmunda Expn. (15 Mty)*	OC	5.00	450.56	5.00
48.	SECL	Jagannathpur (Mahan III & IV) OC	OC	3.00	152.43	0.24
49.	SECL	Batura OC	OC	2.00	203.82	0.50
50.	SECL	Churcha RO UG	UG	1.35	462.35	1.50
51.	MCL	Bharatpur Expansion III OC*	OC	9.00	131.39	7.50
52.	MCL	Samleswari Expn. Ph-III 7 Mty (incr.)	OC	2.00	87.95	2.00
53.	MCL	Bhubaneshwari Expn. OC	OC	10.00	153.42	4.00
54.	MCL	Kaniah Expansion OC*	OC	6.50	361.59	4.00
55.	MCL	Balaram Extn. OC	OC	8.00	172.08	8.00
56.	MCL	Lingraj Expansion Ph. II OC*	OC	3.00	2.18	3.00
57.	MCL	Ananata Extn. (15 Mty-Incl.)	OC	3.00	207.28	3.00
58.	MCL	Lakhanpur Expansion Ph II*	OC	5.00	116.54	5.00
59.	MCL	Hingula Extn. (15-incr. 7 mty)	OC	7.00	292.54	5.00
60.	MCL	Basundhara (West) Extn. (7.00)	OC	4.60	46.52	4.60
61.	MCL	HBI (Aug.) UG	UG	0.90	27.86	
62.	NEC	Ledo Mech. OCP*	OC	0.25	41.37	0.20
63.	NEC	Tikak East Extn.*	OC	0.20	25.22	0.20
64.	NEC	Tirap OCP	OC	0.60	49.71	0.60
65.	NEC	Lekha Pani OCP*	OC	0.25	59.39	0.12
Sub-Total				155.42	8593.80	88.02

*XI Plan/Future Projects of CIL*

Sl.No.	Comp.	Name of Project/mine	Type	Capacity (Mty)	Est. Capital (Rs. Crs.)	11-12
1	2	3	4	5	6	7
<b>UN-APPROVED PROJECTS</b>						
1.	ECL	Sonepur Bazati Comb. (3 to 8 Mty)	OC	5.00	495.09	1.25
2.	ECL	Tilbaoni	UG	2.00	145.40	0.30
3.	ECL	Kunostoria Dobrana	UG	0.54	144.80	0.18
4.	ECL	Rangamati 'A'	UG	0.36	65.00	
5.	ECL	Rangamati 'B'	UG	0.36	78.06	
6.	BCCL	Kapuria (2.00)	UG	2.00	900.00	0.05
7.	BCCL	North & South Tisra (2.00)	OC	6.00	981.40	0.95
8.	BCCL	Block-IV	OC	3.25	600.00	0.50
9.	BCCL	Block-OCP (Incl. SOCP & MOCP)	OC	1.00	800.00	0.40
10.	BCCL	Madhuband & Phularitand Re-orgn.	UG	1.00	250.00	0.10
11.	BCCL	Block II OCP Aug	OC	1.00	250.00	0.30
12.	CCL	Koed/Manatu OC	OC	5.00	650.00	0.50
13.	CCL	Pachra Integrated OC	OC	3.00	450.00	0.50
14.	CCL	Pichri/Pichri Extn. OC	OC	3.00	250.00	0.50
15.	CCL	DRD OC	OC	2.00	220.00	0.50
16.	CCL	Ashwa North South OC	OC	2.00	200.00	0.35
17.	CCL	Godo OC	OC	2.00	275.47	0.50
18.	CCL	Chano-Rikba OC	OC	2.00	175.00	0.10
19.	CCL	Gose-Parsabera Integr. OC	OC	2.00	175.00	0.50
20.	CCL	Parej West OC	OC	1.00	125.00	0.75
21.	CCL	Kedla EPR OC	OC	2.00	300.00	0.45
22.	CCL	Ramgarh II West OC	OC	1.00	175.00	0.50
23.	CCL	Kaisaidih OC	OC	1.00	100.00	0.30
24.	CCL	Ashok (West) OC Option	OC	10.00	226.25	2.00

1	2	3	4	5	6	7
25.	WCL	Chikalgaon & Chinchala Merged	OC	3.00	800.00	0.50
26.	WCL	Murpur Expn. UG (Incl. Bhansuli &	UG	3.00	300.00	0.20
27.	WCL	Dhanwa UG	UG	0.50	150.00	
28.	WCL	Nand I UG	UG	0.70	135.89	0.05
29.	WCL	Borda (North of Ghonsa) UG	UG	0.96	85.40	0.16
30.	WCL	New Majri Sec. A Extn. OC	OC	1.50	100.00	
31.	WCL	Ukni Deep OC	OC	2.00	173.43	1.10
32.	WCL	Motaghat OC	OC	1.00	96.96	0.10
33.	WCL	Niljai Deep OC	OC	2.50	300.00	0.52
34.	WCL	Padampur Deep OC	OC	1.00	120.00	
35.	WCL	Pauni III OC	OC	1.00	120.00	0.10
36.	WCL	Kamptee Deep OC	OC	1.00	120.00	
37.	WCL	Pauni Deep OC	OC	0.60	10.00	
38.	WCL	Bellora/Naigaon Deep OC	OC	1.00	112.93	0.05
39.	WCL	Yekona-I Extn.	OC	0.60	100.00	0.05
40.	WCL	Yekona-II Extn.	OC	0.60	100.00	0.05
41.	WCL	Bhatadi North West OC	OC	1.00	120.00	0.05
42.	SECL	Gevra Expn. (35 Mty)*	OC	10.00	780.11	10.00
43.	SECL	Dipka Expn. (25 Mty)*	OC	5.00	574.95	5.00
44.	SECL	Badauli Extension UG*	UG	0.78	149.76	0.10
45.	SECL	Bodri/Bodri North UG	UG	0.36	90.00	0.10
46.	SECL	Amritdhara UG*	UG	0.48	67.00	
47.	SECL	Bakulmuni*	UG	0.36	53.93	0.33
48.	SECL	Jamdai UG	UG	0.36	53.00	
49.	SECL	Gumgara UG	UG	0.36	53.00	
50.	SECL	Pathakpur	UG	0.66	109.67	0.10
51.	SECL	Amba UG*	UG	0.24	52.35	0.20
52.	SECL	Vijay (East)	UG	0.40	53.00	
53.	SECL	Porda OC	OC	3.00	150.00	

1	2	3	4	5	6	7
54.	SECL	Chimtapani OC	OC	5.00	125.00	
55.	SECL	Rai East OC	OC	2.00	100.00	
56.	SECL	Durgapur OC	OC	4.00	150.00	0.50
57.	MCL	Siaraml	OC	8.00	350.00	1.25
58.	MCL	Siarmal (W) Extn.	OC	6.00	250.00	0.50
59.	MCL	Balabhadra	OC	6.00	175.00	
60.	MCL	Kalinga OC Extn. (Konark)	OC	2.00	125.00	
61.	MCL	Kalinga (West) OC	OC	4.00	150.0	
62.	MCL	Chhendipada Expn. Baitarani (E)	OC	5.00	75.00	
63.	MCL	Madhupur	OC	2.00	50.00	0.50
64.	NCL	Jayant Expn. OC (15.00)	OC	5.00	1060.03	2.00
65.	NEC	Tipong OCP	OC	0.50	100.00	0.08
66.	NEC	PQ Block OCP	OC	0.15	50.00	0.05
67.	NEC	Tikak Expn. OC	OC	0.40	400.00	
68.	NEC	Jagun Block	OC			
69.	NEC	Lachitkhani OCP	OC	1.00	1000.00	0.07
Sub-Total				153.52	17412.88	35.19
Grand Total CIL				308.94	26006.68	123.21

### National Health Programme for Children

674. SHRI NAVEEN JINDAL: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether a special National Health Programme for school children has been formulated;

(b) if so, the broad features thereof and the time by when it is likely to be launched;

(c) whether teachers are being involved in the Programme so as to make it successful;

(d) if so, the details thereof; and

(e) the expenditure likely to be incurred on the Programme during its first year of implementation?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) and (b) Yes. The School Health Programme (SHP) has been launched under Reproductive Child Health (RCH)-II/National Rural Health Mission (NRHM) since 2007-2008. Broad features of SHP are as follows:

1. To address issues of health, education, environment and nutrition in a holistic and comprehensive framework.
2. To utilize strategies of prevention, promotion as well as detection and treatment for health problems.
3. To provide a referral linkage with the general health services at primary, secondary and tertiary levels.

4. Provision of healthy environment and basic infrastructure in schools.
5. Health and Physical Education based on the National Curriculum Framework. Sensitively address varying health and well-being issues of children.
7. To motivate adoption of Health promoting schools.

Under the SHP, following modality is proposed-

- States intending to restructure existing SHPs are encouraged to adopt the Rapid Assessment and Action Planning process (RAAPP) advocated by the WHO, suitably adapted to suit Indian conditions.
- Each state shall formulate its own State School Health Policy in a manner that all stakeholders, in particular, health department, education department and local communities have an ownership.
- The programme formulated at the state level can then be implemented in a phased manner in the districts. States shall evolve their criteria for phasing of the districts; however, the NHSP shall be extended to all districts, under the National Rural Health Mission (NRHM), by 2012.
- The SHP co-ordinates with State Health Resource Centres (SHRC), State Institutes of Health and Family Welfare (SIHFW), State Institute of Education Research and training (SIERT), District Institute of education Research and training (DIET), Block Resource Centres and Cluster Resource and Cluster Resource Centres for accessing various programme resources.
- A system for continuous monitoring and internal evaluation is instituted. External validation may be conducted annually by Medical Colleges/SHRC/SIHFW/Education Departments of Universities in collaboration with the National Health Systems Resource Centre (NHSRC) and the National Council for Educational Research and Training (NCERT).

(c) and (d) As per information received from Ministry of Human Resource Development, Department of School Education and Literacy, Central Board of Secondary

Education (CBSE) has launched a comprehensive School Health Programme for the schools affiliated to it.

The CBSE has brought out the Health Manuals in four volumes to sensitize schools right from classes 1 to 12. These Manuals are based on the following six themes:

- Knowing your body
- Food and Nutrition
- Personal and Environmental Hygiene
- Physical Fitness
- Being Responsible and Safe
- Behaviour and Life Skills

The CBSE has also conducted empowerment programmes for principals and counselors to create Master Trainers, who would facilitate the implementation of Health and Wellness/Clubs in each region.

(e) Amount spent under the Schools Health Programme the years 2007-08 and 2008-09 was Rs. 22.92 lacs and Rs. 15975.44 lacs respectively. And allocation of Rs. 11210.44 lacs has been made during the current financial year 2009-10 and the programme.

*[Translation]*

### **Royalty on Coal**

675. SHRI HANSRAJ G. AHIR: Will the Minister of COAL be pleased to state:

(a) whether royalty on coal is being regularly paid to the State Governments by all the subsidiaries of Coal India Ltd. (CIL);

(b) whether the Government has taken a decision to revise the coal royalty rates:

(c) if so, the details thereof including the formula adopted/to be adopted to determine the royalty rates:

(d) the benefits likely to accrue to each of the States as a result thereof;

(e) whether some coal producing States have approached the Union Government for increasing the royalty rates on coal;

(f) if so, the details thereof alongwith the reaction of the Union Government thereto: and

(g) the time by which the revised rates are likely to be implemented?

THE MINISTER OF STATE OF THE MINISTRY OF COAL AND MINISTER OF STATE OF THE MINISTRY OF STATISTICS AND PROGRAMME IMPLEMENTATION (SHRI SHRIPRAKASH JAISWAL): (a) to (c) Yes, Madam. The Central Government have revised the rates of royalty on coal and lignite with effect from 01.08.2007.

The formula for royalty on coal and lignite is based on a combination of specific and advalorem levies. The formula stipulated is as under:

$R$  (Royalty)  $a+bp$ , where 'a' is the fixed component, 'b' is the variable or ad valorem component and 'p' is the basic pithead price of Run of Mine Coal as per the invoice.

(d) The likely benefit to the coal producing States would be in terms of 24% to 29% increase in revenue earnings from royalty on coal and lignite respectively as calculated based on production levels of 2004-05.

(e) to (g) Most of the coal producing States had approached the Central Government for revision of rates of royalty on coal. Some of them had sought switching over to a fully ad valorem regime of royalty. Taking into account various factors and the recommendations of two Committees, namely, the Study Group set up for the purpose by the Ministry of Coal and the Economic Advisory Council to the Prime Minister, as well as the views of the State Governments, the Central Government had decided to adopt the hybrid formula indicated in reply to part (c) above following which the revised rates on coal and lignite have been implemented with effect from 01.08.2007.

*[English]*

#### **Revision of Coal Prices**

676. SHRI KALIKESH NARAYAN SINGH DEO: Will the Minister of COAL be pleased to state:

(a) whether the Government proposes to revise the prices of coal;

(b) if so, the details thereof;

(c) whether the views of the coal bearing States particularly Orissa have been taken into consideration before revision; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF COAL AND MINISTER OF STATE OF THE MINISTRY OF STATISTICS AND PROGRAMME IMPLEMENTATION (SHRI SHRIPRAKASH JAISWAL): (a) and (b) No, Madam. Coal pricing has been decontrolled since 01.01.2000. The coal companies themselves fix the coal price based on input costs, inflation index, market trends etc. and notify the same periodically.

(c) and (d) Do not arise in view of the reply to parts (a) and (b) above.

#### **Delay and Cost Escalation in Central Projects**

677. DR. K.S. RAO: Will the Minister of COAL be pleased to state:

(a) the project-wise details of cost escalation and time over-run on account of delay in completion of central projects of various Ministries/Departments;

(b) the corrective action taken to minimise cost and time overrun of projects;

(c) whether the Government proposes to formulate new guidelines and set up an effective mechanism to monitor high value projects to cut-down delays in project implementation; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF COAL AND MINISTER OF STATE OF THE MINISTRY OF STATISTIC AND PROGRAMME IMPLEMENTATION (SHRI SHRIPRAKASH JAISWAL): (a) As on March 2009, out of 925 projects costing of Rs. 20 crore and above on the monitor of the Ministry of Statistics and Programme Implementation, 423 projects of different infrastructure sectors are running behind their latest approved schedule. Cost overrun in 423 delayed projects is Rs. 38663.67 crore, which is 15.35% of the latest approved cost of Rs. 251912.73 crore. The cost escalation and time overrun for these 423 projects is given in the enclosed Statement.

(b) The corrective steps taken by the Government to minimize cost and time over-run of such projects *inter-alia* include:

- (i) adoption of two-stage clearance system and stricter appraisal of projects before investment approval;
- (ii) taking up of projects for implementation only after funds have been fully tied up;
- (iii) in-depth review of projects on monthly and quarterly basis by the Government;
- (iv) follow up with the State Governments in respect of problems relating to land acquisition, rehabilitation related issues, forest clearances, infrastructure facilities, ensuring law and order at project sites, etc.

- (v) setting up of an Empowered Committee in the administrative Ministries for review of departmentally executed projects;
- (vi) inter-ministerial coordination for resolving unresolved problems;
- (vii) setting up of Standing Committees in the Ministries/Departments to fix responsibility for time and cost overruns;
- (viii) appointment of nodal officers for each project with continuity of tenure; and
- (ix) issue of guidelines on standard bidding documents for adoption.

(c) No, Madam. As of now, there is no proposal to change the present monitoring system for central sector projects.

(d) Does not arise.

### **Statement**

*Sector-wise details of the projects having cost overrun w.r.t. their latest approved cost*

(status as on 31.3.2009)

Sl.No.	Project Name	Capacity	Original date of Approval	Original date of Commissioning	Anticipated date of Commissioning	Time Overrun in months	Latest Cost (Rs. Crore)	Anticipated Cost (Rs. Crore)	Cost Overrun in %
1	2	3	4	5	6	7	8	9	10
<b>ATOMIC ENERGY</b>									
1.	Kaiga Atom IC Power Projects 3 & 4 Units, Kaiga	MW 2x220	5/2001	10/2009	12/2009	2	4213.00	3282.00	—
2.	Rajasthan Atomic Power Projects 5 & 6, Rawat Bhata	MWE 2x220	4/2002	2/2008	9/2009	19	3072.00	3072.00	—
3.	Kudankulam APP (NPCIL)	MW 2x1000	12/2001	12.2008	5/2010	17	13171.00	13171.00	—
<b>CIVIL AVIATION</b>									
4.	Construction of New Integrated Terminal Building Complex	700 Passangers	3/2005	5/2007	2/2009	21	94.94	94.94	—
5.	Construction of New Terminal Building i/c Land Acquisition		7/2005	11/2006	2/2009	27	54.52	54.52	—
6.	Construction of New Apron with Link Taxiways, Extension of		9/2006	6.2008	5.2009	11	45.75	46.58	1.81
7.	Extension & Strengthening of Existing Ranway, Expansion of	B-737-800	11/2001	3/2007	2.2009	23	30.93	41.49	34.14

1	2	3	4	5	6	7	8	9	10
8.	Development of Surat Airport	For B-737-2000 Operations	9/2003	12/2005	3/2009	39	49.41	35.30	—
9.	Construction of New International Terminal Building		2/2007	2/2009	6/2009	4	290.92	290.92	—
10.	Extension & Renvation of Terminal Building and allied works	Increasing 500 PAX to 900 PAX	3/2003	12/2006	1/2009	25	101.34	77.48	—
11.	Construction of New Internation Terminal Building		10/2006	12/2008	5/2009	5	295.00	245.58	—
12.	Construction of New Terminal Building Complex		6/2007	9/2008	3/2009	6	75.32	75.32	—
13.	Expan. & Mod. to terminal Bldg. for Intl. Operation at Pune	400 Passengers (200A+200D)	8/2007	12/2008	6/2009	6	96.31	96.31	—
14.	Expansion of Airport—Construction of new terminal building	100 passengers	7/2006	6/2009	10/2009	4	25.62	25.62	—
15.	Modular Expansion of Terminal Building	500PAX (250A+250D) to 900 PAX (450A+450D)	7/2005	12/2007	6/2009	18	130.00	80.20	—
16.	Construction of New Apron and Associated Taxiways for		3/2007	3/2008	4/2009	13	26.91	26.91	—
17.	Construction of New Terminal Building and Allied Works	500 PAX (250DEp.+250Arrival)	7/2005	10/2007	4/2009	18	94.87	94.87	—
18.	Extension and Strengthening of Runway and Allied Works		12/2006	6/2008	5/2009	11	44.31	44.31	—
19.	Construction of New Terminal Building at Madurai Airport		4/2007	2/2009	8/2009	6	84.00	84.92	1.10
20.	Strengthening of existing runway (rigid & flexible)	For AB-321	5/2007	6/2008	5/2009	11	35.83	34.55	—
21.	Extension of Runway & Allied Works at Varanasi Airport	For AB-320 Operations	11/2001	4/2005	6/2009	48	31.43	31.43	—
22.	Construction of New Terminal Building		3/2006	11/2008	10/2009	11	94.11	94.11	—
23.	Expansion & Strengthening of Apron & Construction of New Runway		9/2007	9.2008	7/2009	10	41.30	41.30	—
24.	Exp. & const. of link Taxiway, helicopter parking bay etc.	9 A-321 & 1 IL-76 aircraft	4/2007	6/2008	5/2009	11	20.00	21.36	6.80
25.	Renovation & Development of Cooch Behar Airport	500 Pax.	1/2005	12/2007	5/2009	17	20.00	20.00	—
26.	Const. of new int. Terminal complex at Chandigarh Airport		12/2006	2/2009	8/2009	6	77.97	77.97	—



1	2	3	4	5	6	7	8	9	10
27.	Expansion/Upgradation of Existing Dehradun Airport	Operation of AB-320/B-737-800 Aircraft	6/2003	12/2007	6/2009	18	72.85	72.85	—
	<b>COAL</b>								
28.	Venkatesh Khani-7 Continuous Miner	0.4 MTY	8/2001	3.2004	3/2009	60	74.73	74.73	—
29.	Kaktiyani Khani-6 Incline	0.312 MTY	6/2002	3/2005	3/2009	48	29.90	29.90	—
30.	Jaya Vangal Rao OCP-I Expansion	2 MTY	6/2006	3/2009	3/2010	12	39.98	39.98	—
31.	Koyagudem OCP-II	2.00 MTY	3/2004	11/2010	3/2011	4	43.25	58.89	36.16
32.	Dori OCP-II	0.700 MTY	3/2004	8/2007	3/2010	31	47.67	47.67	—
33.	Dori OCP-I	0.700 MTY	12/2003	3/2006	3/2009	12	48.68	48.68	—
34.	Ramagundam OCP-I Expection	1.500 MTY	9/2002	3/2006	3/2011	36	88.10	88.10	—
35.	Kanchan OCP	0.65 MTY 0.65 MTY	3/2001	3/2004	3/2010	18	26.01	26.01	—
36.	Khairaha UG	0.585 MTY	9/2003	3/2010	3/2012	24	88.33	88.33	—
37.	Sheetaldhara-Kuraj UG	0.88 MTY	5/200	5/2006	3/2009	34	98.98	98.98	—
38.	Damni UG	0/48 MTY	4/2000	4/2005	3/2011	12	39.32	39.32	—
39.	Amadand OCP	1.15 MTY	9.2003	3.2007	3.2011	48	83.39	83.39	—
40.	Junad Extension	0.60 MTY	11/2007	11/2007	3/2011	40	38.76	38.76	—
41.	Bharatur OC Expansion Project	6.0 MTY	6/2003	6/2006	3/2010	45	95.87	95.87	—
42.	Lakhanpur OC Expansion Project	5.0 MTY	3/2004	3/2007	3/2010	36	98.74	98.74	—
43.	Barsingsar TPS of 250 MW	2x125 MW	12/2004	6/2009	1/2010	7	1114.18	1626.09	45.94
44.	Barsingsar Lignite Mine	10.0 MTY	12/2004	6.2009	10.2009	4	254.07	254.60	0.21
45.	Expansion of Mine-II	10.5 MTPA to 15.0 MTPA 4.5 MTPA	10/2004	6/2009	2/2010	8	2161.28	2295.93	6.23
46.	TPS-II Expansion (1470 MW to 1970 MW) (NLC)	1470 MW to 1970 MW (2x250 MW)	10/2004	6/2009	11/2010	17	2030.78	2453.57	20.82
47.	J.K. Nagar UG (0.87 MTY/DE-Rated 0.435 MTY)	0.87 0.65 MTY 0.435	2/1991	3/1995	3/2011	192	95.28	54.15	—
48.	Jhanjgra Longwal UG Phase-II	1.70 MTY	11/2006	11/2009	3/2012	28	287.19	287.18	—
49.	Binkara UG	0.36 MT	1/2004	3/2010	3/2012	24	41.98	41.98	—
50.	Ketki UG	0/42 MTY	11/2003	3/2010	3/2012	24	46.24	46.24	—
51.	Mahan Opencast	0.36 MTY	6/1996	3/2000	3/2009	108	41.95	41.42	—
52.	Rani Atari UG RPR	0.48 MTY	7/1999	7/2004	3/2011	80	48.54	48.54	—

1	2	3	4	5	6	7	8	9	10
53.	Seam III UG	0.42 MTY	10/2004	10/2008	3/2009	5	46.75	46.75	—
54.	Amgaon OC	1.00 MTY	6/2004	3/2011	6/2011	3	39.28	39.28	—
55.	Baroud OC Expansion	3.00 MTY	5/2003	2/2006	3/2009	37	28.02	28.02	—
56.	Bijari OC Raigarh	1.50 MTY	6/2006	6/2009	3.2012	33	23.76	23.76	—
57.	Chitra East OCP	2.5 MTY	8/2007	11/2010	3/2013	28	112.69	112.69	—
<b>STEEL</b>									
58.	Combined Blowing of LD converters in SMS-I		8/2007	1/2009	8/2009	7	18.00	37.00	105.56
59.	Modification & Upgradation of continuous Casting machine No. 2		3/2007	1/2009	5/2009	4	24.50	77.00	214.29
60.	Coke Oven Battery No. 4 Phase-II		8/2007	10/2009	5/2010	7	108.00	168.95	56.44
61.	Coke Oven Battery No. 4 Rashtriya Ispat Nigam Ltd., Vizag		12/2003	12/2006	4/2009	28	286.63	355.21	23.93
62.	Expansion of RINL/VSP from 3 MTPY-6.3 MTPY of Liquid Steel	3.3 MT	10/2005	10/2009	6/2011	20	8692.00	12229.00	40.69
63.	Power Plant-I	67.5 MW	9/2007	12/2009	1/2011	13	462.00	465.00	0.65
64.	Pulverised Coal Injection System for BF-1 & 2		11/2007	9/2009	12/2009	3	125.00	133.00	6.40
65.	Coke Oven Battery No. 4-Phase-II-Coal Handling side		12/2006	12/2008	4/2010	16	87.00	97.00	11.49
66.	Augmentation of Iron Ore Storage in RMHP		5/2008	9/2010	12/2011	15	480.00	480.00	—
67.	Modification & Upgradation of continous Casting Machine No. 2		3/2007	1/2009	3/2009	2	22.50	77.00	242.22
68.	Installation of Bloom Caster in SMS		5/2007	2/2009	6/2009	4	87.64	87.64	—
69.	Coal Dust Injection in BF-4		1/2007	10/2008	9/2009	11	70.71	70.71	—
70.	Installation of Online Ultrasonic Testing M/C in Plate Mill		10/2007	4/2009	6/2009	2	22.10	22.10	—
71.	Expansion of Rourkela Steel Plant		9/2008	2/2011	4/2011	2	6133.00	6133.00	—
72.	Up-rating of Turbo Blower No. 5 in CPP-I		5/2007	1/2009	7/2009	6	54.05	54.05	—
73.	Expansion of Bhilai Steel Plant		9/2008	5/2011	11/2011	6	5185.00	5896.00	13.71
74.	Electro-Magnetic Stirrer in Bloom Caster at SMS-II		10/2007	10/2008	6/2009	8	23.82	23.82	—
75.	Installation of MSDS-V & Transmission Network	220 KV	5/2007	11/2008	6/2009	7	143.02	143.02	—
76.	700 tpd air Separation Unit04 at Oxygen Plant-II		7/2007	7/2009	5/2011	22	244.30	232.93	—
77.	Repl. of MG sets of PM driven by digital thyristor convetor		5/2007	2/2009	4/2009	2	53.52	53.52	—

1	2	3	4	5	6	7	8	9	10
78.	Power Supply Facilities for 2x1250 tdp Oxygen Plant	2x1250 TDP	4/2007	9/2008	1/2009	4	62.00	62.00	—
79.	Installation of End Forging Plant in Rail & Structural Mill		12/2007	11/2008	1/2009	2	53.52	53.52	—
80.	Air Turbo-Compressor and Oxygen Turbo-Compressor at Oxygen P		3/2006	11/2007	4/2009	17	81.76	81.76	—
81.	Coal Dust Injection System in Blat Furnace-2 & 3		4/2006	5/2008	10/2009	17	132.73	133.92	0.90
82.	Coking Coal Storage Facilities in Coal Handling Plant		9/2006	3/2008	5/2009	14	133.91	134.32	0.31
83.	Computerised Process Control System of SMS-II		8/2006	2/2008	3/2009	13	30.61	30.91	0.98
84.	2nd Ladle Furnace in SMS-II		12/2006	2/2008	10/2009	20	96.96	96.96	—
85.	Installation of Turbo Blower-8 in Turbo Blower Station		10/2007	8/2009	1/2010	5	105.33	105.33	—
86.	Rebuilding of Coke Oven Battery Nos. 1 & 2		10/2007	4/2010	10/2010	6	500.90	500.90	—
87.	Extension of Covered Slag Yard for SMS-II		7/2007	1/2009	6/2009	5	29.80	29.80	—
88.	Replacement of 12 Nos. Medium HP Locos by High HP WDS-6		8/2007	1/2009	6/2009	5	93.27	93.27	—
89.	Replacement of 11 Nos. Medium HP Locos by 10 Nos. WDS-6 and [General(SAIL)]	11 by 10 WDS-6 & 1 (WDG-3A) Locos	3/2007	12/2008	2/2009	2	84.39	84.39	—
<b>PETROLEUM</b>									
90.	Clean Fuels Project Vizag Refinery Modernisation		4/2003	5/2006	6/2009	37	1635.00	2147.79	31.36
91.	Diesel Hydrogen Treatment Project Bongaigaon	2.7 MMTPA	5/2006	9/2009	12/2009	3	1431.91	1646.39	14.98
92.	IOR Lakwa-Lakhmani	MMT 6.17	9/2001	3/2007	3/2010	36	345.10	429.38	24.42
93.	Improved OIL Recovery Project, Geleki	MMT 3.94	9/2001	3/2007	3/2011	48	390.09	834.90	114.03
94.	Improved OIL Recovery Project, Rudrasagar	MMT 1.38	9/2001	3/2006	3/2010	48	113.90	219.22	92.47
95.	C2-C3 & LPG Recovery from LNG at Dahej		12/2003	6/2006	3/2010	45	900.92	1493.49	65.77
96.	Improved OIL Recovery Project Kalol	MMT 2.65 BMC 0.46	9/2000	3/2007	7/2009	28	99.67	99.67	—
97.	Chainsa-Jhajjar Pipeline Project	35 MMCMD	11/2007	9/2009	10/2009	1	967.77	571.64	—
98.	Dadri Panipat LNG Pipeline		6/2005	6/2008	5/2009	11	250.66	298.00	18.89
99.	Expansion of Panipat Refinery 15 MMTPA	15 MMTPA	6/2005	3/2008	12/2009	21	806.00	1007.83	25.04
100.	Panipat-Naphta Cracker Project	4x22.5 MW	4/2006	9/2009	11/2009	2	12138.00	14439.00	18.96
101.	Crude Oil Receipt Facility, Kochi Refinery	3.0 to 5.0 MMTPA	4/2006	9/2009	12/2009	3	2591.80	3941.41	52.07

1	2	3	4	5	6	7	8	9	10
102.	Dabhol-Panvel Pipeline Project	12.5 MCM	1/2006	7/2007	1/2009	18	1143.54	1100.00	—
103.	Lube OIL base Stock Quality up gradation	API-GR. III	10/2006	4/2006	5/2010	13	638.90	1030.00	61.21
104.	Green Fuels & Emission Control Project at Mumbai Refinery		10/2002	4/2005	3/2009	47	1152.00	1731.00	50.26
105.	Installation of FCCV at Mumbai Refinery	1.456 MMTPA	3/2007	9/2009	5/2010	8	900.47	900.47	—
106.	Development of B-22 Cluster Fields	2.46 MMT of OIL and 6.56 BMC of Gas	1/2007	2/2009	3/2011	6	1552.63	1552.63	—
107.	Mumbai High South Redevelopment Phase-II	346 MT	6/2007	6/2009	4/2011	22	1252.75	5713.07	356.04
108.	Offshore Grid Inter Connectivity Project in Mumbai High	81 ESP	1/2007	3/2010	3/2012	24	740.02	740.02	—
109.	Construction of New Process Complex MHN	23 Pipeline x 14 Platforms	1/2007	5/2010	5/2012	24	2853.29	2853.29	—
110.	Barge Bumper, Boat Landing and Riser Projectors Project		9/2006	2/2008	5/2010	27	148.84	148.84	—
111.	Development of C-series Fields	15.14 BCM gas and 6.13 MML of OIL	8/2006	12/2008	12/2009	12	3195.16	1800.00	—
112.	Development of B-193 Cluster Fields	5.57 MMT of OIL and 5.12 BMC of Gas	6/2007	3/2010	8/2011	17	3248.78	2710.10	—
113.	Inst. of Facilities for Improvement in Diesel Quality (IOCL)		11/2005	4/2009	12/2009	8	1876.00	2869.00	52.93
114.	Vijaipur-Dadri-Bawana Pipeline Project (Andhra Pradesh)	78 MMSCMD	11/2007	11/2009	10/2010	11	5595/31	4316.55	—
115.	Paradip-Haldia Crude OIL Pipeline System (Orissa/WB)		3/2004	3/2006	1/2009	34	1178.00	1380.00	17.15
116.	Augmentation of Mundra-Panipat Line (Guj/Raj/Hry.)	3 MMTPA of OIL	6/2005	3/2008	4/2009	13	205.00	165.00	—
117.	Chennai-Bangalore Pipeline (TN/Karnataka)	1.45 MMTPA and 2 MMTPA	7/2007	7/2009	12/2009	5	232.11	273.00	17.62
118.	Development of Bassein (Vasai) East, Western Offshore		4/2003	3/2006	4/2009	37	985.17	1688.38	71.38
119.	Integrated Development of G1 & GS-15 Fields		4/2003	3/2005	4/2010	61	429.82	1262.93	193.83

1	2	3	4	5	6	7	8	9	10
<b>POWER</b>									
120.	Kameng Hydro Electric Project 4x150 MW	MWE 4x150=600	12/2004	12/2009	3/2011	15	2496.90	2977.25	19.24
121.	Lower Subansiri Hydro Electric Project 8x250 MW	MW 8x250	9/2003	9/2010	12/2012	27	6285.33	7451.99	18.56
122.	Kahalgaon STPP Stage-II, 3x500 MW	500x3 MW	5/2004	5/2007	3/2009	22	5868.31	5868.37	0.00
123.	Barh STPP, 3x660 MW	MW 3x660	12/2003	11/2010	12/2012	25	8692.97	8692.97	—
124.	Parbati Hydro Electric Project Stage-III 4x130 MW	520 MW	10/2005	10/2010	11/2010	1	2304.56	2129.89	—
125.	Parbati Hydro Electric Project Stage-II 4x200 MW	MW 4x200	9/2002	9/2009	3/2013	42	3919.59	3525.25	—
126.	Koldam Hydro Electric Project, 4x200 MW	MW 4x200	10/2002	4/2009	12/2011	32	4527.15	4527.15	—
127.	Koldam-HEP Transmission System (396 CKM)	800 MW (4x2000 MW)	9/2005	9/2008	6/2009	9	464.91	464.91	—
128.	Transmission System Associated with Parbati-II HEP	4x200 MW	12/2005	12/2008	9/2010	21	358.42	358.42	—
129.	Rampur Hydro Electric Project 412 MW	6x68.87 MW	1/2007	1/2012	3/2012	2	2047.03	2047.03	—
130.	Kishanganga Hydro Electric Project	3x110 MW	7/2007	7/2014	12/2015	17	3642.04	3642.04	—
131.	URI H.E.P. Stage-II (NHPC)	240 MW	8/2005	11/2009	2/2011	15	1729.29	1351.88	—
132.	Sewa-II Nhdro Electric Project 3x40 MW	MW 3x40	9/2003	9/2007	10/2009	25	665.46	849.98	27.73
133.	SEWA-II Transmission System (265 CKM)		7/2005	5/2008	3/2009	10	98.47	75.38	—
134.	Kaiga 3 & 4 Transmission System (759 CKM)		3/2005	12/2007	3/2010	27	1007.16	1007.16	—
135.	Mouda STPP	500x2 MW	11/2007	2/2012	8/2012	6	5459.28	5459.28	—
136.	Tuirial Hydro Electric Project (2x30MW)	MW 2x30	7/1998	7/2006	3/2010	44	368.72	689.81	87.08
137.	RAPP 5 & 6 Transmission System (448 CKM)	400 KV D/C	6/2005	3/2008	3/2009	12	499.45	556.86	11.49
138.	Neyveli TS-II Transmission System 838 CKM		1/2005	12/2007	6/2009	18	691.83	806.38	16.56
139.	Kundankulam-APP Transmission System (1838 CKM)		5/2005	11/2008	6/2009	7	1779.29	1896.65	6.60
140.	Teesta Low Dam Hydro Electric Project Stage-III 4x33 MW	MW 4x33	10/2003	3/2007	3/2010	36	768.92	1073.29	39.58
141.	Teesta Low Dam Hydro Electric Project Stage-IV 4x40 MW		9/2005	9/2009	12/2010	15	1061.38	1061.38	—
142.	Sipat STPP Stage-I, 3x660 MW	660 MWx3	12/2003	12/2009	3/2011	15	8323.39	8323.39	—
143.	Sipat-II Supplementary Transmission System (1167 CKM)	400 KVD/C and 765 KV	6/2005	6/2008	5/2009	11	813.67	820.45	0.83
144.	Loharinag Pala Hydro Electric Project, 4x150 MW	4x150MW	6/2006	11/2011	6/2012	7	2895.10	2895.10	0.00

1	2	3	4	5	6	7	8	9	10
145.	System Strengthening Scheme in Uttarakhand (50 CKM)	KV 400 CKM 50	6/2004	3/2007	12/2009	33	76.42	97.28	27.30
146.	Koteswarar Transmission System (PGCIL)	400 KV/LILO of 756KV D/C	6/2006	6/2008	9/2009	15	260.34	266.61	2.41
147.	Koteswarar Hydro Electric Project, 4x100 MW	MW 4x100	4/2000	4/2005	12/2010	68	1301.56	1301.56	—
148.	Tehri Pumped Storage Plant, 4x250 MW	1000 MW	7/2006	7/2010	4/2013	33	1657.00	1657.60	0.04
149.	East-West Transmission Corridor Strengthening		6/2006	6/2009	3/2010	9	803.70	803.76	0.01
150.	Northern Region System Strengthening Scheme-VIII (68 CKM) (Northern Region)		10/2006	4/2009	12/2009	8	220.69	220.69	—
151.	Transmission System Associated with North-West Trans (PGCIL) (North/West)		1/2006	1/2009	3/2009	2	483.10	483.10	—
<b>RAILWAYS</b>									
152.	Dharmavaram-Pakala	Kms. 227	4/1997	—	3/2010	13	294.99	546.49	85.29
153.	Gooty-Renigunta Patch Doubling Phase-II	151 Kms.	5/2002	—	3/2011	21	304.50	306.00	0.49
154.	Nandyal-Yerraguntla	Kms. 126	3/1997	2/2009	3/2009	1	164.36	429.49	161.31
155.	Brhamputra Bridge at Bogibil & Link Lines, NEFR	Kms. 73.00	4/1996	4/2008	3/2012	3	1500.00	3087.44	105.83
156.	Lumding-Silchar-Migrendisa-Ditokcherra	Kms. 367.79	4/1996	3/2009	3/2012	36	1676.31	4049.39	141.57
157.	Ara-Sasaram	Kms. 98	7/1997	3/2006	3/2009	36	120.00	189.14	57.62
158.	Rajgir-Tilaiya	Kms. 46	4/2001	3/2006	3/2009	36	180.82	180.82	—
159.	Rail-Cum-Road Bridge at Munger (NL), ECR	Kms. 19.80	4/2002	3/2009	10/2011	31	921.00	921.00	—
160.	Patna Ganga Bridge	Kms. 19	4/2001	10/2007	12/2012	62	624.47	1480.75	137.12
161.	Pratapnagar-Chota Udaipur	99.27 Kms.	4/2005	3/2008	3/2010	12	148.61	227.52	53.10
162.	Rajkot-Veraval Somnath Section Material to Wansjaliya	Kms. 281	4/1992	3/1996	8/2009	2	320.66	464.50	44.86
163.	Bhildi-Samdari	Kms. 223	4/1999	—	3/2010	12	479.00	479.00	—
164.	Surat-Vadodara Continuous Track Circuiting	129 Kms.	4/2003	3/2007	3/2010	12	24.41	57.88	137.12
165.	Rewari-Rohtak	Kms. 81.26	1/2004	2/2010	3/2010	1	330.23	456.75	38.31
166.	Udhampur-Srinagar-Baramulla	Kms. 290	3/1995	3/2001	12/2012	141	2500.00	11270.00	350.80
167.	Vallaparadm-Idapally	9 Kms.	7/2006	3/2009	10/2009	7	246.50	246.50	—
168.	Kalapipal-Phanda	Kms. 41.49	4/1990	3/2006	3/2009	36	97.64	97.64	—
169.	Akodia-Mohamad-Khera-Shujaipur	Kms. 13.15	4/2003	—	3/2010	3	35.11	34.40	—

1	2	3	4	5	6	7	8	9	10
170.	Miraj-Latur Road	Kms. 374	4/1993	3/2001	3/2010	108	360.63	816.40	126.38
171.	Kurla-Bhandup 5th & 6th Line Phase-I	Kms. 10	4/1995	3/2002	12/2009	93	102.90	136.45	32.60
172.	Amravati-Narkher New Line Project	Kms. 138	6/1994	6/1999	3/2011	141	175.30	284.27	62.16
173.	Conversion of 1500 V DC Traction System to 25 KV AC Traction		7/1996	—	6/2010	6	648.76	1160.52	78.88
174.	CST Mumbai-Kurla-Thane-Kalyan Train Describer System		4/1996	3/1999	6/2010	39	25.89	35.79	38.24
175.	Bandra Terminus augmentation facilities for 26 Coaches		4/2005	2/2008	12/2010	34	26.11	26.11	—
176.	Rupsa-Bangriposi	Kms. 90	2/1996	3/1998	3/2010	55	57.94	137.57	137.44
177.	Podapahar-Banspani		4/2006	3/2006	3/2010	48	129.74	129.74	—
178.	Khurda Road-Barang 3rd Line	Kms. 32.32	4/2000	—	3/2010	12	133.41	211.90	58.83
179.	Rajatgarh-Barang	Kms. 29.32	4/1999	—	3/2010	13	166.16	243.40	46.49
180.	Lanjhigarh Road-Junagarh	Kms. 56	4/1993	3/2002	3/2010	96	142.98	142.98	—
181.	Haridaspur-Paradeep	Kms. 82	4/1996	—	3/2011	18	301.64	735.10	143.70
182.	Abohar-Fazilka	Kms. 42.72	9/2001	3/2009	2/2010	11	86.44	209.57	142.45
183.	Thanjavur-Villupuram	Kms. 192	10/2001	—	3/2010	16	223.00	356.90	60.04
184.	Hapur-Kankather	Kms. 42.71	4/2003	3/2007	3/2009	24	117.31	106.64	—
185.	Etawah-Mainpuri (NL), NCR	Kms. 57.50	9/2001	12/2008	12/2009	12	129.70	129.70	—
186.	Kanpur-Mughalsarai Continuous Track Circuiting	33 Block Stations	4/2003	3/2008	3/2010	15	73.69	73.69	—
187.	BLW GM 4000/3000 HP Diesel Locos		4/1999	3/2003	3/2012	108	155.54	141.40	—
188.	Tarakeswar-Sheoraphuli (Phase-I, Sheoraphuli-Nalikul)	17.76 Kms.	4/2000	2/2007	5/2009	17	38.88	38.88	—
189.	Tollyganj-Garia	8.5 Km.	3/2000	12/2006	3/2010	39	907.69	1032.76	13.78
190.	Tarakeswar-Bishnupur	Kms. 82.47	4/2000	—	12/2010	12	157.96	567.00	258.95
191.	Azimganj-Jiaganj including Bridge Over Bhagirathi	6.6 Kms.	4/2001	12/2007	12/2009	24	66.73	75.55	13.22
192.	Chitpur-Additional Terminal		4/2003	12/2007	12/2009	24	90.54	90.54	—
193.	New Delhi-Tilak Bridge (5th and 6th Line)	Kms. 2.65	4/1998	12/2006	6/2011	54	53.14	77.85	46.50
194.	Bilaspur-Urkura	105 Kms.	4/1997	—	3/2010	12	151.52	273.00	80.17
195.	Ranchi-Lohardaga Extension to Tori	Kms. 113	4/1997	6/2004	3/2011	81	193.78	449.83	132.13
196.	Manderhill-Dumka-Rampurhat	Kms. 130	4/1995	—	3/2011	3	184.00	676.00	267.39

1	2	3	4	5	6	7	8	9	10
197.	Deoghar-Dumka New Broad Gauge Line	Kms. 72.25	2/1999	12/2006	3/2010	15	320.66	335.00	4.47
198.	Freight Operations Information System All India)		3/1984	3/1995	3/2010	180	422.79	634.13	49.99
199.	New Jalpaiguri-New Bongaigaon [AS/WB (NEFR)]	Kms. 417.00	11/1998	3/2003	3/2010	84	536.85	960.48	78.91
200.	Virangam-Bhildi (Guj/Raj)	Kms. 155.63	4/1990	—	3/2011	12	155.66	356.87	129.26
201.	Palwa-Bhuteswar 3rd Line (UP/Haryana)	81 Kms.	4/2005	3/2009	3/2010	3	240.00	329.70	37.37
202.	Jalandhar-Pathankot-Jammu Tawi (PB/JK)	Kms. 203	3/2002	6/2007	3/2010	33	625.30	706.20	12.94
203.	Jiribam to Imphal (Assam/M'Pur.)	Kms. 97.90	4/2003	3/2011	3/2014	36	727.56	2492.53	242.59
204.	Lalitpur-Satna-Rewa-Singruli (UP/MP)	Kms. 540	9/1998	5/2008	6/2009	13	925.00	925.00	—
205.	Maynaguri to Jogighopa Via Changra (NL), NEFR (NFR, WB/Assam)	Kms. 257	2/2000	12/2008	12/2009	12	733.00	1022.12	39.44
206.	Ambala-Moradabad (PB/HR/UP)	Kms. 274	3/1993	3/1998	3/2009	132	157.76	222.96	41.33
207.	Vasco-Madgaon-Londa-Hubli-Guntakal-Renigunta: ACD. (Goa/Ar.Pr./Kar.)		3/2003	3/2008	3/2010	24	51.98	51.98	—
208.	Anti Collision Device Ernakulam-Shoranur-Palghat-Erode (Karnataka/TN)		3/2003	3/2008	3/2010	24	54.23	75.24	38.74
209.	Delhi-Mathura Train Protection and Warning System (Delhi/UP)		3/1999	3/2007	6/2009	27	48.98	60.44	23.40
<b>ROAD TRANSPORT &amp; HIGHWAYS</b>									
210.	Hyderabad-Bangalore, Km. 135.47-Km. 211, NH-7 (A.P.)	74.65 Kms.	12/2003	3/2009	5/2009	2	611.44	592.00	—
211.	Gundla-Ponchampalli-Bowenpalli-Shivrampalli, KM. 464-Km. 474	Km. 23.1	4/2000	12/2005	5/2009	41	71.57	71.57	—
212.	Hyderabad-Bangalore Section, Km. 336-Km. 376, NH-7 (A.P.)	40 Kms.	12/2003	9/2008	9/2009	12	243.38	243.38	—
213.	Farukhanagar-Kotakotta, Km. 80.05-Km. 135.47, NH-7 (A.P.)	55.74 Kms.	12/2003	2/2009	3/2009	1	313.70	302.00	—
214.	Mailbang-Lunding, Km. 40.000-Km. 60.500, NH-54 (Assam)	21 Km.	12/2003	4/2009	12/2009	8	200.00	200.00	—
215.	Dakoba-Nagaon, Km. 35-Km. NH-36 (Assam)	30.5 Km.	12/2003	6/2008	6/2009	12	225.00	225.00	—
216.	Lanka-Daboka, Km. 22-Km. 24, NH-54 (Assam)	24 Kms.	12/2003	6/2008	6/2009	12	225.00	225.00	—
217.	Nalbari-Bijni, KM. 1013-Km. 983, NH-31 (Assam)	30 Km.	12/2003	6/2008	6/2009	12	200.00	200.00	—
218.	Harangajo-Naibang, Km. 164.08-Km. 190.587, NH-54 (Assam)	26 Kms.	12/2003	9.2007	12/2009	27	212.00	212.00	—



1	2	3	4	5	6	7	8	9	10
219.	Mailbang-Lunding, Km. 111.00-Km. 126.45, NH-54 (Assam)	15 Km.	12/2003	11/2008	11/2009	12	155.04	155.04	—
220.	Mailbang-Lunding, Km. 60.50-Km. 83.40, NH-54 (Assam)	23 Km.	12/2003	11/2008	11/2009	12	167.64	167.64	—
221.	Bijni-Assam/WB Border, Km. 30.0-Km. 0.0, Nh-31C (Assam)	30 Km.	12/2003	6/2005	6/2009	48	230.00	230.00	—
222.	Guwahati-Nalbari, Km. 1121-Km. 1093, NH-31 (Assam)	28 Km.	12/2003	4/2008	6/2009	14	175.96	175.96	—
223.	Silchar-Udarband, Km. 309-Km. 275, NH-54 (Assam)	Kms. 32	12/2003	9/2007	6/2009	21	157.47	154.57	—
224.	Bijni-Assam/West Bengal Border, Km. 30-Km. 60, Nh-31C	30 Km.	12/2003	6/2008	6/2009	12	195.00	195.00	—
225.	Nagaon Bypass, Km. 5.5-Km. 262.7, NH-36 (Assam)	23 Kms.	12/2003	6/2008	6.2009	12	230.00	230.00	—
226.	Lumding to Daboka	18.5 Kms.	12/2003	8/2010	9/2010	1	130.00	130.00	—
227.	Nalbari-Bijni, Km. 983-Km. 961.5, NH-31 (Assam)	21.5 Km.	12/2003	6/2008	6/2009	12	142.00	142.00	—
228.	Harangajo-Maibang, Km. 140.70-Km. 164.08, NH-54 (Assam)	Kms. 24	12/2003	7/2009	12/2009	5	196.00	196.00	—
229.	Nalbari-Bijni, Km. 1040.3-Km. 1013, NH-31 (Assam)	27.3 Km.	12/2003	4/2008	6/2009	14	208.00	208.00	—
230.	Guwahati-Nalbari, Km. 1093-Km. 1065, NH-31 (Assam)	28 Km.	12/2003	4/2008	6/2009	14	198.16	198.16	—
231.	Dharmatul-Sonapur, Km. 205-Km. 183, NH-31 (Assam)	22 Km.	12/2003	5/2008	12/2009	19	160.00	160.00	—
232.	Harangajo-Mailbang, Km. 126.45-Km. 140.70, NH-54 (Assam)	16 Kms.	12/2003	2/2009	12/2009	10	280.00	280.00	—
233.	Bijni-Assam/West Bengal Border, Km. 93-Km. 60, NH-31C	33 Km.	12/2003	6/2008	6/2009	12	237.80	237.80	—
234.	Nagaon-Dharmatul Km. 255-Km. 230, NH-37 (Assam)	25 Kms.	12/2003	6/2008	12/2009	18	264.72	264.72	—
235.	Dharmatul-Sonapur, Km. 230.50-Km. 230.00 NH-31 (Assam)	25 Kms.	12/2003	6/2008	6/2009	12	200.00	200.00	—
236.	Sonapur-Guwahati, Km. 183-Km. 163.895, NH-37 (Assam)	19 Kms.	12/2003	3/2008	12/2009	21	245.00	245.00	—
237.	Nalbari-Bijni, Km. 1065-Km. 1040.3, NH-31 (Assam)	25 Kms.	12/2003	6/2008	6/2009	12	225.00	225.00	—
238.	Mailbang-LUding, Km. 83.40-Km. 111.00, NH-54 (Assam)	28 Kms.	12/2003	4/2009	12/2009	8	199.81	199.81	—
239.	Construction of Km. 10 Service Road and One 2-lane Flyover on	10 Kms.	3/2005	8/2007	1/2009	17	33.78	33.78	—

1	2	3	4	5	6	7	8	9	10
240.	Deewapur-UP/Bihar Border, Km. 402-Km. 360.915, NH-28 (Bihar)	41.09 Km.	12/2003	10/2008	12/2009	14	300.00	300.00	—
241.	Jhanjhapur-Darbanga, Km. 110-Km. 70, NH-57 (Bihar)	40 Km.	12/2003	9.2008	12/2009	15	340.00	340.00	—
242.	Ringbunds-Jhanjhapur, Km. 155-Km. 110, NH-57 (Bihar)	45 Km.	12/2003	6/2008	6/2009	12	340.00	340.00	—
243.	Darbhangha-Muzaffarpur, Km. 70-Km. 30, NH-57 (Bihar)	40 Km.	12/2003	6/2008	6/2009	12	305.00	305.00	—
244.	Darbhangha-Muzaffarpur, Km. 30-Km. 0, NH-57 (Bihar)	30 Km.	12/2003	6/2008	6/2009	12	291.80	291.80	—
245.	Kotwa-Dewapur, Km. 440-Km. 402, NH-28 (Bihar)	38 Km.	12/2003	10/2008	12/2009	14	240.00	240.00	—
246.	Purnea-Forbesganj, Km. 268-Km. 230, NH-57 (Bihar)	38 Km.	12/2003	4/2008	4/2009	12	310.00	310.00	—
247.	Mehsi-Kotwa, Km. 480-Km. 440, NH-28 (Bihar)	40 Km.	12/2003	7/2005	12/2009	53	239.00	239.00	—
248.	Kosi Bridge Including Approches, Km. 155-Km. 165, NH-57	10 Km.	12/2003	3/2010	4/1010	1	418.04	418.04	—
249.	Purnea-Goyakota, Km. 419-Km. 447, NH-31 (Bihar)	Km. 28	4/2000	7/2004	12/2009	65	205.73	205.73	—
250.	Purnea-Forbesganj, Km. 309-Km. 268, NH-57 (Bihar)	41 Km.	12/2003	4/2008	4/2009	12	276.00	276.00	—
251.	Simrahi-Ringbund, Km. 190-Km. 165, NH-57 (Bihar)	15 Km.	12/2003	4/2008	6/2009	14	100.50	100.50	—
252.	Muzzaffarpur-Mehsi, Km. 520-Km. 480, NH-28 (Bihar)	40 Km.	12/2003	7/2005	12/2009	53	275.00	275.00	—
253.	Forbesganj-Simrahi, Km. 230-Km. 190, NH-57 (Bihar)	40 Km.	12/2003	9/2008	6/2009	9	332.94	332.94	—
254.	Garamore-Bamanbore, Km. 254-Km. 182.60, NH-8A (Gujarat)	71.4 Kms.	12/2003	11/2007	6/2009	19	360.70	380.70	5.54
255.	Gagodhar-Garamore, Km. 245-Km. 281.3 & Km. 308-Km. 254, NH-8A	90.3 Kms.	12/2003	11/2007	11/2009	24	412.78	479.54	16.17
256.	Panipat-Panchi Gujran, Km. 86-Km. 66, (Haryana)	20 Kms.	12/2003	10/2008	6/2009	8	109.00	109.00	—
257.	Panchi-Gujran-Sonepat, Km. 44-Km. 66, NH-1 (Haryana)	Km. 21.70	4/2000	9/2003	6/2009	69	82.00	83.67	2.04
258.	Kunjwani-Vijaypur, Km. 80-Km. 97, NH-1A (Jammu and Kashmir)	17.2 Km.	4/2000	12/2004	12/2009	60	110.00	110.00	—
259.	Vijayapur-Pathankot Km. 16.35-Km. 50.0, NH-1A (Jammu and Kashmir)	33.65 Kms.	12/2003	3/2008	12/2009	21	193.09	193.09	—
260.	Srinagar Bypass (Km 286-Km. 303.8) (NS-Corridor Phase-II)	17.8 Kms.	12/2003	5/2006	9/2009	40	125.00	60.66	—
261.	Pathankot-J&K Border, Km. 110.45-Km. 117.6, NH-1A (Jammu and Kashmir)	19.65 Kms.	12/2003	5/2008	12/2009	19	97.73	97.73	—
262.	Jammu-Kunjwani, (Jammu Bypass) Km. 0.0-Km. 15, NH-1A (Jammu and Kashmir)	Km. 0.0-Km. 15	12/2003	5/2008	12/2009	19	85.34	85.34	—

1	2	3	4	5	6	7	8	9	10
263.	Vijayapur-Pathankot, Km. 50-Km. 80, NH-1A (Jammu and Kashmir)	30 Kms.	12/2003	3/2008	12/2009	21	166.27	166.27	—
264.	Srinagar Bypass, Km. 286-Km. 303.80, NH-1A (J & K)	1.23 Kms.	12/2003	12/2008	12/2009	12	62.96	62.96	—
265.	AP/Karnataka Border Nandi Hill, Crossing Km. 464.6-Km. 527	61.38 Kms.	12/2003	3/2009	6/2009	3	402.80	402.80	—
266.	New Mangalore Port, Km. 37, NH-17 & 48 (Karnataka)	37 Kms.	4/2000	6/2008	12/2009	18	196.50	196.50	—
267.	Chitradurga by pass, Km. 207-Km. 189 (NH-4)	18 Kms.	4/2000	8/2004	6/2009	58	104.00	104.00	—
268.	Harihar-Chitradurga, Km. 284-Km. 207 (GQ) NH-4 (Karnataka)	Km. 77	4/2000	8/2004	6/2010	70	318.00	207.56	—
269.	Haveri-Harihar, Km. 340-Km. 284, NH-4 (Karnataka)	56 Km.	4/2000	8/2004	7/2010	71	241.00	397.66	65.00
270.	Elevated Highway from Silk Board Junction to Electricity City	9.98 Kms.	3/2005	7/2008	6/2009	11	450.00	450.00	—
271.	Six Lining of Bangalore-Hosur, Km. 18.75-Km. 33.51, NH-7 (Kar.)	14.38 Kms.	3/2005	7/2008	11/2009	16	110.00	110.00	—
272.	Cochin Port, Km. 10, NH-47 (Kerala)	10 Kms.	4/2000	8/2006	4/2010	44	106.00	193.00	82.08
273.	Thrissur-Angamali, Km. 270.00-KM. 316.70, NH-47 (Kerala)	40 Kms.	12/2003	3/2009	12/2009	9	312.50	312.50	—
274.	Rajmarg Choraha-Lakhanandon, Km. 351- Km. 405.7, NH-26	54.7 Kms.	12/2003	10/2008	12/2010	26	229.91	229.91	—
275.	Sagar-Rajmarg Choraha, Km. 255-Km. 297, NH-26 (M.P.)	42 Kms.	12/2003	10/2008	6/2009	8	206.96	206.96	—
276.	Lalitpur-Sagar (1), Km. 94-Km. 132, NH-26 (M.P.)	38 Kms.	12/2003	11/2008	3/2010	16	198.00	198.00	—
277.	Sagar-Rajmarg Choraha, Km. 211-Km. 255, NH-26 (M.P.)	44 Kms.	12/2003	10/2008	12/2010	26	203.43	203.43	—
278.	Rajmarg Choraha-Lakhanandon, Km. 297-Km. 351, NH-26 (M.P.)	54 Kms.	12/2003	10/2008	12/2010	26	251.03	251.03	—
279.	Gwalior Bypass, Km. 0-Km. 0.33, NH-75, 3 (M.P.)	42 Kms.	12/2003	10/2009	10/2010	12	300.93	300.93	—
280.	Laliput-Sagar (2), Km. 132-Km. 187, NH-26 (M.P.)	55 Kms.	12/2003	10/2008	12/2009	14	225.00	225.00	—
281.	Nagpur-Kondhali, Km. 9.2-Km. 50, NH-6 (Maharashtra)	40 Kms.	3/2005	12/2008	12/2009	12	168.00	168.00	—
282.	Jawaharlal, Nehru Port Phase-II, Km. 14.35, NH-54 (MH)	14.35	4/2000	5/2007	10/2009	29	143.00	143.00	—
283.	Butibori Rob, Km. 22.85-Km. 24.65, NH-7 (Maharashtra)	1.8 Kms.	12/2003	6/2005	9/2009	51	26.00	26.00	—
284.	Borkhedi-Jam, Km. 36.6-Km. 64.0 NH-7 (Maharashtra)	27.4 Kms.	12/2003	6/2005	12/2009	54	110.00	110.00	—

1	2	3	4	5	6	7	8	9	10
285.	Jam-Wadner, Km. 64-Km. 94, NH-7 (Maharashtra)	30 Kms.	12/2003	7/2005	12/2009	53	145.00	145.00	—
286.	Devdhari-Kelapur, Km. 123-Km. 153, NH-7 (Maharashtra)	30 Kms.	12/2003	7/2005	12/2009	53	144.00	144.00	—
287.	Devdhari-Wadner, Km. 94-Km. 123, NH-7 (Maharashtra)	29 Kms.	12/2003	7/2005	6/2009	47	145.00	145.00	—
288.	Kelapur-Pimpalkatti, Km. 153-Km. 175, NH-7 (Maharashtra)	22 Kms.	12/2003	11/2008	3/2010	16	117.40	117.40	—
289.	Mahua-Jaipur, Km. 120-Km. 228, NH-11 (Rajasthan)	108 Kms.	3/2005	3/2009	5/2009	2	483.00	483.00	—
290.	Dhule-Pimpalgaon, Km. 380-Km. 265, NH-3 (Maharashtra)	118 Kms.	3/2005	3/2009	6/2009	3	556.00	556.00	—
291.	Ganjam-Icchapuram, Km. 233-Km. 284, NH-5 (Orissa)	Km. 50.8	4/2000	2/2004	6/2009	64	263.27	263.27	—
292.	Paradip Port, Km. 77, NH-5A (Orissa)	77 Kms.	4/2000	2/2007	6/2009	28	428.00	428.00	—
293.	Bhubaneswar-Khurda, Km. 388-Km. 418, NH-5 (Orissa)	Km. 388-418 26.3 km	4/2000	1/2004	6/2009	65	140.85	140.85	—
294.	Sunakhala-Ganjam, Km. 338-Km. 284, NH-5 (Orissa)	55.713 Kms.	4/2000	4/2004	12/2009	68	225.00	225.00	—
295.	Pathankot-Bhogpur, Km. 26-Km. 70, NH-1A (Punjab)	44 Kms.	12/2003	5/2008	12/2009	19	284.00	284.00	—
296.	Jalandhar-Amritsar, K. 407-Km. 456, NH-1, (Punjab)	49 Kms.	3/2005	2/2009	9/2009	7	263.00	263.00	—
297.	Kota Bypass, Km. 406-Km. 381, NH-76 (Rajasthan)	25 Km.	12/2003	10/2008	12/2009	14	275.00	250.39	—
298.	Chambal Bridge, NH-76 (Rajasthan)	1.4 Km.	12/2003	2/2010	9/2010	7	275.00	281.31	2.29
299.	Gogunda-Udaipur, Km. 104-Km. 73, NH-76 (Rajasthan)	31 Km.	12/2003	8/2007	4/2009	20	266.00	288.06	8.29
300.	Bharatpura Mahua, Km. 63-Km. 120, NH-11 (Rajasthan)	57 Kms.	3/2005	1/2009	3/2009	2	250.00	250.00	—
301.	RJ/MP Border-Kota, KM. 449.15-Km. 406, NH-76 (Rajasthan)	43.15 Km.	12/2003	4/2008	6/2009	14	297.72	359.43	20.73
302.	Swaroopganj-Bakaria, Km. 29-Km. 9 & Km. 264-Km. 249.7, NH-76 & 14	43 Km.	12/2003	4/2008	4/2009	12	220.00	243.11	10.50
303.	Bakaria-Gogunda, Km. 73-Km. 29, NH-76 (Rajasthan)	44 Km.	12/2003	4/2008	3/2009	11	457.00	530.90	16.17
304.	Rajasthan/MP Border-Kota, Km. 509-Km. 449.15, NH-76	59.85 Km.	12/2003	4/2008	6/2009	14	378.22	430.21	13.75
305.	Chittorgarh Bypass (RJ-6) NH-76 Km. 159-213, NH-79, 76	30 Kms.	3/2005	8/2005	6/2009	46	133.03	133.03	—
306.	Madurai-Kanyakumari, Km. 42-Km. 80, NH-7 (Tamil Nadu)	38.86 Kms.	12/2003	3/2008	5/2009	14	474.21	474.21	—
307.	Lalapet ROB	0	1/2006	9/2007	1/2009	16	24.19	24.19	—

1	2	3	4	5	6	7	8	9	10
308.	Tirunelveli-Panagudi, Km. 160-Km. 203, NH-7 (Tamil Nadu)	43 Kms.	12/2003	3/2008	6/2009	15	423.54	423.54	—
309.	Madurai-Kanyakumari, Km. 120-Km. 160, NH-7 (Tamil Nadu)	42.7 Kms.	12/2003	3/2008	6/2009	15	507.49	507.49	—
310.	Kanyakumari-Panagudi, Km. 233.6-Km. 203, NH-7 (Tamil Nadu)	30.6 Kms.	12/2003	9/2006	4/2010	43	120.00	120.00	—
311.	Thopurghat-Thumpipadi, Km. 163.4-Km. 180.0, NH-7 (Tamil Nadu)	16.6 Kms.	12/2003	5/2005	5/2009	48	92.54	92.54	—
312.	Madurai-Kanyakumrai, Km. 80-Km. 120, NH-7 (Tamil Nadu)	Kms. 39.51	12/2003	3/2008	5/2009	14	323.36	323.36	—
313.	Madurai-Tirunelveli, Km. 0-Km. 42, NH-7 (Tamil Nadu)	42 Kms.	12/2003	3/2008	5/2009	14	567.38	567.38	—
314.	Salem-Karur, Km. 258.645-Km. 292.60, NH-7 (Tamil Nadu)	33.48 Kms.	12/2003	8/2008	4/2009	8	205.60	205.60	—
315.	Kangayam to Coimbatore	55.2 Kms.	2/2006	8/2008	6/2009	10	79.52	79.52	—
316.	Karur to Kangayam	59.2 Kms.	2/2006	8/2008	6/2009	10	63.01	63.01	—
317.	Trichy Bypass-Tuvaramkurchi, Km. 61, NH-54B (Tamil Nadu)	60.95 Kms.	12/2003	8/2008	6/2009	10	261.00	261.00	—
318.	Chennai Bypass, Km. 32, NH-4, 5 & 45 (Tamil Nadu)	32 Kms.	12/2003	11/2007	6/2009	19	480.00	480.00	—
319.	Improvement of Access of GQ within Chennai City, Km. 4, NH-4	4 Kms.	1/2005	4/2007	6/2009	26	210.00	210.00	—
320.	Tovaramkurchi-Madurai, Km. 60.95-Km. 124.84 (T.N.)	63.89 Kms.	12/2003	8/2008	6/2009	10	263.00	263.00	—
321.	Karur-Madurai, Km. 305.6-Km. 373.28, NH-7 (Tamil Nadu)	68.13 Kms.	12/2003	1/2009	5/2009	4	327.20	327.20	—
322.	Thumpipadi-Salem, Km. 180-Km. 199.2, NH-7 (Tamil Nadu)	Km. 19.2	4/2000	8/2003	5/2009	69	82.49	82.49	—
323.	Salem-Kerala Border, Km. 203.96-Km. 53, NH-47 (Tamil Nadu)	53.53 Kms.	12/2003	12/2008	4/2009	4	469.80	469.80	—
324.	Salem-Kerala Border, Km. 53-Km. 100, NH-97 (Tamil Nadu)	48.51 Kms.	12/2003	12/2008	4/2009	4	379.80	379.80	—
325.	Tindivanam-Uiundurpet, Km. 121-Km. 192.25, NH-45 (T.N.)	72.9 Kms.	12/2003	3/2009	4/2009	1	480.00	480.00	—
326.	Salem-Karur, Km. 207.05-Km. 248.625, NH-7 (Tamil Nadu)	41.55 Kms.	12/2003	1/2009	4/2009	3	253.50	253.50	—
327.	Karur-Madurai, Km. 373.275-Km. 426.60, NH-7 (Tamil Nadu)	53.03 Kms.	12/2003	12/2008	4/2009	4	283.50	283.50	—

1	2	3	4	5	6	7	8	9	10
328.	Agra-Bharatpur, Km. 45, NH-11 (U.P.)	45 Kms.	3/2005	3/2009	5/2009	2	195.00	195.00	—
329.	Meerut-Muzaffarnagar, Km. 52.25-Km. 131.00, NH-58 (U.P.)	79 Kms.	3/2005	3/2009	9/2009	6	359.00	359.00	—
330.	Hapur-Garhmukteshwar, Km. 58-Km. 93, NH-24 (U.P.)	35 Kms.	4/2000	9/2007	12/2009	27	220.00	220.00	—
331.	Garhmukteshwar-Muradabad, Km. 93-149.25, NH-24 (U.P.)	56.25 Kms.	4/2000	9/2007	5/2009	20	275.00	275.00	—
332.	Gorakhpur-Ayodhya, Km. 208-Km. 164, NH-28 (Uttar Pradesh)	44 Km.	12/2003	10/2008	12/2009	14	227.00	227.00	—
333.	Jhansi Bypass, Km. 104-Km. 91, NH-25 (Uttar Pradesh)	15 Km.	12/2003	8/2005	12/2009	52	158.06	158.06	—
334.	Orai-Jhansi, Km. 170.0-Km. 104.0, NH-25 (U.P.)	66 Km.	12/2003	4/2008	12/2009	20	451.97	451.97	—
335.	UP/Bihar Border-Kasia, Km. 360.915-Km. 319.8, NH-28, (U.P.)	41.12 Km.	12/2003	12/2008	12/2009	12	227.00	227.00	—
336.	Bara-Orai, Km. 449-Km. 442 & Km. 255-Km. 220, NH-2 & 25, (U.P.)	62.8 Km.	12/2003	4/2009	12/2009	8	465.00	465.00	—
337.	Ayodhya-Lucknow, Km. 45-Km. 8.250, NH-28 (Uttar Pradesh)	36 Km.	12/2003	10/2008	6/2009	8	193.00	193.00	—
338.	Kasia-Gorakhpur, Km. 319.8-Km. 279.8, NH-28 (Uttar Pradesh)	40 Km.	12/2003	12/2008	12/2009	12	242.00	242.00	—
339.	Orai-Jhansi, Km. 220-Km. 170, NH-25 (U.P.)	50 Km.	12/2003	3/2008	12/2009	21	340.68	340.68	—
340.	Ganga Bridge-Ramdevi Crossing, Km. 75-Km. 80.06, NH-25 (Uttar Pradesh)	5.6 Km.	12/2003	9/2008	9/2009	12	155.00	210.66	30.10
341.	Gorakhpur-Ayodhya, Km. 251.70-Km. 208.00, NH-28 (Uttar Pradesh)	43.7 Km.	12/2003	10/2008	6/2009	8	239.00	239.00	—
342.	Lucknow-Kanpur, Km. 59.5-Km. 75.5, NH-25 (Uttar Pradesh)	Km. 16	4/2000	12/2001	12/2009	96	51.28	51.28	—
343.	Ayodhya-Lucknow, Km. 93.075-Km. 45, NH-28 (Uttar Pradesh)	47 Km.	12/2003	10/2008	6/2009	8	217.00	217.00	—
344.	Gorakhpur-Ayodhya, Km. 164-Km. 135, NH-28 (U.P.)	29 Km.	12/2003	10/2008	12/2009	14	205.00	205.00	—
345.	Agra-Bypass, Km. 176.8-Km. 13.03, NH-3 (U.P.)	32.8 Kms.	12/2003	9/2007	2/2011	41	348.16	348.16	—
346.	Sagar Bypass, Km. 187-Km. 211, NH-26 (M.P.)	26 Kms.	12/2003	10/2008	12/2010	26	151.30	151.30	—
347.	Agra-Shikohabad, Km. 200-Km. 250.50, NH-2 (U.P.)	Km. 200-251 Km. 50.83	4/2000	3/2005	6/2009	51	367.49	367.49	—
348.	Fatehpur-Khaga, Km. 38-Km. 115, NH-2 (U.P.)	77 Kms.	4/2000	7/2004	6/2009	59	372.40	372.40	—

1	2	3	4	5	6	7	8	9	10
349.	Allahabad Bypass Contract-III, Km. 198-Km. 242.71, NH-2 (U.P.)	44.708 Km.	4/2000	5/2007	6/2009	25	534.39	534.39	—
350.	Allahabad Bypass Contract-II, Km. 158-Km. 198, NH-2 (U.P.)	38.98 Km.	4/2000	12/2006	6/2009	30	440.93	440.93	—
351.	Ayodhya-Lucknow, Km. 135.000-Km. 93.075, NH-28 (U.P.)	41.93 Km.	12/2003	10/2008	6/2009	8	212.00	212.00	—
352.	Siliguri-Islampur, Km. 526-Km. 500, NH-31 (West Bengal)	26 Km.	12/2003	7/2008	6/2009	11	225.00	225.00	—
353.	Dalkola Bypass, Km. 5.5, NH-34 (West Bengal)	5.5 Kms.	3/2006	8/2008	7/2009	11	67.00	67.00	—
354.	Laldia Port, Km. 53, NH-41 (West Bengal)	53 Kms.	4/2000	3/2005	9/2010	66	273.00	522.00	91.21
355.	Assam/West Bengal Border-Gairkatta, Km. 255- Km. 223, NH-31	32 Km.	12/2003	11/2008	6/2009	7	221.82	221.82	—
356.	Haryana/Delhi Border-Mukaraba Chowk, Km. 29.3- Km. 16.5, NH-1	Km. 12.9	4/2000	4/2003	6/2009	74	71.00	98.22	38.34
357.	Aurang-Raipur, KM. 232-Km. 281, (Chhattisgarh)	45 Kms.	3/2005	1/2009	2/2010	3	190.00	190.00	—
358.	Gorhar-Barwa Adda, Km. 320-Km. 398/75, NH-2 (Jharkhand)	78.75 Km.	4/2000	3/2005	6/2009	51	399.75	399.75	—
359.	Jhansi-Shivpuri, Km.91-Km. 50, NH-25 (Madhya Pradesh) [MP(3)/UP(11)]	41 Km.	12/2003	5/2008	4/2009	11	220.31	220.31	—
360.	Ambala-Zirakpur, Km. 5/735-Km. 39/961, NH-21 & 22, (Haryana) (Haryana/Punjab)	36 Kms.	3/2005	11/2008	3/2009	4	298.00	298.00	—
361.	Gwalior-Jhansi, Km. 96.13, NH-75 (M.P.) (MP-68.5/UP 11.5)	80 Kms.	12/2003	12/2009	12/2010	12	604.00	604.00	—
362.	Palanpur-Swaroopganj, Km. 264-Km. 340, NH-14 (Rajasthan) (Guj/Raj)	76 Km.	12/2003	3/2009	6/2009	3	498.00	498.00	—
363.	Varanasi-Mohania, Km. 317-Km. 329, NH-2 (U.P.) (UP/Bihar)	Km. 317-329.76	4/2000	3/2005	6/2009	51	467.93	467.93	—
<b>SHIPPING AND PORTS</b>									
364.	Deepening and Widening of Inner Harbour Entrance Chanel Ph-I	0.8 MT	8/2003	5/2006	3/2009	34	28.70	24.31	—
365.	Improvement to Port Railway System		9/2002	3/2007	3/2009	24	30.00	30.00	—
366.	Improvement & Development of Port Roads		5/2002	3/2007	3/2009	24	20.00	30.00	50.00
367.	D/o Add. Stacking Space & Reclamation/Hard Surfacing		6/2004	5/2006	6/2009	37	21.23	21.23	—
368.	Const. of 4 lane road from part to Verma Junction of NH-17		3/1998	6/2001	4/2009	94	80.00	80.00	—

1	2	3	4	5	6	7	8	9	10
369.	Mechanisation of Dry Cargo Berth at Cargo Jetty Area		1/2004	3/2009	12/2009	9	39.41	38.44	—
370.	Development of Infrastructure Facilities in Newly Added		3/2004	1/2006	6/2009	41	23.00	33.00	43.48
371.	Additional facilities for Handling Crude Oil (Gujarat)	MTPA 10	3/1999	3/2001	3/2009	48	31.81	45.50	43.04
372.	Establish of VTS in Gulf, Kutch		1/2002	12/2005	12/2009	48	165.00	165.00	—
373.	Replacement of one Tug		10/2002	3/2007	3/2009	24	21.00	22.75	8.33
374.	Reclamation & Dev. of land at south end of Willingdon Island		6/2002	3/2007	3/2010	36	27.18	27.18	—
375.	Reconstruction of M/Wharf for 250 M. Length	1.15 MT	10/2006	1/2009	6/2009	5	61.14	61.14	—
376.	Construction of Reclamation Wall		4/2001	8/2003	3/2010	79	30.00	27.18	—
377.	Acquisition of 2-300000 DWT Very Large Crude Carriers (VLCC)	2x3,00,000 DWT	10/2005	9/2009	10/2009	1	1136.08	1136.08	—
378.	C/o Riverline Multipurpose Jetty north of 3rd Oil Jetty		3/2006	3/2009	3/2012	36	99/46	99.46	—
379.	Procurement of 2 Nos. SCR for Iron ore handling		3/2005	3/2008	3/2010	24	24.70	24.70	—
380.	Construction of Berth No. 2 (South of Berth No. 3)	2MTPA	1/2005	4/2007	3/2010	35	46.80	46.80	—
381.	Development of Road infrastructure at Haldia Dock		10/2002	3/2007	3/2010	36	30.00	30.00	—
382.	Construction of Berth No. 13		1/2005	12/2007	3/2010	27	39.56	39.56	—
383.	Providing Eastern Side Embarkation at Kavarathi Island		12/2003	3/2007	3/2009	24	20.44	20.44	—
<b>TELECOMMUNICATION</b>									
384.	GSM based Network, Phase-IV		11/2007	11/2007	4/2009	17	174.36	174.36	—
385.	GSM Equipment of 216650 Lines (2G), Phase-V.1	216650 Lines	1/2008	3/2009	8/2009	5	192.48	192.48	—
386.	GSM Equipment of 1162K Lines, Phase-IV.5	1162K Line	3/2008	12/2008	3/2009	3	325.00	325.00	—
387.	GSM Equipment of 1015K Lines, Phase-IV.5	1015K Line	10/2008	11/2008	3/2009	4	350/84	350/84	—
388.	Commissioning of GSM equipment of 600 K Lines (Ph-IV)	600000 Lines	8/2006	1/2007	3/2009	26	214.00	214.00	—
389.	GSM Expansion, PH-IV (B) (Maharashtra)	13,50,000 Lines	7/2005	3/2006	3/2009	36	1174.75	1174.75	—
390.	Comm. of GSM Equipment of 650K Lines, PH-IV ++ (Maharashtra)	650000 Lines	11/2006	12/2006	4/2009	28	364.52	364.52	—
391.	Convergent Billing and GSM M/W (Mumbai)		1/2006	2/2007	3/2009	25	247.00	247.00	—
392.	Expansion of 750 K Existing GSM N/W (Mumbai)	750000 Lines	6/2006	10/2007	3/2009	17	231.38	231.38	—
393.	GSM Equipment of 390K Lines (2G) & 130K Lines (3G), Phase-V.1	390 K Lines & 130K Line	2/2008	12/2008	3/2009	3	373.94	373.94	—



1	2	3	4	5	6	7	8	9	10
394.	GSM equipment of 900K lines (2G) & 300K Lines (3G), Phase-V	300 K Lines	6/2007	12/2008	8/2009	8	601.49	601.49	—
395.	Construction of Administration Building at Grrams Road		9/2006	5/2007	10/2010	41	95.67	95.67	—
396.	GSM equipment of 1006280 Lines, Phase-IV.5	1006280 Lines	6/2008	12/2008	3/2009	3	409.21	409.21	—
397.	Kolkata Telecom District, Phase-IV	625000 Lines	9/2006	9/2008	3/2009	6	208/50	208.50	—
398.	National Radio Spectrum Management & Monitoring System (NRSMM)		8/2000	12/2004	3/2009	51	279.97	172.04	—
399.	Expansion of 750K GSM Lines		10/2006	12/2008	7/2009	7	278.16	278.16	—
400.	Convergent Billing and CRM for MTNL (Delhi)		12/2005	2/2007	3/2009	25	249.00	229.41	—
401.	Expansion of 750K GSM Lines of 2.5 GSM and Validation Equip.	750 K Lines	2/2007	10/2007	7/2009	21	741.77	278.16	—
402.	GSM based network Expansion Plan, PH-IV.		2/2007	4/2008	3/2009	11	239.19	239.19	—
403.	NIB-II Project Rural Broadband		12/2007	2/2008	3/2009	13	312.86	213.86	—
404.	Implementation and Execution of New Technology Intelligent (Multicity)		10/2004	6/2006	3/2009	33	160.00	135.00	—
405.	Commissioning of CMTS Project of 80044 lines, Ph-IV++ (Nort)	80044 Line	12/2006	12/2007	1/2009	13	22.23	22.23	—
406.	Project-3 of NIB-II, Implementation and Execution of Mess (Multi State)		11/2003	12/2005	4/2009	40	250.0	300.00	20.00
407.	High Bit Rate Network Backbone on Fibre and Satellite (A.I.) (All India)		3/2003	9/2005	3/2010	54	33.55	79.48	136.90
408.	500K Broadband Access N/W Ph-I+Ph-II (Delhi & Maharashtra)	326.4K ports	4/2007	10/2008	3/2009	5	134.25	134.25	—
<b>URBAN DEVELOPMENT</b>									
409.	Construction of Additional GPAO at Kavadiguda Secundrabad		3/2004	9/2007	4/2010	31	49.93	24.05	—
410.	Construction of 494 Family Quarter for CRPF at Muzaffarpur	494 Family Quarters	5/2001	9/2005	4/2009	43	26.80	26.80	—
411.	Constructoins of Residential Quarters T-I, T-II, T-III, T-IV	Quarters 222 (Including Nallah)	9/2002	11/2004	6/2009	55	28.46	20.32	—
412.	C/o Office premises at Nandini layout for STCI Ltd.		11/2007	3/2009	6/2009	3	24.91	24.91	—
413.	Construction of Bank Building for Punjab National Bank in		5/2005	12/2007	5/2010	29	73.92	41.66	—

1	2	3	4	5	6	7	8	9	10	
414.	Construction of RTI and Hostle building for CAG at Bandra		9/2006	1/2009	10/2009	9	45.98	35.56	—	
415.	Construction of 100 bedded Hospital at Thoubal (Manipur)		12/2003	12/2006	3/2009	18	24.30	24.30	—	
416.	Upgradation of IMS under PMSSY at BHU		6/2008	6/2010	10/2010	4	72.95	72.95	—	
417.	Construction of Residential and Non-Residential Complex for		11/1998	10/2003	9/2009	55	35.12	35.12	—	
418.	Construction of New Wing of Nation Gallery of Modern Art at		6/2002	4/2005	3/2009	47	57.57	49.45	—	
419.	Construction of 699 Residential Qtrs for GC. CRPF Kadirpuri		6/2001	10/2004	3/2009	53	31.06	31.06	—	
420.	C/o General Pool Residential Accomodation, Aliganj, Jorbagh		2/2008	4/2009	10/2009	6	30.38	30.38	—	
421.	Delhi Metro Rapid Transit System, Phase-II		8/2005	6/2010	9/2010	3	8605.36	8676.00	0.82	
422.	Construction of office Building for AG at Raipur	New Delhi NBCC place Pragati Vihar	1/2004	4/2009	10/2009	6	35.86	35.86	—	
<b>WATER RESOURCES</b>										
423.	Pagladiya Dam Project		1/2001	12/2007	12/2012	60	542.90	1187.00	118.64	
Total							251912.73	290576.41	15.35	

### Incinerators in Violation of Pollution Norms

678. SHRIMATI MANEKA GANDHI: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether a large number of the incinerators have been set up in violation of environmental pollution norms as they are not equipped with the Air Pollution Control Devices (APCD);

(b) if so, the details thereof; and

(c) the steps taken or proposed to be taken in the matter?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH): (a) to (c) Setting-up incinerators is one of the options for treatment and disposal of bio-medical waste for health care facilities, hazardous industrial waste and

industry specific waste such as pharmaceutical industry, pesticide sector, etc. In case of bio-medical waste, the incinerator has to comply with the standards notified under the Bio-Medical Waste (Management) and Handling) Rules, 1998. And, common hazardous waste incinerator and industry-specific incinerator are required to comply with their respective notified norms.

As per the available information, 166 bio-medical waste incinerators are operating without air pollution control devices (APCDs) in the country. The State-wise details are annexed.

The Central Pollution Control Board and State Pollution Control Boards (SPCBs) regularly carry out inspection and stack monitoring of bio-medical waste incinerators and observations made during these inspections are communicated to the concerned agencies for implementation. SPCBs are taking action against the non-complaint health care establishments.

For incineration of hazardous industrial waste, 13 common hazardous waste incinerators have been set-up across the country. These incinerators are fitted with necessary air pollution control devices.

**Statement**

*State-UT-wise No. of Incinerators operating without Air Pollution Control Devices (APCDs)*

Sl.No.	State/UT	Incinerator without APCD
1	2	3
1.	Andaman and Nicobar Islands	03
2.	Andhra Pradesh	Nil
3.	Assam	20
4.	Bihar	05
5.	Chandigarh	Nil
6.	Chhattisgarh	08
7.	Daman & Diu and Dadra & Nagar Haveli	Nil
8.	Delhi	Nil
9.	Goa	Nil
10.	Gujarat	Nil
11.	Haryana	01
12.	Himachal Pradesh	Nil
13.	Jharkhand	11
14.	Jammu and Kashmir	09
15.	Karnataka	Nil
16.	Kerala	91
17.	Lakshadweep	Nil
18.	Madhya Pradesh	05
19.	Maharashtra	02
20.	Manipur	Nil
21.	Meghalaya	01

1	2	3
22.	Mizoram	04
23.	Nagaland	Nil
24.	Orissa	01
25.	Puducherry	01
26.	Punjab	Nil
27.	Rajasthan	01
28.	Sikkim	01
29.	Tamil Nadu	Nil
30.	Tripura	01
31.	Uttarakhand	Nil
32.	Uttar Pradesh	02
33.	West Bengal	Nil
Total		166

Note: The above status is based on the information sent by the respective SPCBs/PCCs.

**World Heritage Status for Nalanda**

679. SHRI BAIJAYANT PANDA: Will the PRIME MINISTER be pleased to state:

(a) whether the Archaeological Survey of India has moved UNESCO seeking world heritage status for the ruins of Nalanda, the ancient Buddhist Centre of Learning;

(b) if so, the details thereof alongwith the status of the proposal;

(c) whether there is any proposal for moving UNESCO or some other International body for grant of heritage status to such sites in Orissa; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI V. NARAYANASAMY): (a) and (b) As per the guidelines laid down by the World Heritage Centre (WHC) of UNESCO, it is mandatory to include a site having Outstanding

Universal Value in the Tentative List of WHC for one year before it is considered for inscription in the World Heritage List of WHC. Our proposal to include Nalanda site in the Tentative List was considered and accepted by the World Heritage Committee in its 33rd session held last month (June, 2009) at Seville, Spain.

(c) No, Madam.

(d) Does not arise.

#### **Health Facility to the Poor**

680. SHRI RAJIAH SIRICILLA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Government provides healthcare facilities to the poorest sections of the society in rural areas especially to the SC/ST people;

(b) if so, the details thereof; and

(c) the steps taken by the Government in this direction especially for the SC/ST people in each State including Andhra Pradesh?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) to (b) Yes Madam. The primary health care services in rural areas are provided through a network of 145272 Sub-centres, 22370 Primary Health Centres and 4045 Community Health Centres as on March 2007. The services being provided through the above centres are available to all sections of population including SC/ST people irrespective of caste, creed, religion, sex etc.

(c) National Rural Health Mission [NRHM] was launched in year 2005, to provide accessible, affordable and quality health care to rural population, especially in the vulnerable section including SC/ST people. Financial assistance is given to the States/UTs including Andhra Pradesh for establishment of new Health Centres as well as for upgradation of existing Health Centres. The States/UT Governments assess their requirement and reflect the same in their Annual Programme Implementation Plan [PIP] under National Rural Health Mission [NRHM]. Thereafter funds are released to them as per the approval of National Programme Coordination Committee [NPCC].

#### **Corpus Fund for Sardar Vallabhbhai Patel Memorial**

681. SHRI VIKRAMBHAI ARJANBHAI MADAM: Will the PRIME MINISTER be pleased to state:

(a) whether the Government is considering to give corpus fund for development and maintenance of Sardar Vallabhbhai Patel Memorial in Karamsad;

(b) if so, the details thereof;

(c) the time by which final decision in this regard is likely to be taken; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI V. NARAYANASAMY): (a) to (d) The matter is under consideration.

#### **Tsunami Warning Centres**

682. SHRI N. CHELUVARAYA SWAMY: Will the PRIME MINISTER be pleased to state:

(a) whether a Tsunami Early Warning Centre has been set up in Andhra Pradesh;

(b) if so, the details thereof;

(c) whether the Government has proposed/proposes to set up similar Centres at other places in the country including Karnataka; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY, MINISTER OF STATE OF THE MINISTRY OF EARTH SCIENCES; MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE; MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS; AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI PRITHVIRAJ CHAVAN): (a) Yes, Madam.

(b) The Government has established a state-of-the-art Tsunami Warning Centre at Indian National Centre for Ocean Information Services (INCOIS), Hyderabad, Andhra Pradesh. This centre has been made fully operational since September 2007 and is equipped to provide timely tsunami warnings for India and the countries in the Indian Ocean region on 24x7 basis. The Indian Tsunami Warning System comprises various real time monitoring networks, seismic monitoring network; bottom pressure recorders; tide gauges etc., to monitor tsunami waves. These real time observing networks are backed up by a hierarchical database of pre-run tsunami travel time and inundation scenarios; robust standard operational procedures (SOPs)

and communication facilities for generation and dissemination of different categories of warnings. The three critical steps involved in generation of tsunami warnings include (i) detection and estimation of earthquake parameters; (ii) estimation of travel time and run-up height of tsunami; (iii) confirmation of tsunami by monitoring sea level.

(c) No, Madam.

(d) Does not arise.

*[Translation]*

#### **Artificial Rainfall**

683. SHRI HARISHCHANDRA CHAVAN: Will the Minister of EARTH SCIENCES be pleased to state:

(a) whether artificial rainfall is being contemplated in several parts of the country;

(b) if so, the details thereof;

(c) whether the Government has received proposals from various States in this regard; and

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

THE MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY; MINISTER OF STATE OF THE MINISTRY OF EARTH SCIENCES; MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE; MINISTER OF STATE IN THE MINISTRY OF PERSONNEL; PUBLIC GRIEVANCES AND PENSIONS; AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI PRITHVIRAJ CHAVAN): (a) No, Madam. Presently it is being contemplated by only one state.

(b) Government of Andhra Pradesh is in the process of taking action for initiating cloud seeding in the State. Indian Institute of Tropical Meteorology under the Ministry of Earth Sciences is providing scientific guidance to the Andhra Pradesh Government for the program.

(c) No Madam.

(d) Not applicable.

*[English]*

#### **Grant-in-Aid Under NCCP**

684. SHRI B. MAHTAB: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Government proposes to enhance the Grant-in-Aid to the hospitals under the National Cancer Control Programme (NCCP);

(b) if so, the details thereof;

(c) whether the Union Government has received proposals from State Governments for their inclusion under NCCP; and

(d) the time by which the proposal is likely to be finalized?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) to (d) As per the existing guidelines, any Government Medical College/Hospital can submit the proposal for seeking grant-in-aid with the recommendation of the concerned State/UT Government. The proposals so received are considered by the Standing Committee and based on their recommendations, grant-in-aid released under the National Cancer Control Programme.

#### **Supply of Immunosuppressive Drugs**

685. SHRI S. SEMMALAI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Government proposes to supply immunosuppressive drugs free of cost to poor patients undergoing transplantation of organs;

(b) if so, the details thereof;

(c) if not, whether the Government proposes to reimburse the cost of drugs to such patients; and

(d) if so, the details thereof?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) to (d) Health is a State subject and it is the responsibility of the States/UTs to provide health facility to poor patients in their respective states. However, Patients from Below Poverty Line families can seek financial assistance from the Rashtriya Arogya Nidhi (A Centrally Sponsored Scheme) for immunosuppressive drugs.

*[Translation]*

#### **GYP SA Hydro-Electric Project**

686. SHRI VIRENDER KASHYAP: Will the Minister of WATER RESOURCES be pleased to state:

(a) whether Union Government proposes to prepare a detailed project report in respect of Gypsa Hydro-Electric Project jointly with the Government of Himachal Pradesh;

(b) if so, the details thereof;

(c) whether Union Government has received any proposal from Himachal Pradesh for grant of financial assistance for the project; and

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

THE MINISTER OF STATE IN THE MINISTRY OF WATER RESOURCES (SHRI VINCENT H. PALA): (a) and (b) On a request from Government of Himachal Pradesh for arranging release of funds for survey, investigation and preparation of Detailed Project Report (DPR) of Gypsa H.E. Project, Chairman, Central Water Commission (CWC) suggested that the State Government and CWC could work together for preparation of DPR with funding from CWC and man power support from the State Government, as it would not be possible to release or reimburse funds for the preparation of the report by the State Government alone or by a third party. Further, joint working would be cost effective and within the funds sanctioned to CWC for investigation and preparation of DPR. HPSEB has however conveyed its view to engage some reputed international consultants/firms to prepare the DPR of the project.

(c) and (d) HPSEB has further indicated that the total estimated amount (Rs. 32.5 crore) for preparation of DPR would not be required in single instalment but would be phased out and submitted to CWC. However, the requisite source of funding the preparation of DPR is not available with the Central Government at present.

The project has been included as a National Project, due to which funding will be available for execution of irrigation and drinking water components for the project, after the DPR is made, it is techno-economically cleared and investigation clearance by Planning Commission is also accorded.

#### **Deaths due to Contaminated Drinking Water**

687. SHRIMATI SUMITRA MAHAJAN: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether a large number of deaths have occurred due to use of contaminated drinking water in the country; and

(b) if so, the details thereof including the number of persons died as a result thereof during the last three years and the current year?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) and (b) As per the information available, the number of deaths reported to have occurred due to consumption of contaminated drinking water during the years 2006, 2007 and 2008 are given in the enclosed Statement. As the year 2009 is only half way through, the figures for this year can be expected to be available only after the close of the year.

#### **Statement**

No. of deaths reported to have occurred due to consumption of contaminated drinking water during 2006, 2007 and 2008 are as follows:

Years	Viral Hepatitis	Cholera	Acute Diarrhoeal disease	Enteric Fever (Typhoid)
2006	694	3	3176	658
2007	544	3	3603	452
*2008	510	1	2841	338

\*The figures are provisional.

#### **Eradication of Dengue, Malaria and Kala-Azar Diseases**

688. SHRI K.D. DESHMUKH:  
SHRI ANJANKUMAR M. YADAV:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Government has not been able to achieve the targets set for eradication of diseases like Dengue, Malaria, Kala-Azar, etc. in the country including Andhra Pradesh;

(b) if so, the reasons therefor;

(c) whether the Government proposes to give any compensation to the patients of such diseases particularly in deserving cases;

(d) the funds allocated and utilized under various schemes for eradication of these diseases during the last three years; and

(e) the remedial measures taken/proposed to be taken by the Government to eradicate these diseases from the country?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) and (b) No. The reported cases are indicated below which are not showing the increase.

**(i) Country**

Year	Dengu3	Malaria	Kala-Azar
2006	12317	1785109	39178
2007	5534	1502742	44533
2008	12561	1524939	33234
2009 (till May)	2084	232270	6628

**(ii) Andhra Pradesh**

Year	Dengue	Malaria	Kala-Azar
2007	587	27803	Kala-Azar is not reported from Andhra Pradesh
2008	313	26165	
2009 (till May)	30	5244	

- The malaia cases are showing decline in the country including Andhra Pradesh.
- Dengue is a viral disease with seasonal trend and there is no specific antiviral drug. However, the reported cases are fluctuating.
- Kala-Azar is tarted for elimination by 2010 and the improved surveillance has resulted in more case detection and treatment. However, in 2008, the cases have declined as per reports received from the State. Andhra Pradesh is not endemic for Kala-Azar.

(c) No. There is no proposal of giving any compensation. However for Kala-Azar Elimination, the diagnosed patients are to be treated completely and with a view to improve treatment compliance, provision of

free diet and financial support for loss of wages during the hospital admission is being implemented under NRHM.

(d) The NVBDCP is comprehensive programme for 6 vector borne diseases namely Malaria, Filaria, Kala-Azar, Japanese Encephalitis, Dengue & Chikungunya and funds are released in a consolidated manner for prevention and control of these vector borne diseases. The year-wise allocations & releases are indicated below:

(Rs. in lakhs)

		2006-07	2007-08	2008-09
Country	Allocation	34829.70	36108.00	44003.77
	Utilization	28945.04	34179.8	27233.29
Andhra Pradesh	Allocation	1910.55	1973.85	2277.79
	Utilization	1209.76	1961.17	1172.30

(e) The general strategies for prevention & control of vector borne diseases like Dengue, Malaria and Kala-Azar being implemented in the country are described below;

**(i) Disease management**

- Early case detection and complete treatment
- Strengthening of referral services
- Epidemic preparedness and rapid response

**(ii) Integrated Vector Management**

- Indoor Residual spraying in selected high risk areas
- use of Insecticide treated bed nets
- use of larvivorous fishes
- anti larval measures in urban areas including bio-larvicides
- minor environmental engineering

**(iii) Supportive Interventions**

- Behaviour Change Communication
- *Public Private Partnership & Inter-sectoral convergence*

- Human Resource Development through capacity building
- Monitoring and evaluation.

Government has taken following initiatives for prevention and control of Dengue, Malaria and Kala-Azar:

**(i) Dengue:**

- Diagnostic facilities strengthened through 137 sentinel surveillance hospitals and 13 Apex Referral Laboratories.
- Adequate supply of diagnostic kits at the periphery.
- Monitoring of vector population in vulnerable areas.
- Capacity building for the medical officers for case management.
- Intensive social mobilization campaigns through IEC/BCC activities for community involvement.

**(ii) Malaria**

- Strengthening of Human Resource by providing contractual Multi-Purpose Workers (Male), Lab. Technicians, Distt. Vector Borne Disease Consultants, Malaria Technical Supervisors and involvement of ASHAs for surveillance and treatment.
- Upscaling use of Rapid Diagnostic Test Kits.
- Introduction of effective anti-malaria—Act for Pf cases.
- Upscaling of bednets use and introduction of long lasting insecticide nets (LLIN) for use in programme.
- Implementation of new initiatives with the World Bank and GFATM financial support.
- Intensified supervision and monitoring of programme implementation especially spraying.

**(iii) Kala-Azar**

- Upscaling use of new diagnostic tools *i.e.* rk 39.
- Use of new oral drug Miltefosine as the first line of treatment in 10 pilot districts of Bihar, West Bengal and Jharkhand.

- Incentives to Patient for loss of wages @ Rs. 50/- per day during the period of treatment.
- Free diet support to patient and one attendant.
- Involvement of ASHAs for case referral and motivation for complete treatment.

**Major Water Reservoirs in the Country**

689. SHRI JAGDISH SHARMA:  
SHRI ANANT KUMAR HEGDE:

Will the Minister of WATER RESOURCES be pleased to state:

(a) the number of major water reservoirs in the country that exist at present, State-wise;

(b) the date of construction of each of these reservoirs alongwith their water storage capacity;

(c) the percentage of water requirement being met out of these reservoirs in the country; and

(d) the details of the major water reservoirs proposed to be constructed by the end of Eleventh Five Year Plan?

THE MINISTER OF STATE IN THE MINISTRY OF WATER RESOURCES (SHRI VINCENT H. PALA): (a) to (d) The information is being collected and will be laid on the Table of the House.

*[English]*

**Disinvestment in CIL**

690. SHRI ANANDRAO ADSUL: Will the Minister of COAL be pleased to state:

(a) whether the Government proposes to offload its stake in Coal India Limited (CIL);

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

(c) the amount of money the Government is likely to raise as a result of disinvestment;

(d) whether CIL proposes to amend its resettlement and rehabilitation policy by offering the company's shares to the people whose land has been acquired for mining; and



(e) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF COAL AND MINISTER OF STATE OF THE MINISTRY OF STATISTIC AND PROGRAMME IMPLEMENTATION (SHRI SHRIPRAKASH JAISWAL): (a) and (b) CIL has been conferred 'Navratna' status on 24.10.2008, with the express condition that CIL would be listed within 3 years. Accordingly, steps are being taken to convert CIL first into a public limited company and thereafter for listing/disinvestment.

(c) The Government has not yet assessed the exact amount of money that is likely to be raised as a result of disinvestment.

(d) and (e) Land acquisition is one of the prime objectives of coal companies for meeting the increased demand of coal for energy security of the country. Shares of CIL may also be offered to the land losers as an alternative resettlement and rehabilitation (R&R) measure.

#### **Creation of Voluntary National Youth Corps**

691. SHRI PRADEEP MAJHI: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Government proposes to create a voluntary national youth corps to take up river cleaning and beautification programme in the country;

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

(c) the details of action plan prepared by the Government for the said purpose; and

(d) the time by which the said corps is likely to be created?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH): (a) to (d) Public participation and Public awareness are a part of the ongoing river conservation programme. The Ministry of Youth Affairs & Sports has initiated steps for creating a Voluntary National Youth Corps. This would provide, *inter alia*, for deployment of volunteers to various tasks by the Departments/Ministries in Government of India as well as by the State Governments. This Corps may be utilised for creating public awareness to check activities which contribute to pollution in the river, organizing voluntary campaigns etc.

#### **Sale of Medicines meant for Government Hospitals/Dispensaries**

692. SHRI M. SREENIVASULU REDDY: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether cases have been noticed involving sale of the medicines meant for supply at Government hospitals and dispensaries in the open market;

(b) if so, the details of such incidents reported during the last three years and the current year;

(c) the mechanism to monitor the transactions/disposal of medicines; and

(d) the effective steps taken/proposed to be taken by the Government to prevent recurrence of such incidents?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) to (d) In so far as Central Government Hospitals namely Safdarjung Hospital, Dr. R.M.L. Hospital and LHMC & Associated Hospitals are concerned, no such incidents have been reported.

The medicines are issued by the Stores, against the indent, signed by the designated officers of users departments of above mentioned hospitals.

All medicines received in the store of respective hospitals are physically verified and surprise physical verification are undertaken by the designated officers at regular interval for proper accountability for receipt of medicines and its utilization by the user department. All medicines and drugs are marked "CENTRAL GOVERNMENT SUPPLY NOT TO BE SOLD".

#### **Environmental Clearance to Irrigation Projects**

693. SHRI BHAUSAHEB RAJARAM WAKCHAURE: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Union Government has received any proposals from various State Governments including Maharashtra for grant of environmental clearance to their irrigation projects;

(b) if so, the details of such proposals, State-wise;

(c) the details of proposals which are pending for want of clearance and the action taken by the Union Government thereon; and

(d) the time by which clearance is likely to be accorded to these proposals?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH): (a) and (b) A total of 17 irrigation proposals from various States including Maharashtra have been received for environmental clearance since 2008, a list of projects is enclosed as Statement-I.

(c) As on date, 8 irrigation projects await environmental clearance. A state-wise break of irrigation project which await environmental clearance is given in the enclosed Statement-II.

(d) Generally, decisions on the projects are taken within 105 days of the receipt of complete information as provided for in the Environmental Impact Assessment Notification, 2006.

### **Statement I**

#### *Irrigation Projects received for environmental clearance*

Sl.No.	Project Details
1	2
<b>Andhra Pradesh</b>	
1.	Krishna Delta Modernization Project, District: Krishna, by M/s. Irrigation & CAD Dept. Government of Andhra Pradesh
<b>Haryana</b>	
2.	Dadpur Nalvi Irrigation Project, District: Ambala, Yamunanagar, Kurukshetra by M/s. Government of Haryana
<b>Bihar</b>	
3.	Western Kosi Canal Project District: Darbhanga by M/s. Water Resources Department, Government of Bihar
<b>Chhattisgarh</b>	
4.	Kelo Major Irrigation Project, District: Raipur by M/s. Department of Water Resources, Government of Chhattisgarh

1	2
<b>Karnataka</b>	
5.	Sri Rameshwara Lift Irrigation Scheme, District: Belgaum by M/s. Karnataka Neeravari Nigam Limited
6.	Upper Bhadra Irrigation Project, District: Chikmagalur M/s. Government of Karnataka
<b>Maharashtra</b>	
7.	Dhapewada Lift Irrigation Scheme, District: Gondia by M/s. Vidarbha Irrigation Development Corporation, Government of Maharashtra
8.	Wakurde Lift Irrigation Scheme, District: Sangli by M/s. Kolhapur Irrigation Scheme, Government of Maharashtra
9.	Sina-Kolegaon Project, District: Osmanabad by M/s. Krishna Valley Development Corporation, Government of Maharashtra
10.	Krishna Koyna Lift Irrigation Project, District: Sangli by M/s. Maharashtra Valley Development Corporation Government of Maharashtra
<b>Madhya Pradesh</b>	
11.	Halon Irrigation Scheme, District: Mandla by M/s. Narmada Valley Development Authority
12.	Upper Narmada Irrigation Project, District: Dindori by M/s. Narmada Valley Development Authority
<b>Orissa</b>	
13.	Daha Minor Irrigation Project (Loharakhandi River Crossing of Mahaguda Minor), District: Ganjam by M/s. Water Resources Department, Government of Orissa
14.	Rukura Irrigation Project, District: Sundargarh by M/s. Planning & Formulation Department, Government of Orissa
15.	Ret Irrigation Project, District: Sundargarh by M/s. Planning & Formulation Department, Government of Orissa
<b>Uttarakhand</b>	
16.	Jamrani Dam Multipurpose Project, District: Nainital by M/s. Government of Uttarakhand
<b>Uttar Pradesh</b>	
17.	Arjun Sahayak Pariyojna, District: Mahoba by M/s. Government of Uttar Pradesh

**Statement II***Irrigation Projects Pending for environmental clearance*

Sl.No.	Project Details
<b>Haryana</b>	
1.	Dadpur Nalvi Irrigation Project, District: Ambala, Yamunanagar, Kurukshetra by M/s. Government of Haryana
<b>Karnataka</b>	
2.	Sri Rameshwara Lift Irrigation Scheme, District: Belgaum by M/s. Karnataka Neeravari Nigam Limited
3.	Upper Bhadra Irrigation Project, District: Chikmagalur by M/s. Government of Karnataka
<b>Maharashtra</b>	
4.	Dhapewada Lift Irrigation Scheme, District: Gondia by M/s. Vidarbha Irrigation Development Corporation, Government of Maharashtra
<b>Madhya Pradesh</b>	
5.	Halon Irrigation Scheme, District: Mandla by M/s. Narmada Valley Development Authority
6.	Upper Narmada Irrigation Project, District: Dindori by M/s. Narmada Valley Development Authority
<b>Uttarakhand</b>	
7.	Jamrani Dam Multipurpose Project, District: Nainital by M/s. Government of Uttarakhand
<b>Uttar Pradesh</b>	
8.	Project Name: Arjun Sahayak Pariyojna, District: Mahoba by M/s. Government of Uttar Pradesh

EAC — Expert Appraisal Committee.

EC — Environmental Clearance.

**Private Sector in Nuclear Power Generation**

694. SHRI NAVJOT SINGH SIDHU: Will the PRIME MINISTER be pleased to state:

(a) whether the Government has received any suggestions to allow private sector participation in nuclear power generation by amending the "Atomic Energy Act, 1962";

(b) if so, the details thereof; and

(c) the reaction of the Government thereto?

THE MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY, MINISTER OF STATE OF THE MINISTRY OF EARTH SCIENCES; MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE; MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS; AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI PRITHVIRAJ CHAVAN): (a) and (b) Suggestions to amend the Atomic Energy Act, 1962 to allow private sector to participate in nuclear power generation have been received by the Government.

(c) Indian private sector can participate in nuclear power generation projects as a minority partner under the present Atomic Energy Act.

**Gosikhurd Irrigation Project**

695. SHRI VILAS MUTTEMWAR: Will the Minister of WATER RESOURCES be pleased to state:

(a) whether there has been inordinate delay in the execution of the Gosikhurd Irrigation Project due to lack of adequate financial assistance;

(b) if so, the details thereof and the cost of escalation as a result of delay; and

(c) the corrective steps taken by the Government to complete the project expeditiously?

THE MINISTER OF STATE IN THE MINISTRY OF WATER RESOURCES (SHRI VINCENT H. PALA): (a) and (c) Irrigation is a State subject and planning, execution and funding of the irrigation projects is within the purview of the concerned State Governments. Escalation in cost of the project normally occurs due to time overrun which is usually caused by the shortage of funds with the State Governments. The Gosikhurd project was approved by the Planning Commission for Rs. 461.19 Crore in 1995. The latest estimated cost of the project is Rs. 7777.85 crore. The Projects needing central assistance are posed by the concerned State Governments to the Central Government.

In order to enable the State Government to complete the project expeditiously, the project was included in AIBP in 1996-97 to be provided with central assistance for

phased completion of the project. Since 2008-09, the project is receiving central assistance under AIBP as a National Project. The total central assistance provided to the project till date is Rs. 873.1751 crores.

#### **National Biotechnology Regulatory Authority**

696. SHRI ASADUDDIN OWAISI: Will the Ministry of SCIENCE AND TECHNOLOGY be pleased to state:

(a) whether the Government proposes to set up National Biotechnology Regulatory Authority;

(b) if so, the details thereof; and

(c) the time by which a final decision is likely to be taken in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY, MINISTER OF STATE OF THE MINISTRY OF EARTH SCIENCES; MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE; MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS; AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI PRITHVIRAJ CHAVAN): (a) to (c) Yes, Madam. The Government of India is in the process of setting up of a regulatory authority for biotechnology, product and processes. The Department of Biotechnology, Ministry of Science & Technology has been entrusted to act as the nodal agency to establish "National Biotechnology Regulatory Authority" (NBRA) through an act of Parliament. Accordingly, a consultative group of experts have prepared draft establishment plan of NBRA and the proposed Bill. Both the draft documents were put in public domain for review and comments. Several consultative meetings were held with concerned stakeholders representing farmers and consumer's organizations, industry, legal experts, media and academia/scientists from research institutions/universities. State Governments were also consulted for their feedback. An Interdisciplinary and Inter-Ministerial Advisory Committee was also constituted to oversee and advise on all matters related to drafting, reviewing the comments of experts and stakeholders as well as preparing final documents. The Governmental process of inter-ministerial consultation has been completed for obtaining necessary approvals for the NBR Bill by the Cabinet and subsequently the Parliament as per procedure expectedly by the end of the financial year 2009.

#### **Per Capita availability of Water**

697. SHRI NISHIKANT DUBEY: Will the Minister of WATER RESOURCES be pleased to state:

(a) whether Government is aware that there is a large scale inequitable distribution of water in various parts of the country;

(b) if so, the details thereof indicating the action taken by the Government;

(c) whether the Government has carried out any district-wise survey in the country including the State of Jharkhand to find out per capita availability of water during the last three years;

(d) if so, the outcome of such survey and follow up action taken by the Government in this regard;

(e) whether Government has formulated any perspective plan to identify new water resources in the country; and

(f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF WATER RESOURCES (SHRI VINCENT H. PALA): (a) and (b) There is considerable variation in rainfall and hence water availability in various parts of the country. India Meteorological Department (IMD) has informed that the annual average normal rainfall as 1196.4 millimetre for the country as a whole. As per the information provided by IMD, there is considerable variation in the annual average normal rainfall of various meteorological sub-divisions varying from 297.00 millimetre for West Rajasthan to 3613.2 millimetre for Coastal Karnataka. Government of India has prepared National Perspective Plan for optimal utilization of the water resources particularly through diversion of surplus flood water to deficient areas. Various measures have also been undertaken by the State Governments and Government of India for conservation of water which *inter-alia* include storage of water in reservoir over the ground and rainwater harvesting and ground water recharge.

(c) Ministry of Water Resources has not carried out any specific district-wise survey to find out "per capita availability of water" during the last three years.

(d) Does not arise.

(e) and (f) National Perspective Plan envisages various links to divert surplus flood water to water deficient areas. Based on preliminary studies, 30 links have been identified and National Water Development Agency has been assigned the responsibility of preparation of feasibility report and detailed project report for the same.

[Translation]

#### Allocation of Captive Coal Blocks

698. SHRI HANSRAJ G. AHIR: Will the Minister of COAL be pleased to state:

(a) whether Coal India Ltd. (CIL) is facing competition due to the allocation of captive coal blocks to private sector;

(b) if so, the details thereof;

(c) the details of the production of coal in each coal mine in private sector during the last three years and the current year; and

(d) the percentage of coal of the total coal production in the country?

THE MINISTER OF STATE OF THE MINISTRY OF COAL AND MINISTER OF STATE OF THE MINISTRY OF STATISTICS AND PROGRAMME IMPLEMENTATION (SHRI SHRIPRAKASH JAISWAL): (a) No, Madam.

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

(c) The details of coal production in each of the coal block allotted to private sector (post-nationalisation) during the last three years and the current year is given at the table below:-

Sl.No.	Name of the blocks allocated	No. of Coal Blocks	Allocattee Company	Year wise Production (In Million Tonnes) of coal in private sector			
				2006-07	2007-08	2008-09(P)	2009-10 (upto May, 2009)
1.	Sarshatali	1	CESC/RPG Industries	2.546	2.754	2.978	0.55
2.	Gare Palma IV/1	1	Jindal Stee and Power Ltd.	5.968	5.994	5.998	0.999
3.	Talabira-I	1	Indal (Hindalco)	1.159	1.470	2.066	0.389
4.	Gare Palma IV/5	1	Monnet Ispat Ltd.	0.668	0.835	0.989	0.169
5.	Gotitoria (East and West)	2	BLA Industries Ltd.	0.218	0.329	0.236	0.052
6.	Chotia	1	Prakash Industries Ltd.	0.625	0.900	0.919	0.182
7.	Gare Palma IV/4	1	Jayswal Neco	0.059	0.279	0.396	0.128
8.	Gare Palma IV/2&3	2	Jindal Power Ltd.	-	0.598	4.893	0.973
9.	Belgaon	1	Sunflag Iron & Steel Ltd.	-	0.001	0.051	0.026
10.	Parbatpur Central	1	Electrosteel Castings Ltd.	-	-	0.013	0.019
11.	Kauthatia	1	Usha Martin Ltd.	-	-	0.013	0
12.	Gare Palma IV/7	1	Raypur Alloys & Steel Pvt. Ltd.	-	-	0.008	0.004

(d) The percentage of coal produced by the private sector allocates (post- nationalisation) to the total coal production in the country during the last three years is given below:-

Year	Percentage share
2006-07	2.61
2007-08	2.87
2008-09	3.77

[English]

### Primary Health Care System

699. DR. K.S. RAO: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) the details of primary health care system operating in the country;

(b) the action taken to improve the primary health care system for bringing it upto international standards;

(c) whether the Government proposes to introduce health care financing system in the country; and

(d) if so, the details thereof?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) The Primary Health Care Services in rural areas are provided through a network of 145272 Sub-centres, 22370 Primary Health Centres and 4045 Community Health Centres as on March 2007.

(b) National Rural Health Mission [NRHM] launched in the country in April 2005, is steering state led reforms on health care system in the Country. Further to improve quality in the health care facilities and service delivery system, the Indian Public Health Standards [IPHS] have been framed.

(c) and (d) The existing public health care financing system is being strengthened with the launch of NRHM through enhanced budgetary allocations. The funds requirement is also met through Public Private Partnership [PPP] and insurance mechanism wherever it exists.

### Revival of Water Bodies in the Country

700. SHRIMATI MANEKA GANDHI:  
SHRI K.J.S.P. REDDY:

Will the Minister of WATER RESOURCES be pleased to state:

(a) whether the Government is preparing any action plan to revive the water bodies in the States including Delhi in consultation with the State Governments;

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

(c) the funds allocated by the Union Government for this purpose during the last three years and the current year, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF WATER RESOURCES (SHRI VINCENT H. PALA): (a) to (c) The Government of India taken up a pilot scheme for Repair, Renovation and Restoration (RRR) of water bodies during X Plan with an outlay of Rs. 300 crore. The Government has further approved a programme for Repair, Renovation and Restoration of Water Bodies with an outlay of Rs. 10,000 crore for XI Plan. The programme covers all states of the country including Delhi. An amount of Rs. 189.18 crore has been released to different states during the last three years and the current year under the above schemes as per details given in enclosed Statement.

### Statement

#### *Details of Funds Released during the last three years and the current year*

Sl.No.	Name of State	Funds Released (Rs. in crore)
1	2	3
1.	Andhra Pradesh	33.45
2.	Bihar	1.40
3.	Chhattisgarh	0.57
4.	Gujarat	3.40
5.	Himachal Pradesh	0.47
6.	Jammu and Kashmir	1.02
7.	Jharkhand	5.87
8.	Karnataka	32.83
9.	Kerala	0.93
10.	Madhya Pradesh	12.32
11.	Orissa	7.68

1	2	3
12.	Rajasthan	1.46
13.	Tamil Nadu	76.58
14.	West Bengal	11.20
Total		189.18

#### **Proposal for Development of Lake**

701. SHRI BAIJAYANT PANDA: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the State Government in Orissa has submitted a proposal of Rs. 17 crore for development of Ansupa lake, and another separate proposal for grant of funds for development of Nandankanan Zoological Park in the State;

(b) if so, the details alongwith the status of these projects; and

(c) the time-frame by which funds are likely to be sanctioned for development of these projects?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH): (a) to (c) A proposal for Rs. 1787.22 lakhs on "Integrated Sustainable Environmental Conservation of Ansupa Lake and its Ecosystem" was received from the Government of Orissa during 2008-09. An amount of Rs. 27 lakhs has been released to the State Government to undertake some of the development activities. The State Government has been requested to prepare a comprehensive Management Action Plan for conservation of this lake on long-term basis. An annual plan for Rs. 290.50 lakhs has also been received from the Government of Orissa for Nandankanan Zoological Park for the year 2009-10. Funds will be released subject to the availability of budgetary provisions and fulfillment of necessary procedural requirements.

*[Translation]*

#### **Protected Monuments in Maharashtra**

702. SHRI HARISHCHANDRA CHAVAN: Will the PRIME MINISTER be pleased to state:

(a) whether the Government has included/proposes to include any ancient monument of Maharashtra in the list of protected monuments in the year 2009-10;

(b) if so, the details thereof, location-wise, alongwith those protected monuments in Nasik district;

(c) the amount spent on the maintenance of the said monuments during the year 2008-09;

(d) the amount of revenue earned by the Government from the monuments during the year 2008-2009; and

(e) the details of norms for declaring any building a protected monument?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI V. NARAYANASAMY): (a) to (c) The Government has approved a proposal to protect Thatte Nahar and Thatte Hauz at Aurganabad as of national importance during the year 2009-10. A list of centrally protected monuments in Nasik District, and the expenditure incurred on their maintenance during the year 2008-09 is enclosed as Statement.

(d) A revenue of Rs. 66.68 crores was collected at the centrally protected monument during the year 2008-2009 through entrance fee etc.

(e) As per the Section 4 of the Ancient Monuments and Archaeological Sites and Remains Act, 1958, any structure, erection or monument, or any tumulus or place of interment, or any cave, rock sculpture, inscription or monolith, which is of historical, archaeological or artistic interest and which has been in existence for not less than one hundred years are considered as of national importance. As and when such proposals are received from field offices of Archaeological Survey of India these are evaluated, considered and recommended by the Committee of Officers duly constituted by the Director General, on the basis of their historical, archaeological or artistic value and worthiness for declaring them as of national importance. The proposals recommended by the Committee of Officers are then submitted to the Central Government for approval before issuing notification under Section 4(1) of the Ancient Monuments and Archaeological Sites and Remains Act, 1958, inviting objections to be followed by another notification under Section 4(3). after attending to the objections received from the interested persons.

**Statement***List of Centrally Protected Monuments in Nasik District in Maharashtra*

Sl.No.	Name of Monument/site	Amount (Rs. in lakhs)
1.	Gondeshwar Mahdev temple at Sinnar, Nashik	1.75
2.	Hindu temple at Ambegaon, Distt. Nasik	3.47
3.	Jain Caves at Ankai, Distt. Nasik	3.15
4.	Mahadev temple at Deothan, Distt. Nasik	4.13
5.	Pandulena Caves, Distt. Nasik	26.70
6.	Trimbekeshwar temple at Trimbak, Nasik	0.13
7.	Mahadev temple at Zodga, Distt. Nasik	0.15
8.	Jain temple at Anjaneri, Distt. Nasik	0.39
9.	Temples at Sinnar, Distt. Nasik	0.34
10.	Old Matichi-Gadhi, Nasik	—
11.	Jain temple, Tringalwadi, Nasik	—
Total		40.21

*[English]***Pesticides in Bottled Drinking Water**

703. SHRI VIKRAMBHAI ARJANBHAI MADAM: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Government has taken the matter of presence of pesticides residues in bottled drinking water of various brands seriously;

(b) if so, the details thereof;

(c) whether the Bureau of Indian Standards proposes to change the norms for testing; and

(d) if so, the details thereof?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) and (b) The standards for packaged drinking water have been prescribed under item A. 33 of Appendix B of PFA Rules, 1955 wherein limits for pesticides have also been laid. There is a mandatory provision that no person shall manufacture,

sell or exhibit for sale packaged drinking water except under BIS Certification mark so as to regulate the quality control of packaged drinking water.

(c) and (d) As per information made available by Bureau of Indian Standards (BIS), there is no proposal under consideration by the Drinks and Carbonated Beverages Sectional Committee, FAD 14 of Bureau of Indian Standards to change the norms for testing pesticide residues in bottled drinking water at present.

*[Translation]***Extradition Treaty with Pakistan**

704. SHRI K.D. DESHMUKH: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) Whether the Government has discussed the issue of signing extradition treaty with Pakistan;

(b) if so, the details thereof; and

(c) the reaction of Pakistan Government thereto?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI S.M. KRISHNA): (a) Yes.

(b) and (c) India has proposed an extradition treaty to Pakistan in the Home Secretary talks in the Composite Dialogue since 2004. Pakistan has not responded positively to our proposal for an extradition treaty.

*[English]***Prime Minister's Visit to Russia**

705. SHRI PRADEEP MAJHI:  
SHRI LALCHAND KATARIA:  
SHRI SANJAY SINGH CHAUHAN:  
SHRI RADHA MOHAN SINGH:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the Prime Minister has visited Russia to attend Shanghai Cooperation Organisation (SCO) and Brazil, Russia, India and China (BRIC) summits recently in Yekaterinburg;

(b) if so, the details thereof alongwith the main issues discussed in the Summits and stand taken by India thereon; and



(c) the names of the leaders of various countries including Pakistan and China whom the Prime Minister met during the said visit along with the issues discussed with each of them and the outcome thereof?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI S.M. KRISHNA): (a) Yes. Prime Minister visited Russia to attend Shanghai Cooperation Organization (SCO) and Brazil, Russia, India and China (BRIC) Summits in the city of Yekaterinburg on 16 June 2009.

(b) The SCO Summit focused on regional security, the international financial crisis and sustainable development. India is an observer in the SCO.

At the BRIC Summit, the leaders of the four countries reviewed the current state of global economic and financial crisis and discussed the forthcoming G8 and G20 Summits.

The Prime Minister made statements at the both BRIC and SCO Summits. The Statements made by the Prime Minister are given in the enclosed Statements-I and II.

(c) During his visit to Russia, the Prime Minister also met bilaterally with Chinese President Hu Jintao, Kazakh President Nursultan Nazarbayev, Pakistan's President, Asif Ali Zardari and Russian President Dmitry Medvedev.

The Prime Minister and Chinese President Hu Jintao discussed progress in bilateral relations and cooperation in newer areas; agreed to seek a fair, reasonable and mutually acceptable settlement of the boundary question; to intensify mutually beneficial economic cooperation; to strengthen defence cooperation and enhance defence exchanges; to work together to offset the impact of the global financial crisis; and to enhance people-to-people and cultural exchanges. It was decided at the meeting between Prime Minister and the Chinese President that India and China would continue close consultation and coordination on global issues.

The Prime Minister and the President of Pakistan, Asif Ali Zardari, reviewed India - Pakistan relations. Prime Minister conveyed that the Government of Pakistan must take strong and effective action to prevent the use of Pakistan's territory for terrorist attacks against India, act against the perpetrators of past attacks and dismantle the infrastructure of terrorism in Pakistan. It was decided that the Foreign Secretaries of the two countries would

meet to consider what Pakistan is doing and can do to prevent terrorism from Pakistan against India and to bring those responsible for these attacks to justice including the horrendous crime of attacks in Mumbai. The Foreign Secretaries of India and Pakistan were asked to report to the Prime Minister and the Pakistani President.

Prime Minister exchanged views with President Medvedev on a wide range of issues in our close strategic partnership with Russia.

Prime Minister and the Kazakh President expressed satisfaction at the rapid expansion of proposals for bilateral cooperation in diverse fields including energy, petrochemicals and pharmaceuticals.

### **Statement I**

#### *PM's opening remarks at the Shanghai Cooperation Organisation Summit*

June 16, 2009

Yekaterinburg, Russia

I am delighted to be here today at the Summit meeting of the Shanghai Cooperation Organisation. I bring to you the greetings of the Government and people of India.

I have had the honour of visiting the great country of Russia on several occasions in the past. On each occasion I have been overwhelmed by the warmth and hospitality that has been extended to me. This is however a special occasion. It is my first visit overseas after our Government was re-elected to office following the recent general elections in India.

The Shanghai Cooperation Organisation represents a vast land mass rich in cultural diversity, creativity and resources. India has the privilege of having excellent bilateral relations with each of the Members of the Organisation. Our relations with them go back in time. They rest on solid civilisational, cultural and economic linkages that have flourished over centuries.

As an Observer State, we have been following the evolution of the Shanghai Cooperation Organisation with keen interest. We wish to see peace, prosperity and stability in the region that the Organisation represents. We have many complementarities and have a lot to gain and learn from each other. It is in this spirit that we approach our engagement with the Organisation and its different organs and bodies.

The growth of the Indian economy at an average rate of 8 percent over the last five years has enabled us to generate higher investible resources to cater to the needs of our rural economy, the social sector and infrastructure. It has also opened up opportunities to intensify our interaction with the outside world in the areas of trade and investment, science and technology, and in the revival of the global economy.

We seek an external environment that is conducive to meeting the aspirations of our people. Against this background, the Russian Presidency's initiative to focus on the themes of regional security and sustainable development is most appropriate.

The threats we face to our security are global in nature, and require a global response. The prevalence of poverty and under-development in large parts of the world continues to threaten global stability. We believe that with the resources available with us, the SCO and India can mutually reinforce each other's efforts towards the economic emancipation of our region. We would be happy to share with our friends in the SCO the experiences we have gained over the years in various sectors of nation-building.

There is a lot to be gained through strengthening connectivity between the SCO and India. We would like to cooperate in finding innovative means to strengthen people-to-people contacts, exchanges of businesspersons and scholars, and trade, investment and technology flows. We would welcome closer cooperation in the fields of energy and food security, and infrastructure development.

The spectre of terrorism, extremist ideologies and illicit drug trafficking haunts our region. Terrorist crimes committed today are transnational in nature. No country is immune from them. It is imperative that we genuinely cooperate with one another and on a global scale to resolutely defeat international terrorism.

The issue of stability in Afghanistan is one that is engaging all of us keenly. I wish to congratulate the Russian Presidency of the SCO for organizing a successful conference on Afghanistan in March this year. India is committed to contributing to international efforts for the economic reconstruction of Afghanistan, and promoting stability in that country.

The economic gains that we have made in the past are today threatened by the global financial and economic crisis. We should convert this crisis into an opportunity for much greater economic cooperation between the Members of the SCO and India. Between us we have a

vast market, a large industrial base, a talented human resource base and above all, the political will. We should also work together to reform the institutions of global Governance, including financial institutions, to bring them in tune with present and emerging economic realities.

We can no longer delay giving concrete shape to the concept of sustainable development. The developing world needs access to financial resources and environment friendly technologies, especially in energy, transportation, manufacturing and agriculture. We need technology innovations for reduction of energy use by industry and other sectors. We need massive action for afforestation, drought proofing and flood protection. We need action to protect the glaciers that feed our river systems.

In conclusion, let me say that as a close neighbour, we wish the Shanghai Cooperation Organisation all success in the multi-faceted activities.

I also wish to convey our deep appreciation to His Excellency President Medvedev for conducting this meeting in an exemplary manner and for the excellent arrangements made by the Government of the Russian Federation for the Summit.

### **Statement II**

#### *PM's opening remarks at the Plenary Session of the BRIC Summit*

June 16, 2009

Yekaterinburg, Russia

I wish to take this opportunity to once again thank His Excellency President Medvedev for hosting the first BRIC Summit.

We have just concluded useful discussions in the restricted format on some of the major issues before us.

When we review the global financial and economic situation, it is worth recalling that when we met at the Second G-20 Leaders' Summit in April this year we realised that the global downturn was much more severe than what we had anticipated in Washington D.C. in November last year.

In London we were successful in agreeing on several short term measures to infuse greater liquidity, make good the decline that has taken place in capital flows to developing countries by providing adequate resources to the international financial institutions, and agreeing on a broad direction for improvement in the regulatory and

supervisory structure for the world's financial system. We also agreed on the need to develop an effective early warning system which can identify the build up of risks which may threaten global financial stability.

There was a unanimous view that protectionism or restrictions on the free flow of trade and persons are counterproductive, and pose a particular threat to recovery in the developing world. The stark collapse in world trade has heightened the importance of an early completion of the Doha Round to talks keeping in mind its development dimension.

We also recognised the continuing need to redefining the role of institutions of global economic and financial Governance to deal with the problems of today and to reflect contemporary realities. The broadening of representation in the Financial Forum and the Basle Committee on Banking Supervision, the two key standard setting bodies, has been a useful development in this context.

We were able to identify areas for further improvement in the functioning of multilateral institutions. In the case of the IMF, these related to its surveillance function, its lending role, augmentation of the IMF's resources and Governance reforms. In the case of the World Bank, three specific points of action were identified—(i) a substantial increase in lending, (ii) a review of the Bank's lending capacity and capital adequacy and (iii) enabling large developing countries to access required levels of finance through increased lending limits so that they can support recovery in their regions.

The important issue today is to implement the decisions that we have taken. Finance Ministers and Central Bank representatives of BRIC countries have met and identified the areas where our efforts should be focused. Our countries should also keep in contact with each other in the run up to the next G-20 Leaders Summit in Pittsburgh.

Our cooperation in the G-20 process must be backed up by cooperation in the real economy. The volume of trade among BRIC countries has grown rapidly in recent years. Intra-BRIC investments have also grown. We should consider the establishment of a BRIC Joint Business Forum which can identify areas for cooperation such as science and technology, energy, agriculture, aviation, pharmaceuticals and services.

In India, we have launched a number of fiscal stimulus packages including additional public spending, amounting to over 3% of our GDP. Our monetary policy initiatives have been targeted towards maintaining a comfortable liquidity position and ensuring that credit delivery remains on track. Our banking system remains well regulated, capitalized and profitable.

The Joint Statement and the Statement on Global Food Security that we will be adopting later today provide a road-map for our future work.

I wish to congratulate His Excellency President Medvedev for his guidance and leadership during this Summit, and for the successful outcomes that we have reached today.

Thank you.

#### **Registration of Indian Students Going Abroad**

706. SHRI M. SREENIVASULU REDDY: Will the Minister of OVERSEAS INDIAN AFFAIRS be pleased to state:

(a) whether the Government is contemplating to put in place registration system for the Indian students going abroad;

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

(c) the progress made so far in this regard?

THE MINISTER OF OVERSEAS INDIAN AFFAIRS (SHRI VAYALAR RAVI): (a) to (c) Yes, Madam. The Ministry has undertaken an 'E-Governance in Emigration' project to transform the process of mobility of Indian workers and students going abroad into a simple, orderly and transparent process through an Information Technology platform.

As part of this project the details of Indian students going overseas for education will also be registered. This will help establish a data base of Indian students going abroad.

The project is being implemented with the technical assistance of the National Institute of Smart Government and is targeted for completion by the end of 2010.

[*Translation*]

**Upgradation of Hospitals with External Assistance**

707. SHRI BHAUSAHEB RAJARAM WAKCHAURE: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Union Government has received proposals for up gradation of hospitals with the financial assistance from various foreign/international agencies during the last three years and the current year;

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

(c) the action taken by the Union Government thereon alongwith the present status of these proposals?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) No.

(b) and (c) Do not arise.

**Conference of Heritage and Development**

708. SHRI JAGDAMBIKA PAL: Will the PRIME MINISTER be pleased to state:

(a) whether a Conference was organized by Indian National Trust for Art and Cultural heritage in Delhi on Heritage and Development in 2007;

(b) if so, the names of the countries which took part in the Conference and the details of the various theme discussed therein;

(c) the details of the recommendations made for the creation of coordinated network for Heritage and Development and its promotion; and

(d) the action taken by the Government on the recommendations made therein?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI V. NARAYANASAMY): (a) to (d) INTACH organized an "International Conference of National Trusts" in December 2007, which was attended by various voluntary and autonomous organisations and individuals belonging to countries mentioned in the enclosed Statement.

The central theme of the conference "Heritage and Development" was further divided into nine sub-themes for detailed discussion. These included Heritage and Globalisation, Conservation of Heritage in Regions of Conflict and Natural Disasters, Heritage Tourism and Conservation, Funding for Conservation Projects, Regional Cooperation and Role of National Trusts, Heritage and Conservation Management and Urban Renewal, Legislation, Heritage Education, Intangible Heritage. Further details are available in the website of INTACH "www.intach.org".

As a follow-up of the conference, INTACH organized an Asian Regional Cooperation conference in December 2008 on Art Conservation, Heritage Education, heritage Management and Heritage Tourism. The recommendations involving long term and short term measures were also circulated by INTACH to the participants including other countries.

**Statement**

*Country wise Participation of the 12th International Conference of National Trusts New Delhi, 3rd 5th December 2007*

**ASIA**

1. Afghanistan
2. Azerbaijan
3. Bangladesh
4. Bhutan
5. Cambodia
6. India
7. Indonesia
8. Iran
9. Malaysia
10. Magnolia
11. Nepal
12. Pakistan
13. South Korea

14. Saudi Arabia
15. Sri Lanka
16. Taiwan
17. Thailand
18. Uzbekistan

**AFRICA**

19. Lesotho
20. Madagascar
21. Nigeria
22. Uganda
23. Zambia

**NORTH AMERICA**

24. Canada
25. United States of America

**SOUTH AMERICA**

26. Peru

**EUROPE**

27. Albania
28. Armenia
29. Belgium
30. Bosnia and Herzegovina
31. Croatia
32. Czech Republic
33. France
34. Ireland
35. Italy
36. Macedonia
37. Malta
38. Netherlands
39. Poland

40. Romania
41. Russia
42. Serbia
43. Slovakia
44. Switzerland
45. United Kingdom

**CARIBBEAN**

46. Bermuda
47. Cuba
48. St. Kitts
49. Jamaica
50. Australia

**Shortage of Anti Rabies Vaccines**

709. SHRI HANSRAJ G. AHIR: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether there is shortage of rabies injections in hospitals in rural areas and Primary Health Centres in the country;

(b) if so, the details thereof;

(c) whether the Union Government proposes to provide rabies injections free of cost in all the Government hospitals for people living below the poverty line;

(d) if so, the details thereof; and

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

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) to (d) Tissue Culture Anti-Rabies Vaccine (TCARV) is available in the Government hospitals in the country. The production capacity of the institutions manufacturing TCARV in the country is sufficient to meet the requirement.

Health is a State Subject, therefore, it is primarily the responsibility of the State Governments to ensure the availability of anti-rabies vaccine in the health centres

of the States. Government of India extends technical support and issues guidelines for the prevention and management of the rabies cases. The anti-rabies vaccines are procured by the State Governments directly from the manufacturing institutions.

(e) National Regulatory Authority has approved the use of safe, effective and economical intradermal route of vaccination for inoculation of anti-rabies vaccines. This will give wider coverage of post-exposure treatment in available quantity of vaccine and also will bring down the cost of post exposure prophylaxis.

National guidelines for animal bite management and intradermal route of inoculation of anti-rabies vaccines have been formulated following an expert group meeting. These guidelines have been published and widely disseminated for wider implementation of use of intradermal route for inoculation of anti-rabies vaccines.

National Institute of Communicable Diseases (NICD) provides training to physicians and paramedical staff on appropriate animal bite management and intradermal inoculation of Cell Culture vaccine.

*[English]*

#### **New Drugs for T.B. Patients**

710. DR. K.S. RAO: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether any new drug has been developed for effective and affordable treatment of T.B. patients;

(b) if so, the details thereof;

(c) whether the Government proposes to involve scientists, pharmaceutical companies and experts to develop new drugs to overcome the resistance of bacterium in the treatment of tuberculosis; and

(d) if so, the details thereof?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) and (b) No. However till very recently seven candidate TB drugs are undergoing clinical trials, these include gatifloxacin, moxifloxacin, diarylquinolone, TMC 207, PA-824, OPC-67693, SQ 109 and LL-3858.

At the global front, it is hoped that at least one new drug would be ready for registration by 2010. Of the others, which are in various stages of development at least some are expected to move forward in the pipeline.

The LL-3858 molecule has been developed as an investigational new drug for tuberculosis by the pharmaceutical company Lupin under the Council of Scientific and Industrial Research's (CSIR) New Millennium Indian Technology Leadership Initiative (NMITLI). The Company has successfully completed Phase I studies for the drug and has submitted Phase I report to the DCGI in March 2008.

The TMC 207 molecule, developed by Johnson and Johnson for the treatment of multi-drug resistant TB, has successfully completed its phase I trial. The phase II trials, which are expected to commence shortly, are being conducted in collaboration with Tuberculosis Research Centre, Chennai and AIIMS, New Delhi.

(c) and (d) The Government is encouraging the development of newer drugs for the treatment of Tuberculosis including Multi drug resistant TB. The recently created Department of Health Research, under MOH & FW, is also promoting and co-coordinating clinical research, including clinical trials related to newer drug molecules for the treatment of Tuberculosis.

#### **Waste Product from Uranium Mining**

711. SHRIMATI MANEKA GANDHI: Will the PRIME MINISTER be pleased to state:

(a) whether the uranium mining in the country including in Jharkhand has resulted in producing large quantity of overburden, excavated soil and rock that covers layer of ore and contains traces of uranium;

(b) if so, whether the Department of Atomic Energy regulated its disposal;

(c) if so, the details thereof; and

(d) the steps taken by the Government to ensure its safe disposal?

THE MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY; MINISTER OF STATE OF THE MINISTRY OF EARTH SCIENCES; MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE; MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS; AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI PRITHVIRAJ CHAVAN):

(a) Uranium Corporation of India Limited (UCIL) a public sector undertaking under the Department of Atomic Energy (DAE) is presently operating five underground mines and an opencast mine in Jharkhand State. During development

and production, waste rock is excavated which is stacked at a designated place "Waste Rock Dump Yard". The designated waste rock dump yard is located as per approved Mine Plan which is examined and approved by Ministry of Environment and Forests (MoEF) while granting environmental clearance for constructing the mine. The waste rock dump yard is covered with soil and plantation is done on it as per approval of MoEF. This dump yard is located within UCIL's premises and access is controlled. Overburden, excavated soil and also waste rock does not cause any unacceptable radiation exposure.

(b) and (c) Siting surveillance and monitoring of waste rock dump yard where waste rock is disposed are strictly as per stipulations of Atomic Energy Regulatory Board, which also monitors it at regular intervals.

(d) Uranium Corporation of India Limited complies with all stipulations for safe disposal of waste as contained in approved Mining Plan, Environmental clearance granted by MoEF and waste disposal permission granted by Atomic Energy Regulatory Board.

#### **Special Financial Package to Orissa**

712. SHRI BAIJAYANT PANDA: Will the PRIME MINISTER be pleased to state:

(a) whether as per the estimates of the Planning Commission, 39.90% of the population of the State of Orissa was living below poverty line in 2004-05 followed by Bihar;

(b) whether Orissa Government has requested for special financial package to address natural calamities, uneven economic growth, lack of irrigation facilities and quality infrastructure; and

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

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI V. NARAYANASAMY): (a) Yes, Madam.

(b) and (c) No special financial package for Orissa is under consideration of the Planning Commission.

#### **Environmental Clearance to Developmental Projects**

713. SHRI M. RAJA MOHAN REDDY: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether large number of developmental/infrastructural projects are lying pending with the Government for environmental clearance resulting in cost escalation;

(b) if so, the details of such projects, State-wise;

(c) since when these projects are lying pending along with the reasons thereof;

(d) whether the Government is proposing to clear all these projects during the current financial year; and

(e) if so, the steps proposed to be taken for speedy disposal of these projects?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH): (a) As on date of total of 17 infrastructural projects from various States await Environmental Clearance.

(b) and (c) The present status of the pending projects is given in the enclosed Statement.

(d) and (e) Generally decisions on the projects are taken within 105 days of the receipt of complete information, as provided for in the Environment Impact Assessment Notification, 2006.

#### **Statement**

Sl.No.	Project Details	Received on	Status
1	2	3	4
ANDHRA PRADESH		27.04.2009	Considered in 77th EAC meeting held on 25th and 26th June, 2009.
1.	Widening and upgradation of existing 2 lane to 4/6 laning of dividend carriageway configuration of Patna to Buxar section of NH-30 & NH-84 State of Bihar and UP by NHAI, New Delhi [F. No. 5-10/2009-IA. III]		

1	2	3	4
2.	Development of Municipal solid waste landfill site near industrial area on Jhansi Lalitpur highway Jhansi by Jhansi Nagar Nigam [F. No. 10-33/2009-IA. III]	16.04.2009	Considered in 77th EAC meeting to be held on 25th and 26th June, 2009.
3.	Development of berth No. 7 at Mormugao port as 2nd coal terminal by Mormugao Port Trust [F. No. 10-39/2009-IA. III]	31.03.2009	Considered in 77th EAC meeting to be held on 25th and 26th June, 2009.
4.	4 laning of Mangalore to Kerala border of NH-17 at Thalappadi Company: NHAI, Mangalore [5-7/2009-IA. III]	12.03.2009	Considered in the 76th meeting of EAC held on 21st-22nd May, 2009. Committee recommended the project for the issue of clearance.
5.	Construction of new terminal building at Jolly grant airport, Dehradun by Airport Authority of India [10-23/2009-IA. III]	09.03.2009	Considered in the 76th meeting of EAC held on 21st-22nd May, 2009. Committee recommended the project for the issue of clearance. File under process.
6.	Construction of Ennore Port cargo terminal project, Distt. Thiruvallur by Ennore Port Ltd. [F. 11-21/09-IA. III]	27.02.2009	Considered in the 76th meeting of EAC held on 21st-22nd May; 2009. Committee has recommended for issue for clearance. File under process.
7.	Construction of 5th berth in Gangavaram port, Vishakapatnam by Government of Andhra Pradesh [F. No. 10-14/09-IA. III]	16.02.2009	Considered in the 75th meeting of EAC held on 23rd-24th April, 2009. Committee recommended the project subject to submission of additional information. Letter issued. Reply awaited.
8.	Proposed merchant airport projects Dabra aviation and logistics center at Badon Kala Distt. Datia and Lohgarh, Distt. Gwalior by Gwalior Agriculture Company Ltd. [F. No. 10-16/2009-IA. III]	04.02.2009	Considered in the 75th meeting of EAC held on 23rd-24th April, 2009 and again on 25th-26th June 2009.
9.	Development of Vadarevn Port, East Coast near Ramachandrapuram habitation Motupalli village by Vanpic Shipyard Ports Pvt. Ltd. [F. No. 11-14/09-IA. III]	03.02.2009	Considered in the 75th meeting of EAC held on 23rd-24th April, 2009 and again on 25th-26th June 2009.
10.	Construction of an all weather port at Arjeepali, Orissa, by Gopalpur Ports Ltd. [F. No. 10-12/2009-IA. III]	23.01.2009	Considered in the 75th meeting of EAC held on 23rd-24th April, 2009. Committee recommended the project for the issue of clearance. File under process.
11.	Construction of 3 berths WQ-6, WQ-8 and EQ-10 in the Nothern Arm of inner Harbour of Visakhapatnam Port Trust by Vishakapatnam Port Trust [F. No. 11-7/2009-IA. III]	22.01.2009	Considered in the 75th meeting of EAC held on 23rd-24th April, 2009 and again on 25th-26th June 2009.



1	2	3	4
12.	Installation of mechanised handling facilities at general-cum-bulk cargo berth in the outer harbour of Visakhapatnam by Visakhapatnam Port Trust [F. No. 10-9/2009-IA. III]	22.01.2009	Considered in the 75th meeting of EAC held on 23rd-24th April, 2009 and again on 25th-26th June 2009.
13.	Development of deepwater port at Machilipatnam by Vajra Seaport Pvt. Ltd. [10-5/09-IA. III]	16.01.2009	Considered in the 75th meeting of EAC held on 23rd-24th April, 2009 and again on 25th-26th June 2009. Minutes are being finalised.
14.	Environment and CRZ clearances for Single Point Mooring (SPM) Facility at Visakhapatnam by M/s Hindustan Petroleum Corporation Limited [F. No. 10-47/2009-IA. III]	19.05.2009	Included in the EAC of meeting of be held on 20th-22nd July 2009.
<b>MAHARASHTRA</b>			
15.	Establishment of proposed common hazardous waste treatment and disposal facility in 70 acre land Distt. Jajpur by M/s Orissa Waste Management Project, Bhubaneshwar [F. No. 10-10/2009-IA. III]	22.01.2009	Considered in the 74th meeting of EAC held on 12th-14th March, 2009 and again in 77th meeting held on 25th-26th June 2009. Minutes are being finalised.
16.	Environment clearance for Aerial Ropeway Akatarwadi to Sinhagad Fort Vill. Ghera Sinhagad, Gut No. 321, Tal, Haveli, Distt., Pune, Maharashtra, by M/s. Shivai Ropeway Foundation Pvt. Ltd. [F. No. 10-55/2009-IA. III]	23.06.2009	Included in the EAC of meeting to be held on 20th-22nd July 2009.
<b>PUDUCHERRY</b>			
17.	Environment and CRZ clearances for expansion of Karikal Port on BOT basis, by M/s Karikal Port Pvt. Ltd. [F. No. 10-42/2009-IA. III]	11.05.2009	Included in the EAC of meeting to be held on 20th-22nd July 2009.

#### **Death Certificate of Prabhakaran**

714. SHRI T.R. BAALU: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the Government of India has sought the Death Certificate of Liberation Tigers of Tamil Nadu (LTTE) leader V. Prabhakaran who was reportedly killed by Sri Lankan army; and

(b) if so, the details thereof and the reaction of the Sri Lankan Government thereto?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI S.M. KRISHNA): (a) and (b) In connection with the Rajiv

Gandhi Assassination Case, a formal request for an official confirmation of the deaths of Mr. Vellupillai Prabhakaran, the Chief of the LTTE and Mr. Pottu Omman, the Chief of the Intelligence Wing of the LTTE, has been made to the Government of Sri Lanka. A formal response from the Government of Sri Lanka is awaited.

*[Translation]*

#### **Claim of Indian Territory by Nepal**

715. SHRI BAIDYANATH PRASAD MAHATO:  
SHRI ASHOK KUMAR RAWAT:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether a certain portion of Indian territory adjoining Indo-Nepal border in Uttar Pradesh and Bihar has been claimed by Nepal;

(b) if so, the details thereof;

(c) whether the Government of Nepal has granted the Nepalese citizenship to the people of these areas;

(d) if so, the details thereof; and

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

THE MINISTER OF EXTERNAL AFFAIRS (SHRI S.M. KRISHNA): (a) and (b) Strip maps covering about ninety six percent of the India-Nepal boundary have been jointly finalised by the Joint Technical Committee (JTC) on Boundary Matters, and initialled. There are, however, differences of perception in some areas on the alignment of boundary between India and Nepal. Differences exist in areas such as Narsahi-Susta in Bihar and Kalapni in Uttarakhand. The shifting of course in Susta region of the Gandak river, the mid-stream of which formed the boundary under the Treaty of Sugauli of 1816, has resulted in claims by Nepal in this segment.

(c) to (e) Some Nepalese citizens are residing in these areas. Once jointly finalised strip maps are signed, a new institutional mechanism, India-Nepal Boundary Working Group (BWG), with mutually agreed terms of reference, is to commence work, which would include, inter alia, strip mapping and delineation of the India-Nepal boundary line in the remaining sectors.

-----

12.00 hrs.

## PAPERS LAID ON THE TABLE

[*English*]

MADAM SPEAKER : Now papers to be laid on the Table.

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): I beg to lay on the Table a copy of the Drugs and Cosmetics (Second Amendment) Rules, 2009 (Hindi and English versions) published in Notification No. G.S.R. 116(E) in Gazette of India dated the 24th February, 2009 under Section 38 of the Drugs and Cosmetics Act, 1940.

[Placed in Library, *See* No. LT 61/15/09]

THE MINISTER OF OVERSEAS INDIAN AFFAIRS (SHRI VAYALAR RAVI): I beg to lay on the Table:-

- (1) A copy of the Detailed Demands for Grants (Hindi and English versions) of the Ministry of Overseas Indian Affairs for the year 2009-2010.

[Placed in Library, *See* No. LT 62/15/09]

- (2) A copy of the Outcome Budget (Hindi and English versions) of the Ministry of Overseas Indian Affairs for the year 2009-2010.

[Placed in Library, *See* No. LT 63/15/09]

THE MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY; MINISTER OF STATE OF THE MINISTRY OF EARTH SCIENCES; MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE; MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS; AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI PRITHVIRAJ CHAVAN): I beg to lay on the Table:-

- (1) A copy of the Central Administrative Tribunal (Group 'A' Posts) Recruitment (Amendment) Rules, 2009 (Hindi and English versions) published in Notification No. G.S.R. 54 in Gazette of India dated the 2nd May, 2009 under sub-section (1) of section 37 of the Administrative Tribunals Act, 1985.

[Placed in Library, *See* No. LT 64/15/09]

- (2) A copy of the Union Public Service Commission (Exemption from Consultation) Amendment Regulations, 2009 (Hindi and English versions) published in Notification No. G.S.R. 297(E) in Gazette of India dated the 30th April, 2009 under clause (5) of Article 320 of the Constitution.

[Placed in Library, *See* No. LT 65/15/09]

- (3) A copy of the Detailed Demands for Grants (Hindi and English versions) of the Ministry of Earth Sciences for the year 2009-2010.

[Placed in Library, *See* No. LT 66/15/09]

- (4) A copy of the Detailed Demands for Grants (Hindi and English versions) of the Ministry of Personnel, Public Grievances and Pensions and Union Public Service Commission for the year 2009-2010.

[Placed in Library, *See* No. LT 67/15/09]

- (5) A copy of the Detailed Demands for Grants (Hindi and English versions) of the Ministry of Science and Technology for the year 2009-2010.

[Placed in Library, *See* No. LT 68/15/09]

- (6) A copy of the Outcome Budget (Hindi and English versions) of the Department of Bio-Technology for the year 2009-2010.

[Placed in Library, *See* No. LT 69/15/09]

- (7) A copy of the Outcome Budget (Hindi and English versions) of the Department of Scientific and Industrial Research for the year 2009-2010.

[Placed in Library, *See* No. LT 70/15/09]

- (8) A copy of the Outcome Budget (Hindi and English versions) of the Department of Science and Technology for the year 2009-2010.

[Placed in Library, *See* No. LT 71/15/09]

THE MINISTER OF STATE OF THE MINISTRY OF COAL AND MINISTER OF STATE OF THE MINISTRY OF STATISTICS AND PROGRAMME IMPLEMENTATION (SHRI SHRIPRAKASH JAISWAL): I beg to lay on the Table a copy of the Detailed Demands for Grants (Hindi and English versions) of the Ministry of Coal for the year 2009-2010.

[Placed in Library, *See* No. LT 72/15/09]

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH): I beg to lay on the Table:-

- (1) A copy of the Central Pollution Control Board (Member-Secretary, Terms and Conditions of Service and Recruitment) Rules, 2008 (Hindi and English versions) published in Notification No. G.S.R. 559(E) in Gazette of India dated the 29th July, 2008 under sub-section (3) of Section 63 of the Water (Prevention and Control of Pollution) Act, 1974.
- (2) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library, *See* No. LT 73/15/09]

- (3) A copy of the Detailed Demands for Grants (Hindi and English versions) of the Ministry of Environment and Forests for the year 2009-2010.

[Placed in Library, *See* No. LT 74/15/09]

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI V. NARAYANASAMY): I beg to lay on the Table:-

- (1) A copy of the Detailed Demands for Grants (Hindi and English versions) of the Ministry of Culture for the year 2009-2010.

[Placed in Library, *See* No. LT 75/15/09]

- (2) A copy of the Outcome Budget (Hindi and English versions) of the Ministry of Culture for the year 2009-2010.

[Placed in Library, *See* No. LT 76/15/09]

- (3) A copy of the Detailed Demands for Grants (Hindi and English versions) of the Ministry of Parliamentary Affairs for the year 2009-2010.

[Placed in Library, *See* No. LT 77/15/09]

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI DINESH TRIVEDI): I beg to lay on the Table:-

- (1) A copy of the Cigarettes and other Tobacco Products (Packaging and Labelling) Amendment Rules, 2009 (Hindi and English versions) published in Notification No. G.S.R. 305(E) in Gazette of India dated the 3rd May, 2009 under sub-section (3) of Section 31 of the Cigarettes and other Tobacco Products (Prohibition of Advertisement and Regulation of Trade and Commerce, Production, Supply and Distribution) Act, 2003.

[Placed in Library, *See* No. LT 78/15/09]

- (2) A copy of the Notification No. S.O. 650(E) (Hindi and English versions) published in Gazette of India dated the 9th March, 2009 appointing the 9th day of March, 2009 as the day on which the provisions of Sections 11 to 15 (both inclusive) of the Food Safety and Standards Act, 2006 shall come into force, issued under sub-section (3) of Section 1 of the said Act.

[Placed in Library, *See* No. LT 79/15/09]

THE MINISTER OF STATE IN THE MINISTRY OF YOUTH AFFAIRS AND SPORTS (SHRI PRATIK PATIL): I beg to lay on the Table a copy of the Detailed Demands for Grants (Hindi and English versions) of the Ministry of Youth Affairs and Sports for the year 2009-2010.

[Placed in Library, *See* No. LT 80/15/09]

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (DR. SHASHI THAROOR): I beg to lay on the Table a copy of the Passport (Amendment) Rules, 2009 (Hindi and English versions) published in Notification No. G.S.R. 390(E) in Gazette of India dated the 5th June, 2009 under sub-section (3) of Section 24 of the Passports Act, 1967.

[Placed in Library, *See* No. LT 81/15/09]

-----

12.01 hrs.

### ELECTIONS TO COMMITTEES

#### (i) **All India Institute of Medical Sciences, New Delhi**

[*English*]

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): I beg to move the following:

“That in pursuance of clause (g) of section 5 of the All India Institute of Medical Sciences Act, 1956, the members of this House do proceed to elect, in such manner as the Speaker may direct, two members from amongst themselves to serve as members of the All India Institute of Medical Sciences, New Delhi, subject to the other provisions of the said Act.”

MADAM SPEAKER: The question is:

“That in pursuance of clause (g) of section 5 of the All India Institute of Medical Sciences Act, 1956, the members of this House do proceed to elect, in such manner as the Speaker may direct, two members from amongst themselves to serve as members of the All India Institute of Medical Sciences, New Delhi, subject to the other provisions of the said Act.”

*The motion was adopted.*

-----

12.02 hrs.

#### (ii) **Post-Graduate Institute of Medical Education and Research, Chandigarh**

[*English*]

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): I beg to move the following:

“That in pursuance of clause (g) of section 5 of the Post-Graduate Institute of Medical Education and Research, Chandigarh, Act, 1966, the members of this House do proceed to elect, in such manner as the Speaker may direct, two members from amongst themselves to serve as members of the Post-Grade Institute of Medical Education and Research, Chandigarh, subject to the other provisions of the said Act.”

MADAM SPEAKER: The question is:

“That in pursuance of clause (g) of section 5 of the Post-Graduate Institute of Medical Education and Research, Chandigarh, Act, 1966, the members of this House do proceed to elect, in such manner as the Speaker may direct, two members from amongst themselves to serve as members of the Post-Grade Institute of Medical Education and Research, Chandigarh, subject to the other provisions of the said Act.”

*The motion was adopted.*

-----

12.03 hrs.

#### (iii) **National Tiger Conservation Authority**

[*English*]

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH): I beg to move the following:

“That in pursuance of clause (c) of sub-section (2) of section 38L of the Wild Life (Protection) Act, 1972, the members of this House do proceed to elect, in such manner as the Speaker may direct, two members from amongst themselves to serve as members of the National Tiger Conservation

Authority, subject to the other provisions of the said Act.”

MADAM SPEAKER: The question is:

“That in pursuance of clause (c) of sub-section (2) of section 38L of the Wild Life (Protection) Act, 1972, the members of this House do proceed to elect, in such manner as the Speaker may direct, two members from amongst themselves to serve as members of the National Tiger Conservation Authority, subject to the other provisions of the said Act.”

*The motion was adopted.*

-----

**12.04 hrs.**

### JHARKHAND BUDGET, 2009-2010

*[English]*

MADAM SPEAKER: Shri Namu Narain Meena.

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI NAMO NARAIN MEENA): On behalf of Shri Pranab Mukherjee, I beg to present a statement of estimated receipts and expenditure of the State of Jharkhand for the year 2009-2010.

[Placed in Library, *See* No. LT 82/15/09]

*[Translation]*

SHRI YASHWANT SINHA (Hazaribagh): Hon'ble Madam Speaker, I had brought this matter to your notices that the Budget of Jharkhand, which has just been presented in the House, has already been leaked and published in toto in the media indicating what provisions are made in budget of Jharkhand, what increase is going to be made? How much amount would be spent item-wise? I have high regard for the hon'ble Finance Minister and the Ministry of Finance and I am not levelling any allegation against him or his Ministry because the budget has been leaked from 'Ranchi date line.' It is my direct allegation that the Government of Jharkhand has given the information regarding this to the media before the budget of Jharkhand could be presented in the House, due to which details regarding budget of Jharkhand have been published on 6th July in the Delhi and Ranchi edition of the newspaper. I want to say, through you, that it shows that how the Government was being run under Presidents' rule in Jharkhand and the way it has

completely lost control in every matter whether it is law and order or financial management.

Madam, through you, I want to request the Minister of Finance that he should give us an assurance in the House that he would conduct a thorough enquiry on how the budget of Jharkhand has been leaked well before presentation thereof in this House and about the person who has passed on to the newspaper and the guilty persons-however high they may be - should face proper action. The hon Finance Minister must give an assurance on it in the House.

*[English]*

THE MINISTER OF FINANCE (SHRI PRANAB MUKHERJEE): Madam, I saw the notice now which the hon. Member, who himself was Finance Minister for umpteen number of times, has given and I am taking this matter seriously. Surely I will look into it and I will keep the House informed.

I did not get the copy of the notice. Had I got it earlier, I could have informed. My colleague in the Ministry of Parliamentary Affairs might have got it. But surely I will look into it and I will keep the House informed.

-----

**12.08 hrs.**

### DEMANDS FOR EXCESS GRANTS— (GENERAL)—2006-2007

*[English]*

THE MINISTER OF FINANCE (SHRI PRANAB MUKHERJEE): I beg to present a statement (Hindi and English versions) showing Demands for Excess Grants in respect of the Budget (General) for 2006-2007.

[Placed in Library, *See* No. LT 83/15/09]

-----

*[Translation]*

SHRI RAMKISHUN (Chandauli): Hon'ble Madam Speaker, thank you for giving me an opportunity to speak. During the Zero Hour I have given a notice that due to the shortage of vaccines for children, life of new born babies is in danger. Therefore, it is a very important matter. So, I would like to bring this into the notice of the House that millions of babies born in the country

every year, but they die from several diseases due to the shortage of vaccines. There is acute shortage of vaccines in the country at present resulting in serious diseases like Tetanus (DPT), Diphtheria and Measles.

As per the report of Centre for Science Environment, life of millions of children is at stake due to the shortage of vaccines meant for them. Earlier this medicine was manufactured by private companies. But they discontinued manufacturing the medicine because of the attitude of former Minister of Health, Government of India. This resulted in shortage of medicines and increase in their demand. Due to this, private companies are selling these medicines to the Government at higher prices. The Government is also not too interested to purchase these and as a result of that, programmes being run by World Health Organisation are severely affected due to the shortage of vaccines in the country. This is a matter related to the life of children and the whole country is concerned about this. Therefore through you, I would like to request that the Government should immediately make arrangements to meet the shortage of vaccines, related medicines.

Although, India is the biggest exporter of such medicines in the world, its turnover is around Rs. 1900/- crore per annum. Despite that there is shortage of such medicines and vaccines in India. Through you, I would like to state that shortage is not such, there is shortage of 10 to 30 per cent in the states and in a country where around 25 lakh children are born every year, their life is in danger, particularly if they are living below the poverty line. Remaining people manage to purchase the drugs, they are being used somewhere or the other...(*Interruptions*)

MADAM SPEAKER: Now, you please conclude.

SHRI RAMKISHUN: Life of 25 lakh children is at stake and their mortality-rate is increasing due to the lack of medicines and vaccines. Therefore I would like that immediate arrangements should be made for the people living below the poverty line and through you I demand from the Union Minister of Health Government of India to make arrangements immediately for medicines and vaccines.

[*English*]

SHRI PREM DAS RAI (Sikkim): Madam, I would like to associate with the statement of Shri Ramkishun. ...(*Interruptions*)

12.08 hrs.

## SUBMISSIONS BY MEMBERS

**RE: Setting up of Veer Savarkar Memorial in France**

[*Translation*]

SHRI GOPINATH MUNDE (Beed) Madam Speaker, I am grateful to you. Today is an important day. On this day in July, 1910 freedom fighter Veer Savarkarji jumped from the ship in Marcellis port while he was being brought to India from Britain. That was a very brave jump. Today, it is the day to remember that. Today the whole country is remembering that and Parliament should also remember that. His jump dented the foundation of British rule and our freedom struggle came to the notice of the whole world. At that time, Veer Savarkarji gave inspiration, mantra for revolution to the youth and because of that thousands of youths sacrificed their lives. Then he was sent to Kalapani for two year's rigorous imprisonment and it was a harsh punishment to him. British Government has accused him of unleashing a war, revolt against the British Government. He was imprisoned due to this allegation, he was kept in Andaman and Nicobar Islands. Centenary year of that incident is commencing now.

I would like to state that the Indians recognise freedom fighter Veer Savarkar and there are some social organizations in his name. With their efforts the mayor of marcellis had agreed for the construction of his memorial near that port. But it is unfortunate that our Union Government and Ministry of External Affairs are not granting permission for it. Mayor of that place had agreed to that incident of freedom but our Ministry of External Affairs has not been permitting it. I demand that this memorial should be constructed and the Government should give permission for the same.

Memories of freedom fighter Veer Savarkarji are memories of freedom struggle and the bold and industrious step taken by Savarkarji in that eventful year, made our country proud. As memorial of Vivekanandji was constructed in Chicago, efforts should be made to construct this memorial here. I demand that such a direction should be given to the Government. ...(*Interruptions*)

SHRI L.K. ADVANI (Gandhinagar): Some one should clarify from the Government side that Government of

France is ready to build a memorial, but there are objections from our side? This could not happen in any country in the world. There could have been differences between us, between our ideologies, but there is no doubt that Veer Savarkar was a great patriot. He struggled a lot for the independence of the country and several important incidents took place at that time and whole world remembers this incident. Therefore, on this occasion, I would like to know from the Government, Shri S.M. Krishna is not present in the House now, otherwise I would have asked him, but it would be good if someone else clarifies the view of the Government and status of the issue,. If not today, then let them tell this tomorrow or on some other day, but the House needs to be informed.

CHAUDHARY LAL SINGH (Udhampur): Madam, I...*(Interruptions)*

*[English]*

SHRI ANANTH KUMAR (Bangalore South): Madam, let them assure the House...*(Interruptions)*

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI V. NARAYANASAMY): Madam, the issue has been raised by the hon. Member in this House and it was supported by the hon. Leader of the Opposition. I am coming to the subject. The Government has taken note of it and we will respond to it whenever it is necessary. ...*(Interruptions)*

SHRI ANANTH KUMAR: Not whenever it is necessary, they should respond to it. ...*(Interruptions)*

SHRI V. NARAYANASAMY: During 'Zero Hour', the Government is not supposed to react. This is the set practice here. ...*(Interruptions)*

*[Translation]*

MADAM SPEAKER: Response has come from the Government.

...*(Interruptions)*

SHRI HARIN PATHAK (Ahmedabad East): There is a picture of Veer Savarkar in the central Hall of Parliament. Whole country has honoured him. There were shackles in his hands, he reached Paris by breaking them. ...*(Interruptions)*

In such a situation...*(Interruptions)*

SHRIMATI SUSHMA SWARAJ (Vidisha) ...*(Interruptions)* If the hon Minister of Parliamentary Affairs says whenever necessary, then, this answer is not enough. It is up to him whether he gives reply today, tomorrow or day after tomorrow, but as the Leader of Opposition has said and we have a letter, written by the Mayor of France, in which he has stated that they are ready to allow to install the statue build a memorial and they are willing to provide us land near Port road, he should inform us in this regard. Now, they are waiting for the reply of Government of India in this regard. The Minister of Parliamentary Affairs can at least say that he will reply by tomorrow after discussing the same with the Minister of External Affairs. What is the meaning of whenever necessary? One day that session will be over.

*[English]*

At that time, will it be necessary? This is no answer.

*[Translation]*

Please do not say that the reply has been given. Please give us satisfactory and positive reply. The Ministry of Parliamentary Affairs, please reply...*(Interruptions)*

*[English]*

SHRI ANANTH KUMAR : Madam, he should give a definite assurance. ...*(Interruptions)*

*[Translation]*

Do you feel ashamed, in taking the name of Sawarkarji?...*(Interruptions)*

*[English]*

We want a specific answer from Shri Narayanasamy.

*[Translation]*

SHRI HARIN PATHAK: Do you feel ashamed, in taking the name of Sawarkarji?...*(Interruptions)*

SHRIMATI SUSHMA SWARAJ: Today, his centenary year is beginning. Therefore setting up of his memorial would be very relevant in this year. Today that event is going to complete 99 years. It was a valiant effort and the whole world praised the same and the king of France had to resign as a result thereof and the Britain had declared him a criminal getting aside all properties. It was such a big event. It was the golden day of Indian freedom struggle. Today its centenary year is beginning. Therefore setting up his memorial in this year, would be very relevant. Hon'ble Minister, at least say that you will assure the House...*(Interruptions)*

SHRI HARIN PATHAK: You clarify the intention of the Government...(*Interruptions*) if you want to deny it and have the courage then deny it ...(*Interruptions*) The country wants to know the meaning of patriotism ...(*Interruptions*) You can deny that you do not want to do the same ...(*Interruptions*) Kindly give some sort of reply in this regard ...(*Interruptions*) The country wants to know the view of the Government about such a great patriot?...(*Interruptions*)

[*English*]

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI V. NARAYANASAMY): I can say this much that since the issue has been raised by the Leader of the Opposition and the hon. Members, I will convey the feelings of the hon. Members to the Minister concerned...(*Interruptions*)

MADAM SPEAKER: The hon. Minister has already responded.

[*Translation*]

SHRI ANANTH KUMAR: Kindly give us a specific time, just tell us. ...(*Interruptions*)

[*Translation*]

CHAUDHARY LAL SINGH (Udhampur): Hon'ble Madam Speaker, it is very sad to see that Member's of Bhartiya Janta Party have contradicted Shri Advaniji, in front of me.

With regret, I am saying that the situation in my state, Jammu and Kashmir specially in Hilly areas is very pitiable as there is a acute shortage of foodgrains for the last three to four month. When I visited there, every third person dialed me and said that they were not getting the ration and people are on the verge of starvation...(*Interruptions*) The problem is that earlier the rate of foodgrains supplied through Antyodaya Anna Yojana was equal to that of open market, therefore people used to buy the same from the open market. Since when the rates have been reduced, the people who have the Ration cards become dependent on it. Now everyone wants to buy the foodgrains under the Antyodaya Anna Yojna because the rate has been reduced. Today, everyone is moving towards Ration Depot. The situation of the hilly areas like Inderwal,

Gulabgarh, Goo, Aurnash, Dudu Basantgarh area particularly Bhadravah, Doda, Kistwad, Bani, Basoli, Bilawar etc. is very pitiable. Therefore, I request you that instruction may be issued by the Government to supply the foodgrains to the people of hilly areas of Jammu and Kashmir under the Antodaya Anna Yojna.

[*English*]

SHRI K. SHIVKUMAR *ALIAS* J.K. RITHEESH (Ramanathapuram): Madam, my district has one of the highest population of fisherman. But they are unable to carry on with their fishing activities because of the cruel attacks by the Sri Lankan army who arrest them, seize their boats and also torture them.

Madam in support of what I have stated above I would like to mention that on the 5th of this month the Sri Lankan Navy had seized five boats and arrested 21 fisherman in Rameshwaram. It has become a very serious issue in my constituency. About 50,000 fishermen have stopped their fishing activities and have started a hunger strike along with their family members. The businessmen associated with Fisheries have also extended their support and closed their shops.

Madam, this problem should be sorted out immediately. This is not the first incident that has happened in my constituency. Such incidents have been happening since 1983. After I became a Member of Parliament this is the third incident in my constituency. I am very thankful to the hon. Prime Minister and the hon. Minister for External Affairs because when I brought the last incident to their knowledge they replied me and took immediate steps to get the boats and the fishermen released from the Sri Lankan Army.

Madam, as per the Kutch Island Agreement the fishermen of both the countries are allowed to do fishing activities and dry their nets in the sea. Both the parties were allowed to celebrate St. Antony's church festivals. Unfortunately, the Sri Lankan Government is not respecting this agreement. I would like to request the hon. Prime Minister and the hon. Minister of External Affairs to implement the Kutch Island Agreement of 1974. In this context I would also like to bring to the knowledge of the House that our Indian Navy also has seized seven boats and arrested 36 Sri Lankan fishermen during this month.

This will not solve the problem. In this situation, I request the Government to find out a permanent solution and timely action in this regard.



I do not want to take more time of the House. Hence, I am cutting short my speech. If you permit me, I would read the relevant details. Otherwise, I may be allowed to lay it on the Table of the House.

MADAM SPEAKER: You may lay it on the Table of the House.

DR. K.S. RAO (Eluru): Madam, a recent newspaper tells that Hyderabad has become a hub for circulation of counterfeit currency. The Hyderabad Police have traced it to Pakistan and Bangladesh. Obviously, this has been going on since quite a long time and the intention of Pakistan as well as Bangladesh appears to weaken the Indian economy, assisting terror cells and encouraging terrorism in this country indirectly. I understand a couple of days back that two persons who have been very active in counterfeit currency in Ghaziabad were traced, punished and given two years of imprisonment. But immediately after coming out of jail after two years, they started doing the same thing once again by virtue of their contacts with Pakistani counterfeit currency suppliers. Obviously, it shows that this punishment is not enough. I request the hon. Finance Minister to think in terms of amending the Criminal Penal Code to see that stringent punishment is given to such activities which otherwise will not only increase the inflation, affect our economy thereby increase terrorism in the country. Instead of spending crores of rupees on countering terrorism and inflation, it is better to bring a legislation giving stringent punishment so that no citizen will ever think in terms of transacting counterfeit currency. Moreover, innocent people are suffering by using such currency, particularly the villagers and the uneducated people.

So, I request the hon. Minister concerned as well as the hon. Home Minister to look into the matter and bring an amendment to the Cr. PC Act.

SHRI PRABODH PANDA (Midnapore): Madam, I would like to bring it to the notice of the Minister for Agriculture regarding the plight of the farmers.

The price of paddy has been declining below the minimum support price. The CACP announced the minimum support price of paddy as Rs. 1000 per quintal. But during harvest season and after that, paddy was not procured at that price and Government declared only Rs. 900 per quintal. The matter is of deep concern. The present scenario is that the price has been declining below the market price and Food Corporation of India is

reluctant to procure paddy. Whatever they have procured earlier have been procured from rice mills and not from the paddy producers or farmers.

So, I urge upon the Government of India to take up the matter seriously so that the FCI can start procurement directly from the farmers based on the minimum support price. This is a very important matter and I think the Government should think over it particularly in the interest of the farmers.

*[Translation]*

SHRI MANGANI LAL MANDAL (Jhanjharpur): Madam Speaker, I would like to associate myself with the matter raised by the Shri Prabodh Pandaji.

*[English]*

MADAM SPEAKER: Rest of the matters under Zero Hour will be taken up at the end of the day.

12.29 hrs.

#### MATTERS UNDER RULE 377\*

MADAM SPEAKER: Matters under Rule 377 listed for the day may be treated as laid on the Table of the House.

- (i) Need to speed up the processing of applications of farmers for financial assistance provided by National Horticulture Board (NHB) and set up at least four Regional Centres of NHB in Karnataka**

SHRI R. DHARUVANARAYANA (Chamrajanagar): National Horticulture Board (NHB) has been set up by the Government of India to encourage development of horticulture in the country. Regional offices of National Horticulture Board have been functioning in different States including Karnataka. The awareness regarding horticulture development and schemes of N.H.B. is increasing among the farmers. The number of applicants applying for availing the benefits of the scheme is also on the rise. But it is unfortunate that unnecessary delay in sorting of applications of farmers for financial assistance is causing concern.

In the last two years thousands of farmers suffered huge losses as their requests for financial assistance

---

\*Treated as laid on the Table.

have not been processed and disposed of in time. I would like to give an example. Banana is a short term crop, within 10-12 months farmers harvest the crop. If banana farmers/growers wish to avail the financial benefits of NHB, their requisition should be processed as per the norms set by NHB. But NHB is taking more than 1-1/2 to 2 years to dispose of the request made by the farmers. It has been causing huge loss to the banana growers and other short term crop growers.

Therefore, I urge upon the Government to take immediate necessary action to expedite the disposal of applications so that farmers would avail all the assistance provided by NHB. I would also suggest to set up at least 4 Regional Centres of NHB in Karnataka.

**(ii) Need to speed up the preparations for Commonwealth Games scheduled to be held in New Delhi in 2010 in a co-ordinated and professional manner**

*[Translation]*

SHRI JAI PRAKASH AGARWAL (North East Delhi): To organise commonwealth Games, 2010 is not only prestigious for the capital Delhi but also for the entire country. The event is approaching fast but certain critical projects related to these games are still pending due to the objection raised by various departments. These objection would have an adverse impact on the completion of projects. The plans in regard to some projects are yet to be finalised and any further delay would make it more difficult to complete. The Commonwealth Games Federation (CGF) have also express their concern over the slow progress of preparation. There are acute shortage of required number of hotels for the forth coming Commonwealth Games because we have to make arrangement for 10 thousand high class hotel rooms within one year. The pollution would cause on adverse effect on the performance of the Athletes during the Games.

So, I would like to urge the Union Government that professionals should to be appointed to complete the projects by making proper coordination among organising committee and all the Government agencies by speeding up the preparations for the Commonwealth Games at the time of planning and necessary steps should be taken to complete all the works in time by taking proper measures to bring down the pollution level in National Capital Territory Region Delhi.

**(iii) Need to formulate an effective strategy to combat the menace of naxalism in the country**

*[English]*

SHRI MANISH TEWARI (Ludhiana): India faces an existential threat from a host of internal stresses. Left Wing extremism appear fairly high in the list. From 53 districts in 2001, it has rapidly spread to 252 districts across 18 States. India has 533 tribes comprising 88.3 million people. This translates into 8.6% of total population. 85% of this population lives in Central and Peninsular India that is the active command area of naxal movement. Lalgarh is perhaps the latest manifestation of their resolve. Unlike other extremist/separatist movements in Punjab, Jammu and Kashmir or parts of the North East it is not a mainland insurgency but more in the nature of a heartland rebellion. Needless to say the bulk of our mineral resources are concentrated in the Central and Peninsular regions. Why does the Government of India not talk to the affected States and set up a unified security command and a pan state development body staffed by state officers but funded and monitored by the Central Government to holistically try and resolve this problem. Since the so called revolutionary corridor stretches from Pashupati in Nepal to Tirupati in Andhra Pradesh the jurisdictional issues are clearly leveraged by the extremists to consolidate, regroup, avoid and evade the security forces. A serious re-examination of the entire strategy to combat naxalism is the need of the hour.

**(iv) Need to open a Railway Reservation Counter in Kandi in Murshidabad district of West Bengal**

SHRI ADHIR CHOWDHURY (Bahrampur): A Sub-Division in the district Murshidabad in Kandi is totally an agrarian belt of this district.

Nearest railway stations from the area are Khagnaghat and Salar respectively. The Khagnaghat and Salar Stations are situated 40 kms. and 60 kms away respectively from Kandi and adjoining areas.

Over the years people are demanding for the establishment of Railway Ticket Reservation Centre in Kandi to facilitate booking of tickets instead of travelling 30 to 45 kms. distance only for reservation of rail tickets.

Railway authority has not paid any need to the long pending demand of the common people on the pretext that Railway reservation counter is not permitted even

while the local urban body has pledged to bear all necessary expenditure including the space for establishing the Reservation Centre.

Railway is an institution which always considers the service as a social commitment.

In view of this, I urge upon the Railway Ministry to have a fresh look into this issue and fulfil the people's dream.

**(v) Need to resolve the issue of Babli Project being constructed by Government of Maharashtra**

SHRI RAJAJIAH SIRICILLA (Warangal): The Maharashtra Government is taking up Babli project without proper sanction or permission from the Government of India. This issue was being objected by the people of Andhra Pradesh because the Government of Maharashtra is constructing several other projects also without the approval from the Government of India. The river Godavari has got very limited water. If this dam is constructed, the entire Telangana which is suffering for want of water will again become desert. There is already a dispute between Andhra and Telangana. If this is allowed, there will be imbalance in the regions. Telengana is the loser and it creates political and social problems.

Therefore, it is the right time for the Government of India to interfere and initiate necessary action to stop the construction of Babli project immediately by giving the instructions to the Government of Maharashtra to save the Sri Ram Sagar Project so that justice can be done to the people of Telangana who are already very backward in the State.

**(vi) Need to take steps for declaration of Piprahawa (Kapilvastu) in district Siddharth Nagar, Uttar Pradesh as a World Heritage centre**

*[Translation]*

SHRI JAGDAMBIKA PAL (Domariyaganj): Every year lakhs of national and international tourists visit Piprahawa (Kapilvastu), the birthplace of Gautam Buddha situated in Siddharth Nagar district to pay their homage. Today followers of Gautam Buddha are spread over 35 countries worldwide. For them the birthplace of Gautam Buddha is of utmost importance. When any devotee of Gautam Buddha visits India for pilgrimage at Buddhist Circuit *i.e.* Bodh Gaya, Bihar, Sarnath, Varanasi,

Kushinagar, Shravasti then it is sure that he must be visiting Kapilvastu the birth place of Gautam Buddha in Siddharth Nagar. But due to under development of Piprahawa, Kapilvastu every tourist visiting there fell dejected. Keeping in view the needs, of national and international tourists visiting there Gautam Buddha museum, Vithika, Memorial, research institute, airport and hotels should be constructed there. In undertake developmental world to in and around the birthplace of Gautam Buddha, Piprahawa and keeping in view its historical importance Government of India should take necessary action to declare this site as World Heritage Centre.

**(vii) Need to conduct fresh survey for doubling and electrification of railway line between Nallapadu (Guntur) and Pagidipalli (Bibinagar) in Guntur Division of South Central Railway**

*[English]*

SHRI RAYAPATI SAMBASIVA RAO (Guntur): The Guntur Railway division consisting of 95% of single and non-electrified track was formed long time back and no infrastructural developments have been taken up by the Railway authorities so far. Several cement factories and lime industries have come up in this area which are exporting their products to various parts of the country. As it is the shortest route to Secunderabad, whenever the traffic at Kazipet route is disrupted for any unforeseen reason or natural calamities, this line serves as a parallel line and trains are diverted through this route. Due to these factors, the doubling and electrification of Nallapadu (Guntur)-Pagidipalli (Bibinagar) railway line has become quite essential.

Further since Vijayawada-Khazipet-Secunderabad route is already saturated, to ease congestion on this section, some trains can be diverted *via* Gunture-Nadikudi-Bibinagar route-which is 80 KMs shorter and saves one and half hour journey time and can reach Secunderabad in three hours time from Guntur, once this section is doubled and electrified.

Doubling and electrification of Nallapadu (Guntur)-Pagidipalli (Bibinagar) railway line will *inter-alia*:

- (i) Reduce journey time between Guntur and Secunderabad to three hours from existing journey time of 5 hours.;
- (ii) Facilitate introduction of more trains;
- (iii) Boost goods traffic which is a veritable Kamadhenu to Railways

Considering the aforesaid factors, it is requested that a fresh survey may be conducted for doubling and electrification of Nallapadu (Guntur) and Pagidipalli (Bibinagar) railway line and the work may be included in the ensuing Railway budget.

**(viii) Need to set up a water project in Kuttanadu Taluk in Alappuzha district of Kerala to provide safe drinking water to people**

SHRI KODIKKUNNIL SURESH (Mavelikkara): I would like to draw the attention of the Union Government about the non-availability of pure drinking water in Kuttanadu Taluk in Alleppey district of Kerala. In Kerala, Kuttanadu Taluk is the back water area and around 2 lakh people are residing in Kuttanadu. Almost all places in Kuttanadu are surrounded by water. But the pure drinking water facility is not available for the people of Kuttanadu. The local body authorities are distributing drinking water through tanker lorries from far away distances and this water is not purified. Because of non-availability of pure drinking water, the people of Kuttanadu are facing lot of health hazards and several major diseases like cholera, dengue fever etc. The life of the people of this area is in a very pitiable condition. The Union Government should take immediate steps to launch a pure drinking water project for the people of Kuttanadu Taluk, which will go a long way in improving their health conditions.

Keeping in view the above, I urge upon the Union Government to launch a pure drinking water project with its own fund or with the help of any foreign agency in Kuttanadu Taluk, Alleppey District, Kerala.

**(ix) Need to create a separate State of 'Poorvanchal'**

*[Translation]*

YOGI ADITYA NATH (Gorakhpur): Even after the declaration of India as Republic reorganization of different states has been done from time to time in the wake of national security and to remove the imbalance in regional development. Ten years ago during the NDA regime three new states were created namely Uttarkhand, Jharkhand and Chhattisgarh. Today also there is continuous demand for creation of new states in the various regions of the country. New States should be created on the basis of national security and regional development and on this ground the demand for reorganization of Uttar Pradesh was initiated. Poorvanchal is one of the most densely populated area in the country having the population of

5-6 crores and it doesn't have a single Central University, Central Medical institute, Indian Institute of Technology or Indian Institute of Management. There is not a single industry. Famous sugar industry as the only cash crop is on the verge of collapse. This has become the most sensitive area due to its border connecting with Nepal and Bihar. In view of national security and regional development there is a need to reorganize this area as a new state.

It is my request to reorganize UP and create a new state in Purvi Anchal as Punyanchal (Poorvanchal).

**(x) Need to give approval to anti-sea erosion project submitted by Government of Karnataka**

*[English]*

SHRI D.V. SADANANDA GOWDA (Udupi-Chikmagalur): The Schemes for anti-sea erosion works planned by the various State Governments are kept in cold storage since last several years by the Central Government even after the DEA has forwarded to ADB. An ADB inception mission has visited the state during September-November 2006. ADB fact finding Mission visited the States of Karnataka, Goa and Maharashtra during April 2007. Several thousands of acres of fisherman property is washed away by the sea affecting the lives of thousands of fishermen every year. I urge the Central Government to take up this important work without any delay. The construction of sea wall of 49.875 KMs and reform of damaged sea wall of 24.95 KMs with a proposal of 291.71 crores in Karnataka is being held up for no reason. The project may be taken up immediately to save the fishermen community.

**(xi) Need to set up a railway museum in Shimla/Solan, Himachal Pradesh in honour of 'Baba Bhalku' a renowned figure**

*[Translation]*

SHRI VIRENDER KASHYAP (Shimla): Madam Speaker, through you I want to draw the attention of hon'ble Minister of Railways that at the time of laying the railway line between Kalka and Shimla British Engineers were not able to find the way to lay the lines on the hills, at that time native of that area, Baba Bhalku played important role in laying of railway line and thus construction of such rail route became a reality. Impressed with the services of Baba Bhalku Britishers

felicitated him and recruited him in Railway Services. Last year on the occasion of completing 100 years of this line railway declared it as a heritage line.

Former Railway Minister in the previous NDA Government decided to establish a railway museum in Shimla in the memory of Baba Bhalku and for this purpose Rs. 50 lakh was sanctioned but not even a single positive step has been taken yet in the direction of establishment of this museum. It is my demand in this house that said railway museum should be established in Shimla, capital of Himachal Pradesh or Solan, a district headquarter of Himachal Pradesh at the earliest.

**(xii) Need to reduce the prices of petrol and diesel**

SHRI DANVE RAOSAHEB PATIL (Jalna): Now-a-days, farmers are facing acute problems. Specially Vidarbha and Maharashtra already facing severe water and rain scarcity, everywhere it's a complete chaos. Diesel is the mainstay for providing water to farmers for irrigation. In this condition increasing the prices of petrol and diesel is totally inappropriate. Government should think first in the interest of common man and farmers then about the profit of petroleum companies.

Thus, this decision should be revoked quickly. Immediate action should be taken to provide relief to the common man and farmers.

**(xiii) Need to provide special financial package to the Government of Uttar Pradesh for the drought-hit districts of Eastern Uttar Pradesh**

SHRI RAMKISHUN (Chandauli): Due to delay in monsoon Eastern districts of Uttar Pradesh are facing severe drought like situation. Due to no rain and acute power shortage farmers, workers, common man as well as animals are facing life threatening situation in the districts of Sonbhadra, Chandauli, Varanasi, Gajipur and other dozens of districts of Uttar Pradesh. All wells, ponds and handpumps have dried up and the farmers have not been able to sow the seeds of paddy. Dozens of animals died in naxal affected Naughadh area of Chandauli district. All dams have dried up in Naughadh area and other means of irrigation like canals, handpumps etc. are not working due to the acute power shortage. No specific steps have been taken by the State Government to tackle this serious drought situation. Situation is getting worse day by day.

I urge upon the Government of India to provide special financial package to tackle severe drought like situation specially in Poorvanchal and I also request the Government to immediately send a central team to initiate the relief work.

**(xiv) Need to open a Kendriya Vidyalaya in Aurangabad district, Bihar**

SHRI SUSHIL KUMAR SINGH (Aurangabad): Madam Speaker, my Parliamentary Constituency Aurangabad is a backward district of Bihar. Despite being a district headquarter, there is no arrangement of education of high standard here. Around 5000 families of employees of Union Government enterprises such as Railways, Post Offices, Department of Telecommunication, NTPC are residing in Aurangabad city. In addition to this, large number of employees working in various departments of State Government are also living here. Due to the lack of better education arrangements there, the employees working in these departments are afraid of their posting in Aurangabad, because they are concerned about the proper education of their children. Opening of Kendriya Vidyalaya will provide a great relief to these employees and that would make them assure about the better future of their children. Through you, I request the Government to immediately open a Kendriya Vidyalaya in Aurangabad.

**(xv) Need to include 'MARATHI' community of Kasargod district, Kerala in the list of Scheduled Tribe**

*[English]*

SHRI P. KARUNAKARAN (Kasargod): The 'MARATHI' community living in the border areas of Kerala and Karnataka which comes around 35 to 40 thousands and 3 lakhs respectively were included in ST list in the year 1952 and has been enjoying all the facilities provided to the Scheduled Tribe people. But from 2002 onwards, the people living in Kasargod District, Kerala were excluded from the list without proper assessment and verification of their socio-economic conditions, though the same community living just 10 km away from the Kasargod district are still in the list and getting all the facilities. In fact, the financial and educational status of these people still remains backward.

The Government of Kerala from the very beginning made the protest and requested to retain the Marathi Community in the ST list. The SC/ST Commission, the Minority Commission have visited the place and made

the same suggestion. All the political parties in Kerala and the various Governments in different times made the same appeal. Recently the Hon'ble Minister for ST, Government of Kerala again made the same request to the Hon'ble Minister for Tribal Affairs. MP's from Kerala have already raised this issue in the Parliament and also met the Hon'ble Minister for Tribal Affairs regarding this issue.

Hence, I urge upon the Government to do the needful for the inclusion of MARATHI Community in the ST List.

**(xvi) Need to release funds for the construction of flyovers on National Highways in Vani Vihar, CRP and Khandagiri crossings in Bhubaneswar, Orissa**

DR. PRASANNA KUMAR PATASANI (Bhubaneswar): I would like to apprise the Government that Bhubaneswar, Capital of Orissa is facing huge traffic congestion problem, and I understand that it can be resolved only by construction of flyovers on National Highways in VANI VIHAR, CRP, Khandagiri Crossings.

These are the most accident-prone areas. Though the projects have already been sanctioned but the work is yet to start. I have learnt that the NHAI has been sanctioned an additional sum of Rs. 2,500/- crores for improving the road conditions of the State Highways. I would, therefore, once again request the Government to allocate funds for the construction of these flyovers, which will ease traffic problem of the capital city.

**(xvii) Need to release financial assistance to the Government of Maharashtra for setting up biogas projects in the State**

*[Translation]*

SHRI CHANDRAKANT KHAIRE (Aurangabad): National Biogas Programme was started with a view to make arrangements of biogas and manure as non-conventional energy sources by the Government. It makes arrangements for manure along with the availability of energy and it also helps in keeping environment clean. Several proposals were sent by the state of Maharashtra, but assistance of Rs. 441.80 lakhs has been pending since 2007-08. The Government is discouraging the farmers by not providing assistance to them. I request the Government to release it.

**(xviii) Need to retain the original plan for construction of new ring road at NH 45 B and NH 67 in Tiruchirappalli Parliamentary Constituency in Tamil Nadu**

*[English]*

SHRI P. KUMAR (Tiruchirappalli): Tiruchirappalli Constituency in Tamil Nadu consists of remote villages. People of these villages are depending upon the Kallikudi and Thayanur water resources for their drinking and irrigation purposes. Now, a proposal for the formation of new ring road is approved by the National Highway Authority of India at NH 45 B, NH 67 between Panjapur and Jeeyapuram where Kallikudi and Thayanur tanks are located. The work has already commenced without affecting the water sources. Now I have come to understand that the laying of the ring road is to be modified which will affect the water sources of the villages. I appeal to the Government through this August House not to modify the original plan in order to save the water sources of the poor village folks of my constituency and action be taken for the early completion of the ring road.

**(xix) Need to set up Agri-Biotechnology Research Centre in the Shivaji University, Kolhapur, Maharashtra**

SHRI SADASHIVRAO DADOBA MANDLIK (Kolhapur): The Shivaji University was established in 1962 at Kolhapur. Its jurisdiction covers four districts viz. Kolhapur, Sangli, Satara and Sholapur. These districts have very large population of agriculturists and they are always in the forefront to adopt new agriculture methods. The agriculturists are always willing to adopt modern technology and improved farm practices for augmenting agricultural production and productivity. Novel methods in respect of food production are always welcomed by the farmers in Maharashtra.

Even though our country is self sufficient in food production, a saturating point in respect of production has been reached. In view of this, newer and better methods of food production are a must. Proficiency in DNA technology along with Agro-Biotech disease control and futuristic genetics are a need of the time.

The Shivaji University is located in epicentre of agricultural activities and is best suited for establishment of a National Level Research Centre for new agriculture methods. It has sufficient land in its possession as also

has agriculture college suitably located near the premises of the University. Besides, the University has highly qualified, experienced and persons of high calibre in its faculty of scientists.

Madam, I, therefore, demand through you that a wing of Agri-Biotechnology in the Shivaji University be established by the Union Ministry of Human Resource Development and necessary financial assistance provided.

**(xx) Need to set up a social welfare corporation/ Board for providing social security to the workers in unorganized sector particularly to Banjari community of Maharashtra**

SHRI RAJU SHETTI (Hatkanangle): Unorganized sector today comprises of contract workers, home-based workers and most of them are semi-skilled and unskilled workers, home based artisans etc. It is a low wage and low earning sector whose workers constitute an important section of the workers. The share of unorganised sector in total employment is around 93 percent. However, a large segment of the unorganized labour today is deprived of social security viz. health care, maternity and early child care, PF benefits, amenity benefits such as housing, drinking water, sanitation. Their children are deprived of basic education.

From my own state Maharashtra, Banjari workers of OBC community migrate from Western Maharashtra to Marathawada and Vidarbha region to work in Sugarcane fields. They remain in this region for quite some time. During this period, these children are deprived of education, female members of the family suffer sexual abuses. Non-availability of health and medical facilities, malnutrition of children, no insurance protection put lot of burden on the family.

To mitigate their sufferings, there is a dire need for an independent Social Welfare Corporation/Board and laws for ensuring social security.

I would like to urge the Government to come out with a law to provide social security to the workers of unorganized sector especially the one I mentioned above. Workers and their families who have migrated from villages and small towns to urban areas and metropolitan cities deserve better treatment.

12.30 hrs.

**RAILWAY BUDGET (2009-2010)—GENERAL DISCUSSION**

*[Translation]*

SHRI GOPINATH MUNDE (Beed): Madam Speaker, I am grateful to you for giving me an opportunity to express my views on Railway Budget.

Madam, I have carefully read the interim Railway Budget of Lalu Prasad ji and also the Railway Budget of Mamataji. Both these budgets are of the UPA Government only ministers have changed. The budget presented by Lalu Prasadji was only concerned about Bihar and now when Mamataji has presented her budget, she has only Bengal in her mind. Ministers of Railways change every year and they only think about their states. Will Maharashtra be given an opportunity or not? The Ministry of Heavy Industries given to our Vilasraoji should be changed. Are you going to think about other states or not? Only Bihar and Bengal are not the whole country. Aspirations of all the States in the country should have been fulfilled in the Railway Budget, but this has not happened. I hope that the hon'ble Minister of Railways will amend her proposals by incorporating demands of all the States while replying to the discussion and I would welcome that. The budget presented by Laluji was prepared keeping in view the Lok Sabha elections. A number of railway stations, fast trains were announced, but they were not introduced and now the Railway Budget presented by Mamataji is prepared with an eye on West Bengal elections. Elections are going to be held in our Maharashtra also. A lot of injustice has been done to Maharashtra. There is no proposal for new railway lines, new electrification projects in Maharashtra. No provision has been made for them. There are eight Ministers from Maharashtra. Are they happy with this budget? They have not made any comment on it, they neither met Mamataji nor the hon. Prime Minister. Mr. Sharad Pawar from our state is also a senior Minister in the Cabinet. If he is happy with this budget, then I have no objection, but keeping in view Maharashtra elections, ruling party must also demand that. I urge upon Mr. Sharad Pawar to demand for making provision about Maharashtra in the Railway Budget, otherwise he should withdraw his support from the Government. But he is not going to do that...*(Interruptions)*. Mr. Datta Meghe, I am aware of your feelings about Mr. Sharad Pawar...*(Interruptions)*

-----

MADAM SPEAKER: Look at the chair while speaking.

SHRI GOPINATH MUNDE: Madam, Mr. Sharad Pawar has expelled him from the party and he has joined Congress. Why are you caring about him today...(*Interruptions*)

SHRI DATTA MEGHE (Wardha): Madam, hon'ble Member is wrongly accusing me. I was not expelled. He has no information...(*Interruptions*)

SHRI GOPINATH MUNDE: They are not bothered whether Maharashtra would get anything or not, they just want to fulfill and safeguard their interests. I would like to ask you, why you are not expressing the feelings of the people of Maharashtra?...(*Interruptions*)

SHRI DATTA MEGHE: We have expressed that.

SHRI GOPINATH MUNDE: You and I know Mr. Sharad Pawar, then why are you favouring him?

MADAM SPEAKER: Please, look at the chair and raise your point.

SHRI GOPINATH MUNDE: Madam, I welcome one of the points raised by the hon. Minister of Railways, She has put a proposal, a question before the House with your permission. She has raised a basic question before you that Railways needs to be developed for the people having sound financial position. This should be decided on the basis of economic feasibility or on the basis of backwardness. She herself answered her query by saying that in her opinion financial dominance is wrong. I am very happy that she has raised the points of social justice, justice to backward classes, but I would also like to say that there is no provision of social justice, justice for backward classes in her Railway Budget. Thus, after reading this railway budget, I felt that there is a contradiction her words and actions. She has talked about the poor, social justice and to provide justice to backward classes, but she should have also talked about the steps to be taken by keeping the common man in focus. In page no. three of her Railway Budget, the Minister of Railways mentioned that passenger amenities shall be increased, their catering needs would be taken care of, attention will be paid to cleanliness and time table will be adhered to. I would like to say that all these priorities are routine work of the railways. When Lajuji was Minister of Railways, he never said such things in his Railway Budget speech. Constructing new toilets,

installing fans are not priority works. What are the expectations of the country? Country expects laying of new rail lines. Many rail lines in our Maharashtra were laid by the Nizam. Even after independence there are still such states in the country, where people have not seen train. I demand that priorities should be changed and priority should be given to laying of new railway lines. Modernisation and Electrification of railway should be given second priority. Attention should be paid on the backward parts, districts in the country where there are not trains. In her Railway Budget speech, the Hon'ble Railway Minister has stated that she wanted to give respect to the poor people who have never got the opportunity to travel by train. I would welcome your statement of providing passes to them at the cost Rs. 25. But from where these poor people will board the train because there are no railway tracks in their districts. From where these tribal people will board the train in whose tribal areas, there are no railway tracks in the remote places. Will they, who have got the 25 rupees pass, board the train after covering a distance of 200 kilometres by walking or travelling in a bus?

SHRIMATI SUSHMA SWARAJ: How will an M.P. also provide the same?

SHRI GOPINATH MUNDE: You have also stated that an M.P. can recommend for the persons earning upto Rs. 1500. The limit of Rs. 1500 is not enough rather it should have been raised to Rs. 3000. Today, the labourers working under the NREGA Scheme get the wages of Rs. 3000 per month at the rate of Rs. 100 per day. In this way, even the labourer working under NREGA is not covered under your 'IZZAT' scheme. Who are those people you want to give respect to? So far as providing the passes to the persons earning up to Rs. 410 to 1500 is concerned, it will be of no use to anyone. Can't you increase this limit upto Rs. 3000 as even the labourers working under NREGA Scheme get Rs. 3000 per month.

So far as the State of Maharashtra is concerned, you have made an increase of Rs. 1750 crores for new Railway routes in comparison to the amount allocated in the railway budget presented by Lajuji. However, this increase has been made for modernization and electrification and not for the railway routes. I would have welcomed it, had this money been allocated for new railway routes.

In my Parliamentary Constituency, Beed, the whole district does not have even ten kilometers long railway



line. Even, I have to travel 250 kilometre to reach the railway station for coming here. Please get those districts identified. The Parli-Beed-Ahmadnagar Railway route has been sanctioned. It has taken ten years to get even this route surveyed. Land is not being acquired for the last four years. Every year, five or ten crores of rupees are allocated. You can yourself understand whether such a meager amount can lead to land acquisition of 250 kilometer long area. Apart from it, there are other railway routes. The Parli-Beed-Ahmadnagar route has got technical financial sanction. Rupees 25 crores have been provided for the same. Land acquisition cannot take place with this much amount. Therefore, I would like to demand that the Parli-Beed-Ahmadnagar area, from where I have been elected, should be given Rs. 100 crores.

Madam Speaker, when Laluji was the Railway Minister, we met him under the leadership of Sharad Pawarji. At that time, he made an announcement that rupees 200 crores would be provided for this route. Simultaneously, he had also put a condition that only those railway routes would be given priority by the Union Government on which the State Government would incur 50 percent expenditure. It is a matter of happiness that the Government of Maharashtra wrote him a letter mentioning the railway routes of Parli-Ahmadnagar, Nanded-Wardha, Manmad- Indore, Yavatmal-Murtzapur-Achalpur, Sholapur-Usmanabad-Jalgaon, Jalna-Khamgaon, Wadsa-Desaiganj-Armori- Gadchoralli, Ghatnandur-Ambajagoi. The Government of Maharashtra wrote a letter to which the Ministry of Railways replied that merely writing a letter and making a demand will not serve the purpose but there has to be a provision in the Maharashtra's budget. Madam Speaker, this time the Government of Maharashtra has made a provision of Rs. 296 crores in its budget for laying new railway routes in Maharashtra. Now, the Union Government should also allocate Rs. 296 crores and you should fix the priority in this case. If the Government of Maharashtra provides Rs. 300 crores and your Government also allocates Rs. 300 crores, then four or five railway routes can be constructed in Maharashtra. The Government of Maharashtra is also prepared to incur expenditure on the new upcoming routes.

Madam Speaker, when eight Ministers can make the provision of money in Maharashtra, then why can't they do the same here? What they are doing? They should put pressure on the Government. We should have the right to develop as we have the right to vote. But the same right has not been passed on to the people.

MADAM SPEAKER: Now you please conclude.

SHRI GOPINATH MUNDE: Madam Speaker, I have an important issue to raise.

MADAM SPEAKER: Your Party's time is over, so please conclude quickly.

SHRI GOPINATH MUNDE: Madam Speaker, the farmer oriented project has been mentioned. Madam Speaker, I welcome this project but his idea is not going to last long. He has mentioned in his budget that there is a loss of 35 to 40 thousand crores of rupees and the budget of farmer ends there and they incur losses. Why shouldn't a policy be framed in this regard? If 40-50 thousand crores of rupees of the farmers and the country are saved, then money can be provided for new trains and new railway routes. You have said that we will think but there is a need to convert it into reality. Cold storage and temperature regulated degradable Cargo should be used both in public and private sectors because the Government does not have money and the Railways have also not provided any money for it in the Railway Budget. The Private Public partnership will be beneficial. Today there is no dearth of onion, banana and sugar in Maharashtra but there are no trains to supply them due to which the farmer incurs heavy losses. I have a demand that the goods trains from Nasik to Mumbai, Pune to Mumbai and Aurangabad to Mumbai should be started for metro cities like Delhi, Mumbai, Bangalore etc. on an experimental basis. If you do so, it would be a welcome step.

Today, there is a situation of Bandh in Mumbai and no local train is plying there. Due to rains the local trains are not running for the last three days. 50 lakh passengers travel in the local trains of Mumbai on a single day. Nearly 50 percent people travelling in the trains belong to Mumbai and if Mumbai local trains do not run for three days, then you can imagine the situation. Hon. Minister of Railways, all the local trains in Mumbai are not running, today. Madam Speaker, Delhi has metro, Kolkata has metro but there is no metro service for Mumbai. When our Hon. Ananth Kumarji was in the Vajpayeeji's Government, he talked about providing metro service in Bangalore, Hyderabad and Mumbai, Why there is no metro service in Mumbai, till today?

THE MINISTER OF RAILWAYS (KUMARI MAMATA BANERJEE): When I was a Minister in the NDA Government, I did it for Bangalore. Then, Mumbai Railway Development Corporation came into being.

[*English*]

I gave the proposal to the Chief Minister of Bangalore also. Shri Ananth Kumar is here. He knows the things. For Mumbai also, it is there. That is why, the Maharashtra Government gave us the proposal. They want to set up the Mumbai Rail Vikas Corporation. It is with their organisation. Only one Metro is with us, that is, the Kolkata Metro. It is with the Indian Railways. The other Metro has gone to the Urban Development Department. That is why, Madam, it is not with us. I would have been happy to do it had it been with us.

[*Translation*]

SHRI GOPINATH MUNDE: Madam, I have understood what the hon. Minister had said, but how much would the Government of Maharashtra do with its resources? Metro can be operated in each Metropolitan city with 50-50 percent partnership. Why such efforts are not being made? I would like that it should be initiated from Mumbai. 50 lacs migrants live in Mumbai but the compartments of local trains have yet been changed there. 210 passengers travel in one compartment which has the seating capacity of only 50 passengers. Even the animals do not travel like the passengers of local trains do. No improvement has been made in local trains, now new train and track has been laid. MUTP project worth Rs. 5000 crore is not sufficient. You should make provisions in the Budget also. Delhi is the political capital and Mumbai is the economic capital 70 percent of total revenue to Government exchequer comes from Mumbai and Maharashtra but we have not been given even Rs. 5 in the railway budget. I hope that the hon. Minister would address this injustice. She had struggled against injustice in Singur. She struggles against injustice and talks about the poor. She should not neglect the injustice done to Mumbai and Maharashtra in the rail budget. I conclude my speech with the hope that justice will be done it us.

[*English*]

\*SHRI LAXMAN TUDU (Mayurbhanj):

- (1) Sir during 2009-2010 Rail Budget, a target of gauge conversion has been fixed including **BARIPADA-BANGRIPOSI** of Rupsa-Bangriposi, under South Eastern Railway in my Parliamentary Constituency Mayurbhanj, Orissa.

\*Speech was laid on the Table.

It may be extended upto **CHAKULA** from **BUDHAMARA** (in between Baripada-Bangriposi). The survey work for construction of new Rail Line from **BUDHAMARA TO CHAKULIA** has already been completed by the Railway authority and favourable report have been given. The said project may kindly be included and about 120 Kms distance will be less to connect **BALASORE** avoiding **KHARAGPUR JN.** from **CHAKULIA**.

- (2) Necessary steps may kindly be initiated for construction of a new line connecting to **BANGRIPOSI & BADAMPAHAD**, by which about 150 Kms. distance will be less between **JAMSHEDPUR (TATA) & BALASORE** via **BARIPADA**.
- (3) Necessary steps may be initiated for construction of new line from **BADAM PAHAD** to **KEONJHAR** in Orissa.
- (4) Train No.2891/2892, **BARIPADA-BHUBANESHWAR SUPER FAST** may be extended to **PURI** & back to **BARIPADA** regularly instead of six days a week.
- (5) One A.C. Coach may be added in train no. 2891/2892 in keeping view of traffic demand.
- (6) One **SUPER FAST /EXPRESS** train may kindly be introduced from **BARIPADA** to **HOWRAH** regularly as per traffic demand.

In view of the facts stated above, I request you to include aforesaid suggestions in the Rail Budget 2009-2010 for the greater interest of the state of Orissa and Indian Railways as a whole.

[*Translation*]

\*SHRI SYED SHAHNAWAZ HUSSAIN (Bhagalpur): First of all I would like to congratulate the hon'ble Minister of Railways for presenting her third rail budget as the Minister of Railways for 2nd term. The basic formulation of the rails budget this time is that the concerns related to amenities to passengers of Indian railways, which was haunting the hon'ble Minister right from the beginning, I think she would feel relieved this time because rail amenities have been given in the rail budget to the voters of West Bengal with an open heart.

\*Speech was laid on the Table.

But the way the hon'ble Minister of Railways has made announcement relating to facilities for West Bengal, he should also have taken care of the people of Bihar, the neighbouring state, in the same way.

I would like to ask the hon'ble Minister of Railways, through you whether the announcements made and foundation stones laid by the Former Railway Minister would remain hollow promises only or those would be taken care of by the Minister of Railways.

I would like to tell about Bhagalpur, my parliamentary constituency that by accepting our demands, the Former Railway Minister while presenting the interim budget, had made announcements regarding Zonal rail office at Bhagalpur and laid the foundation stone also, but that did not find any reference in the present rail budget. I had written about this before the presentation of rail budget so that the hon. Minister may consider to provide funds in the present rail budget for opening zonal railway office but it has not been considered in this rail budget. Where the announcements made and foundation stone laid by the former Railway Minister just an eyewash.

The importance of Naugachhia railway station, which is very busy station across the Ganga in my parliamentary constituency after the construction of Vikramshila bridge in Bhagalpur has increased Rajdhani Express Yashwantpur Exress, North-East Express and Okha Express pass through Naugachhia railway station but do not have stoppage at the station due to which the people of Bhagalpur suffer a lot. If these trains are provided a halt at Naugachhia station, it would provide great relief to the people of Bhagalpur I have written a number of times to the hon'ble Minister regarding giving the status of a model station to this station but nothing has been mentioned in this regard in the rail budget.

Apart from this, the doubling of rail track between Tinpahar and Bhagalpur, the introduction of Ajmer-Bhagalpur via Delhi Garib rath express, running two days in a week all these announcements have also been neglected in this rail budget which is very painful to the people of Bihar.

I request through you to the Minister of Railways that if Bhagalpur Deoghar via Vikramsheela rail line is included in this rail budget, the promotion of tourism for Vikramshila University and great pilgrimage centre like Deoghar will get a boost because Vikramshila is an ancient Buddha university. Tourist and research scholars from far flung places come for study to the university.

Many tourists go for the darshan of Deoghar and Mandar mountain also. Due to this the importance of these two places would increase. Therefore, a new railway line connecting Bhagalpur University and Deoghar as a circuit is required. I would like to tell you that there is a Mandar mountain, near Vikramshila University which is related to ancient Samudra Manthan near Vikramshila University. Lakhs of tourist visit and study all these important places every year and if Bhagalpur-Vikramshila-Devghar rail line is laid then in addition to employment generation for thousands of people, rail tourism will also get a boost.

Bhagalpur is essentially an important city from the commercial point of view. The former Minister of railways had accorded sanction to run New Delhi Rajdhani Express via Bhagalpur but Hon'ble Minister of Railways has shattered the hopes of not only the people of Bhagalpur but also of central Bihar by not even mentioning the name of this train.

I, would like to ask the hon'ble Minister of Railways, through you that she had given an assurance during the last rail budget to re-route a weekly train which is already playing between her home town Howrah-Delhi link service *via* Ajimganj-Bhagalpur but that assurance has also not been fulfilled. Why this kind of injustice is being metted out to Bihar.

A decision has been taken that out of 50 stations in the country the Gaya station of South Bihar is to be Converted into an international station by upgrading the amenities there. Would this station be developed through new funding and public private partnership. Like wise Bhagalpur station of my parliamentary constituency, which is an important station of central Bihar, should be included in this category as this station is quite important from the commercial as well as tourism perspective.

Hon'ble minister of Railway has not only discriminated against my parliamentary constituency of Bhagalpur but against the whole of Bihar, which is quite painful not only for me but for all the people of Bihar as Indian railways is the soul mate of Bihar.

Railway is the easiest Prey for terrorists. If we talk about the terrorist attacks of the past then most of the attacks have been at railway stations but the hon'ble Minister has not expressed any firm opinion in this regard in this rail budget. If we talk about railway stations, the safety scanners are not in place. Even now at most of the stations people enter without platform tickets. This rail budget is silent about this issue.

90 per cent of railway revenue is spent on itself only. But Didi has not paid attention to it that in this era of modernisation there is a need to earn revenue through newer resources. She has never pondered over it.

So far maintenance and cleanliness in trains is concerned the hon'ble Minister of railways has not done much in this regard in her rail budget. This problem can be solved only by engaging professional agencies or by launching a pilot project.

Through you, I would like to urge the hon'ble Minister of Railways to make efforts for safety of Railways, its cleanliness and for timely completion of pending as well as declared schemes pertaining to Bihar including my parliamentary constituency Bhagalpur.

*[English]*

\*SHRI SIDHANT MOHAPATRA (Berhampur) : While congratulating you for placing the Railway Budget in the Parliament, I would like to express my admiration for the thrust you have laid on social viability in the Indian Railways. You have rightly valued the importance of a balance between Economic feasibility and social viability.

As you are aware, Orissa contributes to a large chunk of **freight revenue** for the Indian Railways (to the tune of over Rs. 5000 Crores), but lacks railway connectivity in most of the areas of the State. **Our railway density is a meager 14 km per 1000 square kms of area against the national average of 21 kms per 1000 sq. kms.** This shows that Orissa has been grossly neglected by the Railways despite the valuable contribution it has been doing for the Railways.

I earnestly request you to look into the overall railway development of Orissa, with emphasis on the following proposals:

- (1) **Extension of gauge conversion line:** The gauge conversion of Naupada-Paralakhemundi –Gunupur is in progress. After its conversion, the line needs to be extended to the nearest main line of Waltair-Raipur section at Therubali near Rayagada. Once connected to the mainline, it will open the hinterlands for Gopalpur port, *i.e.* entire South Orissa and most parts of Chhattisgarh. The upcoming alumina plants at Lanjigarh and Rayagada will generate huge cargo revenue for railways. Hence there is an

urgent need to connect the missing link between Gunupur to Therubali so as to provide direct linkage to the upcoming Gopalpur port.

- (2) **Construction of new line from Koraput (Jevpore) to Malkangiri :** This line will help development in the most backward areas of the country and also help combat the Naxalite and Maoist activities in the region.

### (3) **New Trains**

- (a) **Train Number :** 2843 and 2844 between Puri and Ahemadabad which runs 4 days a week may kindly be converted to a daily train. This will help about 5 lakh people working in Surat and almost equal number of people working in Ahemadabad and other parts of Gujarat who mostly hail from Khurdha and Ganjam districts.
- (b) The existing Konark Express (1019/1020) from Bhubaneshwar to Mumbai via Khurdha and Berhampur is the only train to Mumbai and is not able to cater to the heavy demand in this area. Hence I request you to kindly introduce a new train from Bhubaneshwar to Mumbai via Berhampur.
- (c) A daytime daily passenger from Jeypore (Korapur) to Bhubaneshwar via Rayagada/Berhampur will help the commuters of South Orissa and hence may kindly be considered.
- (d) A direct train from Behrampur to Howrah will help promotion of trade commerce alongwith tourism in South Orissa. There is a virgin beach at Gopalpur on sea and a hill station cum hot water spring at Taptapani. Besides, there are about 24 identified tourist spots by Government of Orissa in this region. To reach all these destinations, Berhampur is the major station. There is heavy demand of passengers travelling from Berhampur to Howrah and back and hence a separate train will generate good revenue to the railways.

- (4) **Upgradation of Berhampur Railway Station :** I thank you madam for including Bhubaneshwar and Puri stations in the list for upgrading to world class standards. Berhampur is not only of the oldest stations in the country but also is a

\*Speech was laid on the Table.

high revenue earning station for Indian Railways. It is the gateway to the entire South Orissa comprising 10 revenue districts. Hence I request you to kindly consider upgrading Berhampur (Ganjam) railway station to a world class station with multiple facilities.

\*SHRIMATI BOTCHA JHANSI LAKSHMI (Vizianagaram): I support the Railway Budget, 2009 presented by the hon. Railway Minister, Kum. Mamta Banerjee.

At the outset, I request the Hon'ble Railway Minister to sanction enough funds to the 12 project proposals submitted by the Hon'ble Chief Minister of Andhra Pradesh, Shri Y.S. Rajasekhara Reddy.

In this budget many new and innovative ideas were presented to the nation. We all know thoughts become things. I have no doubt that all the budget proposals will reach the intended people and become realities.

As has been said by the Railway Minister in para 4 of page 1, "I prefer to have social viability over economic viability." As former Prime Minister Indiraji stated "Elimination of poverty demands frontal attacks on vested interests and causes of poverty."

Overall, the Railway Budget of Mamtaji is very comprehensive aiming at inclusive growth. It tried to take people from all walks of life into consideration. It is a growth-oriented budget. It is essential for the capacity development in Indian Railways, as this will directly influence the growth of not only the Indian Railways, but also the economy. There is a need for free flow of traffic and expansion capacity. In the past few years, roadways have grown over seven times in capacity, while railways traffic has only grown by just over 2.5 per cent. In the next few years, the road traffic will increase and the Railways have to provide a supplementary service. For this Railways have to gear up for themselves.

There is sufficient hike in investment in rail companies. There is higher allocation for replacing older rolling stock. As they say, "Better late than never." The cause for concern is operating ratio, a measure of efficiency, has shown a sharp decline of about 12.4 points in 2009. The Ministry should look into this problem.

Given the impressive financial and operational performance of the Indian Railways over the past few years and the backdrop of the current economic slowdown, the Railway Budget is a formidable task. However, Railway Minister, Mamta Banerjee has risen to the occasion by striking a delicate balance between the social and economic focus of the Indian Railways.

As promised by the UPA Government, the hon. Railway Minister announced a number of measures to provide a more "human face" to the Indian Railways. The priority on passenger amenities included ensuring availability of Janta Khana environment-friendly toilets, special coaches for the senior citizens and physically challenged, convenient ticketing services from post offices, mobile vans, only Ladies' EMU trains at Delhi, Kolkata and Chennai. I wish she should have included Hyderabad also. At the same time, besides introduction of the *izzat* schemes for low-income monthly travel and reduction in the *tatka* scheme, there is no change either in freight rates or in passenger fares. I also thank the Railway Minister for introducing new trains and facilities such as 12 new non-stop AC sleeper *turant* trains, AC *juva* trains, super-fast parcel express trains on a pilot basis, ladies special trains and double-decker coaches for inter-city commuters, Visakhapatnam-Secunderabad-Mumbai superfast (bi-weekly) and Secunderabad-Visakhapatnam Express (from 4 days to daily).

Some of my predecessors have already explained some points in detail. I do not want to repeat them. However, I want to focus on a few issues.

I congratulate the hon. Railway Minister for emphasizing on passenger amenities, cleanliness and quality of railway catering, safety, security and punctuality. I suggest that each railway station should be developed and treated like our home, wherein we keep our dwelling units neat and tidy.

I also congratulate the hon. Railway Minister for arranging special ladies' coaches during peak hours and beefing up security for the women passengers.

The Railway Minister has categorically said that under Public Private Partnership she is going to develop world class railway stations, multi-functional complexes, creation of facilities for setting up cold storage and temperature control perishable cargo centers etc. I welcome these initiatives.

Some of our friends in the Opposition expressed their apprehension regarding the Public Private Partnership mode. In this connection, I would like to

---

\*Speech was laid on the Table.

remind my friends in the Opposition that under the PPP, we have developed world class airports at Hyderabad, Bangalore and New Delhi. We have seen how these have been developed.

I also thank the Railway Minister for introducing new innovative ideas for land and air space utilization for commercial purposes through PPP mode.

I want to say words regarding the functioning of the Railway Recruitment Boards. It lacks transparency. We should see that these Regional Railway Recruitment Boards should give priority to the locals so that there is no heart burning. **I also suggest that at least 40 per cent of the posts should be reserved for women.**

I appreciate the initiative being taken by the Railway Minister to develop some railway stations as world class. At the same time, I request the Minister to create minimum basic facilities at small railway stations in villages and towns.

I want to caution the Railways on the functioning of old bridges. These have to be revamped and made safety worthiness. I request the hon. Minister to order a survey on old bridges and earmark certain fund for carrying out the repair works.

Now, I request the Railway Minister to include the following proposals in the Railway Budget:

1. Extension of the proposed third line between Kothavalasa and Vizianagaram up to Srikakulam and align the third line between Vizianagaram and Srikakulam via Rajam. (A detailed letter was written to you on 10.06.2009). Request to order a survey on this proposal.
2. Request to include the Vizianagaram station also in the Adarash Railway Stations.
3. Request to sanction two new RoBs at Bheemasingi between Alamanda-Korukonda Rly.831/3 and between Ponduru-G Sigadam in Srikakulam Rly.766/27-29.
4. Request to sanction a cold storage facility at Vizianagaram market yard, adjacent to the present railway track.
5. Need to include Vizianagaram also in the list of railway stations to construct multi-functional complexes as it is a busy tri-junction, district

headquarters, historical, pilgrimage and tourist centers. Sufficient land is also available.

6. Extension of Nilachal Express from Varanasi to Bhubaneswar upto Visakhapatnam.
7. Request to introduce the following new trains for the convenience of the public. (a) Vizianagaram to Tirupati (b) Vizianagaram to Howrah and (c) Vizianagaram to Vijayawada inter-city.
8. Sanctioning of foot over bridges at Vizianagaram and Chipurupalli stations.
9. Request for stoppage of Visakha Express at Sigadam station.

In conclusion I say, there is enough for everyone. If we believe it, if we can see it, if we can act upon it, it'll show up for us. That's the truth.

*[Translation]*

\*DR. SHAFIQR RAHMAN BARQ (Sambhal): Moradabad city falling under Sambhal Parliamentary Constituency is a historic city. Moradabad was also the capital of the province during Mughal regime. Sambhal is a Lok Sabha constituency. It is regretted that it is not connected by the main rail line. There is only a branch line. During the course of discussion on Railway budgets I have demanded several times to connect it by the main rail line with Gajraula via Hassanpur for the convenience of the people of Sambhal constituency. Sambhal is an industrial hub. It is a big market of potato, wheat, groundnut, sugar and mentha but inspite of all this, the Union Government has not taken any steps for development of Sambhal so far. In 2008, at the time of presentation of rail budget, I took up this issue with the then Minister of Railways, Shri Lalu Prasad Yadavji and he assured me that Sambhal will be connected with Gajraula via Hassanpur. The file in this regard was initiated but nothing is evident on ground. People over there are anxious and ask me about the status of Sambhal rail line. I am compelled to say that step motherly treatment is being meted out to Sambhal. I support the rail budget proposal. I demand the Minister of Railways to connect Sambhal with Gajraula via Hassanpur without any delay. Survey on this line has already been completed and plan is ready.

\*Speech was laid on the Table.

It is very unfortunate that doubling of Hapur-Moradabad rail line has not been taken up so far nor has an electric train been started between Delhi and Moradabad. I demand that Moradabad junction be converted into a world-class station. Moradabad is a historical city and people from all over the world come here for trade. The budget presented by hon'ble Mamtaji is commendable.

I hope that hon'ble Railway Minister would oblige the people of Sambhal by immediate implementation of Sambhal Railway project.

CHAUDHARY LAL SINGH (Udhampur): Madam Speaker, thank you for giving me the opportunity to speak. I am very happy with the splendid budget presented by Behanji, particularly, the introductory part, which could be termed as trailer, is the best. If the work is to be undertaken on these lines then I think I have no demand. But when I move forward, then putting the demand is my compulsion. There has been talk of economic viability. When we approach railways to discuss a project, then it is said that it does not have feasibility and viability, it is not profitable. I am very happy to see the social viability in the budget. 70 thousand kilometers tracks are laid across the country, but only 80 kilometres tracks are there in Jammu and Kashmir. You should give the share of Jammu and Kashmir properly and we don't want anything else. There is no progress of survey work from Kathua to Basauli, Bani Bhadarvah and Kishtwar and Puncch-Rajauri. I request that this survey should be included in the National Project. There is a controversy in the project of Katra to Kazikund and Manhal. We tried our best, discussed the matter and an expert committee was constituted and its report was also submitted but the progress of work is very slow there. Therefore, my submission is that Jammu and Kashmir can only be linked with rest of India if Katra-Udhampur is connected with Kazikund. You separated Kashmir and restricted Jammu up to Udhampur only. I submit that this matter should be taken up immediately and should be sorted out as early as possible. I would like to bring it to your kind notice that there was militancy in Sangaldan, Bakkal and Mohar areas, but with starting the said project militancy has stopped. When they discontinued the project, Poor people have lost their job, their machines have become useless. They have purchased the machines on loan, but their work has been stalled. My point is that they should also be given compensation from the Government. A decision was taken to set up a coach factory at Kathua. Mr. Farooq

remembers that, and he reminded me about it. A decision was taken to set up a coach factory at Kathua. Nothing has been done so far in this regard and an announcement was made regarding setting up of a sleeper factory at Udhampur, but nothing has been done in this matter also. Today, I would also like to say that it is difficult to go to DRM office at present from Baramulla because of its long distance. We have only one DRM office in Firozpur, constructed in 1926 and no new DRM office is set of there. Where is Baramulla, Firozpur, and where is Jammu and Kashmir, Punjab and Himachal? My submission is that our DRM office should immediately be opened in Jammu. This is injustice to us. Our employees, our contractor, our labour and all our staff is facing problems because DRM office is far away. So many zones have also been created, something or the other has been constructed at all the places but nothing is being done in the case of Jammu. They say that we are giving this and that to Jammu and Kashmir, I would particularly like to know what railways is giving to us? Today an announcement should be made regarding coach factory, DRM office and all these things. Presently, all the trains running upto Jammu, stand whole night and then they move forward. I would like to know why they have not been extended upto Udhampur which falls ahead? We worked very hard for commencement of 2-3 trains. My request is that all such trains which stand there for 24 hours, should be extended upto Udhampur. I would like to tell Madam that around 70-80 lakh pilgrims come for the Darshan of Vaishno Devi. You are talking about constructing world class stations. Whether Jammu should not be made a world class station? As far as model stations are concerned, no station should be a station without model. What does it mean to have such number of model stations. What do you mean by model?

MADAM SPEAKER: Mr. Lal Singh, please conclude now. You have taken a lot of time and many hon'ble Members are waiting for their turn to speak.

CHAUDHARY LAL SINGH: Madam, I am concluding now. My area is hilly and is extremely backward, and it is affected by militancy too. There are lots of problems. I request the Government to be considerate towards our state of Jammu and Kashmir.

*[English]*

Madam, you are custodian of myself and my Jammu-Kashmir.

[*Translation*]

I request you that Kathua and Udhampur should be made as model stations. From Kanyakumari to Kashmir, all the stations should be model stations. Whether arrangements should not be made for women everywhere? Whether we have no women there? They are everywhere. Women, men and students are everywhere. Everyone should be benefited by this. Madam, as far as the matter of Rs. 25 is concerned, it is true that this money is beneficial to us only when we will complete our survey. I would like to tell you about an incident, which took place two three days back. Two trains arrived at the same time. I had to board a train but the other train arrived before me. As there is no bridge in Kathua station, I had to cross a train to board another one. First, I look forward, there was darkness of the night. I would like to tell you that the installed system should be correct one practically.

[*English*]

It must be done on practical level.

[*Translation*]

First, I went ahead upto one k.m. Where the coach was attached earlier. It is also a matter of concern that sometimes coach is attached at another place. My point is that coach should be fixed at one place. Passengers run here and there. Therefore, I request the Government to fix the place of coaches, so that passengers don't have to face inconvenience...(*Interruptions*)

MADAM SPEAKER: You please conclude now.

CHAUDHARY LAL SINGH: Madam, I request and submit that as our two sisters are standing here, we don't want any other thing. You do the needful and provide all the facilities to the people, so that they could enjoy.

\*SHRI G.M. SIDDESHWARA (Davanagere): Hon. Speaker, Madam, The Railway Budget for the year 2009-10 is very disappointing and it is not pro-development budget for the people of Karnataka is neglected particularly the central Karnataka. Only two three projects announced for namesake, but they are more beneficial

to neighbouring States than Karnataka. I have been demanding some very important and development oriented railway projects for my parliamentary constituency Davanagere, but they have been ignored and not even mentioned in the current railway budget. Once again, I would like to bring some of the important proposals to your kind notice. They are:-

- (i) Railway line between TUMKUR-SHIRA-CHITRADURGA-DAVANAGERE :- This existing railway line between this route passes through Birur, Kadur and Arasikere. It will take more than one and half hour to travel in this 70 Kms. Distance. It leads to unnecessary expenditure of public money, burden to passengers, waste of time, energy and it causes more congestion of traffic. Therefore, keeping in view all these facts, for the last many years, we have been demanding a railway line between Tumkur-Hiriyur-Chitradurga which is parallel to the National Highway No. 4. I submitted many representations and I personally met the Hon. Ministers of Railways to impress upon them to take necessary steps for immediate completion of the project. On 20.6.2009 the Hon. Railway Minister Shri K. H. Muniyappa during his visit to Chitradurga, assured us that he would provide necessary grants for this new railway line. But it is unfortunate that it has not been given priority.
- (ii) CHITRADURGA-JAGALUR-KOTTUR RAILWAY LINE: This is a lucrative railway line and it would change the entire picture of the Bayalu Seeme region of Karnataka. Survey work of this railway line was completed, but funds were not allocated to take up this project. Therefore, I would like to request to provide funds on installment basis if it is not possible to provide at one go.
- (iii) MODERNISATION OF RAILWAY STATION AT DAVANAGERE: Davanagere is one of the most important cities in Karnataka. It is hub for industries, education and other important social-economic activities. Number of people from different states as well as from different parts of the world visit Davanagere. Railway is the best mode of transportation to boost up the progress of this region. Hence I request the Hon. Railway Minister to take steps for modernization of the railway station at Davanagere as it was converted as 'A' grade railway station very recently.

\*English translation of the speech originally laid on the Table in Kannada.



Besides this there was an assurance in the previous railway budget that all the unmanned railway level crossings would be manned but still it has not been taken up. There are number of accidents taking place at unmanned railway crossings. Several people lost their precious lives including a holy saint, swamiji of Rajanahalli Mutt, an important religious center of Karnataka.

Railway crossing No. 177 at Garehalli of Holakere taluk was made a manned railway crossing but this facility was withdrawn after a few days. Now, the Gram Panchayat was asked to pay Rs. 15 lakh to make railway crossing manned. It is very disappointing and discouraging. The railways said it was not possible to construct an R.O.B. or R.U.B. at railway level crossing No. 199 near Ashoka cinema hall, at Davanagere, due to technical reason. Since heavy traffic is there at this railway gate, it is essential to make alternative arrangement to ease the traffic congestion. We have been demanding this for the last two decades. Construction of ROB at railway level crossing No. 207 and 208 between Harihara and Devanagere has been kept pending. Construction of RUB near DCM township at Davanagere was taken up two years ago, but even the half of this work is not completed. I took this matter with concerned officials and explained the inconvenience being faced by public, but it has not been completed. It is very unfortunate.

I submitted representations to the hon. Minister of Railways Madam Mamta Banerjee ji and Minister of State Shri K. H. Muniyappa ji to consider some important proposals including an inter-city train between Harihara and Bangalore, so that people of this region would be benefited. They have made allocations for survey works for some railway lines. It is nothing but eyewash. They did not allocate any fund for new Railway line.

Therefore, through you I request the Hon. Railway Minister to consider all long pending important railway projects, which would benefit the people of my constituency in the supplementary budget for year 2009-10.

**13.00 hrs.**

\*SHRI SHER SINGH GHUBAYA (Ferozpur): Speaker Sahib I thank you for giving me an opportunity to speak in the Parliament for the first time, this is my maiden speech.

\*English translation of the Speech originally delivered in Punjabi

Yesterday when I saw the budget presentation of madam Banerjee it seemed that what ever decisions she had taken were with confidence and their would be total transparency in this and justice would have been done for the whole of the country.

Out of her speech I am going to read 2 line of hers "that so many years have passed since we got independence and like in democracy as everyone has his right to cast vote in the same may right to development should be available to every person. Time has come for the grievances to be addressed." I was happy after hearing this but when I saw the report and found that injustice has been done against Punjab, I want to tell the House about it.

That out of 50 Railway station carrying International level facility none have come in the share of Punjab; if calculation is done based on the 13 Parliamentary seats Punjab has in Parliament at least one station had to be modernized but none has been sanctioned. Secondly out of 375 Adarsh Stations only 2 have been given to Punjab. Also in case of 50 multi functional railway stations sanctioned for the whole of country zero has been given to Punjab.

Punjab is having high density population in small area, basically people of the state are farmers its highly populated and not a jungle. We should have been given more but injustice was done with us, secondly Punjab state is the maximum contributor to the food basket of the country but having no trains.

Also there are no over bridges in Punjab and there are about 1168 railway crossings. Recently a school van crossing an unmanned railway crossing was hit by a train leading to death of 14 school children and rest were injured. I demand that in populated areas their should be manned crossings.

Lot of injustice has been done against Punjab since a long time, like during the last tenure of the Government out of the debt of Rs. 70,000 crores which were waived off by the Government only 1 % was done in case of Punjab. From this we can see that the state which contributes maximum for the development suffers the most and the states which don't contribute in development are promoted and given all the benefits, this is total injustice.

Punjab state is a border state and during the tenure of our Government the farmers who had land across

the International border fencing were given Rs. 2500/- hundred per acre but that has been stopped since last 7 years.

Lot of injustice has been done regarding railways I request this be rectified. Secondly there is only one double railway line in Punjab i.e. Amritsar to Delhi rest is single line throughout Punjab.

Like Bhatinda is a big junction and is connected through railway to the whole of Punjab but has only single railway line it should be doubled so that residents of Punjab be connected to the whole country.

Injustice can be seen from the fact that there is one train from Delhi to Ferozepur 'Punjab Mail' having single timing that is after departing at 9 P.M. from Ferozepur it is scheduled to depart next day, the line here be doubled for the convenience of the people of the area.

There is another train 'Intercity' which departs from Abohar via Bhatinda, the timing should be doubled this is my request. In the proposal for making Adarsh Stations and International level stations of First class only one at Amritsar has been sanctioned, Ludhiana is a big industrial centre this facility be extended here and also in Bhatinda.

**13.02 hrs.**

[SHRIMATI SUMITRA MAHAJAN *in the Chair*]

Ludhiana-Chandigarh i.e. during last Government tenure in 2004 some railways line were proposed, work is being done but not completed yet; like from Fazilka to Abohar, Ludhiana-Chandigarh, Amritsar to Ferozepur railway lines be completed. From Ferozepur we have to cover 150 Kms. of journey but if railway link from Ferozepur to Amritsar is given than the journey would be shortened by 40 kms. and it would save 100 kms. of journey. This proposal be included.

Sardar Prakash Singhji Badal had sent recommendation to Madam Banerjee that as out of 729 unmanned railway crossings only 388 are manned, all of them be manned.

I am speaking for the first time I am speaking please allow me to put the demand of my Punjab, I haven't said anything yet. It is a plain area and populated.

In case of R.O.B. i.e. railway over bridges, Punjab has done its part of share but Railway hasn't completed its portion thus causing inconvenience to the people. The railway overbridges which were completed by Punjab Government but not by Railways be completed.

Some railway lines like from Abohar - Fazilka - Chandigarh and from Fazilka to Delhi trains are necessary. One more thing which is lacking i.e. in Ludhiana junction and Bhatinda junction new express trains be introduced, like there is no express train from Bhatinda to Jammu via Rampura through Dhuri, Ludhiana ;has been introduced even after 60 years. Also malerkotla, Ludhiana, Jalandhar is a religious and industrial centre. Jalandhar famous for its sports goods. If you wont allow us to speak it would be big justice to us, we are not begging, just raising our areas rights, please allow us to speak. In Jalalabad their was a washing unit before 1947 which was dismantled in 1990 it created a big vacuum which could not be filled. I have come to know from a confidential report that already Rs. 70 crores have been sanctioned. But that unit has not started functioning. So the trains which stop at Ferozepure can come here if the unit starts functioning thus benefiting my area, Muktsar, Kotkapura.

\*SHRI SONAWANE PRATAP NARAYANRAO (Dhule): In the railway budget 2009, new rail line from Nasik to Pune was announced by the railways. I welcome the announcement made by the hon'ble Minister of Railways and I hope that this project will be completed in time.

In my parliamentary constituency, Dhulia most important rail line is between Manmad to Indore via Malegaon Nardana-Shirpur-Sendhwa. It is a multi area development project in my parliamentary constituency. There have been demands for the project since 1973. Public representatives of ruling party and opposition and citiznes have been demanding implementation of the project since then.

This project can be a lifeline not only for my parliamentary constituency but also for 6 parliamentary constituencies, 7 districts and 36 assembly constituencies. This project can prove to be a milestone for the development of this scheduled tribe and minority dominated area. Even after 60 years of independence, the main reasons of not developing this area is insufficient means of transport.

---

\*Speech was laid on the Table.

The Ministry of Railways had conducted the survey of this project during 2004-05. Ministry of Railways has requested the State Government to provide assistance for the cost to be incurred on the implementation of this project and sought some economic assistance from the State Government.

I am happy to State that Government of Maharashtra is ready to provide assistance for this project and it had made the provisions required amount for the project in their budget of 2009-10

At present 24 super fast trains and 16 super fast goods trains of central railway passes through line.

I would also like to bring this to your kind notice that we can cut 680 kms in the route of trains running from North to South and near about 6300 kms can be saved. This project can be beneficial for the railways, one can imagine.

I would like to put it before you that this project is very important from the national safety point of view. This route is very useful in sending armament and man power on the cross border in war like circumstances.

Since 60 years of independence, the Government and Ministry of Railway have not paid attention towards the development of this area on one pretext or the other. As a result thereof the industrial development of this area could not be done. Unemployment and other problems are continuously increasing.

Therefore, I request you that for the development of all citizens, backward and Scheduled Tribe and minority dominated area of my Parliamentary Constituency Dhulia and keeping in view the importance of this project from the security point of view of the country as the hon. Minister of Railways, Km. Mamta Banerjee while expressing an example has said in her speech on railway budget that "more important thing is to make development of deprived persons in comparison to importance of so called economic criteria.

By accepting this fact and demand for inclusion of Manmad to Indore via Malegaon-Dhulia-Nardana-Shirpur-Shendhwa in next Rail Budget, conclude my speech.

*[English]*

SHRI N. CHELUVARAYA SWAMY (Mandya): Respected Madam Chairman, I thank you very much for giving me an opportunity to participate in the discussion

on the Railway Budget presented by the hon. Railway Minister for the year 2009-2010.

I would like to welcome the hon. Railway Minister for presenting a people-friendly Budget with 'No' increase in passenger fares and "No' hike in freight rates. In this Budget, the hon. Minister has tried to address the needs of the people of all sections of the society by including "Izzat" scheme for the unorganized sector workers and she has also taken into consideration, specially the needs of working women passengers.

Unfortunately, Karnataka has been getting a step-motherly treatment for the last 10 years. I would like to draw the kind attention of the hon. Railway Minister to the injustices that have been done to Karnataka on the works cleared during the 1996-97 and 1997-98 Budgets. They are Bangalore-Satyamangalam (1996-97), Gulbarga-Bidar (1997-98), Hassan-Bangalore (1996-97), Hubli-Ankola (1996-97), Kadur-Chikmagalur (1996-97), Munirabad-Mehbubnagar (1997-98), Mysore-Chamarajanagar (1997-98), Bangalore-Whitefield (1997-98), Kengeri-Ramanagaram (1997-98), Yeshwantpur-Tumkur (1997-98) and Hospet-Guntakal (1996-97). All these works are suffering because of insufficient allocation made every year in the Budgets. To cite an example, the Bangalore-Sathyamangalam railway line via Kanakapura-Satanur-Malavalli-Kollegal, which was cleared during 1996-97, has been provided only Rs.10 lakh in this Budget. The same is the fate of Gulbarga-Bidar railway line, Hubli-Ankola line, Munirabad-Mehbubnagar line, Hassan-Bangalore line, etc. It is same even on the line sanctioned for doubling which is very essential for clearing the heavy traffic from Bangalore to other suburban cities.

I would like to impress upon the hon. Railway Minister to reallocate more funds for doubling the remaining portion of Bangalore-Mysore railway line by providing whatever funds required to complete the work.

The remaining portion from Ramanagar to Mysore should be completed in one year. The remaining portion from Shravanabelagola to Nelamangala, if completed, will have a direct connection to two major ports, Chennai and Mangalore, which will certainly create all economic activities in this under-developed area. An action plan may be drawn up to complete this work within two years. Adequate funds may be provided to these lines for doubling to clear the traffic congestion.

Now, I would like to draw the attention of the hon. Railway Minister to some of the works, which are very much essential, in my home Parliamentary constituency.

Madam, the Train No. 6232 which is running from Mysore to Mayiladuthurai in Tamil Nadu has been given a stop at Maddur station. But, unfortunately the Train No. 6231 from Mayiladuthurai to Mysore has not been given a stop at Maddur. If a stop for this train is given at Maddur, it will facilitate the students' community who are going to Mysore to complete their education in Mysore University and their higher education like medical and technical education. It will also help the Government officials who are unable to get the accommodation in Mysore. Those who stay in Maddur will avail this facility to reach their office in time.

One outpost of RPF may also be provided in Maddur. I would request you to upgrade Pandavapura railway station. This is one of the historic places for both Hindus and Muslim Minorities as it has a Dargah and the famous Ranganatha Swamy temple. This upgradation is most essential.

I would request for extension of the railway platform in K.R. Nagar for lengthy trains which is urgently needed. This is in my own constituency. I would request for one additional push-pull train from Hassan to Mysore which is urgently needed to clear the traffic congestion.

Madam, my parliamentary constituency – Mandya district— consists of K.R. Nagar, Pandavapura, Srirangapatna and Maddur. I would like to list out the following demands for the kind consideration of the hon. Minister of Railways.

In K.R. Nagar the demands are – renovation of water booth, two modern toilets, one new passenger reservation counter and renovation of the railway station. In Pandavapura the demands are – a flyover bridge near Pandavapura railway station. There is a sugar factory in this place which is adjacent to the railway station. There is also pilgrim traffic to visit these two holy places. There is also mile-long queue of sugarcane carrying trucks which is one of the major inconveniences. Hence a flyover bridge is most essential immediately at Pandavapura.

MADAM CHAIRMAN : Mr. Swamy, since you are reading your speech, you can lay on the Table the remaining portion. It is okay.

SHRI N. CHELUVARAYA SWAMY: Madam, please give just two minutes.

I would request for extension of platform for lengthy trains, one modern toilet and renovation of railway station

for Pandavapura railway station. In Srirangapatna there is a need for construction of under bridge near PKHS school with road formation of 2.5 kilometres from Pandavapura railway station to Nelamane Road. There is a need for opening of new sub-station near Mahadevakoppalu in Srirangapatna. There is a need for providing basic amenities like renovation of water booth and two numbers of modern toilets.

I would request for a new sub-station near KSRTC Bus stand in Maddur town and for an outpost of RPF at Maddur.

I, therefore, urge upon the hon. Minister of Railways to take up these matters on top priority basis and by allocating sufficient funds for the completion of the above-mentioned projects at the earliest for the benefit of the people of Karnataka in general and my constituency in particular.

MADAM CHAIRMAN : Thank you very much. Yogi Aditya Nath to speak now.

*[Translation]*

YOGI ADITYA NATH (Gorakhpur): Madam Chairman, at the outset I would like to thank you for giving me an opportunity to speak on the Railway Budget for the year 2009-2010 on behalf of my party. I listened to the Rail Budget speech of Hon'ble Minister of Railways with rapt attention. For the last 150 years Indian Railways has emerged as the vehicle of social equality and national integrity. The hon'ble Minister of Railways has rightly said that the network of Indian railways is the largest in the world having 14 lakh employees working for its operation. But the manner in which Indian Railways has tried to move forward with political narrow mindedness and selfishness, raises a serious question mark over it.

I would draw your attention only towards two points. Hon'ble Minister of Railways had said two things. First is that the Indian railways is not only a commercial enterprise but it has some social obligations also and secondly she had talked about world class service to be provided by Indian Railways.

I will concentrate on these two important issues. The Minister of Railways has talked about the social obligations of Indian Railways in her budget speech. But it can only be possible when Indian Railway would be economically well developed. Nothing has been mentioned in this budget about making railways

economically sound. Because we can donate only when we are self sufficient but when we are not self sufficient, then I don't think that we can donate something to anybody, but these kinds of efforts are being made today.

Madam, in view of the fact that the Indian Railways is deteriorating and its condition is further worsening, sometimes the demand for its privatization is also being raised. But when this demand is raised, not only does the questions of 14 lakh employees arise but it is 14 lakh families and many of them are such persons whose source of income is railways. Due to this deterioration, the demand of privatization is not sudden but it too has some reasons behind it. Some points were decided during NDA Government. It was decided to make a fund of Rs. 17 thousand, crores, for the safety and security, including initiative for modernisation of Railway tracks, repair of dilapidated bridges, modernisation of signal system and connecting railway crossing with interlocking system. But Since railway crossings are not connected with inter locking system as a result thereof till date accidents take place. We generally hear that some bus, metador, jeep or other vehicle has collided with the train. Nothing has been done about it so far. Even today more than five hundred bridges are in dilapidated condition, more then five thousand crossings are not connected with inter locking facility. Thousands of kilometers of track has not been renovated. The gauge conversion has not been undertaken where it is required. In these circumstances, in which direction do we want to take the Indian Railways.

Madam, the ratio of passenger traffic and freight has come down to 80 and 20 though earlier it was 60 and 40. The biggest source of Railway income was freight. But the continuous fall in it is a matter of concern. The Hon. Minister talked about the parcel service of the Railways. But, the truth is that parcel service is not considered reliable among the traders.

Madam, the hon. Minister made a mention about security. We often hear about incidents of dacoities in Bihar, Uttar Pradesh and other areas. The incidents of thefts occur. The hon. Minister of Railways has made a mention about deployment of women commandos, but nobody knows whether RPFis having women commandos or not. The hon. Minister of Railways will be able to throw light on it. What effective steps can be taken to check such incidents? Even today, the Railways is an important means of transport. What action the Minister is going to take in regard to issues concerned with the protection of railways? We would like to know this from the Hon. Minister of Railways.

Madam Chairman, a specific issue had come before us and every time when the issue of surplus land with railways is raised, it is said that commercial utilization of that surplus land would be made. On behalf of Gorakhpur Municipal Corporation, I had sent a proposal to hon. Minister of Railways in regard to construction of a commercial complex outside the Gorakhpur Railway Junction. This was a good proposal, the hawkers and other street vendors could have got employment in that commercial complex and the income of railway could have increased. Many people live on roads outside railway station in a disorderly manners. It could have served as a solution to that unpleasant sight. It is sad that so far no effective action has been taken in this regard. The Minister of Railways talk about world class rail services. Nothing has been said about filthy conditions on railway stations and inside the trains and punctuality of train services. Last time also I had proposed that if somebody travels in the Indian Railways and fare is charged from him, he should be given a seat. The trains originating from Bihar and Uttar Pradesh are jampacked. Adequate rail services are not available on the said route. Despite paying the full fare, the passengers do not get seats.

I would like to request the hon. Minister of Railways that if fare is charged from the passengers, seat should be made available to him and if the seat is not available, the fare should be reduced. My second proposal is that no train is plying on time. One hour delay is a normal thing and this has been going on for the past five years. I would like to urge the Hon. Minister that when the trains are not plying on time, passengers are not able to reach their destinations on time. In that case the fare charged from the passengers should be curtailed, and balance should be refunded to the passengers. I would like to make a request in this regard to the Minister of Railways. The mention in regard to providing facilities to the railway employees has been made in the Railway Budget, but nothing has been mentioned about the arrangements made for increasing their efficiency and imparting training to them for providing world class rail services. As far as corruption in railways is concerned.  
...(Interruptions)

MADAM CHAIRMAN: You may lay rest of your speech.

YOGI ADITYA NATH: Madam Chairman, I want to speak on the issue of corruption only as to how the Indian Railways is struggling with this. There are many such projects. I would like to draw the attention of the

Minister of Railways towards city station of Gorakhpur. The station was set up in Domingarh during the NDA Government's tenure. This station was sanctioned so as to reduce the load on Gorakhpur Junction. You will be surprised to know that this Station was constructed but, it collapsed before it became operational. That station is lying in ruins for the last five years. I would like to request the hon. Minister of Railways to visit city station of Domingarh in Gorakhpur. It is very unfortunate that the firm which constructed that Station is also undertaking the work of doubling the railway line from Gorakhpur to Gonda, Lucknow. Very low quality work is going on there, the work is running behind schedule. All other works are also being assigned to such tainted firms. Till the hon. Minister does not pay attention to the issue of corruption, we will not be able to provide world class railway services...(*Interruptions*).

MADAM CHAIRMAN: Your issues are very good, but you should lay the rest of your speech because there are many other hon. Members who are yet to speak.

YOGI ADITYA NATH: Madam Chairman, now I would like to put very few proposals. I am from Gorakhpur. This is a major metropolitan city of Eastern Uttar Pradesh. It is also the headquarter of North-Eastern Railways. Except a superfast train between Gorakhpur and Mumbai, I understand that no other facility has been provided to Gorakhpur in the Railway Budget. Lakhs of domestic and foreign tourists visit Gorakhpur every year. Railway is the only means of transport for them.

I would like to know from the Hon. Minister, that as she has identified certain Stations to be upgraded as world class stations, whether Gorakhpur, Gorakhpur Junction of North-Eastern Railways was not found fit for it.

Madam, I would like to request the hon. Minister of Railways to include stations Gorakhpur Junction Railway Station proposed to be upgraded as world in the list of railway class railway stations. Secondly, I would like to say that a non-stop super fast train should be introduced between Gorakhpur and New Delhi because there is no commuting facility for Delhi. Lakhs of people from Eastern Uttar Pradesh live in Kolkata. There is no convenient rail service from Kolkata to Gorakhpur for them. Therefore, I would like to request the hon. Minister of Railways to provide rail service between Gorakhpur and Kolkata. There is no rail service from Gorakhpur to Prayagraj. Gorakhpur is a religious city and many people

from there go to Prayagraj. Therefore, I would like to demand that an intercity express on Gorakhpur-Ayodhya-Allahabad route should be introduced. The electrification of the rail line between Gorakhpur and Lucknow should be completed without any delay. The ongoing gauge conversion work of Gorakhpur-Nautanwan-Ghonda rail line should be completed at the earliest because the rail traffic has been lying suspended on this line since 26th December. This is a very important line from strategic and transport point of view in that area. Besides that, overbridges should be constructed mainly on Nandanagar-Kudaghat, Nakha Railway crossing, Hadhawa crossing, Pipraich railway crossing, Pipiganj railway crossing, Maniram Railway crossing, Campierganj railway crossing and Sahajnawa railway crossing on NH-28 in Gorakhpur Railways under the North-Eastern Railways. Madam, one of the other two issues to be raised by me is regarding the proposal of constructing a railway line from Basgaon to Dohrighat so as to connect Gorakhpur with Varanasi in Dakshinanchal which is hanging fire and perhaps the same issue might have been raised by my colleague, who represent, Basgaon parliamentary constituency. He also had the same demand.

Madam, there are several other problems relating to the Northeastern railways in regard to laying a railway line on Anand Nagar-Maharajanj-Ghoogli section in Maharajanj. We demand the laying of this railway line.

MADAM CHAIRMAN: Yogi Aditya Nathji, you have taken a lot of time. Please conclude now. You can lay the remaining part of your speech on the table of the House, it will be considered a part of your speech.

YOGI ADITYA NATH: Madam Chairman, with your permission I would like to lay the remaining part of my speech on the Table of the House. I would like the remaining points in my laid speech to be considered part of my speech.

\*Today, the discussion is going on in the House on Railway Budget for the year 2009-10. The Indian Railways has witnessed several ups and downs. The Indian Railways providing connectivity to the entire country has emerged as a symbol of social equality and national integration. The Indian Railways has the largest network across the world in which 14 lakh personnel contribute the operation of this system. It would not be an exaggeration to call the Indian Railways the life line of the country. However, the Indian Railways is in a

---

\*...\*This part of the speech was laid on the Table.

precarious state in absence of maintenance due to political parochialism and populist measures. The Hon. Minister of Railways has drawn attention in particular to two main points in her budget speech. First, the Indian Railways is not just a commercial institution, it has certain social commitments as well and secondly that the claim that Indian Railways would be made world class. It is true that the Indian Railways should not be relegated as a mere commercial institution yet it can meet its social commitments only if it is financially sound. No provision has been made in the Railways Budget for the development of basic infrastructure and make it financially sound. We can only donate if we have money. "A sharp stomach makes short devotion". One cannot give alms by borrowing money. The populist measures have led the Indian Railways to such a precarious situation that on one hand it is struggling in the absence of safety and protection and on the other hand the demand to privatise it is also growing owing to its constant dilapidation. I recollect that in view of the important aspect of safety and security a fund to the tune of Rs. 17 thousand crore was constituted by the N.D.A. Government which was to be used for the modernization of railway tracks, repair of dilapidated bridges, modernisation of signal system besides linking the railway level crossing with interlocking system. What the Ministry of Railways is doing in this regard? The question of safety and security has been grossly ignored. Secondly, upon evaluation of sanctioned ongoing projects different occasions it was found out that provision was made to take all projects on priority basis, however, ever since, the N.D.A. party has formed Government it has been observed during the last 5 years that the India Railways is being made the arena of political parochialism. Most of the important areas of the country and projects have been ignored in the railway budget. By nurturing political rancour the hon. Minister of Railways would be able to serve the interest of the Indian Railways nor make it world class.

The North eastern railways has been ignored in the railway budget. This budget will not only create an imbalance in the regional development, but at the same time there is no reference to the source of funds for executing development works announced by the hon. Minister of Railways. Thousands kilometers of Railway track require renovation, more than 500 bridges are in decrepit state more than 5,000 railway crossings have not been provided interlocking facility. The Indian Railways earns more than 60 per cent revenue from freight. At one time the ratio of passenger traffic and freight movement was 60:40 now this ratio has become

80:20. This ratio is diminishing due to constant mismanagement in the Railways. The parcel service of the Railways is considered to be proper and safe. Railway journey is not safe owing to old railway tracks, dilapidated bridges and obsolete signal system coupled with the incidents of dacoity and theft have raised an important question on the security of the Railways. The deployment of women commando as announced by the hon. Minister of Railways is astonishing because as per my information there are no women commando in Railway security Force. The announcement relating to the deployment of doctors in long distance trains is alright but is it possible? There are thousands of vacancies of doctors in Railway hospitals. This shortage is there in the entire country. Could this arrangement be urgently made in more than four thousand long distance trains?

It is also doubtful. In every Railway Budget it is announced that surplus land of Railways would be utilized for commercial purposes. It was a good proposal. Had it been implemented honestly the surplus land could have been utilized for commercial purposes which is in possession of the land mafias. This will not only fetch an increased revenue, but will also help Railways to play an important role in providing employment in a systematic manner to Thelawala, Khomachawal hawkers and other lakhs of unemployed youths through constructing commercial establishments, shops, shopping complexes on the surplus land. I have already forwarded a proposal of Municipal Corporation of Gorakhpur to the Ministry of Railways to open a shopping Complex outside Gorakhpur Junction. But it is painful to note that no action has been taken in this regard till date. Facilities as well as protection and security of railway passengers should be accorded top - priority to make the Indian Railways World Class. Special attention should be paid to the cleanliness of platforms besides punctuality. Trains are not running according to Railway Time-Table. Majority of the trains are running behind the schedule throughout the country. I had also given suggestions to the then Minister of Railways earlier also that-

1. Each and every passenger travelling by Indian Railways should be given seat at reasonable fare. If seat is not made available to passenger, then either his/her fare should be refunded or there should be reduction in the fare according to the facilities.
2. If the Indian Railways fails to take the passengers to their destination on time, there should be proportionate reduction in the fare.

The hon'ble Minister of Railways has announced in the Railway Budget that with the support of 14 lakh railway employees the services of the railways will be made world class. It has also been mentioned that special facilities will be provided to railway employees for this purpose. It is good thing that those employees will be provided more facilities who have made the Indian Railways the largest network in the world, but services of the Indian Railways can't be made world-class unless and until employees are made more efficient and proficient. There is no mention of opening any training and workshops centres for this purpose. There is no mention of corruption prevalent in Indian Railways and steps taken to prevent it. Today Corruption is weakening the Indian Railways internally. One of the example of growing nexus between Railway officials and mafia outfits in the construction of different ongoing projects is city station built at Demingarh in Gorakhpur, which collapsed soon after it was constructed and before it could made operational. No action has been taken against that tainted firm, instead it has come to my knowledge that the same tainted firm has been awarded the work of doubling Gorakhpur-Gonda Railway line, this firm has also got contracts for other development works in connivance with the corrupt officials and these works are not upto the standard and punctuality is also not being maintained.

I represent Gorakhpur Parliamentary Constituency of Uttar Pradesh. Gorakhpur is a well known metro city of Uttar Pradesh. Besides being headquarter of Eastern Railway, approximately 5 crore population of eastern UP, Western Bihar and a sizeable part of Nepal is dependent on Gorakhpur for education, health, business and employment. But this part of Railway is being ignored by the Ministry for some time. Not sanctioning any new project for this part, non allocation of funds for ongoing projects, hatching conspiracy to close Gorakhpur Railway Press, creation of new Division and Zone by curtailing important areas of Eastern Railways is injustice to the people of Gorakhpur and Uttar Pradesh. Benchmark for development should be based on population and area in the context of whole country and it is also painful to ignore important projects in view of national security and also to ignore profitable and ongoing projects in terms of revenue. I request the hon'ble Minister of Railways to take necessary action for some important and ongoing projects related to Eastern Railways Gorakhpur which are important in view of national security and are profitable in terms of revenue. Some important projects and demands are as followss :

Gorakhpur Junction should be made World-Class. Besides being headquarter of Eastern Railways, Gorakhpur is a major center for crores of people of Eastern UP, Bihar and Nepal. Keeping in view the large number of domestic and foreign tourists visiting world famous Buddha Centres, Gorakhpur Jn. Should be included in the list of stations announced for being made world class.

Introduction of non-stop superfast train between Gorakhpur-New Delhi-Keeping in view the large number of passengers in trains running between Gorakhpur-New Delhi, a new non stop superfast train between Gorakhpur-New Delhi should be introduced.

A super fast train should be introduced between Gorakhpur and Kolkata.

Inter-City train should be introduced between Gorakhpur-Ayodhya-Allahabad.

Electrification of Railway line between Lucknow-Gorakhpur., This important project has already been sanctioned, the work is in progress, but the pace of work is very slow. At present, it takes 5-6 hours to reach Gorakhpur from Lucknow. After electrification, it will take 3-4 hours. At the same time railway will save Rs. 17 percent revenue also.

Doubling of Gorakhpur-Gonda Section of Gorakhpur-Lucknow Railway line-this project also has already been sanctioned and work is in progress, but the pace of work is very slow. It should be completed without any delay.

**The gauge conversion of Gorakhpur-Nautnavan-Gonda railway section:** This project is also approved. Presently, the work on this project is going on, but it is going on at very slow pace. This rail line passes through border area of India and Nepal. This should be completed without delay from strategic point of view also. Gorakhpur is headquarter of north-eastern railways, the main religious centers of Hindu religion and Boddh religion are located in surrounding areas of Gorakhpur which are visited by lakhs of people everywhere. It is very essential to construct over bridges for smooth flow of traffic on following places on Nandanagar-Kudaghat of NH-28

- On Nakha railway crossing
- On Pipraich railway crossing



- On Pipiganj railway crossing
- On Maniram railway crossing
- On Compriaganj railway crossing
- On Sahajnavan railway crossing

Foot overbridge should be constructed at Jangal Kaudiya, Jagatbela and Unaula stations in Gorakhpur district. The pavement for pedestrians and light vehicles should be constructed alongwith railway bridge in Domnigarh and Gahasad between Gorakhpur-Sahajnavan, Gorakhpur-Lucknow railway route. Nakha and Cantt, Peepganj, Campriaganj, Maniram, Sahjnavan stations in Gorakhpur district should be upgraded and the passengers and express trains should be given stoppage at these stations.

Gorakhpur-Bansgaon-Dohrighat should be connected with railway line.

Railway line should be laid on the stretch from Anandpur-Maharajganj-Gughali. Gorakhpur-Haridwar-Dehradun Raptiganga Express train should be made daily train.

Pantry car facility should be given in Gorakhdham Express.

The time table of Saptkranti Superfast Express train should be revised and its departure time from Delhi to Gorakhpur should be 5 O' clock in the evening and departure time from Gorakhpur to Delhi should be 5 O' clock in the evening.

The action should be taken against the mafia active in railways and contractors having criminal tendency and they should be black-listed.

Said demands are linked with the public welfare. I believe that social commitment the hon'ble Minister of Railways has expressed and promised to provide world class railway service, similarly, she will pay sympathetic consideration to these proposals fulfilling her resolution.

\*SHRI JITENDRA SINGH BUNDELA (Khajuraho): Through you, I would like to thank the hon'ble Minister that she has talked about giving attention to social justice and backward states where railway facility is not available in her speech, but the Mamta (maternal affection) in Mamta's speech has not been enforced in practical. The

hon'ble Minister had sought the permission to ask the question in para 4 of her speech *i.e.* whether the development should be seen from social point of view or projects should be weighed on economic viability. Whether the benefit of development should be confined to the people having all facilities and the most of poor people living in backward far-flung areas should be deprived. She had expressed the desire to present budget on the basis of above sentiments. But this is not true. If like other Minister of Railways, not giving much importance to the country, so much importance should not have been paid to her state her electoral constituency, which is reflected in this budget.

It has been observed that the lion's share of budget and development projects are given to the state the Minister of Railways belong to Madam Speaker, the time has come where a code of conduct is required at least for the Minister of Railways so that the States get uniform budget allocation and the areas which require railway services most, get share in budget and development takes place there.

I have been elected from Madhya Pradesh State. Khajuraho is my Lok Sabha constituency. From development point of view, Bundelkhand is such parliamentary seat, where world famous Khajuraho temple are located, there are many religious tourist sites and religious places near Khajuraho, but in the name of rail services, Sampark Kranti train is being run three days a week. The tourists have to wait at Mahoba for two hours and then they get Sampark Kranti's link. This is causing adverse impact on tourism.

Panna district is an important part of the Lok Sabha Parliamentary Constituency from which I have been elected. The House would be surprised to know that there is no railway station in the entire district and the local people have seen train only in films and on T.V. Development is actually required at such places.

Therefore, through you the hon. Minister is requested that the work is going on for the construction of Lalitpur Singrauli Railway line proposed for this district, but, this district cannot be connected with the Railways owing to Project Tiger and National Forest. So, Panna could be directly connected with Satna under this very project for which the budget has already been allocated. The D.P.R. has already been sanctioned. Therefore, this is my main demand. In addition to this, I have some other proposals which I wish should be included in the budget and this backward area should be given attention as stated by

the hon. Minister in para 4 by including the following proposals.

Priority should be accorded to connect Panna with Satna through Lalitpur Singrauli-line.

A new train should be introduced from Khajuraho to Jaipur that could facilitate foreign tourists for visiting Khajuraho.

Bhopal to Jabalpur Overnight Express No. 1471/1472 plying in Katni district of Khajuraho Parliamentary Constituency should be extended from Bhopal to Katni.

Tulsi Express No. 1071/1069 should be plied daily. Mumbai Jabalpur Garib Rath should be extended upto Katni since it is the biggest junction under W.C.R. Zone.

Jabalpur to Hazrat Nizamuddin 2192 should be plied from Katni.

A washing apron for washing train at Katni Railway station should be constructed.

The V.I.P. quota should be increased in Rewanchal Express from Katni.

Stoppage should be given to Ratnagiri Express No. 2165, Godan Express No. 1058, Lokmanya Tilak 1079 and all the Holiday Special trains at Katni Junction.

*[English]*

\*SHRI ADAGOORU H. VISHWANATH (Mysore): I welcome the Rly. Budget and I congratulate the Railway Minister Kumari Mamtaji and State Minister of Rly. Shri Muniyapaji and Shri E. Ahamadjee on the excellent Railway Budget.

The Rly. Budget reflects the whole India and all sections of the people of India. Many innovative and important plan and programmes for the benefit of the people were introduced. The best piece of the budget is providing an opportunity to the unorganized sectors labourers to travel up to 100 Km. Just paying 25 rupees per month. It is going to help many lakhs of labourers. Special concessions for the students, women, senior citizen and etc. is also very useful.

In the budget you have mentioned that Rly. has planned to acquire 18,000 wagons and coaches and for which the production units will be encouraged and

\*Speech was laid on the Table.

strengthened. You have also mentioned that the Railway workshops to be reorganized on business lines and named some of the workshops in the country in the budget. I welcome the scheme.

BHEML, Mysore has got all the capacity and excellence to take up the production of Wagons and Coaches. I request the honourable Rly. Minister to entrust the Wagons and Coaches production task to BHEML, Mysore, so that encouraging the centrally sponsored public undertaking Company.

Mysore Rly. Workshop is a century old workshop started by the then Maharaja of Mysore giving job opportunities to several thousand local people. I urge upon the Rly. Minister to add the Mysore Rly. Workshop in the list of re-organisation of workshops on the business lines, and thus help the localities, who are specialized in Rly. works.

I also urge to complete the Mysore-Bangalore doubling work in a time bound manner providing sufficient funding and request to put the new Railway Line from Mysore to Kushalnagar and Man guarding the unmanned Railway line crossing all along the Mysore-Hassan Railway route.

I thank the Railway Minister for having include the Mysore city Railway Station in the international level modernization scheme to facilitate the National and International tourists and travelers.

*[Translation]*

\*SHRI MITHILESH KUMAR (Shahjahanpur): I would like to draw the attention of the hon. Minister of Railways to the Railway Budget. The hon. Minister of Railways has not given desired facilities to Uttar Pradesh. I would like to draw the attention of the hon. Minister towards the following works required to be done in particular, in my parliamentary constituency Shahjahanpur, Uttar Pradesh:

Laying of new railway line from Mailani to Farrukhabad via Khutar, Purvoya, Shahjanpur, Jalalabad;

To continue New Delhi-Lucknow Summer Special Shatabdi Express and give it stoppage at Shahjahanpur;

Providing stoppage to train No. 2229A/2230A at Shahjahanpur;

\*Speech was laid on the Table.

Plying train No. 4315/4316 from Shahjahanpur at 4 am;

Increasing passenger facilities at Shahjahanpur Railway Station construction of a full tin shed at platform No.2;

Govindganj railway crossing 1989-90 has been closed causing a lot of difficulty in the movement of people. That railway crossing should be opened immediately in public interest;

Giving stoppage to Garib Rath train no. 2011/2012 at Shahjahanpur;

Tatanagar-Amritsar (8103) should be given a stoppage at Shahjahanpur;

Platform no. 1 towards godown at Shahjahanpur station is already constructed, it should be made functional;

Himgiri-Jammutavi-Howrah should be given a stoppage in Shahjahanpur.

*[English]*

\*SHRIMATI PRIYA DUTT (Mumbai North-Central): Thank you for giving me this opportunity to express thoughts on the Railway Budget presented by Hon'ble Minister Smt. Mamta Banerjee.

On the onset I would like to congratulate her for presentation of the Railway Budget – a Budget with a heart and a soul. Madam, the emphasis social viability as much as economic viability is just right combination for growth.

What better way of inclusion then connecting the people to the other parts of the country, what better way to inculcate on them a sense of belonging and pride and nationalism than to bring them closer to mainstream than remain isolation.

What Hon'ble Minister rightly pointed out— “several lakhs of people are awaiting development the time has now come for them to receive their share in fruit of development.

Indian Railway is the vehicle to freedom and empowerment for many parts of our country that still remain underdeveloped.

Passenger service is the key and Hon'ble Minister has laid emphasis on passenger amenities, cleanliness, catering, safety and punctuality there is an urgent need to upgrade these basic services.

I would like to request our Hon'ble Minister to consider including medical facilities and emergency rooms on each station which comes under world class station or adarash station also including one kiosk for Self Help Group and one kiosk for the disabled in our multi functional complexes which will help empower women and persons with disabilities. There must be special emphasis on youth in allotting these kiosks. I also request to make these stations disable friendly as per Disability Act.

I commend the Hon'ble Minister for introducing Rs. 25 season passes for poor to travel with dignity and also for concessional passes for students. Yuva trains introduced by the Minister would undoubtedly be a boon for the youth.

Hon'ble Minister has many a time mentioned development in railway land for various projects like housing, colleges, learning center etc.

I would like to mention here the situation we face in Mumbai. Most of the railway land have been encroached upon and poor persons and families have been settled there for more than 50 years. My request to the Hon'ble Minister is to please took at rehabilitation of these people before displacing so many people. Many people have received notices for eviction and railways have refused to take responsibility for rehabilitation.

If an understanding for cost sharing between State Government and railway can be reached lakhs of displaced persons will get roof over their heads and could have a life of dignity and secure the future for their children.

I represent the city of Mumbai and lakhs of Mumbai city commuters. The railway is the life line of Mumbai and is one of the best system of transport, but over the years with the increase of population has put a stress on the system. There is an urgent need to decongest as you have undertaken to do in Kolkata. Madam, this congestion is a major cause of rail accidents. Everyday there are cases of persons falling off the train due to heavy rush in the train. I urge you to look into the matter and if possible increase the number of racks. I urge you to look into the matter and if possible increase

the number of racks in the EMUs. I would seek an appointment with you to discuss what further can be done. Relief for commuters of Mumbai is an urgent need.

We would like to increase the security for the women in our women's local and stations. Mumbai being a vibrant metropolis attracts people from all over the country. Our stations have many stories to tell. Run away children, young girls being brought to the city to be sold. Children brought to be used as child labour. My request to you to allocate vigilance team alongwith NGOs already working in this field so that these problems can be checked.

I take this opportunity to thank Hon'ble Minister to give us a railway budget in which we see hope and request her to very strictly look into implementation of the schemes in a time bound manner to ensure that the schemes reach to the people and make a difference in the lives of millions.

*[Translation]*

\*SHRI SHIVRAJ BHAIYA (Damoh): The entire state of Madhya Pradesh has been grossly neglected in the Railway Budget presented in Lok Sabha, given the fact that there are minimum railway facilities in Madhya Pradesh. Railway map of the state would clearly indicate that the desired railway facilities have not been provided in consonance with its size. The people of the region believed that additional railway lines would be sanctioned in this budget but it proved nothing short of daydream.

Bundelkhand region is the most backward area of the state. There is only one railway line Katni-Bina due to which the area has not been able to develop. There are rich mineral reserves, rock phosphate, iron, granite and best quality diamond available. At present an Australian company is engaged in extraction of diamond and gold near Vakswala Nagar of my parliamentary constituency. However, no industrialist is ready to set up an industry there due to absence of railway line. The hon. Chief Minister of Madhya Pradesh, Shri Shivraj Singh Chouhan invited the industrialists in the Divisional Headquarters Sagar in a meet last year, however, no industry could be set up in the absence of a railway line.

I wrote a letter to the hon'ble Minister of Railways on 9th June, 2009 requesting her to lay a new railway line from Jhansi to Nagpur via Tikamgarh, Shahgarh,

Banda, Makroniya (sagar), Rahli, Devri and Kareli so that there could be development of Bundelkhand and my Lok Sabha constituency. With the lay of the said railway line, distance from Jhansi Junction to Nagpur Junction will be reduced by 500 K.M. and at the same time, there will be saving of time and fare. At present, people have to travel from Jhansi to Nagpur via Bina, Bhopal and Itarsi.

Madam, world famous tourist place Khajuraho has been recently connected to Mahoba through a railway line. This Mahoba-Khajuraho railway line should be extended to Jabalpur via Hata, Damoh, Tedukhera Patan so that foreign tourists visiting Khajuraho and the poor people do not have to travel from Jabalpur to Khajuraho via Katni Satna, Mankar and Mahoba and they could reach Khajuraho in less time and fare.

There is an urgent need to construct a rail overbridge at Lakhroni crossing and an under (lower) bridge at Pathriya crossing near Pathriya station under my Lok Sabha constituency because trains pass through this line at every 8-10 minutes and common people have to face difficulties due to the closure of both the crossings.

Madam, Pathriya is an industrial town in my constituency and people of about 900 villages travel in trains from here, but the common people face problems due to the non-stoppage of 2121/2122 Madhya Pradesh Sampark Kvanti, 2181/2182 Jabalpur-Jaipur Express, 1449 Jabalpur-Jammu Tavi and 8507 Vishakhapatnam-Amritsar-Hirakund Express passing through this city. Therefore, stoppages of the above mentioned trains be provided. At the same time, 2181/2182 Jabalpur-Jaipur express may be extended from Jaipur to Ajmer so that the people of the minority Muslim commuting from Jabalpur, Katani, Damoh and Sagar could easily reach Ajmer Sharif to offer prayer.

\*SHRI NISHIKANT DUBEY (Godda): Through you, I would like to thank the hon'ble Minister of Railways. I hail from Godda Lok Sabha constituency of Jharkhand. It is the third most backward area of the country. People of this area have not seen trains even after the lapse of so many years since independence. The hon'ble Minister of the Railways has mentioned in her budget speech that railway lines will be laid considering the social aspect of the area, not on the basis of commercial aspect. The people of my constituency and I myself have become hopeful for the first time in this regard.

The area is very important strategically and from cultural and tourist point of view. On the one side, there is the ancient Vikramshila University which was set up by the King Dharmपाल of Bengal in 6th century and on the other side, there is a temple of Baba Baidyanath at Deoghar which is one of the Dwadash Jyotirling Temples, where crores of pilgrims visit every year. In the middle is the Mandrachal mountain, with which 'Sur' and 'Asur' did Samudra Manthan which brought out 'Amrit' and 'Laxami'. Deoghar and Madhupur were also liked by Shri Rabindra Nath Tagore and he had asked Mahatma Gandhi to make Deoghar as the centre place during the freedom struggle. The first railway line laid by the East India company in 1860 is also at the borders of this district. It is also strategically important since it adjoins the borders of Bangladesh.

I had made a demand for the construction of a railway line from ancient Vikramshila to Deoghar via Godda district headquarters through a letter after you assumed the charge of the Ministry of Railways. I hope that the hon'ble Minister of Railways will include it in her reply. With the laying of the said railway line tourists visiting Deoghar or Tarapith temple will also have the opportunity to see the centres of cultural importance like Vikramshila and Mandar. Dalits and Tribals will be able to see trains after the lapse of so many year since independence.

My two colleague MPs Shri Shahnawaz ji from Bhagalpur and Shri Digvijay Singh from Banka are also in agreement with me since their constituencies will also get developed from tourist point of view. The hon'ble Minister of Railways has announced to construct multi-purpose railway stations. Jasidih is also included in this list, which is the centre place for crores of passengers. Foreign tourists also visit the place in large numbers due to the Deoghar temple and the Swami Niranjana Yoga Kendra being here. Madam Speaker, through you, I request the hon'ble Minister of Railways to include it in the list of world class railway stations so that the image of the country may improve world-wide.

The hon'ble Minister of Railways has announced in her budget speech to run a train between Jhajha and Patna. Distance between Jhajha and Jasidih is of only half-an-hour. Therefore, the Minister of Railways is requested to run this train from Jasidih itself.

There is no other mode of transportation except the railways to visit Deoghar and Santhalpargana despite

this area being quite a large one. Therefore, weekly train should be run daily from Jasidih. One Shatabdi train should be run via Jasidih twice a day because Calcutta and Patna airports are near to Jasidih.

At last, I thank the hon'ble Minister of Railways on behalf of the people of my constituency because she has allocated budget to provide drinking water at Jasidih railway station. She is requested to get the project completed in time. Thanks for giving me valuable time.

SHRI MANIKRAO HODLYA GAVIT (Nandurbar):  
Madam Chairman, I am grateful to you for giving me an opportunity to speak on the Railway Budget. The hon'ble Minister of Railways, Kumari Mamta Banerjee, presented the Railway Budget for the year 2009-10 in the House on 3rd July, 2009. I rise to support this Budget. First of all, I would like to thank Kumari Mamta Banerjee for presenting the Railway Budget before the countrymen under the guidance of our able Prime Minister, Dr. Manmohan Singh who takes keen interest in the all round development of the country and using his intellect wants to develop all sectors of the country. Our hon'ble Minister of Finance, Shri Pranab Mukherjee, has also been instrumental in giving shape to this Rail Budget. The Minister of Railways also got full cooperation of the UP A Chairperson, Shrimati Sonia Gandhi while preparing this budget. Thus, the common man and particularly women will get justice through this budget. I am also glad to note that an announcement has been made in regard to plying of ladies special EMU trains in the satellite cities of Delhi, Kolkata and Chennai on the lines of ladies special trains run in suburban cities of Mumbai. There is an urgent need to implement this announcement. An announcement has also been made in regard to deploying Women Protection Forces for the security of women passengers. However, it remains to be seen as to how and when it is implemented. A review of the Railway Recruitment Policy and Railway Recruitment Board will be conducted in the near future. It is a welcome step. A special drive for clearing the backlog of vacancies of Scheduled Castes and Scheduled Tribes will be launched. This is a good decision, but I think that setting up a time-frame for completion of this drive is essential. I demand that, I should be made aware of it. The minorities, women and economically backward classes should also be included in the railway recruitment drive. A special drive should also be launched to fill the posts reserved for physically handicapped persons. It is essential to set a time-limit for it.

The Minister of Railways, Sushri Mamta Banerjee made announcement to the effect of launching many such schemes and introducing many new trains. I think that in view of rise in the rush of passengers it is very essential to grant sanction for laying new lines and for doubling of existing lines, wherever such demand is being made. It is even more essential to see whether it is implemented or not. On page 37, para no-92 of budget speech, the hon. Minister has stated:

“Madam, there are considerable delays in project execution and implementation by the Railways. All the initiatives indicated in the Budget and projects taken in hand would have to be strictly monitored for implementation in the line with fixed target date. I propose to develop a project monitoring mechanism by setting up a project monitoring Committee, so that time lines are strictly adhered to and there is no slippage in project delivery. With this, I hope to achieve substantial savings in cost associated with faulty planning and time over runs”. She deserves kudos for thinking on these lines.

Therefore, I have no doubt that she will pay attention to this. But a provision of Rs. 714 crore was made for doubling and electrification of 306.93 kilometre long (Western Railway) Udana-Ka;gapm railway line in the Rail Budget of 2008-09 on 26.02.2008 and an amount of Rs. 70 crore was allocated in the budget for the year 2008-09. Even after the lapse of 15 months, that amount has not been spent. Presently, a budgetary provision of only Rs. 14 crore has been made for this purpose in the budget for the year 2009-2010. Even after the grant of funds for doubling and electrification of Udana-Jalgaon railway line, the said amount was not spent due to the incompetence of Railway Board and Railway Administration. That hardly makes any difference to them, but the common man has suffered due to it. In regard to Udhana-Jalgaon, I would like to say that the development of the common men living on this stretch of 306 kilometres has been hindered. Six Lok Sabha constituencies, of Navsari, Surat, Bardoli, Nandurbar, Dhule, Rawle and Jalgaon lie on this line. There is no need to purchase even a single inch of land. All the land belongs to the Railways. Nobody should mind if I demand action against the officers responsible for hindering the development of the common man.

Madam, I would like to request Sushri Mamta Banerjee that whereas she has allocated a meager amount of Rs. 14 crore in the budget of 2008-09, there is requirement of more than Rs. 70 crore. Thus, this

amount should be enhanced. I demand it on behalf of the people living on that stretch of 306 kilometres.

Madam, the Railways is the national asset of the country. I would like to emphasise that it is the duty of every Indian to protect and preserve the Railway. I would like to say something about the Central Railways. The survey of 305 kilometres long railway line from Manmad to Indore via Malegaon, Dhule, Nardhana, Shirpur, Shedvagaon, in the Central Railways has been carried out involving an expenditure of Rs. 7 lakh. The Maharashtra Government has committed in writing to contribute 50 percent expenditure once it is sanctioned. The State Government has given an amount of Rs. 25 crore to the railways in the year 2008-09 and has sanctioned Rs. 196 crore for the year 2009-10, but this railway project (Central Railways) does not find any mention in the railway budget.

The newspapers in Maharashtra had urged to include this project in the budget, but the hon'ble Minister might have forgotten it. As far as I know, the project proposed was to be sent to the Planning Commission. It has to be seen, whether the Railways has sent it to the Planning Commission or not has also to be seen if the proposed project had been sent to the Planning Commission will it get sanction or not. The former MP from Dhulia Lok Sabha constituency, Shri Bapur Hari Chaurse had expressed his views in details on the railway budget of 2008-09 and I would also like to make submission to the hon'ble Minister in this regard. This demand has been raised by the opposition as well. The Maharashtra Government is ready to make 50 percent contribution for this new railway line. Therefore, this Project should be granted approval. Madam, through you, I make this humble request to the hon'ble Minister.

MADAM CHAIRMAN: You raised the issue of Indore-Mamad railway line, therefore, I gave you full opportunity to speak. I am sorry to interrupt you, but the list is very long, there are many hon'ble Members who wish to speak. If we lay our speeches we will still be able to convey our views to hon'ble Minister. Therefore, please cooperate, so that I may not have to interrupt you time and again during your speech.

\*SHRI BHISMA SHANKAR ALIAS KUSHAL TIWARI (Sant Kabir Nagar): Through you, I would like to draw the attention of hon'ble Minister of Railways to the district Sant Kabir Nagar which is my parliamentary constituency.

Maghar, the Nirvan Asthali of the great sufi saint and renowned poet Sant Kabir Das Ji falls under the district Sant Kabir Nagar. Its district headquarter is Khalilabad. Madam, population of poor farmers is high in this district. Their main profession is agriculture. The Government provides these poor farmers seeds and fertilizers. However, as there is no rake point godown of railway at Khalilabad, seeds and fertilizers are stored in Gorakhpur and Basti railway rake points godowns for Sant Kabir Nagar district. Seeds and fertilizers are distributed by the Government among the farmers by taking the same from another district, which is a time-taking process. Farmers of the district are facing great difficulties due to not getting fertilizers seeds in time, and sowing of crops is delayed causing steep fall in agricultural production.

Hon'ble Minister of Railways has struggled very hard for the rights of poor farmers and she is known as a well wisher of the poor farmers.

Therefore, through you, the hon'ble Minister of Railways is requested to set up/approve railway rake point godown in Khalilabad district headquarter. The poor farmers of the district and I myself will remain obliged to the hon'ble Minister of Railways for the same.

Madam, railways earn higher revenues from Barauni, Muzaffarpur, Gorakhpur, Khalilabad and Lucknow route. But, I regret to say that not a single Rajdhani/Shatabdi train runs on this route. Gorakhpur is also the headquarter of North-Eastern Railways, but it has not been connected with Rajdhani Express. Nirvan Sthali of Saint Kabir and the birth place of Lord Buddha also fall on this route; where tourists from various countries visit, who face a lot of inconvenience due to absence of Rajdhani/Shatabdi trains on this route.

Through you, hon'ble Minister of Railways is requested to introduce one Rajdhani/Shatabdi Express on the said route immediately.

Khalilabad is the district headquarter of Sant Kabir Nagar and from here people travel to Jammu Tavi and various parts of the country through railways but there is no stoppage of Jammu Tavi Express here.

Therefore, through you, hon'ble Minister of Railways is requested to provide stoppage of Jammu Tavi Express at Khalilabad.

It is the Nirvan Sthali and the birth place of Saint Kabir and Lord Buddha respectively. Therefore, the

Minister of Railways is requested to include and introduce one each express train under the name of Maghar Express and Lumbini Express respectively in the rail budget of this year so that the thoughts of these two Sufi Saint Kabir and Lord Buddha could be propagated among the people.

Through you, I would like to draw the attention of the hon'ble Minister of Railways to the fact that the survey of new rail route from Khalilabad to Balram via Utraula was conducted long ago, but the work has not been started on this project so far.

There are a large number of weavers and artisans engaged in utensil industry in the area along this route. They have to face a lot of problems to carry raw materials and manufactured goods due to absence of proper rail facilities. Therefore, the hon'ble Minister of Railways is requested to immediately start this new route so that the poor people of the area could be benefited.

Since Sant Kabir Nagar is very important from geographical and historical point of view, but there is not a single medical college hospital in the area. Hon'ble Minister of Railways has mentioned in her rail budget to open some medical college hospitals. It is a good move of the Minister of Railways.

Therefore, the Minister of Railways is requested to open medical college hospital of railways in the Nirvan Sthala of the great Sufi Saint Kabir Das Ji so that there could be an equal development of the area in comparison to that of other developed areas.

*[English]*

SHRI PRABODH PANDA (Midnapore): Madam Chairman, thank you for calling me. At the very outset, I must thank the hon. Railway Minister who has distinguished herself by presenting this Railway Budget. This Railway Budget is distinguished for two reasons. First, she has given the West Bengal its due importance. Secondly, it is an exception in the sense that she has declared that she would bring out a White Paper on the performance of the Railway Ministry over the last five years.

It is very interesting to see that the Railway Minister of the UPA Government of the 15th Lok Sabha is going to bring out the White Paper of the Railway Minister of the UPA Government of the 14th Lok Sabha. I think, she will bring out the White Paper as soon as possible without any delay. Already enough curiosity and

apprehension have been generated not only in the minds of the Members of this august House but also of the people of our country at large.

Madam, now, I come to West Bengal. The Railway Minister has already declared to upgrade some railway stations and she is willing to give them 'world status'. Out of 15, we already have 5 in West Bengal, 4 in Kolkata and one in New Jalpaiguri. I think, she should include Kharagpur. It is not understandable to me as to why she ignored Kharagpur. Infrastructure at Kharagpur is very much known to her. Huge land is there; infrastructure is there. Lifts and escalators are going to be installed. A hospital is there. I am thankful to her that she is going to set up a medical college there but at the same time, I would request her to think over it so that Kharagpur is given the world status.

So far as other stations are concerned, I would say that she had named many stations. Out of 375, more than 150 stations are from West Bengal. But she has forgotten the name of Kharagpur, the name of Madpur, Samchar, Balichar. She has named Narayan Murail Pakhudia, but not Belda, not Dantan, not Narayangarh, not Kolaikunda, even the Hijli, a station near IIT. It is not understandable to me as to how she has forgotten these stations. I think, all the stations should be taken as model stations, which she knows very much. So, I would request her to look into this.

Now, I come to new stations. There is an IIT—now it is recognised and acknowledged as the highest technological institution of our country. The nearby station is Hijli. On the foundation day of this IIT, some stalwarts, right from Abul Kalam Azad, travelled to Kharagpur and got down at Hijli. In the coming year, we are going to observe the platinum jubilee of IIT. So, there is a proposal to introduce a new train, express train, technology express from Hijli to Howrah. I think, the hon. Minister would think over it.

Then, I come to extension of trains. There is a train from Asansol to Howrah but recently it has been terminated at Kharagpur. My proposal is, please extend it to Digha instead of Haldia. It has already been terminated at Kharagpur. About new stations, I would say that it is a very good proposal. I do not know as to how it would be implemented. No survey work has been done from Salvani to Lalgah and Belpahadi. Whatever it may be, I welcome it. In that sense, I would request and demand the hon. Minister for having a station at Bhadu Tola, which is very nearer to Lalgah.

It is the nearest railway line is Bhadu Tola. She knows it. This is my proposal for having a new station at Bhadu Tola.

I thank the Minister for the proposal to take over the Burn Standard, Braithwaite, Basumati Printing Press. But she knows that Inner Printing Press at Kharagpur is in a very bad shape. Recently, a Circular has been issued by the Railway Ministry to stop it.

But it is historically very important – Railway Printing Press, Kharagpur. It should be upgraded and modernization should be made in that. Yesterday, she told that she is against outsourcing. But outsourcing is going on in Kharagpur Railway Workshop. Please look into it so that outsourcing is stopped.

Now, I am coming to another very point, about doubling.

MADAM CHAIRMAN: Now, you may have to start concluding.

SHRI PRABODH PANDA: It is not a long route, but a short one. It is from Midnapur to Kharagpur via Girimaidan. Several times, I requested former Railway Minister Shri Nitish Kumar, but it was ignored. Several times, I made a request to the former Railway Minister Shri Lalu Prasad, but it was ignored. I would request the present Railway Minister, Kumari Mamta Banerjee to look into it so that this short route from Midnapur to Kharagpur via Girimaidan is completed; it is not even 15 kms. But it is creating problems for traffic passage. This is to be taken note of.

Another point is this.

MADAM CHAIRMAN: Now, within a minute, you may have to conclude.

SHRI PRABODH PANDA: Please give me two minutes.

She said that she is going to take innovative measures. I would request her to take one innovative measure here. It is very important. She is exceptional in many cases. In this case, I would request her to be exceptional. She knows Kharagpur. In Kharagpur, on the railway lands, more than 50,000 people are staying, right from the inception of Kharagpur Junction, not just now. Time and again, the Railway Authorities, the DRM is issuing notice for eviction. I know very much that the Railway Minister herself is against eviction. So, she may



take some innovative measures for the rehabilitation of the people particularly those who are staying in railway lands for decades together. Something should be done for them.

Another problem is with regard to contractual workers who are working in the railway sectors. Thousands and thousands of railway contractual workers used to travel by trains having no railway passes; there is no concession given to them. Please allow them to travel in the railways at concessional rate so that they can work in the railways.

There are many other problems.

MADAM CHAIRMAN: Now, you may please conclude. You do not have time. I cannot help it.

SHRI PRABODH PANDA : The last point is this. I will request the Minister not to consider PPP as the panacea for development of railway sector. PPP is not the only panacea. If she takes this route for development, it will create harm; it will create reverse effect for our country. This is my request. I think, the Minister will think it over.

There are other points with regard to extension of trains, with regard to stoppages, with regard to ROBs, and others. I have already written a letter to the hon. Minister. I will again write a letter to the Minister. I think, she will ponder over it.

With these words, I conclude.

MADAM CHAIRMAN: Shri Sanjay Singh Chauhan. You have only three minutes. I cannot help it.

*[Translation]*

Please keep it in mind.

SHRI SANJAY SINGH CHAUHAN (Bijnor): Madam Chairman, it is my first speech and since long I have been waiting for this...*(Interruptions)*

MR. CHAIRMAN: All right, I give you five minutes to speak.

SHRI SANJAY SINGH CHAUHAN: Madam, I will not speak about those points which are covered in written laid speech be it about routes or new trains. Our honourable Minister of Railways had started her budget speech with economic viability or social approach, so

I would like to draw her attention through you, towards some points. Hon. Minister of Railways is a known leader in the country for fighting against the system and we advise her since the very beginning. I think she might have faced difficulty in preparing it because there was very little time to present the Rail Budget. I would like to request her that she may kindly listen to my points carefully. From social point of view I would like to say that I come from western Uttar Pradesh which is well connected to Delhi. Elderly people of this area actively participated in the freedom struggle of our country. When we go to meet those people they say that we, Hindustani could not provide better rule than the Britishes. It is a matter of sorrow that not a single new rail line has been laid in western Uttar Pradesh since independence. The population is increasing constantly. The population of each of the seven-eight districts—*i.e.* Meerut, Bagpat, Bijnore, Muzaffarnagar, Saharanpur, connected with the entire Uttarakhand Dehradun, Garhwal and Ghaziabad is not less than 50 lac. The pressure of the population is increasing constantly and population of this area is consolidating. At present around 10 crore people live in Delhi and the entire NCR but not a single rail line has been laid down for these people. Around one lac passengers pass through Haridwar to visit Kedarnath and Badrinath. There is only road route available there and around 3,500 people die every year in road accidents between Delhi and Haridwar. So many times surveys have been conducted for doubling of rail line. My submission is that we should change our approach. Today people have started saying that British rule was good because we do not have long vision. We should have constructed metro rail in Delhi 20 years ago. Now we should start thinking about our big cities like Agra, Lucknow, Ahmedabad and other big cities. If we start thinking today then we would be able to construct it there after 20 years. The Britishers had constructed red bridge to come to Delhi which has expired 50 years ago but quality of that bridge is still as it was. The Britishers had constructed Connaught place where you will find least traffic jams even today. Why is it so?

I expect a lot from honourable Minister of Railways I have submitted many problems in writing and I hope that she will think over them. Earlier there was lack of time, now once again I will meet her personally. I hope that she will do justice to western Uttar Pradesh. I request her to come out with some long term planning also. There are so many Switzerlands in our country, many people among us might have visited Switzerland. It is due to rail connectivity that Switzerland has become today's Switzerland. If we work out a rail project for

Uttarakhand, Kashmir and Himachal Pradesh then India can also figure out on world map in tourism sector.

[*English*]

**\*Second Entry in West Side:** Work amounting Rs. 2 crore was sanctioned but the progress is very slow. This need expeditious completion because people residing in 30-40 colonies in nearby area including the tourists/pilgrimage will be benefited by this work. Extra provision of budget may be made.

Conversion work of Mathura Junction - Achhnera which is a sanctioned work, not being taken up by Railway, should be started soon. This line is closed for about last six months but conversion of this meter gauge into broad gauge is not going on. This line is used by huge mass coming everyday from various villages located on this line, to Mathura for earning their livelihood. Majority of the users is farmers and people living below poverty line. People will appreciate this work.

**Construction of Pulia for passage of water of Chandrapuri Colony including other colonies attached to this area:** Chandrapuri vicinity where about 20 other colonies live. Indrapouri, Shivpuri, Chanakyapur, Natwarnagar, Preetivihar, Indraprastha Enclave, Hanuman Nagar etc. are located. There is a serious problem of water blockage due to existing meter gauge line Mathura Junction to Achhnera which is under Gauge conversion. One drainage has been sanctioned by Municipality to drag the water of these colonies to the main drainage but there is a need of construction of (01 or 02) Pulia at Chandrapuri Colony to pass the water through railway administration or the political party who accomplish this work.

**New Rly. Lines:** Survey for one new line between Mathura to Aligarh via Raya (60 Kms), Mant, Nanahyil, Baja was carried out by railway 2-3 years back but the work has not been sanctioned. This work is very important for atleast 50-60 villages and for the development of farming oriented area.

Mathura is a religious place which is famous for Birth place of Lord Krishna. There are some other places which are connected with various activities of Lord Krishna. Lacs of people visit these places every month from all parts of India. Goverdhan is one of these places. A new line connecting Goverdhan with Kosi Sonkh and

Jajanpatti (already one station of WCR) is demanded between **Jalanpatti to Kosi (65 Kms)** via Sonkh and Goverdhan.

Balram was elder brother of Lord Krishna. A famous temple of Lord Balram is located at Baldeo, other religious places. Ashrams and tourist places like Gokul, Mahavan, Gurusharananad Ashram etc. are located enroute Mathura to Sadabad but there is no Railway connectivity. For betterment and overall development of this entire area benefiting about (50-60 villages) a new Railway Line between Mathura Junction to Sadabad via Baldeo is demanded for overall progress of entire Mathura District.

**New Train:** Thousands of people are coming from Hawrah to Vrindavan. Vrindavan has been a place of trust for Bengolies. Rights from Ramkrishna Paramhans and Uriya Bawa, there have been many religious personalities/saints who had opted Vrindavan for their divine bhakti. Even today, the same attachment exists in the hearts of Bengalies towards braji especially for Vrindavan. There are lot of Ashrams like Nimbarkacharya who attract tourist from Bengal. For all these devotees demand for a suitable train between Mathura junction to Howrah is justified.

- (i) There is a place near Goverdhan known as **Radhakund** where thousands of Bengalies' widows and other saints live who have to go Kolkata every month.
- (ii) **New Trains between Mathura Junction to Dwarka:** Considering religious importance of both the places this train is justified for persons of Gujarat, UP, Delhi, etc.
- (iii) **Fast train connecting AGRA to DELHI via Mathura Junction:** There are thousands of daily passengers coming to NDLS for their jobs (Government as well as pvt. Including businessmen). One suitable fast train reaching NDLS around 9.30 hrs. Present intercity express between Agra to Delhi is not adequate, journey is trouble some and reaching destination late everyday. Some improved, faster and with less stoppage train is suggested to enable people to make to and for journey everyday. This will be a boon to all daily passengers.

#### **Stoppage of Trains:**

- (i) Stoppage of Habibganj (Shah-e-Bhopal) Express, Tamil Nadu express and Rajdhani Trains (for Mumbai, Chennai, Bengaluru) at Mathura Junction.

---

\*...\* This part of the Speech was laid on the Table.

- (ii) Stoppage of some express trains at Vrindhavan Road, Kosi Mandi Station of Agra.

Development of Bhuteshwar as full fledged stations like Raja Ki Mandi station of Agra.

Need of a Budget Hotel at Mathura Junction: One survey was carried out at Mathura Junction to construct a Budget Hotel for tourists coming everyday from all parts of India. It is learnt that ample land is available both sides where the Budget Hotel can be constructed. It will be a popular idea and much awaited public demand.

One DMU repair workshop set up at Agra having congested area and have WDS-4 workshop be shifted to old existing RE Mathura Junction building & abundant land can be utilized for this purpose having C&W repair workshop at Baad.

Mathura is in the list of stations to be developed as World Class station. This should be implemented as early as possible. Mathura station be developed as early as possible. Mathura station be renovated with religious look of the face expressing the BRAJ feeling to a devotee coming to Mathura.

Mathura Cantt station should also be a part of Agra Division of N.C. Rly. (One city one Railway) to abolish dual administrations.

ROB at 2-3 points is essential:

- (a) Between Mathura Junction to Mathura Cantt. Station (near fish market)
- (b) Near Dholipyau
- (c) Near Petrol Depot, Chandrapur Colony level crossing/Rly. Gate. Considering the high TVU.

Electrification of Mathura Junction-Alwar section is also one of the important justified demands of passengers. Hence, it be taken up early.

Provision of FOB on all station Mathura Junction to Alwar stations. At present there is no FOB on any of these stations.

Beautification of Vrindavan station and provision of Budget Hotel at station (Ample space is available) is great justified.

Increasing quota at in various trains passing through Mathura important and rush of passengers of station.

I will like to bring to your kind notice the facts that in the last 62 years of independence not a single line has been added in Western UP which is the first attraction and necessity of all the tourists coming from abroad and throughout the country, as Pilgrims like Haridwar, Badrinath, Kedarnath, Rishikesh, etc. are visited by lakhs of people daily. Institutes like IMA, CBRI and IIT Roorkee, FRI Dehradun and near about 100 educational institutes in Dehradun and Mussorie where lakhs of children from abroad and India are studying are here. Moreover, Tourist places like Mussorie, Nainital and all other important places of Himachal Pradesh and Uttrakhand is directly linked with Delhi through West U.P. only. So in light of the fact that since the independence a social injustice could be wiped off by your kind consideration. I humbly suggest the following measures.

Double and Electric line from Delhi to Haridwar.

A train from Meerut-Bijnor via Hastinapur and Vidurkuti.

A track from Panipat-Shamli-Muzaffarnagar-Bijnor. {Already surveyed}

A track from Saharanpur to Deharadun. {Already surveyed}

A track from Luksar-Baksar-Kasganj (left over Patch Parallel to river Ganga. {Already surveyed}

Doubling and Electrification of Shahdra-Shamli-Saharanpur, Khurja-Hapur-Meerut-Saharanpur be taken up urgently.

Nahtore city be connected by joining existing Haldaur and Dhampur Railway Stations by New line of 30 KM length.

A day time train between Delhi-Gajraula-Bijnor-Nazibabad-Kotdwar be introduced which should reach Delhi in morning & leave in evening for convenience of daily passengers.

Stoppages at Lucknow mail. Rajdhani Ranikhet Express and Shramjivi Express to be provided at Amroha Station.

Electrification of Ghaziabad-Moradabad Section should be taken up early for early introduction of EMU & other electric trains.

All existing radial to Delhi be strengthened and new required to be undertaken on priority in coordination with National Capital Region Planning Board. At present

Sahadara-Shamli is the only radial having single and non electrified route.

Inter-city and long distance trains to far off important places to be introduced on Shahdra-Shamli, Gajraula-Najibabad, Moradabad-Aligarh-Agra. Meerut-Hapur-Khurja and other branch lines. It is surprising that no long distance trains are running through these lines.

Sanctioned Brijghat & Gafarpur stations on Moradabad-Ghaziabad section which were dropped from Budget Book recently, be re-included and be built on priority as major scheme of Ghats and other religious institutions on the pattern of, Haridwar are under development in the Brijghat (Garhmukteshwar) area.

Hastinapur Wild Life Sanctuary encompassing areas of Bijnor, JP Nagar & Ghaziabad district has been formed. To exploit its full potential, it is important that rail connection to the area and proper halts are introduced urgently.

New halts on various lines in the area of mitigate the difficulties of the people and meet their long standing demands, be introduced as under :

- Bharsi, Jasala-Pinjokhra & Usmanpur on Shahdra-Saharanpur line.
- Kazampur, Tabitta and Vasundhra on Delhi-Ghaziabad-Meerut and other sections.

Local trains of Shahdra-Shamli and other sections from Western UP be extended up to Rewari, Rohtak and Jaipur to facilitate easier movement for trade and social purposes.

Road over bridge to be provided at Gujraula and other stations on L-zings having heavy vehicular traffic. The level crossing No.45 near Gajraula stations (Distt. J.P. Nagar) on Ghaziabad-Moradabad section connects Delhi-Lucknow NH-24 to Haridwar-Bareilly NH 74 and other roads going to Distt. Bijnore and is entry to Uttranchal State. At present number of vehicles passing through this crossing is more than 7 lakh which is enormous and daily traffic is increasing day by day. To avoid traffic jams at crossing, it has become absolutely necessary to provide subway/underpass with ROB at this location which will facilitate smooth passage of traffic as well as result in saving of precious resources.

All level crossings be manned and kept open to road traffic till the time ROB/RUB are constructed.

Restricted height under bridges should not be provided where these restrict movement of tractors, bullock carts, trucks and buses specially in rural areas.

Encroached land at various stations be got vacated and suitably utilized.

All stations be provided proper circulating area and metalled approach road.

Passenger reservation system center be provided at Dhanora, Sambhal and Gajraula Stations.

I, through you, request the hon. Minister of Railways that for the development of Gajraula Jn. and Maujampur Narayan Jn. a turn should be constructed at the railway track at Maujampur Narayan Jn. towards Lakshar. It will reduce the distance by 24 km. and time by 45 minutes of the people travelling by Mussoorie Express (4041-4042).

One rake of passenger trains running between Nazibabad-Bijnor-Gajraula-Moradabad should be extended upto Nazibabad-Gajraula-Hapur or Ghaziabad because the number of passengers travelling to Ghaziabad has increased ten times. Besides, the frequency of 1 G.N. and 4 G.N. should be doubled.

Kotdwar-Naizabad and Nazibabad-Gajraula both the rail routes should be linked and it should be made Kotdwar-Gajraula rail route and the frequency of trains should be doubled on this route. By doing so, the earning of the railways would also increase.

Keeping in view the heavy rush of passengers on Chandpur railway station, the tin shelter should be expanded so that the passengers may not face any problem due to sunshine and rain. The passengers have to face inconvenience due to short supply of power, therefore, arrangement for generator should be made at station complex.

Extension of Garhwal Express (4043-4044) upto Jaipur via Bandikui and attaching one coach at Ahmedabad.\*

MADAM CHAIRMAN: Thank you very much. You have concluded your maiden speech in five minutes and saved me speak a single word.

SHRI RAVINDRA KUMAR PANDEY (Giridih): Madam, I would like to draw the attention of the hon. Minister of Railways towards the Railway Budget (2009-10). I belong

to Jharkhand state. Jharkhand is a leading state in production of minerals and in respect of revenue generation. Dhanbad division is at second or third place in respect of revenue generation in the country. But, all the doubling of rail line projects, introduced from the year 2004 till date, are lying pending, whether it is Giridih-Koderma-Hazaribagh-Ranchi line or Lohardaga-Tori line, all are laying pending.

**14.00 hrs.**

The whole work at Rampur Haat and Deoghar-Santhal Pargana areas is lying as it was when there was NDA Government in Jharkhand State, it had given funds of its share to the Railway also. But, we fail to understand as to why this work is lying incomplete.

There were approximately more than 16 lakh employees in the Railways in 1990-91 including the officers and staff. If we look at it, after the period of 19 years, though the number of officers has increased in the railway department but the number of employees has come down. The only reasons for this is that now the Railway is executing its work through outsourcing to show profit. The person providing bedrolls in trains, bit it Rajdhani train or some other long distance superfast trains, is also outsourced. It is not clear who will be held responsible in case somebody's belongings are stolen or it is unloaded at some other place by mistake because these people are doing their job in that train through some contractors. They are never worried about losing their jobs.

It has also been observed that all attention is paid to the long distance trains. I want to cite a small incident of my place. A train runs from Ranchi to Patna, which is called Patna Haat Express. The condition of coaches in this train is so bad that people fear to travel by this train. After formation of the new state Jharkhand, Ranchi-New Delhi Rajdhani train runs from our area. It seems that the most rejected bogies of the country have been attached to this train. All the bogies seem to be in the most dilapidated condition. Hon'ble Minister Madam has got her education from the college of Rampur Haat. There is no direct train for New Delhi. There is one Vanaanchal Express train, which runs twice or thrice a week and comes Ranchi.

**14.03 hrs.**

[MR. DEPUTY-SPEAKER *in the Chair*]

The Railway Minister has said in her Rail Budget speech about converting some stations into world-class model stations. I would like to thank her for that. I would like to make a request. There is a famous pilgrimage of the Jains, named Parasnath, that railway station should also be included therein. It is unfortunate that there was a foot over bridge which was used by the people. That has been removed from there. An express train connecting the two states, runs from Palamu to Barka Khana. It does not have any second class coach. It has only three-tier sleeper class. Whoever wants to travel by it, he has to travel in that class. A train named Shaktipunj runs from my area. Not even a pantry car is there in that train. There is a second class A.C. coach. A long pending demand of three tier A.C. coach has not been fulfilled yet. The Giridih Constituency, which I represent, has become a hut of iron ore (Lohanchal). All things come in Giridih from Orissa but yard is not there. Earlier, there were two coaches attached, one at Hawrah-Danapur for Hawrah to Giridih and another for Patna, but both of them have been withdrawn. How unfortunate is this that the coach attached for this district headquarters has been withdrawn. There was a halt at Kochagada since the British period, but that also has been closed down. Though it is surrounded by tribal and rural areas. There is a place named Ramakunda in Dhanbad division, where agitation for halt at Ramakunda has been going on for the last 10 years. But, the officers of the Railways are not paying any attention to it. Deputy-Speaker, Sir, I am speaking on the main subject, the rest of the speech I shall lay on the Table of the House. The railways has been carrying out Damodar River Diversion Project for the last 20 years. The project which was to be completed at Rs. 10 crores, has now gone up to Rs. 30 crores. It has put Coal India into losses because as long as Damodar River Diversion does not take place under the railway project, you cannot mine coal. After Independence, in my constituency, only two trains have been started. One is Shaktipunj and another is Bhopal-Howrah Express train which was started last year only. Through you, I request the hon'ble Minister to provide a direct train from Barka Khana to Patna and an EMU train should also be started. The facilities available at Fusro station is negligible and we catch trains from there. I request to complete all the pending projects in Jharkhand without any delay. We should take care of all these things in a newly created State.

Railways is our lifeline and as I said earlier that Superhaat Rail line project is also discontinued. As per the needs of the day, a new train, an EMU train should be run between Dhanabad and Barka Khana. Ganga-

Damodar Express should run from Bokaro. The Hatia-Patna train which keeps stationed for 16 hours at Patna should be extended to Buxar so that a new train may not be required and the Ministry of Railways may also get benefit. Lakhs of people of Bihar live in Jharkhand and they have to go from one place to another but there is no any facility for them.

Mr. Deputy-Speaker, Sir, the Minister of State in the Ministry of Railways is sitting here. Baryo Station is in existence since th British rule and Shaktipunj train stops here but if you get down here you will face a lot of problems. There is Chandrapura Junction, all the trains pass through here but when you see it, you will feel as if you have reached the hell itself. There are two Thermal Power Stations, Kolanchal (coal mining) area is there, BRL of the Government of India is there, but there is no development at all. We would request to pay attention to all these matters.

What does VIP quota mean? It means that somebody has to go immediately. You say that request should be made 24 hours in advance. If some sick person has to go somewhere, how will he apply for the ticket before 24 hours. He would apply for the ticket on the same day and it should be confirmed immediately. I want to draw your attention to all these small issues because our heavy weight leaders will present major issues before you. There is no siding arrangement at Giridih railway station. If railway siding arrangement is made here, and now Giridih has also become a steel hub, it will have commodities from all the places and the Government of India will get crores of rupees as tax from there.

MR DEPUTY SPEAKER: Hon'ble Member, please conclude your speech.

SHRI RAVINDRA KUMAR PANDEY: Sir, I am going to conclude my speech. I request the hon'ble Minister to pay his attention to these issues as far now.

Mr. Deputy-Speaker, Sir, I thank you for giving me an opportunity to speak on this subject.

\*I am present here to draw the attention of hon'ble Railway Minister towards the development of railways and passenger facilities in the country, especially in Jharkhand during the discussion on the Railway Budget.

It is a matter of concern that the present policies of the Government are getting confined to regionalism. The Budget is becoming the reflection of election and politics. It is not good to limit the railway projects to a particular state. We have not taken any concrete steps to make the painful journey of the railway passengers easy, especially of general class, sleeper class and coaches even after the period of more than 61 years of Independence.

In few years, remarkable success has been achieved in the development of railway but the facilities provided to the passengers by the railways are not sufficient. The statement of hon'ble Railway Minister deserves appreciation that the railway projects should be seen from the social point of view also. The Railways was described as profit earning organization during the previous Rail Budgets but the ongoing and pending projects could not get proper momentum in the ratio of benefit nor the passenger facilities were increased.

The railways had more than 16 lakh officers and employees during 1990-91 but this number has come down to 14 lakh whereas the workload of these officers and employees has increased manifold. The poor young people are being forced to work on low salaries through outsourcing. The principle of less wages and less facilities with more work is in practice now. The result is that the quality of the railway services is deteriorating. GL There is loot in catering facility. The Janata food is vanishing day by day.

**Punctuality:** Late running of trains has become a routine matter. Late running of passenger trains, lack of facilities and over-crowding are violation of human rights.

**Security:** Incidents of crime in trains have increased tremendously. There is lack of adequate security personnel. Union Government and State Governments keep on trading charges against each other but ultimately it is the rail users who suffer.

**Rail Reservation and Unreserved Ticket:** The influence of touts in rail reservation is never ending. For reserved and unreserved ticket one has to stand in queue for hours. Although there are many counters but there is shortage of staff.

**Ticket-Checker and Coach Conductor:** There is shortage of ticket-checkers and coach conductors and *bonafide* passengers face problems due to passengers traveling without tickets. As Conductor is under

\*...\*This part of the Speech was laid on the Table.

tremendous pressure of work, he does not have time to the complaints of the people. Over-crowding in trains propels ticket examiners towards corruption. Staff do not have adequate security arrangement to tackle the local without ticket passengers/daily passengers.

**Pending Projects/Newly Announced Project:** New projects are announced in railways in every budget even without completing/pending/unviable projects. This practice should be stopped. New projects should be announced only after work of earlier announced projects are completed or cancelled.

In our area rail diversion project was an important project for CCL and development of railways. On this project lakhs of rupees were spent. At present nothing is happening on the project.

**Discrepancies in VIP Quota:** Due to connivance of rail employees and touts discrepancies are rampant in VIP quota issued from Railway Board/Railway Zone/Railway Divisions. VIP quota is meant for VIP's and persons who are to travel urgently/who are in need, it is meant for providing relief to passengers who are in dire need of such facility. Due to shortage of personnel in railways, the very definition of VIP quota has been changed. Request letter be given 18 hours to 24 hours before. Request letter for VIP quota for Saturday-Sunday should be given in advance. All these rules are impractical and are product of impractical view of corrupt officials/employees.

Time is short but there are number of grievances. So, I present the following suggestions for your consideration:

Koderma-Hazaribagh-Giridih rail line project work should be completed early. Lohardaga to Dora rail line work is pending.

Need to provide stoppage at Coachagoda halt again which was started in British regime.

Construction and extension of railway yard and siding in Giridih.

Extension of the railway line for connecting Gomoh station situated on Grand Cord line to Giridih station.

Need to construct a halt station in Ramakunda of Dhanbad division.

Need to provide status of railway zone to Dhanbad division.

Need to develop Giridih, Dhanbad, Bokaro and Parasnath stations as world class railway station.

Need to introduce a new train on Patna-Giridih route.

Need to introduce new train from Howrah to Giridih.

Need to provide rack point in Giridih. Industrialists of Giridih will start importing iron-ore, lums and foise and other goods with the introduction of this service.

Need to heighten the platform of Bermo station and construction of passenger shed and to make Fusaro station a model station.

Need to run Delhi-Ranchi Garib Rath train via Bokaro Steel City.

Construction of a foot overbridge at Parasnath station.

Stoppage of Ranchi-New Delhi Sampark Kranti Express (2826/2825), 5761/5762 express, Howrah-Bhopal Express (3025/3026) and 8104/8103 at Chandrapura station.

Need to introduce EMU train from Dhanbad to Barkakana.

Need to extend Hatia-Patna Express up to Buxar.

Hon. Minister has studied in Rampur Haat college. Semiya, Rampur Haat, Pakur, Shebganj is a tribal area on Howrah-New Delhi route.

Need to run Ganga-Damodar Express from Bokaro and to extend it up to Buxar.

Need to take effective step to restart Damodar river diversion project early.

Need to provide pantry car facility and to attach a three-tier AC coach in Shaktipunj Express.

Need to attach on AC coach in Palamu Express.

Need to connect new coaches in place of dilapidated coaches in Ranchi Rajdhani Express.

Mr. Deputy Speaker, Sir, Hon. Minister of Railway has received acclaim for not increasing passenger fare and has tried to gain popularity by making provision of MST pass at Rs. 25 rupees upto 100 km for the persons earning less than Rs. 1500 but it is a difficult task to

identify persons of such income group and to provide this facility to them. The number of rail passengers will increase with this facility but rail services are not up to the required level. In such a station, problem of by providing MST passes and rail services would increase.

In the end, I would like to say that the announcements made by Hon. Minister of Railways for development of railways and rail facilities are praiseworthy provided implementation of announcements could be ensured at ground level.\*

**SHRI NAVEEN JINDAL (Kurukshetra):** Mr. Deputy Speaker, Sir, I am grateful to you for giving me an opportunity to speak on the railway budget. I strongly support the railway budget (2009-10). I congratulate the hon. Minister of Railways for every section of society—women, youth, farmers, journalists etc. I welcome the steps taken by the hon. Minister of Railways and congratulate her.

Mr. Deputy Speaker, Sir, through you, I would like to draw the attention of the hon. Minister of Railways towards the problems of Dharmal Shetra of Haryana and my Parliamentary Constituency, Kurukshetra. The battle of Mahabharata was fought in Kurushetra and Shri Krishna gave sermons of Gita there. An assurance was given 4-5 years back in this very House for the setting up of modern railway station at Kurukshetra. But till date no action has been taken in this regard. Through you, I would like to urge upon the hon. Minister that this work should be started at the earliest because lakhs of people come to Kurukshetra for 'pind daan' of their 'pitras' and for a holy dip on the occasion of solar eclipse. Kurushetra is a historical place in our country. I welcome the multipurpose complex scheme. Kurukshetra should also be included in the multipurpose complex scheme. This area would develop with the construction of multipurpose complex there. Long pending demand of the people is that an escalator should also be installed at Kurukshetra Railway station for the convenience of old people, children and women.

A railway counter was opened at Sector-13, Kurukshetra but that counter remains closed most of the time which causes great inconvenience to the passengers. The above counter should be kept open, whenever a train departs from the station. There is no direct train service between Delhi and Kaithal. Kaithal is a large district. I would urge upon the hon. Minister that a regular train service should be introduced from Kaithal via Kurukshetra or via Narwana. It is a long pending

demand of the people of that area. It will be beneficial for this area. There is provision for construction of some railway overbridges and railway underbridges in this area, where for the State Government is also contributing 50 percent of the cost. The construction work started in Kaithal was scheduled to be completed by February, 2009 but only 10 percent amount has been spent so far on this project. I would like to urge upon the hon'ble Minister that this construction work should be completed expeditiously. The construction work of the over-bridge on the Rador-Yamuna Nagar Road is being delayed. This work should also be completed speedily. The work of the rail-over-bridge at Shahbad-Thol-Road, which is to be constructed in Kurukshetra district, has not started because the Railways could not decide whether its construction should be done on three pillars or two pillars. The railways could not decide about the land to be used for this purpose. This matter is pending in the office of Chief Engineer, Bridges in the railways for many years. I request that a decision in this matter should be taken soon. I would thank the hon'ble Minister of Railways who has suggested to set up a Scheme Monitoring Committee for completing the railway projects in time. Besides, I request that all the projects should be monitored by the same Committee so that they may be completed in time. The construction of a number of new railway lines was announced. But I would request that people of our area have been demanding for long that a new railway line should be laid from Yamunanagar to Patiala. For this purpose, a survey was also conducted and it was not found economically viable. But in this Budget, it was said that economic viability would not be the only criteria and social viability of the projects should also be kept in mind. I would like to request that this project should be started on priority basis as it is a long standing demand of our area.

The railway line which passes through Kurukshetra City causes a lot of problem to the people. If railway line passing through the heart of Kurukshetra is shifted to the outer part of the city, it will be beneficial for the people of the city. If the Railways make commercial use of the land thus vacated, the amount generated by this can be used for laying the railway line outside the city.

Sir, the target for electrification was fixed during the 11th five year plan. The electrification work of Kurukshetra-Narwana line, a project for which the proposal of the budget of Seventeen crore rupees was passed, has not been completed so far. It should be completed at the earliest. The hon'ble Minister had mentioned about the green toilets in the railway budget.



She mentioned a lot about passenger amenities. She said that she often got complaints from the people regarding this. I would like to share it from my experience that whenever we travel by trains in the foreign countries whether it be America, Europe, China or other country, the experience of travelling by those trains is quite different in these countries. All the railway stations there are neat and clean. They are as good as the airports of our country. They serve food of superior quality. Cleanliness is also good there. The trains run on their scheduled time. But our trains always run late. Punctuality of trains is ensured in the foreign countries. Hon'ble Minister has mentioned about it and I hope we shall also bring about improvements in our system because we are proud of Indian Railways and it is the mirror of our country. So, it is the responsibility of all of us that we ensure proper functioning of the railways, make them run on time, ensure sanitation and security of the people. I am quite confident that the Indian Railways will add new feathers to its cap under the able guidance of hon'ble Minister of Railways because today railways is environment friendly and if we compare it to the road, way, we will find that it takes 1/5 of fuel in comparison to road transport. Our vehicles which run on the roads are fuel based. For these we have to import 3/4th of fuel whereas trains run on electricity and coal. We can generate electricity from coal and hydel power plants. So, we need to give more incentives to the railways. We should not commit the mistake done by America. The auto mobile lobbies of America have always put stress on the big highways. The more number of highways, the more number of vehicles will be used by the people and more and more vehicles they will sell. So, we should strengthen our rail network because it uses only 1/5th of fuel in comparison to road transport.

Lastly, I would like to thank Smt. Sonia Gandhiji, hon'ble Chairperson of UPA and Dr. Manomhanji under whose able guidance, this railway budget has been presented. I whole heartedly support this railway budget. I thank you for the opportunity you provided me to speak on this subject.

*[English]*

SHRI ARJUN CHARAN SETHI (Bhadrak): Mr. Deputy-Speaker, Sir, I thank you very much for giving me this opportunity to speak a few words on the Railway Budget.

Sir, since I know that the time at my disposal is very less, I will be confining my speech to specific problems of my State, namely, Orissa.

Sir, when I read the Budget papers of Madam, Mamta Didi, I was very much hopeful and I was very much glad that at last she has given stress on social viability rather than economic viability. I would like to quote a few lines:

“... I think the time has come when our economists and social philosophers will have to consider, that the upliftment of the poor and downtrodden, is the primary task of any welfare Government and society and the old mindset of economic viability should be substituted by social viability.”

Really, this is the gist or main philosophy of her Budget presentation and Budget making. At the same time, she also stressed that I am going to entrust responsibility for the monitoring of all national projects to a senior officer so that there is a strict adherence to time schedules for completion. But going through the provisions of the Budget, my hopes have been belied.

Sir, we know and quite often in this House, hon. Members from the Opposition as well as from the Government side have stated that the railways are the harbinger of economic development of the backward region. But here I must confine my speech to the State of Orissa. We know and the House knows that Orissa is an economically backward State of the country. But whatever Budget provision the hon. Minister of Railways has provided in this current year is quite insufficient. The Government of Orissa as well as the Chief Minister of Orissa, Shri Naveen Patnaik, has requested and presented a list of proposals to the hon. Minister as well as to MPs from the State of Orissa. So, we met her and requested her and presented her a list of proposals worth about Rs. 1,520 crore so that the backwardness of the State as well as the very important lines may be taken up and in the coming years whatever development activities that has been initiated by the State Government of Orissa can bear fruits. But I am sorry to state here that in this current Budget, the hon. Minister of Railways has provided less money in comparison to the last Budget. Last year, the Budget provision in different lines as well as gauge conversions, electrification and so on and so forth was to the tune of about Rs. 900 and odd crore. This time, Madam, has provided only Rs. 700 and odd crore in respect of State of Orissa, against a demand of Rs. 1,520 crore,”

All important lines like the Khurda-Bolangir line, Gunupur-Nawapada line, the Baripada-Bangirposi line and so on and so forth have been provided only a meagre

amount. Compared to last year's provision they made, in this current year, they have provided less than that. That means, whatever philosophy that she has enunciated in the Budget, she has again gone back on that. She has overlooked the backward areas or the backward regions of the country. So, I would request the hon. Minister of Railways that she should reconsider the demand of the State of Orissa.

We know and the House also knows that the State of Orissa is an economically backward State. The income from the State of Orissa is quite high. I am told that they earn about Rs. 5000 crore annually in terms of freight, passenger traffic, etc. I repeat that they earn about Rs. 5000 crore. What do we get from them? We get only a meagre amount of Rs. 700 or Rs. 900 crore only. This is certainly an injustice towards the State of Orissa. The Railway Board as well as the Railway Ministry, not only this year but over the years, whosoever manned the Government over the years, they have all neglected the State of Orissa. They have not considered the genuine demand of the State of Orissa. I am sorry to state here that in some cases, whatever money they provided last year, they have re-appropriated that. I can cite here one particular case of Khurda-Bolangir Road. For this, in the year 2007-08, they had provided Rs. 20 crore and they have re-appropriated Rs.13 crore. Please see the logic or see how the Ministry of Railways is acting against the State of Orissa. I know, Sir, I do not have much time to speak. But I once again request the hon. Minister as well as the Government to reconsider this.

They say that they are very much considerate towards the *aam admi*. I admit it. I would like to have similar consideration when it comes to my State. When they are very much considerate towards the *aam admi*, to improve the backwardness of a particular region, why have they not provided money to Orissa? Why is there an aberration? So, I would request the hon. Minister to consider this. Of course, the hon. Railway Minister is not here. Our Minister of State is also a competent Minister. He is here. I would request the Government that they should consider my demand. I understand he hails from a backward community. He knows the plight of the downtrodden people. As has been mentioned here, she is very much worried about the improvement of the downtrodden people, improvement of backwardness. That being so, why are they not considerate in the case of Orissa? Why is the aberration there? They should consider this and they should provide more money because they are earning a lot in the form of freight.

They are getting coal from Orissa. The Railway Ministry is getting not only coal but also many other minerals. They are being transported from the State of Orissa.

Finally, I will take one or two minutes. In my constituency, a road over-bridge is being constructed. But the fact is that they have revised the completion target three times. Why have they revised this? What was the amount sanctioned? The sanctioned amount was rupees six crore. To spend the amount of rupees six crore, they have revised the targeted date of completion three times!

This particular place falls between Baudpur and Bhadrak Railway Stations in the East Coast Railway and there an ROB is being constructed. Similarly, many times we have demanded construction of an ROB at Soro which is in the South Eastern Railway. This should also be considered because the State Government is willing to bear its share of 50 per cent of the construction of this ROB. They have also written to the Railway Ministry in this regard. So this particular ROB should be sanctioned because this is one of the very important stations in the South Eastern Railway in Kharagpur Division.

With these words, I thank you for giving me this opportunity to speak on the Railway Budget.

[*Translation*]

\*SHRI CHANDU LAL SAHU (Mahasamund): I have been elected from Mahasamund parliamentary constituency of Chhattisgarh for the first time. Chhattisgarh holds the glorious and prosperous historical heritage. As per the ancient belief Chhattisgarh is the land called as South Kosal in Ramayan, Mahabharat and Vedic texts.

Chhattisgarh is a tribal dominant state rich with natural resources where 32% Scheduled Tribes and 11% Scheduled Castes reside. The total population is more than 2.50 crores, but it is unfortunate that there has been no development of Chhattisgarh state in spite of having adequate quantity of natural resources and sufficient fertile lands over there. One of the main reasons of this is lack of proper development of transportation over there.

Chhattisgarh state has been over looked completely and grossly even in the railway budget presented by

---

\*Speech was laid on the Table.

the hon'ble Minister of Railways. Not even a single train has been introduced nor a railway line has been extended. At the same time, not even a single station has been proposed to be converted into a world-class model station, whereas the stations of Chhattisgarh are the important ones among the stations on the main Mumbai-Kolkata railway line and these are among the most profitable stations to the railways.

I have demanded the hon'ble Minister of Railways to extend the railway network in Chhattisgarh from Mahasamund to Sambalpur (Orissa) via Pithaura Saraipali. The survey for this railway project has already been conducted. With the construction of this railway line, the distance between Raipur and Kolkata will be reduced by 100 km.

My second demand from the hon'ble Minister is that the gauge conversion of Raipur-Dhamtari line and Raipur-Razim line should be carried out and at the same time, Razim railway line be extended to Dharamgarh (Orissa) via Gariaband, Deobhog, but no attention has been paid to it in this budget, while Garidaband, Mainpu, Deobhog are the tribal dominant areas and are quite deprived of development. Special attention should be paid to it.

*[English]*

\*DR. MANDA JAGANNATH (Nagarkurnool) : Railway is the major source and cheapest mode of transport for the average citizen of India under the given circumstances. The common-man looks towards for transportation.

In fact the Railways carry around 60 to 70 per cent of the passengers every day. I congratulate the Hon'ble Prime Minister, Madam Sonia Gandhi ji and Railway Minister Mamta ji for introducing common-man oriented railway budget.

I compliment the Hon'ble Railway Minister for setting up of an Expert Committee to advise the Hon'ble Railway Minister on innovative Financing and implementation of the so called "Economically unviable" but socially desired projects as under the pretext of unavailability of number of Railway projects in Backward areas like Telangana in Andhra Pradesh, projects like Gadwal-Macherla and Jadcherla-Nandyal new lines are shelved though they are very much inmost backward areas of my State Andhra Pradesh.

Construction of multifunctional complexes (MFCs), Doctors on the train, taking steps to improve the cleanliness on the trains and at Stations are commendable.

Looking at the reviewing the constructions of Road-over-Bridges and Road under Bridges as the mechanism of cost sharing between the Railway and the State Governments is good idea because of the Financial crunch faced by the State Governments, they are unable to share the cost and many of the much needed Road-over-Bridges and Road under Bridges are not being constructed and "people are facing lot of inconvenience while crossing the Railway lines on the National Highways and State Highways."

#### SOUTH CENTRAL RAILWAY

Great injustice has been done to the State of Andhra Pradesh which comes under the South Central Railway, partly Southern and Central Railway Zones.

The Budget allocation whether it is for the new lines, doubling and gauge conversion, the budgetary allocation declining year by year when compared to previous years allocation. In the present Railway Budget around Rs. 315 crores have been allocated for important projects like new lines. Gauge conversion and doubling etc. At this pace of allocation, I think the Project might not get completed even after other 50 years. I request the Hon'ble Minister to increase the allocation from Rs. 15 to Rs. 50 crore for Gadwal Raichur new line.

In the sanction of RUBs and ROBs to the South Central Railway, many of the requests of the State Government and of our personal request, have not been considered and sanctioned. Coming to my own constituency, the RUBs and ROBs at the following places been long pending for consideration and I request the Hon'ble Minister to sanction the following RUB and ROBs:

RUB at LC No. 47 of Jadcherla Railway Station of Secunderabad, Dronachalam section.

ROB at Gadwal Railway Station level crossing T 99 at KM 187.

ROB at Yenugonda Level crossing Gate between Mahaboob Nagar and Jadcherla.

ROB at Devekadra Railway level crossing gate.

\*Speech was laid on the Table.

My long pending request of provision of manning of level crossing at Kothoor village between Thimmapur and Shadnagar Railway Stations is not been considered yet. I request the Hon'ble Minister to sanction the manning of above said Railway Gate.

Increase the allocation for Munirabad-Mehboob Nagar New line.

#### DOUBLING:

**Secunderabad**—Guntakal and onwards to Bangalore, Chennai and Goa have become very important Route for South Bound trains. As the number of trains have been increasing in this route, the route is becoming congested and long delays is taking place in passage of trains. Doubling of Secunderabad-Guntakal is very important and I request the Hon'ble Railway Minister to take up the doubling of Secunderabad-Dronachalam section immediately.

#### SURVEYS

Updated survey of Gadwal-Macharla new lines have been ordered recently. I request the Hon'ble Railway Minister of speed up the survey and consider for sanction of construction of new Railway line between Gadwal and Macharla. Our Hon'ble Chief Minister also written a letter to your honour and your goodself also promised to sanction this line when your goodself was Railway Minister earlier. A survey has been ordered during the Railway Budget of 2005-06 between Jadcharla and Nandyal of South Central Railway. I request the Hon'ble Railway Minister to order the re-survey of this line and sanction the new line between Jadcherla and Nandyal.

#### NEW TRAINS

In Andhra Pradesh, Telangana and Rayalseema areas are relatively very backward areas. To travel between Bangalore and Secunderabad, passengers have to spend lot of money on other means of transport than Railways. Earlier one Garib Rath train was planned to pass through Secunderabad, Mahaboob Nagar, Kurnool and Guntakal towards to Bangalore. But for the reasons not known this train is passing through Secunderabad, Vikarabad, Wadi onwards to Bangalore. I request the Hon'ble Railways Minister to sanction one more Garib Rath train to pass through Secunderabad, Mahaboob Nagar, Gadwal, Kurnool onwards the Bangalore.

As the Alampoor old station had become defunct and Jogulamba Halt station is becoming very popularly

and passenger patronage is increasing day by day and there is demand from the local people that the Jogulamba Halt station may be developed into a full fledged Railway Station with construction of platforms, station buildings, covered shed for shade and with all the passenger amenities. The Jogulamba Halt station may be made full fledged railway station.

Gadwal Railway Station may be included in the list of propose Adarsh Railway Stations.

Earlier, I have requested for stoppage of two sets of trains at Gadwal Railway Station. Proposal was sent to the Railway Board for consideration. I request the Hon'ble Railway Minister to consider the request and order for the stoppage of those two sets of trains in both up and down Directions.

With request through you Madam, the Railway Minister to allocate more funds for the projects of Andhra Pradesh of South Central Railway Zone as requested by Hon'ble Chief Minister of AP which is giving very high revenue to the Railways than other Railway Zones. I conclude the speech.

**SHRI NARAHARI MAHATO (Purulia):** Mr. Deputy-Speaker, Sir, I thank you for giving an opportunity to speak on the Railway Budget for 2009-10.

Sir, the hon. Railway Minister has presented the Railway Budget in the House on 3rd July, 2009 and I have read it thoroughly. Farmers, students, unorganized labour and all sections of the people are benefited from this Budget. But I will confine my speech only to the problems relating to my constituency. I am representing an economically backward and undeveloped district Purulia in West Bengal. After 62 years of Independence, one-third of the area of Purulia district has not been connected with a railway line.

Besides, the district of Purulia was added to the State of West Bengal on 1st November, 1956. We were in Bihar in Manbhum district. After the Bengali language movement, we have come into West Bengal. We have completed 50 years of our joining West Bengal in 2006 and from that time onwards we are approaching the Railway Ministry to start a new train, namely Manbhum Express from Purulia to Howrah, but till today it has not been sanctioned. It is a great sorrow for me that this train service has not yet been sanctioned.

Sir, our district is surrounded by Jharkhand on three sides. Ranchi is only 122 kms. from Purulia and 87

kms. has been connected with a double line from Ranchi to Kotsila, but from Kotsila to Purulia it is only 35 kms. and that is having only a single line. I appeal to the Railway Minister, through you, that the section between Kotsila to Purulia should be made a double line so that the economically backward and undeveloped district of Purulia will be greatly benefited.

The place called Adra falls in my constituency after delimitation. I am thankful to the Railway Minister that she has announced that a 1,000 MW Power Plant would be established there. Adra is one of the oldest divisional railway centres in India which has been there from the British period.

There are two Railway high schools and Pry. schools for both boys and girls, so a flyover is essential near the Adra railway station. Thousands of students cross the railway line and many a times the accidents take place. So, a flyover must be constructed near Adra Railway Station. The position and condition of the Adra Railway Hospital is very bad. So, to strengthen the infrastructure of Adra Railway Hospital efforts should be made. I would appeal to the hon. Railway Minister that it should be as early as possible.

*[Translation]*

MR. DEPUTY SPEAKER: Honourable. Member please be brief.

*[English]*

SHRI NARAHARI MAHATO : On the other side, we had a great hope that a new railway line would be constructed from Jhargram to Purulia. In the Fourteenth Lok Sabha when Lalu Ji was Railway Minister, we discussed this in detail on the floor of this august House. But till date nothing has been done, even in this Railway Budget there is no mention about it. I would again appeal to the hon. Railway Minister to do something about it. If it is done, the economically backward and undeveloped district and the poor people who are living there in a distressed way will avail the facility of a railway line and make use of the train facility.

After 62 years of Independence, Purulia is still economically backward and undeveloped district. There is no Rajdhani train which crosses through Purulia Railway Station. So, my appeal to the hon. Railway Minister is that Bhubaneshwar Rajdhani should pass through Purulia twice a week. This will be beneficial to

the people of the economically backward and undeveloped district of Purulia.

Sir, there is a hill called Ayodhya Hill. It is a well known Hill in the Indian geography and in the geography of West Bengal. So, I would request that a toy-train should be introduced in the Ayodhya Hill. It is my demand, as a Member of Parliament of an economically backward district of Purulia, that a toy train should be introduced in Ayodhya Hill.

There are many halt stations in my district Purulia. I would request the hon. Railway Minister that they should be made full-fledged. For more than 35 years Garh-Jaipur is a halt station, but now because of the importance of the area and because the population is increasing day by day, I would demand and appeal to the hon. Railway Minister to make it a full-fledged station.

*[Translation]*

MR. DEPUTY SPEAKER: Please conclude.

*[English]*

SHRI NARAHARI MAHATO : Sir, I have many more points relating to my constituency but because of paucity of time, I would seek your permission to lay rest of my speech on the Table of the House.

*[Translation]*

SHRI VIRENDER KASHYAP (Shimla): Mr. Deputy Speaker, Sir, I would like to draw attention of honourable Minister of Railways through you expressing my resentment towards not providing funds for Himachal Pradesh in the Rail Budget. Himachal Pradesh is a hilly and border State and the way this state has been neglecting always, is not good for the country. No work has been done regarding development and extension of railways in Himachal Pradesh despite 62 years of Independence. Only 36 kilometre broad gauge rail line has been constructed which is negligible. The way Himachal Pradesh has been neglected regarding railways till date is really disturbing.

Himachal Pradesh is very important strategically because border of Himachal adjoins with Chinese border. Construction of 36 kilometre rail line is negligible in 62 years of Independence. It indicates that hilly states have been ignored regarding railways.

In recent past the Chief Minister of Himachal Pradesh, Prof. Prem Kumar Dhumal has requested for construction of some rail lines in Himachal Pradesh. I had also requested to connect Nalagarh-Baddi-Barotiwala-Kala Amb-Pawanta Sahad rail line coming under my constituency but I am saying with regret that no progress has been made in this regard. To connect above said rail line up to Dehradun is necessary. My demand is that the honourable Minister of Railways may please provide adequate funds in 2009-10 Budget for this rail line.

Shri Nitish Kumar had laid the foundation stone of broad gauge rail line from Kalka to Parwanu when he was Railway Minister during NDA Government. I would request the honourable Railway Minister that he should allocate adequate funds for this rail line so that it could be completed at the earliest. A decision was taken to construct a rail line from Manali city to Leh of Himachal Pradesh during NDA Government in view of its strategic importance and it was also decided to provide around 500 crores of rupees for this but UPA Government did not do any thing during the last five years. I demand from honourable Minister of Railways through you that she should made arrangement of fund in this budget regarding this line also.

100 years old railway stations between Kalka and Shimla had been closed some time back. The farmers of this region are facing lot of inconveniences and financial loss on account of closure of these stations. For example there are Jabali (Kasauli) Wala station and many other stations. My submission is that these stations may be reopened so that the people of that area particularly farmers could transported their produces easily.

The newly constructed cemented floor of Kalka railway platform is very sub-standard. I demand that it should be investigated into. The entire platform of Kalka station should be roof covered.

A plan should be worked out to beautify Shimla, Solan and Kandaghat. Kalka-Shimla rail line has been declared "Heritage rail line". This line should be beautified as much as possible.

Baba Bhalkhu was a petty employee during the British regime. When Kalka-Shimla rail line was being surveyed, Britishers had been repeatedly failing to complete that line. The Britishers could complete the survey work of that line due to spiritual power of Baba Bhalkhu at that time.

Shri Nitish Kumar, then Rail Minister during the NDA Government had announced to construct a museum in the memory and name of Baba Bhalkhu on completion of 100 years of Kalka-Shimla rail line but still it has not been completed. A museum should be constructed by making provisions of fund for this purpose.

Apart from that I would like to give some other suggestions in following manner. My submission is that action may be taken expeditiously on my suggestions for the progress of Himachal Pradesh.

1. **Rail Connectivity may be provided from Kalka-Parwanu for Baddi Barotiwala industrial units of Himachal Pradesh.** An extensive industrial belt has been developed with rapid speed in Baddi Barotiwala in Nalagarh Tehsil of Solan district in Himachal Pradesh wherein big and famous industrialists of the country have established their factories and offices. So Baddi and Barotiwala may be connected to that industrial belt from Kalka to Parwanu.
2. **The narrow gauge railway line from Parwanu to Shimla should be converted into broad gauge:** The narrow gauge railway line from Parwanu to Shimla is more than 100 years old, but till date its gauge conversion has not been undertaken. The tourists from all over the country visit Shimla, the capital of Himachal Pradesh and other places located on higher altitudes. If it is converted into broad gauge, on one hand the number of passengers will increase and on other hand the capacity to transport goods will also increase, which will prove beneficial for the Railways.
3. **Setting up of Railway Reservation Centre at Paonta Saheb (District Sirmaur), Himachal Pradesh:** Sir, Paonta Saheb, district Sirmaur, Himachal Pradesh is an ancient, famous holy Sikh pilgrim site, which is visited by lakhs of Sikhs pilgrims from all over the country. This place is a 'Tapisthali' of Guru Gobind Singh ji. If railway reservation facility is made available there, then a few pilgrims will be facilitated in getting 'darshans' in the pilgrim site.
4. **Construction of Railway Crossing at Km. 68/3-2 on Pathankot Joginder Nagar railway line in villages Nandpur Bhatoli:** There is a longstanding demand for construction of railway

crossing at 68/3-2 km. on Pathankot-Joginder nagar narrow gauge rail stretch in Nandpur Bhatauli. The railway line is passing through almost the centre of Nandpur Bhatauli town, due to which the people living on one side of the railway line have to take a round of almost 4 kilometres. Nandpur Bhatauli is an important town of district Kangra. The people have to take a very long round to travel from one part of town to other part of the town, due to which a lot of time, labour and money is wasted. Hon'ble Prof. Prem Kumar Dhumal, the present Chief Minister of Himachal Pradesh who has assumed the office of the Chief Minister the second time has been continuously demanding construction of said railway crossing ever since he became the Member of 9th and 10th Lok Sabha and after that when first time he became the Chief Minister of Himachal Pradesh. Last time when he was the Member of Lok Sabha, he met then Minister of Railways Shri Lalu Prasad Yadav and requested him to construct this crossing without any delay. But due to certain reasons, the proposal could not materialize. The former Minister of Railways, Shri Lalu Prasad had also announced that railway crossing would be constructed at Nandpur Bhatauli, but it remained mere announcement. Prior to me, many Members of Parliament from Himachal Pradesh had requested the Ministry of Railways a number of times but till date no positive outcome has emerged and the problem of people has remained unresolved. The Ministry of Railways says that the Himachal Pradesh Government or local bodies have to deposit funds for the railway crossing and the local administration asks the H.P. Government to deposit funds in this regard. You are aware that the Himachal Pradesh Government has very limited financial resources. In these circumstances, the State Government or local bodies are not in a position to bear the expenditure to be incurred on railway crossing.

5. **Una-Talwara Railway line should be diverted from Amb to Himachal Pradesh:** Only broad gauge Una-Talwara line in Himachal Pradesh has been constructed from Una to Chururu, and now the work for the construction of line from Amb to Talwara has been in progress. I want that the said railway line should be diverted from Amb towards Himachal Pradesh and should be

laid upto Ranital via Chintapurni, Paragpur (Heritage village), Nadaun and Jwalamukhi. In this manner the rail line originating from the border of Himachal will pass through the centre of Himachal and Tehsil Headquarter Nadaun and Chintapurni of District Hamirpur, Jawala Ma, Brajeshwari Devi and Chamunda Devi etc, the world famous pilgrim sites will get rail connectivity which will not only increase the income of railway but the pilgrims who are not able to visit these sites in the absence of rail services, will be able to visit these holy places. Due to limited and expensive air services for this area, many people are desirous of visiting the Himachal to enjoy its beauty are unable to visit these places. The availability of rail services will make visit to this area easy and comfortable for the common man and VIPs.

6. **The construction of Bhanupally-Bilaspur-Bairi rail line should be made operational:** The discussion in regard to construction of this line has been going on since 1994-95. This rail line was announced in the year 2008-09. Its estimate was Rs. 1046 crore, and in first phase Rs. 350.33 crore were sanctioned for construction of a stretch of 20 kilometres, but till now there is no progress in the work. A number of cement manufacturing factories has come up on this line. The industrial development is taking place at a very fast pace. The farmers, horticulturists and vegetable growers of this area will get rail facility for transporting their yields to the mandis. Till now, all this work is done through road transport which costs more money and time. The income of railway will increase many times by making rail service available in this area and alongwith it the economic and social development of the area will also take place. Therefore, I request that the work on this regard should be carried out at the fast pace.
7. **Change in timings of Janshatabdi plying from Delhi to Una, H.P.**

Due to demand from people of Himachal Pradesh and efforts of the Chief Minister of the state, Prof. Prem Kumar Dhumal, the Delhi-Chandigarh Jan-Shatabdi was extended up to Una. Due to its odd operating time, the people of Himachal Pradesh are not able to get due benefit from this rail service. Therefore, the

people of this area are continuously demanding changes in the timings of the said train. Train No. 2057 starts from New Delhi at 15.00 hrs. and reaches Chandigarh at 1930 hrs. and Una at 22.10 hrs., it should originate from New Delhi at 11.30 hrs., so that it may reach Chandigarh at 1555 hrs. and reach Una at 18.30 hrs. If the present timings of Train No. 2056, Train No. 2058 and Train No. 2055 are changed a little, the people of this area can be facilitated to a great extent.

**8. In regard to introducing Una to Delhi intercity rail service and attaching, six coaches in Himalayan Queen.**

It is requested that an intercity train should be introduced from Hazrat Nizamuddin for Una and six additional coaches should be attached to Himalayan Queen train no. 4059 presently playing from Hazrat Nizamuddin to Kalka. These six coaches should be detached from Himalayan Queen at Chandigarh and taken to Una via rail link no. 130 to facilitate local train passengers residing in a large area and lakhs of army personnel working in the Army.

**9. Construction of broad gauge line from Bilaspur-Mandi-Manali Leh/Laddakh-**

The people of Himachal Pradesh and the Government of Himachal Pradesh have been making consistent efforts of connect interior areas of Himachal Pradesh to the bordering areas of Leh-Ladhakh so that the entire region could be developed. The technical survey of this railway line is being conducted by the Ministry of Railways. The construction of this railway line is also necessary from strategic point of view. Through this medium, logistic support and supply of other necessary equipments can be ensured to the army in the bordering areas. Through it, tourism of Leh Ladhakh and interior parts of Himachal can also be developed immensely. This is the only railway line which even the Indian Army wishes to construct in view of its strategic importance. So, I believe that the Ministry of Railways would give sanction to the construction of this railway line on priority basis which is a prospective life line of the bordering state by treating it as a national project in the interest of the country and not treating it as a routine work.

10. Lucknow-Chandigarh Express No. 4231 should be extended from Chandigarh to Kalka and Una.

11. Expedite the completion of Kalka-Parvanu broad gauge rail line.

12. Construction of Chandigarh-Jagadhari-Ponta Sahib-Dehradun railway line should be undertaken.

13. Construction of Ghanauli-Pinjore via Nullagarh Baddi Railway line;

14. Construction of Kumarhatti Himachal Pradesh Dehradun railway line; and

15. Construction of 40 kilometre railway line from Kalka to Nullagarh should be undertaken.

\*SHRI P.L. PUNIA (Barabanki): Associating myself with the discussion on the railway budget I would extend my felicitations and express gratitude to the hon. Minister of Railways Kumari Mamta Banerjee for presenting a Budget imbued with the sentiment of social harmony. This Budget is unprecedented as the hon. Minister of Railways emphasizing the social duty has underlined the need for providing facilities to common man and facilitating access of railways in the backward areas of the country and announced popular schemes.

The hon. Minister of Railways has made a historical beginning in the direction of providing maximum facilities to women, youth and unorganised workers of economically weaker section while according priority to railway safety. The introduction of 59 trains and 12 non stop trains in major cities in view of increasing daily passenger traffic is a welcome step in the hustle bustle of life. Introduction of a special train for women during peak season and announcement of deployment of Women commandos at 140 stations and deployment of doctors in long distance trains is a commendable step. Issuing of monthly pass for Rs. 25/- to the workers of the unorganized sector whose monthly wages do not exceed Rs. 1500/- per month is a major step bringing big reprieve to this section. Facilitating 1500 km journey in just Rs. 299 and 2500 km journey in just Rs. 399 to youths in air conditioned trains is a great gift. The sale of tickets from 5,000 post offices and 50 mobile vans would save money and time of passengers. Announcement of special Recruitment Scheme for handicapped persons and minorities is a meaningful step in the direction of implementation of UPA's manifesto.

\*Speech was laid on the Table.



Through you, I would like to draw the attention of the Government towards my parliamentary constituency Barabanki which houses Deva Sharif the shrine of World famous Sufi Sant Waris Ali Shah. It is thronged by followers of all religions from across the world throughout the year. Lucknow-Varanasi and Lucknow-Gorakhpur railway lines cross Barabanki Deva road. And the people have to cool their heels for hours together.

So, through you, it is requested that a railway bridge should be constructed to facilitate tourists and common man and Barabanki Railway Station should be included in the list of stations to be developed as model railway station.

With these words I thank and extend felicitations to the hon. Minister for this popular Budget.

SHRI ANURAG SINGH THAKUR (Hamirpur): Sir, I am thankful to you for giving me an opportunity to express sentiments of the people of Himachal Pradesh on Rail budget. The UPA Government has got opportunity once again to come in power. The hon'ble Minister of Railways has presented here the Rail budget in which she has stated to accommodate the concern of the common people. I would like to draw your attention that in this Rail budget Himachal Pradesh has been totally ignored. Today, even after the lapse of 62 years of independence, the people of this hilly state has been deprived of rail facilities. However, if the farmers of Punjab, Haryana, Delhi, Rajasthan need water facility, they are supplied by constructing dams in Himachal Pradesh. Other states of the country are given power supply by exploiting and running hydro-power project in Himachal Pradesh. Industries are promoted in other states. It is our neighbouring states which have caused most damage to the environment. As far as the Railways are concerned, Himachal Pradesh is totally ignored in the Union budget. The same thing has been repeated in this year's Rail budget. 62 years have passed, but even after the lapse of these 62 years, only 33 k.m. rail line has been constructed in Himachal Pradesh. The people of Himachal Pradesh feel that perhaps the British regime was good for them because rail lines were laid up to Shimla, Pathankot to Jogindernagar but even after the lapse of 62 years of independence Himachal Pradesh has got only 33 k.m. rail lines.

I would like to bring your notice that hon'ble Lulu ji and the Prime Minister had said last year that Una-Talwada rail line would be completed this year. In this budget too, not even a single percent share has been

provided to Himachal Pradesh. It has been totally ignored. From tourist point of view we may say that we can attract huge foreign investment and provide ample employment opportunities, but in the name of connectivity, there are only roads for commuters in Himachal Pradesh. Sufficient funds are not provided to us for the maintenance of the roads. If I say about rail line, Una-Talwada rail line is important because lakhs of devotees visit Himachal Pradesh every year to offer prayers in Chintpurni and Jwalaji temples. It is very necessary to complete the said rail line immediately. Hon'ble Minister is present in the House. I would like to request her that very less amount has been earmarked for the said rail line. It is requested that Una-Talwada rail line may be completed this very year.

As far as the cement factories are concerned, Himachal Pradesh provides most of the cement supply in northern India. There are three mega cement industries in Himachal Pradesh. Around 3500 trucks transport cement from Himachal Pradesh to other states every day. Cement is transported from Bilaspur district to Punjab, Haryana, Delhi, Rajasthan and other states. Fuel worth millions of rupees is consumed every year. We talk of carbon emission and climate change. Most important thing is that to save the environment

*[English]*

how to cut down the carbon emission. I think it has become so important that the railway line should be built from Bhanupalli to Bilaspur.

*[Translation]*

It was said in the last budget that around Rs. 1050 crores will be incurred on this rail line. Rs. 350 crores were said to be provided, but nothing has been said in the budget as to when the said line will be completed. Through you, I would like to ask as to when the rail line from Bhanupalli to Bilaspur will be completed? 3500-4000 trucks are engaged in carrying cement every day due to which consumption of fuel is very high and it causes damage to environment as well. If the rail line is laid, then cement will be transported through railways, due to which cost of cement will get minimized and the said rail line will also have viability. The Chief Minister of Himachal Pradesh Shri Prem Kumar Dhumal had raised the demand that the rail line from Pathankot to Jogindernagar should be converted into broad gauge and the same rail line should be extended from Pathankot to Jogindernagar-Mandi Manali-Leh. It will also facilitate

the transportation of material supply required for the soldiers posted on the border. Pathankot-Jogindernagar rail line should be extended up to Mandi-Manali-Leh. It will facilitate tourists from Delhi and army personnel in the transportation of supplies to Manali, Mandi and Dharamshala by connecting Bhanupalli-Bilaspur rail line to Mandi. More funds are needed for this rail line. I am not talking about Himachal Pradesh only but I am talking about national interest. Himalayan range plays an important role on Indo-China and Indo-Pakistan border. Through rail we can access to those areas where road connectivity is not very convenient.

Mr. Deputy Speaker, Sir, Shimla rail line was constructed during British rule. Shimla is the tourist place. Many friends often tell me that there is huge traffic problem in Shimla. If the line is narrow gauge and it takes seven hours to reach there, people definitely prefer their own vehicles which take only 2-2½ hours. We have raised the demand frequently that Shimla rail-line should be converted into broad gauge and more funds should be provided for this purpose. It will facilitate tourists visiting Shimla and Shangla.

Sir, NDA Government had provided industrial package to Himachal Pradesh for a period of ten years. But the UPA Government has curtailed the validity of this package from upto 2013 to 2007. It has been extended upto 2010 after we raised the demand. There are many industries in Baddi, Barotiwala, Nalagarh and Parvanu. We never thought that Delhi had refused to construct road for Haryana, but Government of Haryana has not constructed road for connecting Baddi-Barotiwala due to which thousands of people visiting Baddi from Chandigarh-Panchkula are facing problems. We have requested the Union Government to construct rail line from Chandigarh to Baddi and to extend Chandigarh Shatabdi express upto Baddi. But no work has started on this rail till date. Even the survey has not been conducted in this regard. Railways could earn more revenue through this freight corridor and facilities could be provided to the people of the area. I would like to know from the hon'ble Minister as to when the work on the said line will be completed and the amount of funds to be released for the same.

Sir, small works are pending. A railway crossing is to be constructed on Pathankot-Joginder Nagar railway line in Nandpur-Bhatauli village. I have been making this demand before the Ministry of Railways for the last decade. Such small problems should immediately be solved. There are many trains plying from Una to Ambala

and Delhi which do not have toilets. Women travel for six hours in such trains which are not equipped with toilets. The interest of the common man was referred to, however, I have observed that this budget is far removed from the common man. When Mamtaji became the hon. Minister of Railways I thought the entire country would blossom in her affection and she would take care of people's sentiments. The State of Himachal Pradesh has been ignored. I am still hopeful that she would protect the interests of Himachal Pradesh and demand of railway lines in Himachal Pradesh raised by me would soon be fulfilled. The Hon. Minister of Railways in her speech should also throw light on additional funds being given for the railway lines of Himachal Pradesh so that Una, Talwara railway lines could be completed immediately. The railway line of Bhanupuli Bilaspur...(*Interruptions*)

MR. DEPUTY SPEAKER: Thakurji, please conclude now.

SHRI ANURAG SINGH THAKUR: Its construction should be completed at the earliest by awarding maximum funds. The railway line upto Shimla should be converted into broad gauge facilitating lakhs of tourists.

Mr. Deputy Speaker, Sir, You gave me an opportunity to voice my concern, I hope the hon. Minister of Railways would be kind to us. I lay the rest of my speech on the Table of the House.

\*I extend my heartiest congratulations to the hon. Minister of Railways for presenting first Railway Budget of the UPA Government.

She has showered her affection on every state except Himachal Pradesh. She has accorded priority to passenger amenities, sanitation, quality of food, and security ,punctuality in the Railways. It is extremely necessary to give serious consideration to these issues and bring qualitative improvement.

Himachal Pradesh is a hilly and bordering state where railway connectivity has not been provided despite the elapse of 62 years of independence. That is why I am not in favour of this budget. The trains in Himachal Pradesh date back to the British era. Only 33 kilometres railway line has been extended therein. It speaks volumes about the negligible development of railway in Himachal Pradesh and the local people are craving to see trains.

---

\*...\*This part of the Speech was laid on the Table.

In several parts of the country development and expansion of Railways people make demand for the development and expansion of Railways in their respective areas. They resort to violent means if their demand is not fulfilled by the Railways which results in heavy loss to life and property, the people of Himachal Pradesh, on the contrary have been raising such demands very peacefully for the last several years. Their demands have fallen on deaf ears and the development and expansion of trains has been negligible in Himachal Pradesh. Through the House, the hon. Minister of Railways is requested not to test the patience of the people of Himachal Pradesh. It is time that justice is done to the State of Himachal Pradesh and the state is given its fair share of the Railways in proportion to the development of Railways in the country during the last 63 years.

The hon. Minister of Railways is well aware that there has been no development, expansion and upgradation of trains in Himachal Pradesh. The development of Railways is pertinent in view of the growth of fruits and seasonal vegetables, social welfare, and giving impetus to tourism. So, I would like to give certain important suggestions and request for a serious deliberation on them by preparing a time bound programme and facilitate its growth and expansion by considering it as national project.

1. Immediate construction of Una-Nanga-Talwada railway line:

The only broad line Himachal Pradesh from Una-Talwada has presently been constructed upto Una-Churudu and work from Ambala to Talwara is in progress. The hon. ex-Minister of Railways Shri Lalu Prasad had promised the completion of this railway line in the year 2008-09 however, what to talk of its completion, only Rs. 25 crore have been sanctioned for it. This meagre allocation would hamper the completion of this railway line even in the next 50 years. Every year 15-20 lakh devotees visit ancient Mata Chintpumi temple and Mata Jwalaji temple for darshan. Therefore, it is requested that its construction should be targeted to be completed in a phase wise manner in the next two years and funds should be provided accordingly.

2. Start the construction of Bhanupalli-Bilaspur-Bairi railway line. The construction of this line should be expedited. Approximately 3,500 trucks load cement in this area every day. The movement

of trucks in such a heavy number spreads environment pollution and the consumption of oil is causing loss to Government exchequer. This railway line was announced in the year 2008-09. Its estimate was Rs. 1,046 crore and in the first Phase for construction of 20 k.m. Rs. 350.33 crore were sanctioned. However, there is no progress in the work. Several cement manufacturing factories have been set up on this line. Several industrial areas are fast developing. The development of railways would facilitate farmers, horticulturists, vegetables growers residing in the area to carry their yield to the mandis. So far, this work is done through road which involves lot of time and money. The availability of rail services in this area will unprecedentedly increase the income of railways and alongwith the economic and social development of that area will also take place. Therefore, I would like to request to expedite the work in this regard.

3. The construction of Bilaspur-Mandi-Manali-Leh/Ladakh broad gauge rail line:-

The people of Himachal Pradesh and the Himachal Pradesh Government have been continuously making efforts to connect interior parts of Himachal Pradesh with bordering area of Leh-Ladakh, so that the development of entire area may take place. The Ministry of Railways is conducting technical survey of this railway line. The construction of railway line is very essential from strategic point of view. Through this line, the supply of provisions and other essential items to the Army deployed in the bordering areas will be ensured. Through this, the development of Leh-Ladakh and interior parts of Himachal Pradesh will also take place from tourism point of view. This is the only rail line, the construction of which is desired even by the Indian Army from defence point of view. Therefore, I am sure that the Minister will not treat such an important work in the interest of country as a routine matter and consider it as national project and give sanction on priority basis for construction of this rail line which is going to be the lifeline of the border areas.

4. The construction of Ghanauli-Baddi rail line:-

The sanction for construction of this rail line was granted in the railway budget of the year

2007-08. As the Union Territory Chandigarh has shown itself incapacitated in making required land available for construction of said rail line, the Railways proposed to provide rail link from Ghanauli district Ropar-Punjab to Baddi but so far no concrete efforts have been made in this direction.

I would like to bring it to your notice that construction of this rail line is very essential for Himachal Pradesh as thousands of factories have been set up in three industrial towns of Baddi, Barotiwala and Nalagarh, and lakhs of people from Chandigarh, Panchkula and various parts of Punjab and Haryana commute to these place. If this rail line is constructed, the thousands of industries and lakhs of people working here will be benefited.

There are many prominent educational institutes in this area. Thousands of students coming to these institutes will be benefited. Therefore, I would like to request that its construction should be carried out at the earliest, so that the hilly areas are not neglected.

5. Gauge conversion of narrow gauge railway line between Parwanu and Shimla:-

The narrow gauge railway line from Parwanu to Shimla is more than 100 years old, but till date its gauge conversion has not been undertaken. The tourists from all over the country visit Shimla, the capital of Himachal Pradesh and other places located on higher altitudes. If it is converted into broad gauge, on one side the number of passengers will increase and on other side, the capacity to transport goods will increase which will prove beneficial for the Railways.

6. Pathankot-Jogendra Nagar railway line should be converted into broad gauge:-

Pathankot-Jogender Nagar railway line was constructed for transporting heavy machinery for hydel projects around 150 years back during British regime, but now this railway line is an important railway line of Himachal Pradesh, on which many passengers commute. If this is converted into broadgauge. It will not only promote tourism in Himachal Pradesh, but also increase the income of railways.

7. The survey to lay railway line from Ranital to Deot-Sidh *via* Jawalamukhi or Una to Deot-Sidh should be conducted:-

Many famous and ancient religious places like Jwalamukhi, Chintapurni, Brajeshwari, Uvi and Chamunda Devi are located near famous Sikh pilgrim site Anandpur Saheb in my parliamentary constituency. Anandpur Sahib is connected by railway. A big fertilizer factory named National Fertilizer is located in Nangal. Bhakra-Nangal is a Hydel-Power Project which is daily visited by thousands of people from Delhi.

8. Lack of passenger amenities at Una railway station:-

There is no shelter at Una railway station. There is no arrangement for cold drinking water during the summer season. The road going towards railway station is also in very poor state due to which accidents are taking place daily.

9. Introducing new trains from Una railway station:-

I would like to bring to your notice that a large number of people from Himachal Pradesh live in Mumbai and Maharashtra. Sachkhand Express Train number 2716 runs between Amritsar and Nanded. If some coaches of this train are attached from Una railway station and are connected with Sachkhand Express running between Amritsar and Nanded at Ambala railway station, the rail passengers from Una-Himachal Pradesh will be able to conveniently travel directly upto Nanded. The way coaches are connected with Paschim Express No. 2926A (Kalka-Bandra Terminus) and No.2926 (Amritsar-Bandra Terminus) at Ambala, the same type of arrangement can also be made on experimental basis with the Sachkhand Express. By this way the tourist, pilgrims, Army officers and employees will be able to travel conveniently towards Himachal Pradesh.

- (a) My request is that an additional train should be run from Una Railway station to Manmad via Delhi, Agra Cant, Gwalior, Jhansi, Bhopal. With this North Central Railway, Central Railway and South Central Railways can directly be connected with Himachal Pradesh.
- (b) With the introduction of this Hindu devotees may easily visit Mathura-Vrindavan and Shirdi.

(c) Sikh devotees could visit Anandpur Saheb where foundation of Khalsa Panth was laid.

(d) It will be convenient for defence personnel to visit army headquarters at Delhi, Ambala cantt, Mathura, Agra cantt., Gwalior, Jhanshi, Bhopal, Manmad and Aurangabad.

**10. With regard to providing toilet facility Churudu-Takarla-Una train.**

I would like to bring into your kind notice that train no. 2 CNA, ICNA run from Churudu to Ambalal cantt. via Takarla-Nangal dam-Chandigarh. It is 6 hour journey, but no toilet facility has been provided in the train due to which commuters, especially old women and children, are facing lots of problems. It is, therefore, requested to provide toilet facility in this train having six hour journey.

**11. Construction of railway crossings at village Nandpur-Bhatoli Km. 68/3-2 on Pathankot Jogindernagar rail line.**

It is a long standing demand to construct railway crossing at Nandpur Bhatoli 68/32 on Pathankot-Jogindernagar narrow gauge rail section. The rail line is passing through the middle of the Nandpur-Bhatoli village due to which people of either side have to travel around four kilometers to cross the line. Nandpur-Bhatoli is an important small town of the Kangra district. People of either side have to travel extra miles to cross the line due to which, time, labour and money are wasted. The Chief Minister of Himachal Pradesh hon'ble Professor Prem Kumar Dhumal has been requesting to construct the said railway crossing since he was the Member of 9th and 10 Lok Sabha and when he first became Chief Minister of Himachal Pradesh.

When I became the Member of Parliament last time, I requested the then Minister of Railways Shri Lalu Prasad Yadav to construct the said railway crossing immediately, but due to certain reasons it could not be materialized. The predecessor of the present Minister of Railways, Shri Lalu Prasad Yadav had also announced that the railway crossing will be constructed at Nandpur-Bhatoli very soon, but the same could not be materialised. Before me, various MPs

from Himachal Pradesh have also requested the Ministry of Railways in this regard, but there has not been any positive result and problems of the remain unresolved.

**12. To start intercity rail service from Una to Delhi**

Various cities in neighbouring States of Delhi such as Haryana, Uttar Pradesh and Rajasthan have been connected through intercity express rail service, but not a single such train has been provided to Himachal Pradesh. Since the broad rail line is available upto Una city of Himachal Pradesh, therefore, I demand to start intercity rail service from Delhi to Una.

**13. With regard to attach six more coaches in Himalayan Queen**

I request to start intercity rail service from Hazrat Nizamuddin to Puna and attach six extra coaches in Himalayan Queen train No. 4059 (Hazrat Nizamuddin to Kalka). These six coaches should be run to Una through rail link no. 130 by detaching the same from Himalayan Queen at Chandigarh. It will be beneficial to the local commuters and lakhs of army personnel.

The Ministry of Railways asks Government of Himachal Pradesh or local bodies to deposit funds for railway crossings and the local administration asks Government of Himachal Pradesh to deposit funds for the same. You are aware that the Government of Himachal Pradesh has very limited financial resources. In such condition the State Government or the local bodies are not in a position to bear expenditure of railway crossings.

**14. Una-Haridwar link:-**

In this regard, I would like to suggest that if some extra coaches are run to Ambala by attaching them to Himachal Pradesh Express and the same are attached to Haridwar-bound train, it will be very convenient for the people of Himachal Pradesh to visit Haridwar through rail services. People of Himachal Pradesh visit Haridwar in large number to perform last rituals or immersion of ashes of their relatives, but they are facing a lot of problems in the absence of rail route. Therefore, the said proposal should be accepted immediately.

15. **Direct rail service should be provided from Una to Mumbai and vice-versa**
16. **Lucknow-Chandigarh Express N. 4231 should be extended to Kalka and Una from Chandigarh.**

In the end, I would request that extension and development of railways in Himachal Pradesh should be done as per my said suggestions. I oppose the Budget. I express my gratitude to you for giving me an opportunity to speak.

SHRI SANJAY NIRUPAM (Mumbai North): Mr. Deputy Speaker, Sir, I express my gratitude to you for allowing me to speak. Today, I stand in support of the Railway Budget presented by Km. Mamta Banerjee for the year 2009-10. The budget is very imaginative and innovative and definitely in the interest of the common man. It was heartening to note that the essence of her budget speech was the concern for social viability instead of economic viability. The Railways is indeed the biggest service sector in this country. There are high expectations from the Railways. We as Lok Sabha Members while expressing our views on the railway budget actually mirror the expectations of the railway passengers. I find no reason for any grievance or dissatisfaction with the functioning of the Ministry during the last four-five years. The Indian Railways under the leadership of hon. Laluji made great headway towards achieving new milestones, earning big dividend; dividend is assured even this time. The budget presented by Mamtaji projects profit even this time. There is projection of a total earning of Rs. 88 thousand crore against an expenditure of Rs. 81,665 crore meaning there is saving somewhere. I congratulate the railway employees and the Ministry for it, however, the Railways has to go a long distance.

Right now, a colleague from Himachal Pradesh was saying that a large area of the country is not having railway connectivity as on date. entire Himachal Pradesh, some region of Jammu and Kashmir, areas of North east and even a fairly big area of a developing state like Maharashtra is not completely connected with the railways. I would like to remind the hon. Minister of Railways that the ancient caves of Ajanta bearing a direct relation with history are not on the Railway Map as on date. There is a constant demand for connecting it. There are proposals for several projects, new railway lines and gauge conversion. Our Chief Minister has been writing letters to this effect and repeated assurances are given that the work is being done, however, nothing has been done so far.

I welcome two-three assurances made in the present railway budget as compared to the previous are like the one of a dedicated freight corridor. Laluji launched a very interesting and useful scheme in the year 2006. I tried to go through the document given by the hon. Minister enumerating the status of the schemes which are only at survey level. The contracts given during the last three years are only for survey. Expenditure of Rs. 28 thousand crore is proposed to be incurred while the entire Western Corridor is approximately 1500 km and Eastern Corridor is approximately 1280 km long. Not only the country but the entire world is keenly watching such a crucial scheme.

Sir, the pace of development, however, is very slow. I feel this pace should be accelerated to the extent possible.

Sir, I welcome the proposal of Mamtaji of leveling world class stations. There are 3 stations of Maharashtra. There is C.S.T station of Mumbai and Pune and Nagpur stations, however, assurance was given in the last budget to develop 25 world class railway stations. It should be reviewed whether those stations have been developed into world class stations or not and we want an assurance to this effect that the stations likely to be constructed in future would be completed in a year.

Sir, this budget speech refers to the model stations. Assurance was given for making 594 model stations by the ex-Railway Minister Shri Lalu Prasad ji in the last railway budget. However, after going through the report it has been learnt that out of these only 267 model stations have been constructed and the remaining are yet to be constructed. Mamtaji has referred to constructing 309 model stations. One does not know if the remaining stations have been covered under these 309 stations. It means the Railways will have to see to it that it fulfils its promise of completing all the crucial schemes in the year in which these are announced. Attention should be paid to the schemes which are being carried forward or which are lagging behind. There are several such railway lines on which survey is being done for the last 15 years and even survey has not been completed so far. I welcome the announcement made by Mamtaji of monitoring the work on such lines and schemes. These schemes should be properly monitored so that the schemes announced and which are attracting people's attention could be completed on time.

Sir, Borivalli Railway station is also included in the list of model stations. It is a very important station of

Mumbai. I recollect that the scheme of redevelopment of Borivalli station was made and its bhoomi-pujan was done in the year 1999 by none other than the then M.D.S. Railways who was also Member of Parliament from the same constituency. Nothing more than bhoomi pujan was done. I would like to know as to whether there was a plan to redevelop Borivalli. If such a plan existed, how much allocation was made and where are those funds now and how much time it would take for those funds to be utilized at Borivalli? The hon. Minister may please apprise the House if Borivalli station is proposed to be developed as a model station or on overall re-development plan is proposed. I would be obliged if such information is shared.

Sir, Mamtaji has laid emphasis on providing all amenities to passengers. Presently, approximately 6524 million passengers travel by the Indian Railways. This number is approximately 600 crore. Railways earn a revenue of approximately Rs. 20 thousand crore only through railway tickets of passengers. Despite this, it is unfortunate that the passengers are not getting desired amenities. The trains are running behind their scheduled time. This is my experience as well. Sanitation is so poor in trains that if our own house is dirty it would be often likened to the condition of a railway platform. The condition of the railway platforms and trains is so pitiable. Attention should be paid to it. The toilets are in worst condition. During every budget, assurances are given, about paying attention to sanitation and passenger amenities however, achievements in this regard are never evaluated. So, it is requested that efforts should be made in the direction of evaluating the achievements.

Sir, punctuality is an area of concern. The Indian Railways has to really go miles in this direction and make lot of improvement. If a Euro train has to leave for Paris from London at 10.19 hrs it will leave at sharp 10.19 hrs. If the arrival time of a train is 1.02 hrs it will arrive at its destination at sharp 1.02 hrs, however, we can never guarantee such a precision here in our country.

Sir, in regard to the safety of the train passengers, I would like to refer to a very unfortunate incident that occurred last year. The Mumbai C.S.T. station was attacked by terrorists who were equipped with state of the art weapons and R.P.F. jawans who were confronting them, were equipped with double barreled guns. I can still say it with pride that one of the R.P.F. jawans fought putting his life at stake and caught hold of one of the terrorists. The condition of R.P.F. is such that there are

only 61 thousand jawans on its retl. The average of development of Mumbai shows that there is one jawan for the security of 1700 passengers.

**15.00 hrs.**

Railways is a very big organization providing employment to large number of people, it has already provided employment to a large number of people, so there would be no harm if the strength of R.P.F. is increased. This is my request...*(Interruptions)*

MR. DEPUTY SPEAKER: Hon. Member, please conclude now. You have taken enough time.

SHRI SANJAY NIRUPAM: Besides increasing the strength of the R.P.F. we should also pay attention to the fact that R.P.F. jawans remain in trains throughout the journey and harass the poor passengers.

I am coming to an important issue related to Mumbai. We have an M.U.T.P. scheme...*(Interruptions)* I am fast concluding. The M.U.T.P. project is in phase one and two. A number of schemes were proposed to be completed in 2006, which have not been completed till date. Lot of schemes were proposed to be completed in December 2009 which have not even been launched so far. Approximately Rs. 450-500 crore have been allocated for M.U.T.P. project against the allocation of Rs. 1374 crore for M.U.T.P. phase I and Rs. 1700 crore for M.U.T.P. phase II. I would request Mamtaji to pay immediate attention to this issue concerning the implementation of M.U.T.P. schemes at the earliest.

While I am making this submission in the House, the trains in Mumbai have been stopped. The local trains of Mumbai carry as many number of people daily as is the population of Singapore. Approximately 60 lakh passengers travel daily in the local trains of Mumbai.

Referring to what Mamtaji has said about the dignity of passengers if we see the plight of passengers travelling in local trains of Mumbai, it totally contradicts what she has averred. A train has a capacity of 1750 passengers whereas 4700 passengers barge in those trains. The number of trains should be increased. There is a provision to increase the number coaches in trains, approximately 12 coaches could be attached to trains which has not been implemented till date. This time I spoke to the General Manager of Western Railways. He told me that a procedure was going on which would be completed very soon. So the number of Coaches should

be increased at the earliest so that the Mumbaikars travelling by local trains could get some relief...(*Interruptions*).

I am concluding. I have one more point to raise. I have raised a demand relating to my constituency before Mamtaji that a train should be introduced via Harbour line from Borivali to C.S.T. since large number of passenger travel on this route from Borivali. I have also made a request to introduce a train from Malad Churchgate. I have made another request that trains going to Konkan depart from C.S.T. Some trains should be introduced from Borivali so that the residents of Borivali and North Mumbai could be facilitated. I would be obliged if a festival train could be introduced for Konkan from Borivali during Ganpati puja.

I am raising my last point. I welcome the proposed review of Railway Recruitment Board as referred to by Mamtaji. Indian Railways has approximately 14 lakh employees on its roster, their strength should be increased. It has approximately 20 R.R.B.'s but a recent unfortunate incident makes me wonder about their functioning. Advertisements about exams are published, thereafter candidates are invited to appear at different centers which is followed by a dispute of local versus outsider candidates. In the year 2003 the candidates of Bihar who came to Kalyan to appear for exams were attacked. These attacks have been launched in the last three consecutive years. The situation has worsened to the extent that an incident of attack on small children from Northern India who went to Mysore was reported in the newspapers only 2-3 days back. I think a clean image of Railway Recruitment should be created. It is a national organization and any candidate has a right to appear in any exam anywhere...(*Interruptions*).

MR. DEPUTY SPEAKER: Hon. Member, please conclude, you have taken a lot of time.

SHRI SANJAY NIRUPAM: When they call them for exam then they will have to make arrangements for their safety. That is why I am making this request.

\*SHRI RAKESH PANDEY (Ambedkar Nagar): I welcome the Railway Budget 2009-10 presented by hon'ble Minister of Railways Ms. Mamta Bannerji.

Attention has been paid to the concerns of common man in this budget. It is commendable. Special attention has been paid towards unorganized labourers, students,

\*Speech was laid on the Table.

especially students studying in Madarsas, women etc this Budget. It is a welcome step.

My state Uttar Pradesh is a backward state. Many areas of this state have no rail network. There is a need to pay attention to it. I would like to draw your attention towards two-three problems of my constituency.

The Headquarter of Ambedkar Nagar district is Akbarpur. The first problem is to get open the railway crossing 83A at Akbarpur for traffic. Because of remaining closed, children of Inter College and Degree College, Gandhi Ashram face inconvenience in going to and fro. It may kindly be opened as early as possible for traffic.

Village Sihamai Karirat in block section Katehri-Akbarpur under Faizabad-Varansi loop line of railway is in my constituency in Akbarpur, district Ambedkar Nagar, Uttar Pradesh. Temple of Shiv Baba is situated on the other side of the line. Accidents regularly take place at this point as there is no railway crossing on the way between temple of Shiv Baba and village Sihmai Karirat.

Therefore, I request you to kindly approve the railway crossing on railway line between village Sihamai Karirat and Shiv Baba temple in block section Katehri-Akbarpur under Faizabad-Varansi loop line in district Ambedkar Nagar.

The electrification and doubling of railway line between Barabanki and Varanasi must be done.

With this submission I conclude my speech and hope that in public interest you will solve these two three small problems.

SHRI INDER SINGH NAMDHARI (Chatra): Mr. Deputy Speaker, Sir, I express my gratitude to you for allowing me to speak. I belong to the same state from where you belong, therefore, I am fully confident that you will share my pain.

Through you I would like to say that the hon'ble Minister of Railways will also try to understand the problems of Jharkhand. While thinking about Ramrajya, people used to say this and C. Rajgopalachari also wrote that in his book Ramrajya that

[*English*]

nobody has less than enough and nobody had more than enough.



15.04 hrs.

[SHRI ARJUN CHARAN SETHI *in the Chair*]

[*Translation*]

The basic definition of Ramrajya is that nobody has more than his necessity and nobody has less than his necessity. So, if we think of Ramajya in India then we will have to see it because it is alright that we also think of running Double Decker trains.

Have you forgotten about those areas where people have not seen trains yet?

Mr. Chairman, Sir, I was happy when Mamtajeet said that now economic viability will not be looked into but social viability will be looked into, but when I started going deep into the budget then I felt that somewhere there is a wide gap between deeds and words. Sir, through you, I want to draw the attention of Minister of State, who is noting something, towards a place in Jharkhand, Barwadi junction which falls in Latehar district. Britishers chalked out the plan there seventy years back for laying railway line upto Chirimiri station was constructed there, incomplete bridges on rivers are there, the quarters where constructed for the staffs posted there but as soon as India became independent, the work was stopped. Through you I would like to ask the railway officers that whether the Britishers were fool who seventy years back thought that it was a tribal area, it had no train, minerals are found there and why did they try to lay railway line there? What sort of independence was this that immediately after independence the Government stopped the work on Barwadi-Chirimiri line? Today, railway stations constructed seventy years back are lying useless there. Can the Ministry of Railways not do even this? After meeting Mamtajeet, I gave in writing in this regard that enquiry should be made. This is not a very long railway line. A line which was started by Britishers has been stopped by the Government. People like me gave reminders for many times but nobody cared for that. It will not be an exaggeration if this Ministry is called a deaf Ministry.

Sir, I would like to request that at least a survey should be conducted as to why Britishers placed to lay railway line seventy year back and why was it stopped immediately after independence? I am telling all this because justice should be done with the people of these areas who have not seen the train yet. You construct world-class station. You will have to compete with the

world and I do not take it the other way but you will have to see those areas also where backwardness is on such a scale that whole area is under the grip of militancy. There is no means of transportation there, if naxalism does not grow there, then what else you expect.

Sir, you also belong to Orissa. It is our neighbouring state. The area from where I have been elected, in the entire area of Chatra district, not even one inch railway line is laid. It is not a wildlife area or situated on hills like Himachal Pradesh, it is not even Assam or Manipur but it is situated in the heart of the country. Gaya junction, from where trains pass is away just 30 kilometers from Chatra district headquarter. Can the Government not provide 30 kilometer of railway line by connecting Gaya to Chatra?

Sir, this is the agony of my heart that as to what will happen if they are deprived of justice. This is what Lord Krishna conveyed to Duryodhan, 'Ho nyay agar to aadha do, Yadi isaman bhi kuchh badha ho, To de do kewal Panchgram rakho apni dharati tamam.' justice requires that you share the empire with Pandavas but if there is any objection, then give at least five villages to them and keep the rest with you. They had asked for five villages only but they didn't get even that which led to Mahabharata. 'Duryodhan wah bhi de na saka, aashish samaj ka le na saka, Likha hari ko bandhane chala, jo tha asadbya sadhane Chala. Duryodhan could not part even with that, missed the blessings of the society, instead he tried to do the impossible, tried to captivate Lord Kirshna. They had asked for five villages, we are demanding that district Headquarter should be connected with railway line, but there is no provision for this in your budget. Make world class stations, we do not have any objection to it. I want to draw your attention to our sufferings and had Mamta Behan been present here, I would have asked her what else it is, if it is not, run with the hare and hunt with the hounds? On the one hand she says that economic viability will not be taken into account, rather social viability will be taken into account, then as to why Chirimiri railway line closed? Who will answer it?

Sir, I want to say that National Highway exists passed through parallel to railway line. From that side there is double railway line and it is electrified also. Whenever the Government felt urgency for extermly coal from Jharkhand, it immediately laid railway lines there, but now there is no money for laying railway lines for the commuters. There is coal at remote interior places, in the forests, in the hills. Railway line passes through

that area. So far as the exploitation of Jharkhand is concerned, the Government has exploited it fully and extracted all the coal by laying railway lines through the forests. Now these people have been left to die in those left over mines which go on sinking now and then,...(*Interruptions*)

MR. CHAIRMAN: Please conclude now.

...(*Interruptions*)

SHRI INDER SINGH NAMDHARI: What can I do, I got too little time and that too very late...(*Interruptions*)

MR. CHAIRMAN: We are short of time, and a number of speakers are yet to speak. It will be difficult to adjust them.

SHRI INDER SINGH NAMDHARI: I want to say to you there's proportionate development then there will be some kind of harmony. For example we can take our body, if each part of our body grows proportionately then it will be a healthy sign, however if our nose gets two feet long, then a human being will look like a ghost, he will lose his beauty. That's what I want to say about this budget. This is not a balanced budget. Whole state has been neglected, particularly the areas which need the railway line the most. They are not even capable of providing Railway Over Bridge at places where Railway Gumati remains closed for 18 hours out of 24 hours. Coal is being carried out regularly from there, but there are long queues of buses and trucks. Can you not provide an over bridge at Chandwa?

I want to say a lot of things, but Mr. Chairman, Sir, for me your order is supreme. I would like to request the Minister of State for Railways to apprise the Minister of Railways about my agony that people like me are not happy with this budget at all. As has been said-

Koti Koti Jhoparion Mei Chhai Hui Udasi Hai  
Aur Mutthibhar Bunglown Mei Dekhi Jati Poonmasi  
Hai.

Benefits of this budget will reach only a few selected cities, but these benefits will not reach to those areas where people are nursing expectations that railway line will reach there one day and they will be also getting these facilities.

I conclude as per your order, but I hope that they will understand my feelings and will take steps accordingly.

SHRI DHARMENDRA YADAV (Badaun): Mr. Chairman, Sir, I thank you for giving me an opportunity to participate in this important debate. As usual, a number of important announcements have been made in this Railway Budget. Announcements are made in every Budget, but through you I would like to say the hon'ble Minister of Railways that development is a continuous process, be it the development of the country or the development of the Railways. If any Government starts the process, it becomes the duty of the successive Governments to take that process forward. But with great pain I have to submit that the projects for which foundations have been laid by the Prime Ministers of this country, the projects for which foundations has been laid by the Presidents of this country, even those projects are not taken seriously. If the case of Uttar Pradesh is taken, there are a number of examples. Foundation for Railway line from Itawah to Mainpuri was laid by the then President His Excellency Dr. A.P.J. Abdul Kalam. The then Minister of Railway Shri Nitish Kumar had announced in the presence of Dr. Kalam that Mainpuri Railway line will be inaugurated by His Excellency Dr. Kalam himself. But I regret to say that if development work goes on at this speed, I think 57 km. long railway line will not be completed in the next ten years, set aside the matter of its inauguration. I would like to mention a case from my constituency Badaun.

The then Prime Minister Shri Indra Kumar Gujral had inaugurated broad gauge line from Bareilly to Kasaganj via Badaun in 1997-98. But I have to mention it with great regret that leave alone the action plan of railway line, I think that even survey work for this plan has not been done by the Ministry of Railways. Where such incidents are the order of the day, where plans worked out by the previous Governments are ignored in such a manner, its deplorable. On one hand we talk about making world-class railway stations, we talk about model railway stations, we present Railway Budget citing examples from England and America and all other developed countries of the world. I support hon'ble Namdhariji that backward areas of the country are having the same fate.

I want to say something about Badaun distt. also. Badaun is the land of Sufi Saints about which I want to say that Badaun is an important district of Uttar Pradesh from historical, religious and cultural points of view. But

in the House, I would like to inform the House with regret about the situation prevailing in Badaun in that the work to link the Badaun district with broad gauge has not been accomplished so far by any Government. So, I would like to request hon'ble Minister through you that lacs of people from not only Uttar Pradesh and India but from all corners of the world come to visit Bade sarkar, Chhote Sarkar situated in Badaun but still this place is not linked to broad gauge. I hope that hon'ble Minister of Railways would surely pay heed to this project.

The same condition is with the rail line connecting Etawah to Guna. The then Minister of Railways late Madhav Rao Sindhia had laid foundation of this rail line long before 1981. But inauguration of this rail line have not been done till date. Work relating to that is still pending. Shri Atal Bihari Vajpayee, ex Prime Minister had laid the foundation of Etawah-Agra rail line but even this project has been put to back burnes. So, I would like to request the Hon'ble Minister that first of all we should complete the schemes which are old, whether they have been implemented by any Government or by any Minister otherwise, Members from Maharashtra were just saying that all these schemes are kept in abeyance and new announcements are kept on being made.

So, I would like to request you to formulate such a policy so that old but pending schemes be completed first and then try to implement any new scheme.

Mr. Chairman, Sir, I would like to draw your attention to serious problem of my Parliamentary constituency Badaun. Badaun, is considered an important district and an important railway crossing no. 277 passes through mid of the city. We would like to request that there is an urgent need to construct an flyover on this railway crossing. We hope that we would get your special grace. Our hon'ble Minister of Railways Mamtaji would give special attention to the Badaun district also.  
*...(Interruptions)*

Mr. Chairman Sir, I am concluding my speech within a minute. Whereas our Minister of Railways has made a promise that she would present Rail Budget not only from the economic point of view but from the social and humanitarian point of view also. Nevertheless with regret I am to inform the House through you that 80 percent passengers of the country get only 20 percent space in trains, while 80 percent seats are reserved for 20 percent passengers only. Discussions regarding this have taken place in the last many budgets. I had made a request

regarding this in the last budget also but with regret, I have to say that it has not been paid heed to. You can see the situation of any long distance train in which there are only two bogies of general class on the front side and two on the back side of the train and rest of the bogies are reserved coaches. How can you expect thousands of people could travel in these two bogies only? Hon'ble Minister of Railways, what becomes the condition of the people in those bogies, I think it is well known to all hon'ble Members. I had discussed this in the last budget also and I would like to request in this budget also that the number of general coaches should be increased. If we would not increase the nos. of general coaches then it is of no use to talk about various schemes for the poor. We, the Members of Parliament can clap only sitting here but when we would see practically on the Railway Station, if we would see by entering into the bogies then I think that any sensitive person could understand the pain and problems of those persons. Therefore, it is my request that general coaches should be increased in all the long distance trains.

With this, I surely want to discuss about our state Uttar Pradesh. It was expected from Mamtaji that the whole country would get motherly affection from her but with regret, I am to say that whereas 14 percent of Railway network lies in Uttar Pradesh and from the point of view of population, maximum number of persons of the country also reside in Uttar Pradesh, despite that only seven railway stations in Uttar Pradesh have been selected as model railway station out of 375 stations. Now you can assure at ration. So it is my request that the contribution of Uttar Pradesh in the development of the country has been important from the points of view of population, political importance, historically and freedom struggle. It will be so kind of you if you give the due of Uttar Pradesh in the right ratio. We do not have any objection on the development of Bihar and Kolkata but Uttar Pradesh should be given its due. I want that you do justice with Uttar Pradesh and specially regarding those schemes which I have discussed. Mr. Chairman Sir, through you, Hon'ble Minister and Minister of State I would like to request to Mamtaji that please pay attention to these schemes.

The then Hon'ble Minister of Railways, Shri Lalu Prasadji had announced a new railway line from Mainpuri to Gyjraula through Etah, Badaun, Sambhal in the last rail budget. The work in this regard should be started as soon as possible.

I conclude by giving many many thanks to you for allowing me to speak.

\*SHRIMATI DARSHANA JARDOSH (Surat): I represent the Surat City. Surat is known for centuries for its gold items but whenever Congress Government has come in power in Delhi it has been neglected. The history, which has been repeated in this rail budget would not form part of happy memory of habitants of Surat.

If you want to meet habitants of all states of the country in a city then Surat is on the top among select cities of India. About 45 lacs population and more than 8 lacs families from all parts of the country live here. About 2 to 3 lacs people from many cities and villages of the country keep coming and going here. Despite this, the Surat Railway station, which had been declared as Model Station by the Ministry of Railways, is still neglected. No development in the infrastructure of railways has taken place here.

About 1.25 lakh passengers commute from here in more than 150 trains daily passing through this area from all the states in the country. The Railways has been earning Rs. 83 lakhs in total everyday from Surat which comprises Rs. 33 lakhs from parcels and Rs. 50 lakhs from passengers. Madam, the point to be noted is that the station earning about crores of rupees daily for the Railways has failed to earn the benefit of the generosity of the Ministry of Railways. Surat has remained neglected from getting the benefit of generosity of Hon'ble Mamtaji in this budget.

Not including Surat Railway station in the list of World Class Stations indicates that Surat has been neglected. I would like to demand that Surat Railway Station may be included in the list of World Class Railway Stations and seek your permission to draw the attention towards other problems as well.

Every person walking down the roads under the Railway tracks passing through the city of Surat has to stay extremely alert to avoid the litter and filth falling from the train passing upwards. Madam, for years the people of Surat have been demanding to get rid of the problem of filth falling on them from the over bridges coming under the jurisdiction of Railways in Surat. The people of Surat have already resorted to Rail Roko Andolan for the repair work but it is difficult to find out as to what problems the Railways is facing in getting these overbridges repaired despite so much of earning. The Railways has recovered the share in expenditure from the common people through the Corporation.

However, the Railways has been unable to start the repair work inspite of recovering the share in expenditure from the Surat Corporation and even today, several persons in Surat have to return their home half way change their clothes because of the Railway's negligence to carry out the repair works at overbridges. Through you, I would like to demand from the Hon'ble Mamtaji to carry out the repair works of Railway overbridges in Surat immediately.

The Ministry of Railways should contribute towards regaining the lost glory of Surat and we expect Mamtaji to shower some share of her generosity upon the mini India residing in Surat.

I am raising some demands related to Surat metropolis and Gujarat in the ensuing Railway Budget before you. I would request you to address these problems pending over the years with due consideration and take an efficient decision and make provisions in this regard in the ensuing budget.

#### **Issues related to Surat**

1. There is no train facility in the morning from Surat to Ahmedabad after the Gujarat-Queen-Balsad to Ahmedabad (Gujarat), therefore train No. 292-2930 from Surat to Baroda should be extended up to Ahmedabad.
2. The most important trains of India Rajdhani and August Kranti Express have their stoppage at Surat Station but it is unfortunate that no stoppage has been given to 2907-08 Sampark Kranti, so the Sampark Kranti Express should be given stoppage at Surat Station in the ensuing Railway Budget.
3. Surat metropolis has now become mini India. A large number of people from Bihar and Uttar Pradesh and all the States of North India are residing here in search of employment and equal number of people migrate to other States from here daily. The train No. 9047 going to Bhagalpur run only two days a week, hence sanction should be given to run it on daily basis.
4. In view of the number of devotees going for seeing the famous Dacor temple in Gujarat in Purnima, the number of coaches in the 2929 Inter city train going from Surat to Dacor on every purnima should be increased from 17 to 24.

5. In the evening, 9113 Bhilad-Baroda train is available for Karnavati at 5.40 pm. At 5.45 pm there is a MEMU train for Baroda. At 6.05 pm a train runs from Surat to Baroda and at 6.20 pm, there is a train from Surat to Bharuch. Thus, there are four trains running from Surat to Baroda within a span of half an hour. Most of the persons to commuting from here in these trains are Government servants, whose office closes at 6.10 pm. If this train facility is extended by 15 minutes to half an hour, more and more commuters will be benefited. Therefore, due consideration should be given and provisions be made in this regard.
6. Earlier, 9050-9060 and 2935-2936 Jamnagar-Surat, Bandra-Surat Intercity trains were plying with 02 rakes. It has been merged into 01 train. This train used to run between Surat-Jamnagar only. This train should be plied on two tracks again.

**(1) Delayed Question-44 with regard to providing double container facility on Kandla-Bhatinda Rail line.**

No reply has been received from the Union Government in respect of above question. State's hon'ble Road and Housing Minister has demanded it in writing on 23.03.09.

**(2) Question No-46-In respect of providing new rail line in Gujarat**

State's Road and Housing Minister vide letter dated 23.03.09 has sent a written demand also in respect of the question. Out of these, Dahod-Indore broad gauge rail line is included in 08-09 budget. The Union Government has not replied about other rail lines. This question needs to be answered at the earliest.

**(3) Question No-47 Gauge conversion work of Bhildi-Samdhari railway line**

It has been stated by R.V.N.L. vide letter dated 20.02.07 that this work will be taken up in the railway budget. The Union Government has also not replied to the letter of Road and Housing Minister, Government of Gujarat.

**(4) Question No-48-Conversion work of Ahmedabad-Udaipur railway line**

50 percent assistance is expected from the Union Government. Whether the Union Government is ready

to share the profit with the Government of Gujarat in the coming days? The Union Government is silent on the question. At least the state deserves to get the answer.

**(5) Question No-51 Broad gauge conversion work in respect of 8 rail lines in Gujarat**

Survey work of Mehsana-Taranga-Ambaji rail line has been completed. Ahmedabad division has given this information in writing on 22.11.06. Union Minister has inaugurated the Ankleshwar Rajpipla rail line on 29.05.08. No reply has been received about other rail lines. The State Government has not received any reply despite the letters written by the hon'ble Road and Housing Minister on 6.2.08 and 30.7.08 and 23.3.09. Please reply to these also.

*[English]*

SHRIMATI MANEKA GANDHI (Aonla): Sir, I rise to talk about my area in this Budget. What is the meaning of announcing things in a Budget if they are never going to be done? For five years now, every single Railway Budget announced by the previous Railway Minister who is known for telling the truth and for his great dereliction towards ramming bulldozers over people. Every year he has announced that the narrow gauge lines from Bareilly to Tanakpur will be made into a broad gauge line. In the first speech that was made five years ago, it was said that it was not economically viable. Then it was discovered that the *Terai* area which this rail line goes through produces the largest amount of rice, wheat and sugarcane in North India. In fact, it is the basket of food for North India. And it was also discovered that it was an extremely prosperous area for travellers, commoners and the goods. So, the survey was done again using different parameters more social and a parameter which nobody had thought of, how many trucks are coming and going to the area. Then the proposal was sent to the Planning Commission, which passed it. Then it went to the Cabinet, which passed it. Then it went to the Finance Ministry and got the go-ahead. After all this and so many announcements in Parliament later, five announcements in five Budgets, no work has been started. And it finds no mention in this year's Budget. Do announcements in Parliament have no meaning? Does this become an issue for the Privileges Committee? I would really like to know from the Minister whether this line, which is so important to the economic well-being of the *Terai* is going to be made ever, and if so, when?

*[Translation]*

SHRI HEMANAND BISWAL (Sundargarh): Sir, I am grateful to you for giving me the opportunity to speak on the Railway Budget.

The Railway Budget presented by the hon'ble Minister of Railways is indeed a historical budget. I welcome and support it. This budget reflects her own and Indiraji's views. I would like to congratulate the hon'ble Minister for the facilities extended to the backward people, women and young students in the budget. A quote has been given in the budget by Mamataji.

*[English]*

"Elimination of poverty demands frontal attack on vested interests and it causes poverty."

*[Translation]*

She has expressed her genuine feelings here and has said that social requirement is bigger than economic unnecessary.

I would like to appreciate the hon'ble Minister of Railways because she has paid attention towards the needs of the poor, backward people, tribals. I would like to recall the statement made by the Indiraji, she has said-

*[English]*

"Parents look after their children with equal affection and equal attention to all children, but the sick child is given preferential attention. Similarly, in a big family like India we should give preferential attention to the downtrodden, particularly to the Scheduled Castes and Scheduled Tribes."

*[Translation]*

It is a great view. It is a great view for the backward people, downtrodden people, tribals and Dalits. We will evaluate the facilities provided by Madam Mamataji keeping in view these thoughts. I am thinking about Malkangiri. There are more than 80 percent tribals and around 10 percent dalits in Malkangiri. In a place where 90 percent people are tribals and dalits, they have not seen a train even after 65 years of Independence. We will think about Phulwani and Khanwal. You know about Phulwani and Khanwal. In Khanwal, people have fought

with each other during last one or two years. Everyone knows everyone think about it.

The place, where maximum number of tribals and dalits are living, is not connected with the train. Bodh and Devgarh are the districts which also are deprived of the same facility. Madam has given four railway lines out of new rail lines. Those are Bolangir-Noapda Road, Banspani, Sambhalpur-Berhampur new line, Jalesar-Deegha new line. You have proposed for these new four lines in the budget. I will remind about the line Khurda Balangi, which has found a place in five-six years. Khurda Balangi line was started five years back. There was a provision of Rs. 70 crore last year for the line. This year, Rs. 28 crore has been provided. Rs. 506 crore more are required for its completion. Khurda Balangi railway line is passing through Kandhmal, Boudh backward area. The Minister should take care that said railway line may be completed as early as possible. Accordingly, provision should be made for additional funds at the time of supplementary demands. We have been elected for five years. Railway line should be constructed within the period of five years. Accordingly, you should provide funds.

I would like to mention one more point about my area. At that time you people were very happy that Bhubhaneshwar and Puri are among world-class stations and four new railway lines were provided. Then, modal stations were provided. Out of those, 4-5 stations were in Orissa. But it is very unfortunate that we call Raurkela a steel city and in Raurkela, there are not only one but at least 25-30 small steel plants and a huge reserve of iron ore is also there. A large number of people go outside the city. If you see the daily sale of tickets in Raurkela, then it is extremely necessary to make it a model station.

Jharsura is a place. That is not a steel city next to Raurkela but is an upcoming steel town. There is also a coal filaria but you have also not included that in the list of model station. Therefore, I will urge you to include that station too in the Model station. New link is provided from Koraput to Raurkela. People would come to Raurkela from Koraput then they will go to Koraput from Raurkela. But its demand from the point of view of new rail line, you would link Raurkela to Jharsura. Jharsura to Sambhalpur, Sambhalpur to Bhubneshwar. As there are two intercity trains plying from Bhubneshwar to Bolangir via Sambhalpur, from Bhubneshwar to Rayapur via Sambhalpur but as far as the number of potential passengers in two steel cities & steel town of Raurkela

and Jharsura is concerned it is very high and the people want that Raurkela should be connected to Bhubneshwar by an intercity express. You have, not made provision for that also. You should also include in your Budget and the efforts should be made to run the train as early as possible. I would conclude by stating a few words regarding over bridges as the construction of flyover at two-three places have become utmost necessary.

It has become necessary to construct an over bridge at Bamra Railway station. Bamra railway station is a very potential station from where wood etc. were used to be transported. Since long. At present a few plants have been set up there and it has necessitated construction of over bridge there. Ortha is a place in our area which is adjoining 60 other railway station. At that side there is cement plant. At that side an 'Ashram' school of your travel department and, a small plant is situated but the boys and girls studying there, have to cross the railway line. One of the railway lines is very low and other is situated at a height of five feet. Therefore, the boys and girls face lots of difficulties while crossing the railway lines. An over bridge is also needed there.

Mr. Chairman, Sir, I conclude with these words. Thank you for giving me an opportunity to speak. I have to say one or two things more. I will lay them in the House.

MR. CHAIRMAN: Alright, you can lay them in the House.

SHRI S.D. SHARIQ (Baramulla): Mr. Chairman, Sir, as far as the drafting of Railway Budget is concerned, it is fabulous. Officers who have drafted it deserve applause. Hon'ble Minister has read it. She also deserve applause. Now we will see how far they will be implemented. It is evident that good things have been included in this budget. There is mention of starting new train, sanitation, about providing amenities to passengers, about backward class. All these things are good and worth appreciation. But there are one or two things, which needs attention. Generally there is a complaint that many a people have illegally grabbed the land of railway but there is no mention about how to get back the possession of that land. You have to pay attention whether the railways land on which people have forcefully constructed houses or shops has to be taken back or not, there is no mention about it. Therefore, it is necessary to consolidate the railway lands and it should

be fenced. As soon as we reach railway station we hear announcements on the loudspeaker-train is late by 15 hours, and railways regret for it. We have turned old listening such regrets. Our hairs have turned grey but this has not changed. Railways have to be made punctual, there is a need to pay attention towards this aspect.

Sir, railway station are full of filth, they need to be cleaned. The nearby areas also need to be cleaned. Likewise, the quality of meal provided in the trains, needs to be improved a lot. Every Minister of Railways assures the house that every thing will fall into place but when you visit the site you will come to know that at ground level nothing has been done. Waiting halls are very congested. People are more in comparison to a space and it needs to be expanded. There is a mention regarding model station. Several lakhs of pilgrims come to Jammu on way to Vaishno Devi shrine, therefore, Jammu station should be given priority for transforming it into model station. Our state is a tourist state and it is more dependent on roads. We urge you and request you to start a Shatabdi express train from Delhi to Jammu. There is a mention of medical college for employees of Railways. I would request you to take care of Jammu in this regard so that Railways may open a railway medical college for the wards of railway employees. There is a mention of providing job to the handicapped people but there is a need to pay special attention towards this. The present railway line in Kashmir was inaugurated 15-18 years back. It was started recently but just from Udhampur to Kashmir, if this rail line is extended up to Kajikot it would not be beneficial. We request you to pay attention towards this and hon'ble Minister of Railways may pay a site visit personally and see that in reality construction of rail track was a herculean task. But at present when technology is available it should not take much time. Ours is a biggest fruit industry. We use to send lakhs & crores fruit cases to Dasavur, Delhi & other cities. If you get this rail line laid immediately then it will prove very much beneficial and especially Jammu and Kashmir would be benefited out of this.

Sir, the condition of railway hospitals is not good and therefore, I draw your attention toward it. They are not having Ayurvedic & Homeopathic system of medicines in them, merely allopathy system of medicine has been provided there. I request you to pay attention towards all these things. Transparency should be maintained while giving contracts for catering because cartel of 2-3 persons set up firms and they get contracts in their

names at different places. There is a need to pay attention towards this issue as it may be going on in collusion with the employees.

Sir, in regard to Kashmir valley I would request you that from Baramulla to Lolab valley, for which poets have said if there is a heaven on earth, it is here, it here, it is here. If there is a heaven on earth it is here. Therefore, it is necessary to get it surveyed so that train may be started from Kupwada to Sogam, Lolab, Khurhama, Bandipora, Pahalgam and there is a need for conducting survey from Gandarbal to Kangatak.

Besides, I urge you that Jammu-Udhampur which is a track of just 40-50 km was inaugurated during the tenure of late Mrs. Indira Gandhi ji and at that time she said in an address that it would be completed in a time span of five years. Afterwards it was completed in 30 years. Trains run very fast but the people who complete the work of track accomplish it at snail pace.

With these words I support rail budget.

[*English*]

\*SHRI E.G. SUGAVANAM (Krishnagiri) : Before proceeding with my speech, at the outset, I would like to thank the Hon'ble Chief of Minister of Tamil Nadu, Dr. Kalaingar and Hon'ble Deputy Chief Minister, Shri M.K. Stalin for reposing great faith on me and giving me another opportunity to contest the Lok Sabha Elections from Krishnagiri Constituency, Tamil Nadu. I also take this opportunity to thank the people of my Constituency for getting me elected to Lok Sabha for the second consecutive term with thumping majority. Our UPA Government during its last tenure of five years has done a commendable job in all fields and that is why the people of our country have overwhelmingly supported and elected us.

I also thank Kumari Mamata Banerjee, Hon'ble Railway Minister for presenting the growth oriented and pro-poor and user-friendly Railway Budget for the year 2009-10. Initially after assuming office, her main focus was that the benefits of railways should reach the common and poor people. With her long term perspective and vast experience, I am sure that the Indian Railways will reach new heights in terms of passenger traffic and freight growth and also provision of amenities to the traveling public. While keeping this in mind, she has untouched the passenger fares and freight rates.

\*Speech was laid on the Table.

There is a sense of feeling among the public that certain areas *viz.* passenger amenities, cleanliness, quality food, safety and security in railways and punctuality of trains needs immediate attention. Giving top priority to passenger amenities. Hon'ble Madam, Mamataji has allocated Rs.1,102 crore. She has also ensured that provision of good quality food, drinking water and toilet facilities are utmost importance in all trains and stations. Moreover, the introduction of *Janta Khana* will help the traveling people in getting cheap and quality food. Further, development of 50 stations as world class stations with international level facilities will help the travelers greatly and they will get all essential facilities within the premises of railway station.

Besides railways should continue to give highest priority for freight traffic and to keep the freight rates optimum because the major chunk of railways' revenue comes from freight traffic.

Sir, Railways have identified 309 stations out of 375 as Adarsh stations with all basic facilities. I demand from the Hon'ble Madam that major railway stations in Tamil Nadu where passenger traffic is high may also developed as Adarsh stations. Moreover, deputation of doctors in long distance trains and ambulance service at major stations is a welcome step. I demand that this facility may be gradually extended to all trains and stations.

Large number of MPs are facing lot of difficulties due to inadequate PRS in their constituencies. The facility extended to Hon'ble MPs to identify one PRS of their choice is a welcome step and it will help them greatly in discharging their duties effectively.

Even after introduction of E-tickets, most of the people in our country prefer buying their rail tickets at the counters because many of them are not accessible to E-tickets. There is always huge rush in all the railway counters particularly during vacation and seasons. The facility extended by railways for purchase of tickets from 5,000 post offices in cities and towns is welcome step. I urge upon the Railway Minister that this facility may be extended to rural post offices also.

There are large number of unmanned level crossings in the country which results in frequent accidents. I urge upon the Railway Minister that steps should be taken for gradual conversion of the same into manned keeping in mind the increased traffic flow. The representation received in this regard should be scrutinized thoroughly



and a lenient view should not be taken on it. It is heartening to note that the Special Recruitment Drive launched by the Railways to fill the backlog of vacant posts of Physically Handicapped, SCs and STs will go a long way in removing the disparities, if any, in the system of recruitment.

Railways are facing huge shortage of coaches. With the result, sufficient number of extra coaches/special trains cannot be introduced during peak times and many of them are forced to cancel their journeys. Hence, railways should speed up the production capacity of coaches. Likewise, wagon production should also be augmented so as to give a matching competition to roadways.

The fruits and vegetables produced by farmers are perishable in nature and also milk and milk products are not able to reach their destination quickly and with the result they go waste. Hence, Railways should give adequate priority to quick transportation of perishable commodities and to create more cold storage facilities particularly at Krishnagiri District in Tamil Nadu where huge quantities of mango and mango products are produced and exported.

I am sorry to state that large numbers of coaches in the trains are often in a bad condition, filthy unhygienic. Quite often bed sheets and pillow covers provided in trains are also in dirty conditions. Railways should take steps to provide neat and clean bed sheets and pillow covers.

Railways have earlier decided to extend the facility of extension of public address system in mail/express trains. But so far this has not become the reality. Hence, Railways should take immediate steps to extend the same without any delay.

Though Madam has given adequate priority to punctuality, frequent late running of trains is rampant and is a major cause of concern for the railway passengers. Adequate attention is not given for curbing late running of trains. I demand from the Railway Minister that punctuality along with safety should be given top priority and necessary facilities should be given to the passengers in case of late running of trains.

The facilities for physically challenged persons and aged persons are not adequate in railways. I demand from the railways that standard ramps, designed coaches in mail and express trains, lifts and escalators, wheel

chairs should be made available speedily at important stations. Moreover, Special Counters maybe set up at major stations to assist the handicapped and senior citizens.

There is a long pending demand from the general public that steep tatkal charges and days of booking are not realistic and it defeats the very purpose of the scheme. The steps taken by the Minister regarding reduction of tatkal charges and two days of booking is welcomed by all sections. Likewise, introduction of Ladies' Special Trains during peak hours, Double-decker inter-city trains, *Izzat* Season tickets at Rs. 25/- for poor and other innovative schemes are well-acknowledged by all sections of the society. As Chennai sub-urban is facing with huge rush passengers, I urge upon the Hon'ble Minister that in order to minimize the rush, a Double-decker inter-city train from Chengalpat—Chennai Beach should be introduced as early as possible to facilitate the inter-city and sub-urban passengers.

I have a specific demand in respect of my Krishnagiri Constituency/District which is long pending one.

I am surprised and shocked to note that there is no mention in the railway budget about my long pending demand of the construction of '**Jolarpet-Hosur railway line.**'The people of Krishnagiri District are isolation from the mainstream connectivity of rail link. It remains a distant dream. Keeping this in mind, since 2004, I have been demanding for this new railway line and also raised the matter time and again in Lok Sabha and other foras Considering the importance, it was decided to conduct a resurvey for this new railway line and assured that this project would be taken up immediately at an estimated cost of Rs.226 crore so as to provide rail link from **Jolarpet-Tirupathur-Kandili-Barugur-Orappam-Krishnagiri-Sulagiri-Hosur.**

The proposed railway line between Jolarpet and Hosur will pave way for further improvement of industrial growth in Hosur and its surrounding areas. This line will connect both Tamil Nadu and Karnataka States. Presently, majority of the products meant for exports are mainly airlifted or sent through road only. Absence of a rail link in this route has been an impediment to the district's industrial growth.

I shall, therefore, request the Hon'ble Minister to kindly sanction the **Jolarpet-Tirupathur-Kandili-Barugur-Orappam-Krishnagiri-Sulargiri-Hosur New Rail Line** at the earliest.

Besides, there are only very few projects announced for Tamil Nadu in respect of New Lines, Gauge Conversion, Doubling, Electrification, new trains and extension of existing trains. I urge upon Hon'ble Railway Minister that the genuine demands from Tamil Nadu should be given proper attention and care.

Moreover, in Garib Rath Trains particularly H. Nizamuddin-Chennai, there is no facility of Pantry Car. The passengers particularly women, children and old aged people are facing lot of difficulties for getting food, water, tea/coffee, etc. for their lengthy journey. Moreover, the above train always running several hours late behind schedule and reaches the destinations at odd hours. Hence, I urge upon the Hon'ble Railway Minister to immediately provide Pantry Car facility in the Garib Rath Trains. The long pending demand of the people of Tamil Nadu regarding linking of Chennai Egmore and Central railway stations which is a long pending demand of the people of Tamil Nadu and it should be taken up on priority.

With these words, I thank you, Sir, for giving me an opportunity to participate in the Railway Budget and I support it.

SHRI MOHAMMED E.T. BASHEER (Ponnani): Sir, I thank you very much for giving me an opportunity to make a few observations on this Railway Budget. Though the Indian Railway will have to travel a lot in future, I believe that Mamataji has successfully put Indian Railways on the fast track through her Budget Speech.

There are different types of engineering like civil, mechanical, electrical, etc. in the Railways. But I understand that this is a beginning of a new engineering, that is social engineering. Mamataji, in her speech has indicated a brilliant bridge to fill up the gap between social viability and economic viability. I congratulate her for that particular performance. This has categorically proved that this Government is having a vision and determination on the social engineering of Indian Railways.

Considering the time constraint, I do not want to go into the details but I would like to congratulate the Government for taking bold initiatives on the remarkable activities. Look at the laudable announcements. There is no fare hike in the Budget. Expansion of passenger facilities is there and quality conscious is there in every sector. The safety and security measures are there. From *janata khana* to world class 50 stations is also there.

Similarly, provisions for multi-functional complex, introduction of IT-enabled services, upgradation of medical facilities, utilization of railway land for income generation purposes, improvement of service condition of the staff, etc. are there.

The most commendable part of this Railway Budget is the recruitment policy. I must congratulate this Government. The approach is really marvelous. We all know that Railways are the biggest employer in India with 14 lakh employees. I understand through her speech that vacancies are going to be filled up on war-footing level. Due consideration will be given to SC/ST, minorities and backward sections of the society. Similarly, due representation will be given to the marginalized sections. We have to realize a fact. Everybody speaks about social justice but what is the ground reality? Speaking is a very easy thing to do. Let us consider or review the position of the minorities in the country. Take for example the Sachar Committee Report. The total number of employees in the Indian Railway is 14,18,747 and Muslim representation in the Railways is 64,066 which is 4.5 per cent only. So, I would like to ask this august body whether it is not an injustice, a naked injustice. Is it not a violation of the constitutional right which guarantees equal opportunity to everybody? So, these kinds of things will have to be examined in detail. I believe and I hope that this Government will fulfill its commitment of social justice.

Coming to Kerala, I would like to say that this Government has tried its level best to give justice to the people there. 18 new trains are coming to Kerala. Trivandrum and Ernakulam are going to be that of international standard. Ernakulam and Pallakad are going to get commercial complex. There are something else also. Now, we feel that Kerala bogie is not detached from the engine of the Indian Railways. That seems to be a good thing.

I would like to emphasise another two important things. They are about a special zone to Kerala. Sir, Kerala is the only State in South India where there is no railway zone. We have been demanding for a peninsular railway zone since long. But that has not been agreed hitherto. We believe that our demand is quite justified. Zonal offices are having enough power for planning and implementation. Unfortunately, things are delayed like anything. Even though there is adequate budget provision and allocation, things are not taking place and implementation is very poor. That has to be considered very seriously and I feel that the demand of

Keralites for a railway zone may kindly accepted without further delay.

Coming to the other point which is about the status of Kozhikode, we all know that Kozhikode is a historical city and the railway station is also like that. It is known as the headquarters of Malabar. I request the Government, through you, to upgrade this railway station also and include it with the 50 railway stations which are going to be upgraded to international standard.

In respect of Palakkad Coach Factory, of course, we have made a beginning there but some more consideration should be given to it. Expeditious action should be taken to start it and make it into a reality.

Entering into some other points pertaining to my constituency, I would like to mention about new lines that have been discussed a lot, namely, Nellabur of Kerala to Nanjangud of Karnataka. A comprehensive survey has been completed and the Report has been submitted to the Railway Board on 23rd January, 2008. It is covering a distance of 238 kilometres. It has been proved that it is viable and feasible. I request the Government to give due consideration to it.

Another line extension which we are demanding is Feroke-Angadipuram line. This also deserves very serious consideration. I am going to conclude. But I have some more points.

MR. CHAIRMAN : You may lay them then.

SHRI E.T. MOHAMMED BASHEER: Yes, Sir. There is one more point about my constituency. My emphasis is on Thirur railway station. It is the headquarters of Mallapuram district. I am suggesting that a railway station in a district may be categorized or classified as district railway station and a special package may be announced for the development of that railway station.

There are proposals for ROBs also. I am concluding with just one sentence. We are having confidence that, under the leadership of the Railway Minister, Kumari Mamata Banerjee and the Ministers of State, Shri Muniappa, and Shri E. Ahamed who are present here, we will get a super fast treatment from this Government. If not possible, at least a fast passenger treatment may kindly be given to us.

Sir, I lay the rest of my speech on the Table of the House.

\*With all the pleasure and pride I welcome the Railway Budget presented by Km. Mamata Banerjee in this August body. At the very outset, I express my hearty congratulations for putting Indian Railways in the fast track. It goes without saying that by your budget you have brilliantly constructed a bridge to bridge up the gap between the economic viability and social responsibility. It is highly commendable. It is also proved that you have a vision and determination on social engineering of Indian Railways.

Considering the time constraints I don't want to elaborate the things. Just let us have a look at the certain important things :

- \* No travel fare hike.
- \* Expansion of passenger amenities.
- \* Quality consciousness
- \* Safety and security
- \* *Janatha khana* to internationalization of 50 railway stations.
- \* Multi-functional complex
- \* Introduction of IT enabled services
- \* Upgradation of medical facilities
- \* Utilization of Railway land for income generating prospects.
- \* Service condition of the staff etc.

A remarkable thing in the budget speech is on the recruitment in the Railways. We should realize the fact Indian Railways which employed 14 lakhs of employees are the biggest employer in the country. Here the recruitment should be without any backlog and transparent. I am happy to note that you have shown deep sympathy on SC/ST and backward, minorities etc. in this budget. Everybody talks on social justice. But what exactly is the ground reality. Now look at the Indian Railways and minority representation as per Sachar Committee Report.

Sachar Committee Report table 9.1

Railway total employees-1418747

Reported number of Muslim employees-64066 (4.5%)

\*...\*This part of the Speech was laid on the Table.

Is it not a condemnable injustice? Is it not a denial of Constitutional Right of Equal Opportunity. I hope that you will adhere into the principle of Social Justice.

Now let us see how was the approach for Kerala in the Railway Budget.

English translation of Malayalam word Mamatha may be swift, soft and cordial. I would like to say that the Hon'ble Minister has made her name meaningful. I with immense pleasure congratulate my leader and also the Minister of State in the Ministry of Railways Mr. E. Ahamed for joining hands with Mamata Banerjee, for making inspiring declaration in respect of railway development in Kerala.

- \* 8 new trains are newly coming to Kerala are highly appreciated.
- \* Thiruvananthapuram and Ernakulam railways stations are included in 50 railways stations which are going to be upgraded to international standards. Commercial complexes are to be constructed in Ernakulam and Palakkad stations.
- \* A new Railway Medical College is going to be established in Thiruanathapuram.
- \* There are certain items also which I don't want to narrate in the short time.

In short we feel that the Kerala boggy is not detached from the national engine of Indian Railways.

As the other side of this bright picture I would like to submit a few grievances of the state.

### **1. Special Zone**

I would like to invite your attention that ours is the only state in the southern India where there is no Railway Zone. Maharashtra and West Bengal are having three zones each. We have been appealing for a peninsular railway zone. But it is quite unfortunate that our prayer has not been heard in this budget also. We all know that zones will have to play a vital role in the development of railway. Zonal officers have delegated power for planning and implementation. Now all the railway matters are dealt in Chennai. It creates a lot of hardship, delay in implementation and thereby cost escalation. Plan expenditure is moving in dead slow. I once again submit that our desire to have a zone in Kerala may kindly be made a reality.

Now, next is in respect of Kozhikode Railway station which is the headquarters of Malabar. We all know that Calicut is a historic town. Since we have discussed a lot I don't want to explain further on the necessity of developing Kozhikode Railway station.

I request the Government to include this in one among the 50 railway stations which is going to be upgraded to international standards. When Mamata ji and E. Ahamed is there in Railway leadership we naturally expect a superfast dealing if not possible, at least a fast passenger dealing please. I am sure that if such a treatment is not received at this juncture we may not get it at all.

Now let me just say a few words more on Kerala which special emphasize on my constituency.

### **Nellabur Nanjagud Broad Gauge Railway line**

I would like to invite your kind attention to the matter of construction of Railway line from Nellabur of Kerala state to Nanjagud of Karnataka. This project has been included in the budget of 2007-08 and accordingly a survey has been completed. According to the survey report submitted on 23rd January, 2008 to the Railway Board, the project is found to be feasible. As it helps for manifold development of backward areas of Kerala and Karnataka the total length of the proposed line is 238 kms. and the estimated cost is 1742.11 crores of rupees. It is also to be noted that the project after completion will be a great boon to the whole of South India in general and Kerala and Karnataka in particulars.

Another important line extension is Feroke-Andadipuram Railway Line.

This also deserved top most priority.

Now coming to the constituency issues. I have received several representations from the people in respect of introduction of new trains, allowing new stoppages, improvement of passenger services, roofing of platforms, development of infrastructure etc. But in this short time I do not want to enter into the details. I suggest that a high level meeting at the district level may kindly be convened in the presence of Ministers so that we can have a comprehensive plan for the development of railways in the state.

Anyhow let me just bring a few important points to your kind notice.

Infrastructure facilities in the Railway stations of my constituency that is Parapanagadi, Thanur, Thirur, Kuttipuram and Pallipuram are very poor. It is to be developed in a speedy manner.

### **Expansion of Thirur Railway Station**

Thirur Railway Station may be called the district Railway Station of Malappuram District. I suggest that a general policy may be taken to classify one railway station of each district as the district railway stations and a comprehensive development package, may be proposed.

Construction of ROB at Parapanagadi and Devadar, Pallipuram may be given special attention.

Foot Over Bridges also should be constructed in Parapanagadi, Pallipuram and Kuttipuram stations.

Even though Kuttipuram Railway Station is upgraded as B grade Railway station no facilities has yet been made there. Out of the two ticket counters only one is now functioning. On enquiry it is learnt that there is not adequate staff there. Urgent steps may kindly be taken in this regard.

Beetle leaves are exported to different parts of India from Thirur. Because of the discouraging approach of railway authorities farmers find it very difficult to carry out the transporting of beetle leaves. Steps may kindly be taken to redress the grievances.\*

*[Translation]*

SHRI JAGDANAND SINGH (Buxar): Mr. Chairman, Sir, I thank you for allowing me to put forth my views. The Railway budget for the 2009-10 year has instilled the ray of hope among the people of the country. The ray of hope is that the present Minister of Railway will certainly like to maintain the height the railways has attained during the last five years. I would like to thank the Minister of Railways for selecting those five years as base which have been better history of our railways. This history is remarkable for all the people of the country. Five years back, railways was in ruins and the questions were raised whether railways would run or not and now much burden it would keep on the budget of India. At that time our UPA Government came into power and hon'ble Lalu Prasad Yadav became the Minister of Railways.

Sir, I would like to say that this is the sixth budget of UPA Government. It may be third budget of Minister

of Railways Mamatajee but this is the sixth budget of UPA Government. Two budgets of Minister of Railways Mamatajee were as Minister of NDA. The achievements of UPA Government cannot be compared with those of the NDA Government. I recognize that hon. Mamatajee during her first tenure which she started as Minister of UPA by making the achievements of 5 years of UPA as base she wants to build the vision for 20 years.

Sir, after the presentation of this budget, it is being discussed that white paper will come about on the last five years setting aside all the achievements. I do not want to say anything about that. Yesterday, our present Minister of Railways plainly told the people of the country that the vision of her 20 years would be on the basis of the last five years. There will be no base prior to the year 2004. I do not want to discuss who were the Minister of Railways in the Government of NDA. I want to tell one thing that the vision for 20 years cannot be made on its base of these 5 years. Today, Indian railways is striving in tandem with India's development. Indian railways cannot go back into the history before the year 2004.

Sir, we will have to move forward on the basis of the achievements of our railways since 2005 till date. I am not complaining against anybody but based on zero the golden age of Indian railways started when Ministry of Railways came into the hands of hon. Lalu Prasad Yadav. Hon. Lalu Prasad Yadav handed over the Ministry of Railways to Hon. Mamatajee with 25 thousand crores of rupees as cash surplus. This is not an ordinary thing. It is alright that 76 per cent operating ratio has increased to 92 per cent. This year, sometime back it was 98 per cent.

The Minister of Railways (Kumari Mamata Banerjee): Do you know what has he handed over? Did he hand over it to me individually? You should know that 28 thousand crores of rupees will go in Sixth Pay Commission.

SHRI JAGDANAND SINGH: Madam, it is alright that it will go. When I talk about cash surplus, I do not want to go in detail, I am coming on that point. I am not saying this as a complaint against you.

MR. CHAIRMAN: You have been left with little time, you come straight to the point.

SHRI JAGDANAND SINGH: Sir, I should be allowed to say something.

MR. CHAIRMAN: Shri Jagadanand Singhji, it is alright, you may speak.

SHRI JAGDANAND SINGH: Here it has been pointed out that jugglery has been made in the country. It is a matter of regret that arithmetical jugglery has been used in Parliament. The challenge is given to all our constitutional institutions and CAG. A challenge is being given to our Railway Convention Committee, the Ministry of Government of India, to this Parliament which has accepted many times that the rail department and railway ministry have attained great heights. I would like to say to hon. Mamatajee that I do not want to say anything on her perception about Bihar but I accept that her decision to move forward by taking the tenure of last five years is a good decision. I would like to say one thing certainly that people have pains and what is the reason of that pain? I would like to say those people who here ignored even management institutes. The professor of Indian Institute of Management, Ahmedabad, J. Raghuram while analysing the turnaround of Indian railways said the following words - "Financially Indian railways was moving towards debt trap. Between 1996 and 2001, the net revenue receipts of Indian railways decreased from 4135 crores of rupees to 1071 crores of rupees. This meant that revenue receipt was decreasing 24 per cent per year. In the history of Indian railways this period may be called a worst period." Sir, Shri Nitish Kumarjee was also the Minister in this department. Further he said that "if Indian railways would have been a listed firm, he would have been thrown out from the next train." Sir, net revenue receipt of railway decreased most 29 per cent when former Minister of railways Sh. Nitish Kumar was in power. I am not commenting on any individual but talking about an era when the black chapter of Indian railways had started. But the challenge is being given to the person who changed this black chapter into golden chapter. People want that controversies should arise between outgoing and incoming Minister of Railways of UPA. This controversy will harm India and the people of India. Sir, our hon. Minister has accepted that Bihar and Bengal are like brother and sister. If it is true then there is our duty that the projects of Bihar costing 55,000 crores of rupees should not be stopped at the behest of anyone, they should be allowed to complete. Sir, the Ministry of Railways has been able to operate projects worth 40 thousand crores of rupees in India. When hon. Lalu Prasad Yadav came to Ministry of Railways, at that time these projects were worth 11-12 thousand crores of

rupees. Whither all round progress! How Indian railways progresses and become the center of hope of India. If anybody tries to ignore it then the vision of 2020 will not be perhaps possible. Hon. Lalu Prasadjee has announced the preparation of vision of 2025 in interim budget. This is the full budget of that interim budget.

I think that we should be thankful to him; you have given clarification yesterday to the people of the country, who wanted to know about the tenure of respected Lalu Prasadji, you have categorically clarified that there would be a base paper for the vision 2020. This white paper is not like a charge sheet, this white paper is not for making complaints about any person. It is to show the standard and achievements of Indian Railways to the world.

**15.58 hrs.**

[SHRI FRANCISCO COSME SARDINHA *in the Chair*]

Mr. Chairman, Sir, I would like to conclude but before that, I want to say that persons doing mathematical Jugglery should know one thing that the account of Indian Railways is prepared by Commissioner (Rail) of Finance Department, and that post is not an ordinary one. From there, it is forward to CAG. And then it goes to Parliamentary Convention Committee of Railways and then to the Council of Ministers of the Government and at last it comes in Parliament. These are our Constitutional institutions and the income and expenditure, which is accepted by all constitutional institutions, could not be ridiculed.

[*English*]

MR. CHAIRMAN: Please conclude. I am calling the next speaker.

...(Interruptions)

[*Translation*]

SHRI JAGDANAND SINGH: Through you, I would like to conclude by saying that when a leader from Bihar assumes any charge in the centre then he not only strengthens the position of his state but also works for the progress of the country. After assuming charge of a popular Ministry such as the Ministry of Railways, he makes all out efforts to take it to a new height and thereby embarks upon it to a new golden era. With this hope that hon. Mamtaji would carry the same golden era forward I conclude by thanking you.

**16.00 hrs.**

SHRI RAJIV RANJAN SINGH ALIAS LALAN SINGH (Munger): Sir, with your permission I would like to know from Minister of Railways when she answers that what was the operating ratio of Railways in 2004 and when she took over as Minister of Railways what was the operating ratio at that time?

SHRIMATI SUMITRA MAHAJAN (Indore): Mr. Chairman, Sir, thank you for allotting me time to speak but I know that you will not permit me to speak for more than two-three minutes. Therefore, I would not say much on policies because previous speakers have dwelt upon much on that. I believe that hon'ble Mamtaji would herself monitor the work whether it be the matter of cleanness in Railways or to run the trains meticulously because it is in her nature.

Sir, other than running the trains she has said much in the Budget. But one thing I don't understand is that how Mamtaji has become so ruthless towards my constituency, Indore. We did not get anything. We had asked for a Duranto train for Indore-Mumbai because waiting list in Avantika Express running between Indore and Mumbai goes upto three hundred Indore is a growing city, an industrial city. Businessmen go to Mumbai from there. Therefore, we had asked for an overnight train. I am sure that hon'ble Mamtaji will think regarding granting this train. We are asking for a train between Indore and Bangalore also. We had got assurance regarding Indore-Pune train also in the last Budget that it would run 5 days, frequency would be increased but nothing has been done. Indore-Hawrah and Indore-Kochin have been running once or twice a week for years. But no one thinks of increasing the frequency of the train. Is it because Indore is a city lying in a corner about which you do not think?

Sir, when I began to go through the first two-three paragraphs of the Budget, a ray of hope had emerged because you had talked of economically unviable but socially desired projects. People are waiting for socially viable projects. Madhya Pradesh is a very backward region. Maximum tribes live there. From the point of view of rail way line, Madhya Pradesh is the most backward state all over India. I felt that you would pay more attention to the schemes of Madhya Pradesh. Ongoing projects of Madhya Pradesh are in tribal areas. Our Bhurijai belongs to the constituency where there is Dahod project of Rs. 950 crore. The whole Dhar-Jhabua region is a tribal belt. There are lot of people in that

area who have neither seen the trains nor have they boarded any of them. The Prime Minister had inaugurated it in two parts. But you have earmarked only Rs. 40 crore for this project. I think that you do not have the desire to complete that project. It is my request that you pay heed to it.

Sir, Chhota Udaipur and Dhar are also tribal-dominated areas. Only Rs. 20 crore has been earmarked for the project belonging to this area. What could be done with Rs. 20 crore only? Don't you want to complete the project? The third project is of gauge conversion in areas surrounding Indore. Work regarding Gauge conversion of lines beyond Ratlam has been done. Area spanning Khandwa to Ratlam and Akola are backward areas. But there is no mention of gauge conversion of rail lines, in this Budget, only providing Rs. 10-12 crore has been mentioned. I would request hon'ble Mamata ji to pay heed to this whole project. Demand has been made from Maharashtra also. Hon'ble Gopinath ji is sitting here, demand has been made for Indore, Manmar railway line. Allocation has been made to Maharashtra which is a rich state but as I have said just now our Madhya Pradesh is a backward region. The rail line between Madhya Pradesh to Manmar, will pass through Khargaun, Sendhwa, Barwani and Mau which are tribal and backward regions. If you talk about downtrodden, backward and undeveloped areas then I am fully sure that you would take care of these four-five projects and will thin of providing at least one Indore-Mumbai train, and Indore-Mangalore train also as Indore has totally been neglected. I am fully sure that hon'ble Mamtaji would pay attention to these matters and on those train whose frequency alone has to be increased.

I am not talking about the policy today because you will not permit me to do so. I have been expressing myself every time during discussion on railway. I will say only one point that we do not think of completing the projects which are undertaken. Today the project which is of 300 crore rupees would cost over Rs. 900 crore tomorrow, as is the case with Dahod project. I always raise this point, but no one takes care of it. Today I am not raising this point.

DR. NIRMAL KHATRI (Faizabad): Mr. Chairman, Sir, I rise to support the rail budget and to put some suggestions regarding this. The works of respected Sonia Gandhi, the leader of United Progressive Alliance, Dr. Manmohan Singh, the Prime Minister and Mamta Banerjee, Minister of Railways always reflect concern for the common man in every term. If the objective is

to care for the common man, relieve him of his anxiety, and help him tread on the path of progress, which should be the concern of this alliance, its leadership and the Government, the same reflects itself in this Railway Budget. I have noticed that there is also a provision for the poor people of this country, majority of whom travel by the trains as daily passengers. Mamataji has ensured that they can travel a distance of hundred kilometers by paying a fare of only Rs. 25. Arrangements have also been made for running separate trains for the youth and the women, which shows that she cares for the common man. Provisions have been made in this budget to ensure that there are doctors in the trains and patients are taken care of which supports the concern of the hon. Minister for the common man. Railways is ready to manage cold storage to ensure that farmers' products do not get rotten, which proves that they care for the concerns of the common man and the farmers.

By including the Madarsa students for facilities available to other students, the Government and the Minister of Railways have demonstrated that they have the intention and the will power to provide concessions to the students of Madarasas belonging to the minority. All the provisions and announcements made in the budget are of course praiseworthy. It is a matter of regret that hon'ble members of the Bhartiya Janata party while reviewing this budget point a finger at the schemes of the Minister of Railways regarding the use of vacant land of the Railways and allege that she is moving in the wrong direction.

Sir, I would like to recall that period of Bhartiya Janata Party and NDA Government when all our undertakings were being auctioned at a throwaway prices whereas, today, the Minister of Railways, Mamataji doesn't want to sell that land...(*Interruptions*)

[*English*]

MR. CHAIRMAN: Please do not disturb. Your turn will come.

...(*Interruptions*)

[*Translation*]

DR. NIRMAL KHATRI: At present, the Minister of Railways is thinking how the land of the Railways can be put to good use, how it can be better utilized without selling off this Railways property. I appreciate it.

Sir, today, they have talked about giving emphasis on passenger amenities. Certainly it should be a big priority. Passengers travelling by trains are not satisfied with the facilities being provided in the name of passenger amenities, whether it be facilities in the coaches or at the platforms. Attention should be paid on how these facilities can be improved. I think Mamataji will certainly pay attention to it. As her name implies compassion, she possesses the willpower and courage to fight any evil by every means. She will certainly be successful to achieve her proclaimed goal.

Sir, now I come to my Lok Sabha constituency. I have been elected from Lok Sabha constituency of Ayodhya, Faizabad. Certainly Ayodhya is a place of religious importance. Its twin city Faizabad was the first capital of Awadha and it was later shifted to Lucknow. We are looking for the compassion of Mamataji in this Railway Budget for that constituency and two important places falling under this Lok Sabha constituency and other places connected with it, but I have been deprived and the people of Ayodhya and Faizabad have been deprived of her compassion. I would like to draw her attention towards our demand that passenger amenities and railway facilities should be extended to that historical place as well. I hope that she will certainly pay attention to my demands. Ayodhya is a famous religious place. Why should Ayodhya be left out of the ambit of ambitious programme announced for making world-class stations at other religious places? I want that Ayodhya should also be in the list of stations proposed to be made world-class station.

Sir, I was a member of Lok Sabha when Rajivji was the Prime Minister. At that time I demanded that there should be a railway bridge across Saryu river in Ayodhya. Ultimately the then Government sanctioned it and that railway bridge was constructed. That railway bridge was constructed at the cost of crores of rupees and at present only one or two trains are plying on it. After spending crores of rupees why does not the railways come forward to take action on plans to connect this region with South India. Is it compulsory to pass all the trains via Lucknow, why not *via* Ayodhya, Faizabad and Allahabad? In this context I would like that new train Gorakhpur-Mumbai announced in the Railway Budget should run via Ayodhya and Faizabad. A large number of people of Faizabad and adjoining areas visit Ajmer Sharif. There is no train facility for them. A new train should also be introduced for Ajmer Sharif via Ayodhya-Faizabad, Rudauli, Dariyabad, Lucknow. There is a single track between Jaunpur and Barabanki situated



on either side of Faizabad. It should be doubled, so that running of trains becomes smooth. The Saket Express between Faizabad and Mumbai runs twice a week and train from Faizabad to Delhi runs four days a week. I want that these trains should run on daily basis.

Sir, I want that a special train should be introduced on the route of Faizabad and all other adjoining areas situated on the Buddhist Circuit.

[*English*]

MR. CHAIRMAN: Please wind up.

[*Translation*]

At the end, I would like to say that the network of rural roads is expanding. There is need to build level crossings at a number of places. Unmetalled roads are being converted into metalled roads and state Government hesitates to contribute its share for building level crossings. Railways should come forward to shoulder this responsibility to ensure that level crossings are built. Besides, railway crossings remain closed for almost 20 minutes. Why should we not develop such technology by which this time can be reduced to five minutes. It will save people's time and the Government can save the cost on making overbridges for which demands are being made. Amount earmarked to be spent for building overbridges should be used for developing such technology that can contain the closure time of railway crossing to five minutes and provide relief to the people.

With these words, I support this Railway Budget.

[*English*]

SHRI SUDIP BANDYOPADHYAY (Kolkata Uttar): Mr. Chairman, Sir, I rise to support the Railway Budget presented by Kumari Mamata Banerjee. It gave me surprise. Railways are such a huge affair. We find that 17,800 trains run every day in our country. We are having 14 lakh strong Railway family members. So, whoever speaks on the Railway Budget or on the Demands should certainly be more objective in his approach and should not be arrogant in his speech.

Yesterday I could not understand as to why from the main Opposition party it was alleged that this Budget has been described as 'East India type Budget' and that we should not make this Budget as an East India company budget. Even in the Rajya Sabha, the main

Opposition party accused that Railways are becoming a parallel Government. Jaitley says: "Mamata venturing into every field but Railways." I do not know on what capacity, on what ground these accusations are being made. In the Railway Budget which has been tabled, at the initial stage, the Railway Minister has very categorically said:

"I know how our Hon. Members of Parliament representing people from all parts of the country have high expectations from Indian Railways. They want new projects in their states and constituencies. They also want more new lines, more budget provisions and existing projects to be expedited. They want more trains and better services."

In 1998, I remember as a member of the Railway Consultative Committee that at that time there was a meeting headed by the hon. Railway Minister as Chairman, and it was proposed that to fulfil the desires and the demands of all the Members of this august House and the demands of the common people of this country for new railway lines etc. they needed a minimum of Rs. 2,50,000 crore. Can the Members of this House make a demand or place a demand before the hon. Finance Minister or the Government of India that let this process start and one-time financial assistance be given up to that extent? What not has been said in this Budget? If we go through the points one by one, we find that all points have been covered. Capacity and productivity augmentation is very much there in the Budget. There are positive proposals for improvement of safety and security at a large scale. A very common but very essential thing is cleanliness of the trains, the stations, and also of toilets. It is not that only east Indian people will get the facilities and other people of the country will be deprived. These are all the major ideas that have been floated. All these huge tasks are certainly going to benefit the whole country. Possibly, I believe that these are the sectors which are to be appreciated by all sections.

Sir, there is an increase in the market share in both bulk and non-bulk freight traffic, which has been announced in the Railway Budget.

Sir, we feel that this Budget has a lot of innovative ideas. What not has it reflected? The Opposition has criticised as to what the *Izzat* Scheme is. My previous speaker of this House was very categorical in saying that the poorest of the poor, and the people belonging to BPL category will really enjoy this Scheme. '*Izzat*' means real '*Izzat*', which has been offered in this Railway

Budget, and this has to be appreciated by all sections of this House.

Sir, concessions are given to Press Correspondents. It is also a very positive idea, which has been floated by the hon. Railway Minister. Students have been provided with maximum concessions. Is it an innovative idea? Ladies Special trains have been introduced. *Yuva* trains have been introduced. *Duronto* trains have been introduced. Issue of tax free bonds by IRFC, after a gap of several years, has been announced. These are all the innovative ideas which have been floated.

Sir, if these ideas reflect properly, I think, through imagination, through farsightedness and through managerial efficiency, Railways can genuinely get a new feather into their helm of affairs; this golden feather can be added.

It is being criticised as to why Bengal has been provided with so many trains and something like that. Sir, after our Independence, Eastern Region, as such, has been deprived very much; regional imbalances were there. There were demands from the poorest of the poor. Maximum facilities have been provided not only to Bengal but to other parts of the country. Many announcements are yet to be made after hearing the views of the representatives of different sections of this House. It is not a one-year programme, and this Government will continue for five years. If we conduct through these proposals very categorically with positive theme, with positive ideas, with innovative thinking and with innovative ideas, I think, Indian Railways can give a new direction to this great country this time.

Many criticisms are being made as to why PPP will be there; why the hospitals will be run by the Railways. 'Why not, Sir? That is the question. Fourteen lakh members' family belong to the Railways. They need medical assistance from this Department. Sir, I will raise, during "Zero Hour", tomorrow as to how our Indian Airlines employees — Shri Praful Patel is here — are suffering; they are not getting salary for the last two to three months. But the Indian Railways is a Department which is discharging its responsibilities with all its efficiency. This is the third largest Railways operating under a single management in the whole of the world. So, we should not make criticisms in a manner which can cause damage to the movement of the Railways in a negative manner. With some elaborate ideas we should try to extend full cooperation; we should create pressure at the national level for getting more financial assistance

through budgetary support to this Ministry. In this connection, we believe that Railways is the lifeline of our country.

So far as the issues pertaining to Railways are concerned, so many proposals have been initiated. These can only be successful if all of us stand together unitedly behind the Ministry of Railways and try to find out as to how we can reach our target.

Sir, we believe that this Railway Budget has certainly given a new direction. Those who are blindly criticising this Budget have possibly not gone through the details of the Budgetary papers, the explanatory memoranda, the other related papers, and the Economic Survey, where the net proposals of the railways progress have been mentioned very categorically.

I hope, this House would extend full support in passing it. The Voting on the passing of the Railway Budget has been fixed for 14th of this month. Many hon. Members may have criticised the hon. Railway Minister. She listened to them very patiently and she has tried to reply to their points even during their speeches.

Sir, this Budget has given a new dimension, a new direction and a new idea of development. I hope, all the hon. Members belonging to different parties would extend their full support in passing this Railway Budget.

With these few words, I conclude.

SHRIMATI J. HELEN DAVIDSON (Kanyakumari): Respected Chairman, Sir, I am very much thankful to you for giving me this opportunity to speak on the Railway Budget, 2009-10. I am grateful to my DMK party and our Thamizhina Thalaivar Dr. Kalaignar for giving me this opportunity to get elected to the Parliament and to speak for the first time in this House.

At the outset, I would congratulate the hon. Railway Minister, Mamataji for presenting an impressive and people-friendly Railway Budget, which is widely appreciated.

I would like to express my sincere gratitude to the hon. Railway Minister on behalf of the people of Kanyakumari for including Kanyakumari railway station among the 49 identified stations, where multi-functional complexes will be constructed.

I would also like to thank the hon. Railway Minister for accepting my demand of introducing a new train, that is, Kanyakumari-Rameshwaram Express *via* Madurai.

Sir, I would now like to present my proposals under the following headlines:

#### Modernization of Indian Railways:

1. I would request for introduction of an automatic door system in our trains so that fatal accidents could be avoided to a greater extent. We should be alert on the value of human beings and should modernize our trains for the safety of our citizens. I would, therefore, request the hon. Minister to take immediate steps for creation of an automatic locking system in all our trains. When the train starts moving, the automatic locking should come into force immediately.
2. I would request the hon. Minister to give proper allocation in the Budget for intelligence building systems in the Railways to ensure the safety of our trains and passengers from human made calamities.
3. Waster management is another problem, which I have noticed in the railways. If the hon. Minister could devise proper plans, the iron metal wastes which are spread throughout the railway network, could be collected and reused. This way, the revenue could also be generated and the railway network could also be beautified.
4. I would also request the hon. Minister to ensure proper water and sanitation facilities. There should be streamlining of the existing system so that such basic necessities could be provided to the passengers with quality and purity.
5. Another request, which is concerning the whole of the country, which I would like to make to the hon. Minister is that she should consider enhancement of the concession from the present 30 per cent to 50 per cent to all the senior citizen whether male or female.

#### Basic needs of Railways in Tamil Nadu.

Sir, I would like to submit the following demands and request the hon. Railway Minister by considering the greater interest of the people of Tamil Nadu State.

1. Steering up the project – doubling of the railway line between Chennai and Nagercoil.

2. Modernizing and developing Integral Coach Factory at Chennai on par with the global standards.
3. I request that the Golden Rock Workshop at Tiruchirappalli to be converted as a Coach Building Unit.
4. An Express Train to be introduced between Madurai and Chennai via Melur, Tirupattur and Karaikudi.
5. I request that the proposed Bodinayakanur-Gudalur railway project to be taken up at the earliest.
6. Villupuram-Chidambaram-Myladuthurai gauge conversion is going on a very slow pace. I request the hon. Minister to ensure the speedy completion of this project.
7. I request the hon. Railway Minister to introduce a new train between Kanyakumari and Mysore via Nagercoil-Madurai-Erode-Dharmapuri-Bangalore on a daily basis. This is an urgent need for the people of my area as well as Tamil Nadu.
8. A new BG line between Dharmapuri and Morappur, a long pending dream of people of Dharmapuri, is required.

I would like to submit the following demands and requests to the hon. Railway Minister to consider the greater interest of the people of Kanyakumari Parliamentary Constituency.

1. Improving infrastructure facilities at Nagercoil and Kuzhithurai stations.
2. Doubling the railway line between Trivandrum and Kanyakumari.
3. Increasing the frequency of Thirukkural Express (2641/2642). It should be three times in a week. Presently, it is only one time a week.
4. In regard to extension of trains, I would like to request the hon. Railway Minister that the Madurai-Jammu Tawi Train, which is extended up to Tirunelveli in this Budget, may kindly be extended up to Kanyakumari, which is just around 85 kilometres more.

Sir, as you are aware, Kanyakumari is one of the important tourist destinations. Foreign tourists all over the world as well as tourists from all over our country are visiting in huge numbers every year. A huge amount of revenue is generated to the Government through the Railways. So, please give more importance to Kanyakumari constituency.

Therefore, I request the hon. Railway Minister to consider my demands and requests, positively for the welfare of our Mother Land.

SHRI PREM DAS RAI (Sikkim): Mr. Chairman, Sir, my Party, The Sikkim Democratic Front, which is part of the UPA, would like to extend support to the Railway Budget, 2009 and I would like to commend the Railway Minister Kumari Mamata Banerjee on crafting an excellent Budget in so short a time.

I would also like to thank her on behalf of my leader, Shri Pawan Chamling and the people of my constituency, Sikkim, for her commitment to completing the Sevoke-Rangpo railway link as a National Project and then completing the service to Gangtok, extending the same rail link to Gangtok. In this connection, I would also like to thank her for connecting Shillong also. This would be in keeping with the Government's mandate of connecting all Capitals of the States with a rail link. I would like to further thank her for continued upgradation of facilities at New Jalpaiguri, the entrepot to Sikkim, the North East and North Bengal besides Bhutan, Eastern Nepal and North Bangladesh.

I have with me a long speech but I will present parts of this. I will place the full text in the House. So I will just read the excerpts. The Railway Budget has promised a much desired emphasis on ensuring social viability along with economic viability. However, mention of environmental viability is missing from the Railway Budget. Environmental impact assessments and appraisal should be carried out on the basis of the relationship between engineering construction and engineering geology. This is at the heart of the Mountain Paradigm that I have been emphasizing for the Himalayan and the other hill States.

Having mentioned the above concerns, the importance of the North East Region Rail Development Fund initiated earlier and proposal to further link additional strategic locations in the North East through rail cannot be undermined and should be lauded.

Sir, New Jalpaiguri has been connected directly to very few stations until now and new proposals have been introduced. However, there remains a need for it to be connected to Mumbai, Ahmedabad, Pune and Bangalore to funnel tourists to North Bengal, Sikkim and North-East regions. It would not be out of place to reiterate that the Railways carries the maximum number of tourists to the North-East Region of our country whilst carrying back the largest number of students and job-seekers from that region. It definitely plays a very important role in integrating our nation. Perhaps, now it is time the Himalayan and other hill States are also so integrated.

I would like to mention here that Shillong, even after 62 years of Independence, does not have a railway. Shillong is not very steep terrain and it compares very favourably for the North-East. There are coal, limestone, cement and other factories which are the main income sources of the North-Eastern region and which come from Meghalaya. So, this linking of railways to Meghalaya would be of immense economic benefit.

The construction of the Sevoke-Rangpo rail line is a great opportunity for developing the capacity for developing mountain rail building capability, especially in view of the fact that the Railways does not have a focused vision of building in the mountainous regions of the country especially the Himalayas. This is a new paradigm and, therefore, needs careful study and thinking. I request the Railway authorities to actually carve out a completely different task force to shoulder this burden under the agencies that the Railways deem fit. This needs greater focus as for the first time a broad gauge network is being planned into the Himalayas. In a way this is a strategic move in view of the fact that China has been able to build a much talked about mountain railway in the highest formations of the world in record time connecting Beijing to Lhasa.

I will now come to the other part of my presentation which really talks about waste management. There remains a critical need to look at waste disposal methods adopted by the Railways and introduce innovative and environment-friendly management practices. For example, the Railways have until now not considered the adoption of the process of using recycled water or attempting to recycle or process solid waste. Organic waste can be used as compost, while inorganic waste, instead of being sold, can be processed and responsibly re-used. Everyone knows that there is solid waste lying around railway tracks all across the country. This is far from

being addressed and the density of plastics and other forms of non-biodegradable waste is increasing with each passing day.

The vision to build world-class railway stations cannot be achieved without managing waste disposal in an environmentally friendly way.

I would like to end with this one last statement. Sikkim is a power-surplus State and greening of the Railways can be turned into a reality by utilizing the surplus hydro power generated from the Teesta river.

Thank you so much for allowing me to speak.

\*I would like to bring to the notice of the House a host of issues revolving around the key questions that need to be asked about the North East Railway Corridor to ensure that the rail development is not being done at the cost of the environment. While the project is desirable, it is important that the necessary steps are taken to ensure that environmental costs are minimized. This submission suggests that Multi Functional Complexes be developed as Janta Malls as well.

### Introduction

The Railway Budget has promised a much desired emphasis on ensuring social viability along with economic viability however **mention of Environmental Viability** is missing from the Railway Budget. If insufficient attention is given to avoiding damage to the natural environment and its recovery from damage in the engineering activities associated with Mountain Railways such as site selection, design and construction, the degradation of the mountain environment will increase and endanger the safety of railway operations. Environmental impact appraisal should thus be carried out on the basis of the relationship between engineering construction and engineering geology. This is at the heart of the Mountain Paradigm that I have been emphasizing for the Himalayan and other hill States.

Having mentioned the above concerns, the importance of the North East Region Rail Development Fund initiated earlier and proposal to further link additional strategic locations in the North East through rail cannot be undermined and should be lauded.

### Access, Connectivity, Tourism and National Integration

As the Rail density in the North East is poor, introduction of the new North East Rail Corridor will open the gateway of economic and social development for the region. It will also boost industrial growth through cheaper, faster and environmentally positive transfer of necessary goods.

New Jalpaiguri has been connected directly to very few stations until now and new proposals have been introduced however there remains a need for it to be connected to Mumbai, Ahmedabad, Pune and Bangalore to funnel tourists to North Bengal, Sikkim and North East Regions. **It would not be out of place to reiterate that the Railways carries the maximum number of tourists to the North East region of our country whilst carrying back the largest number of students and job seekers from our region. It definitely plays an important role in integrating our Nation, perhaps now it is time the Himalayan and other hill States are also so integrated.**

### Opportunity for Railways to develop Capacity for building in Mountains

The construction of the Sevoke-Rangpo rail line is a great opportunity for developing mountain rail building capacity, especially in view of the fact that the Railways have never had a focused vision of building in the Mountainous regions of the country especially the Himalayas. This is a new paradigm: **Mountain Paradigm** and therefore needs a careful study and thinking. I request the Railway authorities to actually carve out a completely different task force to shoulder this burden under the agencies the Railways deem fit. This needs greater focus as for the first time a broad gauge network is being planned into the Himalayas. In a way this is a strategic move in view of the fact that China has been able to build a much talked about mountain railway in the highest formations of the world in record time connecting Beijing to Lhasa.

### Focus on Environment Viability

Choice of railway line corridors and construction activities should be done keeping in mind the extent of degradation that will be caused to the mountain environment. Mountain degradation leads to *landslides*, and *debris flows* that in turn is associated with *soil*

---

\*...\*This part of the Speech was laid on the Table.

*erosion*. Newly built mountain railways are bound to lead to changes in the geomorphic features, destruction of vegetation and arbitrary placing of immense quantities of spoil. Without the production of appropriate countermeasures, these impacts are likely to advance mountain degradation to a much larger extent.

### Landslides

Landslides (caused by land mismanagement, particularly in mountains, steepening of slopes by erosion or human modification, heavy rains, earthquakes, soil erosion and alternate freezing or thawing) represent about 80% of all geological hazards occurring in mountain lands, and can cause severe damage to railway lines during and post construction activities. Sikkim in particular being part of the Himalaya—a young Mountain range is seismically active and characterized by frequent landslides. As steep slopes are very sensitive to any geo-environmental changes, even sudden rainfalls can destabilize the soil-rock balance and cause landslides.

A considerable sum of the Mountain Railway Budget should be allocated for hazard control. Examples in our neighbouring country China show that the expenditure allotted in mountain hazard control (in the Guangyuan-Baoji section-1957-1984) approached the level of the original investment on railway construction and in some other cases the expenditure (on the Baoji-Tianshui section- 1949-1984) amounted to almost 4 times the construction costs.

Care has to thus be taken to minimize damage to the mountain environment during the cutting and filling of **sub-grade engineering works**. Control measures should be introduced to maintain the stability of **unstable cutting slopes** and **Slope cuttings at tunnel portals** should be avoided as far as possible. These among other measures may help minimize disasters and potential costs.

### Debris Flows

Debris Flows and mud flows are rivers of rock, earth, and other debris saturated with water. They develop when water rapidly accumulates in the ground, during heavy rainfall or rapid snow melt, changing the earth into a flowing river of mud or “slurry.” They can flow rapidly, striking with little or no warning at avalanche speeds. They develop mainly in regions with strongly weathered and fractured rocks, sparse vegetation, unconsolidated slope regolith and heavy rainfall.”

It is believed that intense rainfall in *Sikkim* not only contributes to rapid erosion and weathering of the rock mass, but also increases the groundwater level that leads to reduction in the stability of natural slopes. Debris flows can involve up to 800,000 metre cube of material including rocks of more than 100 metre cube within a single hour, causing destruction of Bridge piers, overturning of trains and death to many passengers and residents.

The Railway Budget should thus address the issue of Debris flows becoming a potential hazard to the passengers traveling to and residents of the Mountain regions.

There rests the need to highlight the issue of safeguarding the **Ecological Balance and Ensuring Restoration Work** in the ecologically fragile Rail Corridors of the North East, which lying in the young Himalaya belt will be much more prone to seismic activities, landslides, and other mountain hazards.

Hence, based on the above summary of issues I would like to bring the following questions before the Honorable Minister, Railways.

- What allocation of the Budget has been set aside for analyzing potential *Soil Erosion* related issues in the regions of Mountain Railway Corridors to prevent future landslides and debris flows?
- How much Budget allocation has been set aside for tackling *Mountain Hazards* like landslides, flash floods, and cloud bursts that may cause severe threat to passenger life and damage to rail corridor infrastructure?
- What is the budget set aside for *Restoration of Environmental Damages* along the route of the North East Rail Corridor?
- How much *forest cover* would be lost to railway line construction and what are the provisions for afforestation activities under the Budget guidelines?
- The issue of *Biodiversity conservation* should be taken into account. Alterations in construction activities could include cross-overs for animals to prevent loss of wildlife especially since the railway lines do cross through wildlife sanctuaries and hotspots.

## Waste Management

The mention of inclusion of **environment friendly green toilets** by the Railway Minister should indeed be lauded. In the mountain regions, such measures will certainly help minimize the spread of new diseases and water pollution, which could act as severe hazards in the fragile Mountain Ecology. (More information on the type of green toilets, process of disposal management of human and other Railway produced waste, could be asked)

However, there remains a need to critically look at **Waste Disposal Methods** adopted by the Railways and introduce innovative and environment friendly management practices. For example, the Railways have until now not considered the adoption of the process of using recycled water or attempting to recycle or process solid waste. Organic waste can be used as compost, while inorganic waste instead of being sold can be processed and responsibly re-used. Everyone knows that there is solid waste lying around railway tracks all over the country. This is far from being addressed and the density of plastics and other forms of non biodegradable waste is increasing with each passing day.

The **vision to build world class stations** cannot be achieved without managing waste disposal in an environmentally friendly way.

The 2009-2010 Outcome Budget excludes the subject of waste management altogether. The Railways must incorporate strategies to recycle water and solid waste and adopt environment friendly waste disposal practices. This Madam to my mind is one of the urgent issues and should find a mention in the Budget of the Hon'ble Minister for Railways.

## Electric Railways

Sikkim is already a power surplus State and greening of the Railways can be turned into a reality by utilizing this surplus hydro-power generated from the Teesta River.

## Macroscopic Forecast and Appraisal System

Is there an overall Macroscopic Forecast and Appraisal System<sup>1</sup> developed to counter the degradation of mountain environments along the railway line? Have standards been set for appraisal of environmental degradation?

### (i) Factors influencing environmental degradation in Mountains:

- Engineering works associated with sub-grades, bridges and tunnels are the main factors influencing the degradation of the Mountain Environment. Engineering practice indicates that the landslide collapses mainly affect the sub-grade and that debris flows cause damage primarily to bridges and tunnels.

### (ii) Protection and restoration measures:

During the survey, design and construction of railways, the following measures should be taken to avoid damage to the mountain environment:

- Investigations of the distribution of landslides, debris flows etc in the immediate area and their stage of development.
- Studies of engineering control measures.
- Use of environmental protection measures during the cutting and refilling of the sub-grade and during bridge and tunnel construction.
- At the same time, the ecological balance should be protected to prevent the deterioration of the mountain environment through measures such as planting of vegetation, restoration of runoff areas, gullies and rivers, and the treatment of the large areas of spoil.

### (iii) Appraisal Standards: Standards for appraisal of the environmental impact of railway construction and Feasibility studies must include the following:

- Poor geological conditions such as landslides and debris flows etc. should be avoided. If impossible, all feasible control measures, both technical and economic should be implemented to maintain or restore the ecological balance of the natural environment.
- Damage to the mountain environment should be reduced as far as possible during the cutting and filling of sub-grade engineering works and control measures should be

introduced to maintain the stability of unstable cutting slopes. Slope cuttings at tunnel portals should be avoided as far as possible.

- Bridges rather than culverts should be used as far as possible in areas subject to debris flows. The line itself should not pass through the debris flow zone and ideally should pass through the safety zone far away from the alluvial fan.
- Programmes designed to avoid degradation of the mountain environment should be developed and control measures to maintain and restore the vegetation should be implemented. The above can be used to provide tentative standards for appraisal of environmental degradation.

#### **Emphasis on time bound completion of construction activities**

This looks at the experience of railways in other mountain regions of India. The need to survey **geological instabilities** of mountainous regions is most important, which if left incomplete can cause indefinite delays as the following example shows:

**Year 2008:** The Ministry of Railways orders cancellation of the project on the existing alignment between *Katra* and Qazigund, due to suspected geological instabilities. It instructs KRCL to stop all work on the section, including the *Chenab Bridge*, and terminate all contracts issued for work on the section, pending consideration of major changes in the alignment. The *Railway Board* constitutes a high-level committee to examine the feasibility of Leg 2 of the project and rework the alignment through the Pir Panjal Mountains, proposing to undertake a fresh survey for construction of the line on a shorter alignment. Another example with similar problems includes the Udhampur-Srinagar-Baramullah corridor originally supposed to be completed by March, 2012 which has now been delayed due to geo-technical and law and order problems.

#### **Multi-functional Complex (MFC)**

##### A Proposal

MFC will be constructed on the station premises for the benefit of commuters and railway passengers. The facilities include shopping complex, food plaza and stalls, restaurants, bookstalls, PCO-ISD fax booths, variety

stores besides budget hotels and underground parking facility.

Here are my suggestions to clearly differentiate a Rail Mall from lets say an Airport Mall or the malls that most of urban India has seen in last few years.

The MFC seems to be pitched at the elite passengers. Main focus of the railways cannot be to only shift the air passengers to trains. The largest number of users of railways continues to be the middle class and the poorer sections of our society. While it is laudable to use the innovations in the retail sector by railways, it is important to use these innovations in the service of railway's largest clientele- mainly the middle class and the poorer sections of society. Railways transport about 18 million passengers daily, on an average.

These could be called **Janta Mall** and should service/target poor migrants (seasonal) /transit passengers who come to towns or cities in search of livelihoods/health care. Imagine any railway station in India in the night and the picture that comes to mind is that of hundreds of people sleeping on the floor. It is time we create affordable facilities for these people to **guarantee** them some **izzat/dignity**, as the Minister put it.

The Mall should have a clear focus on the bottom of the pyramid people and provide for the following in a sustainable way:

- a. *Food*
- b. *Information Kiosks:* giving information on the city, public transport, short term jobs available in the city (especially labour opportunities such as painting, construction etc.)—This could be like a dynamic employment exchange for short terms jobs. It could also have short training/counseling facility.
- c. *Clothes/Variety stores* containing products especially developed for the bottom of the pyramid
- d. *Communication*
- e. *Entertainment*
- f. *Primary Health*
- g. *Bunk Beds and lockers for luggage*



This should be a destination for the poorer sections of the city/town where the railway station is situated. Many of our cities, even metros have such markets, which have unfortunately not benefited with the improvements in the retail sector that have come about in last few years.

Thank you, Madam Speaker, for allowing me to place these points in the august House, whilst participating in the discussion on the Railway Budget for 2009– 10.\*

MR. CHAIRMAN: Hon. Members, there are speakers who are yet to speak. If any of the Members want to place their speech on the Table of the House, please you are welcome.

*[Translation]*

\*SHRIMATI SUSHILA SAROJ (Mohanlalgaonj): Sir, I welcome the benefits extended to Children, women, poors, youths alongwith the girls and boys students in the Railway budget. Izzat is one of the new scheme introduced by the hon'ble Minister of Railway, is a welcome step. Women are happy with this Railway budget, because they have got new women special tra:ns. Special steps have been taken for the security of the woman passengers. It has been declared that strength of woman security personnel will be ci increased in the Railway Protection force. The strength of woman commandos are likely to be increased and they will be ready to deal with any eventuality.

There is a provision to open a Nursing home and Medical college in Delhi, Kolkata, Mumbai, Chennai, Secunderabad and Lucknow. There is also a provision to develop 50 stations as world class station including Lucknow.

Sir, I represent Lucknow parliamentary constituency. It is a which has been a centre of attraction for not only the Indian citizens but also for people of other countries of the world particularly, historians, archeologists, authors and tourists. Lucknow always remains in the limelight from the political point of view as well. *I thank you hon'ble Minister of Railways, who have paid attention towards Lucknow.* At the same time, I would like to draw her kind attention towards the incomplete projects in Lucknow.

Malihabad is famous for its mangoes in the entire world. Here, stoppage of train no. 3050-Down-up running

\*Speech was laid on the Table.

from Amritsar to Howrah and train No. 3090 Express Down~een cancelled without assigning any easons causing lot of difficultis to the commuters, though these trains were running for the last 30 years.

Electrification of Lucknow-Hardoi route was completed one year back but even a Memu train has not been introduced so far on this rail route. Due to this the daily commuters of Alamnagar, Malihabad, Rahimabad are facing lot of difficulties. There are only two passenger trains on this rail route. If a Memu train is introduced between Lucknow and Hardoi, it will not only benefits the daily commuters but Railways as well.

Besides, attention has not been given in the budget towards the scheme of conversion of narrow gauge into broad gauge on the Ashbad- Mailani rail section under the Eastern Railway. Fund has not been allocated inspite of approval of new railway line after the completion of survey in regard to gauge conversion of 85 kilometer long Ashbad - Sitapur section and 106 kilometer long Sitapur - Mailani section due to this these project are lying incomplete.

Gomti Nagar Halt has not been given the status of a U-fledged terminal. Rs. 50 crore out of Rs. 70 crore project have been spent on this station. The passengers are facing inconveniences due to non-completion of the 793 project.

Therefore, I humbly request you to ensure the timely completion of all the incomplete projects in my area.

\*SHRI PRATAPRAO GANPATRAO JADHAO (Buldhana): At the outset, I would like to thank hon'ble Minister of Railways Mamta didi, who has have announced that one station in the constituency area of every member of Parliament shall be developed into world class railway station. My parliamentary constituency, Buldhana is a backward area. Incidents of suicide by farmers of this area have highlighted the backwardnees of this area. Therefore, I want that industries of this area should be promoted by the Rail Network so that unemployment could be reduced in this area.

2. Maharashtra is a land of saints and priests. Here life of people is influenced with the sermons of saints. Saint Shemi Maharaj also comes from the same category saints. The way in which he has taught effectively about the humanity that has enlightened the entire mankind

\*Speech was laid on the Table.

and therefore Shegaon is not only a shrine but also a centre of motivation for better living. The Anand sagar is a tourist place here which is built with the help of the Gajanan Mahraj Area Institution besides the financial help provided by the Union Government amounting to Rupees Five Hundred Crore.

I welcome it wholeheartedly the way Manmad, Nasik, Shirdi and Nanded have been developed I, Therefore, request you to develop Shegaon on the lines of above areas.

3. It is the birth centenary year of Saint Gajanan Maharaj, therefore, millions of devotees are visiting here. Therefore, I want that the passenger should get all types of facilities at the Shegaon station and these works needs to be undertaken on a war footing basis. It is the birth centenary year of saint Gajanan Maharaj and as you have assured us and declared that one station in the constituency area of each Member of Parliament shall be developed into a world class station. Therefore my parliamentary constituency Shegaon should be conferred this honour.

There should be a stoppage of five minutes for the trains crossing through the Shegaon Railway Station. Howrah Lokmanya Tilak Gyaneshwari Express-2101/2 Pune Bilaspur Pune 2850/1

Pune Nagpur Pune (Garib Rath) 2112/3

Nagpur Ahmedabad Nagpur Prerna Express-1454/5 Madras Jodhpur Madras-6125/6

With the stoppage to these trains at Shegav station lakhs of devotees will be benefited.

4. I would like to place before Didi another problem of Shegav. The railway line of Central Railway and the state highway too passes through the important village. The problem is that no overbridge has been constructed there, there is only one railway gate that remains always closed (almost 12 hours) due to heavy rail traffic thereby causing great inconvenience to the citizens. I would like that a railway overbridge be constructed there at the earliest.

5. You will be surprised to know that people of this area have been demanding for Shegav-Khamgav. Jalana railway line even before getting independence. It is a matter of regret that, inspite of survey conducted in 2007, the railway administration has been neglecting it. I would

like that justice should be done with the passengers of my parliamentary constituency and the devotees coming from Marathwara.

6. There is a new demand for laying a new railway line between Solapur-Beed-Jalana-Malkapur-Burhanpur. Supporting this demand I request you did to take credit of connecting the Western part of Maharashtra, Marathwara, Vidarbha and Madhya Pradesh so that the new route will give better link to the passengers in connecting to the capital of the country. I would like to draw your attention to this fact that this route is short one and connects the passengers to capital directly.

*[English]*

SHRI KABINDRA PURKAYASTHA (Silchar): Hon. Chairman, Sir, I rise to speak on the Railway Budget. Because of the time constraint I cannot elaborately say everything. So, in short, I will just try to make all the points which are mostly necessary for the area wherefrom I come.

I am not speaking of the whole of the country. I shall confine myself to the North-East region of India. I am very happy that the hon. Minister of Railways made some very positive points or declared some positive steps for railway development of the North-East India. Among the steps taken, first of all, she declared that ten of the projects will be declared as national projects of which three were declared by the previous Government as national projects.

Secondly, I want to say that in the interest of completion of the work of national projects and to ensure that there is no constraint of fund, a Development Fund will be created. So, we shall be very happy if that is properly done and a Fund is created for the projects to be done in the North-East India.

Thirdly, hon. Railway Minister also declared that a senior officer will be engaged to monitor all the works. This is a right step as we have seen that projects or schemes are taken up, but because of lack of proper monitoring, they cannot be completed. That is why, Kumari Mamata Banerjee has declared that a senior officer will be engaged for the purpose. That will also help in the early completion of the work.

Other than this, for the North-East, Kumari Mamata Banerjee has declared that Guwahati railway station will be made one of the world-class stations. Also, in my

constituency Silchar, Silchar railway station will be made a multi-functional complex. This is also good news for us.

Here, I would like to tell this august House the problems or troubles we are facing there. I represent the Silchar parliamentary constituency. Silchar is just on our border with Bangladesh. In Assam, there are two valleys – Brahmaputra Valley and Barak Valley. I am from Barak Valley. It is just like a chicken neck. There is also a chicken neck from Barak Valley to Brahmaputra Valley and this neck is commuted by one railway line and one road. The gauge conversion work of the railway line was to be undertaken and the work had started. The foundation stone of this gauge conversion was laid in 1996 and as per the work schedule, it was to be completed by 2007. But perhaps on 19.02.2009, the then Minister of State for Railways said that up to that time, only 40 per cent of the work had been done. While it was to be completed by 2007, in 2009, the Minister says that 40 per cent work has been done. As per the Minister of State, work will be completed on 31st March, 2012.

MR. CHAIRMAN : Please conclude. You have already spoken for five minutes.

SHRI KABINDRA PURKAYASTHA : Sir, I have not spoken anything yet. Please give me some more time.

MR. CHAIRMAN: No, there are so many Members who want to speak. You can make your point and lay your speech.

SHRI KABINDRA PURKAYASTHA : Sir, I will be completing.

Sir, our demand is that the conversion work of Lumding-Silchar line to a broad gauge line should be completed in no time and whatever hurdles are there, they ought to be removed so that the work can be done. If it is not done, it will be very difficult not only for the people of Barak Valley but also the people of Tripura, Mizoram and a part of Manipur because that whole area is linked with this line. So, this line is a very important line and this work has to be done.

There are some more points which are definitely to be told here. I appeal to the hon. Minister for Railways to consider the demands of the people of Barak Valley. There is a necessity of making a Railway Division there. A Railway Division should be created with headquarter at Badarpur. We demand for this and I would also like

to submit that this is a long-standing demand of the people that Badarpur should be the headquarter of a Railway Division. The name of the Silchar railway station should be changed after the eleven martyrs, who laid down their lives for the sake of mother tongue Bengali, as Bhasha Shaheed Station. I also appeal to the hon. Minister that Silchar-Agartala intercity train should be named as Bhasha Shaheed Express.

These are some very important demands. With that, I want to say again and again that the Lumding-Silchar broad gauge conversion should be completed at the earliest as this is required to be done for the convenience of the people.

I am laying the rest of my speech on the Table of the House.

\*It is a matter of little satisfaction that the Hon'ble Railways Minister has declared various schemes and Projects for the North East region and if these are materialize people of North East will get great relief.

The Railway Minister has declared ten Railway Projects of the North East as National Projects including Lumding-Silchar Jiribum line.

For the timely completion of the National Projects, the Railway Minister proposes for creation North-East Region Railway Development Fund. This is really a good news for us.

The Railway Minister also assured that one senior officer will be engaged for monitoring the work of the National Projects. If this is properly done this may also be helpful to complete works early.

The announcement of the Railway Minister that the Guwahati railways station will be one of the world class stations and Silchar station will be Multi-Functional Complexes (MFCs). It is also very good news for the region.

Further, being the Member of Parliament (Lok Sabha) representing HP-2 Silchar Constituency, I have no alternative, but to crave Railways Minister's leave to present the serious problems facing Barak Valley for immediate redressal of the sufferings of the millions of people living not only in Barak Valley of Assam, but also in neighbouring states Mizoram, Tripura, Manipur and Meghalaya.

---

\*...\*This part of the Speech was laid on the Table.

Barak Valley comprising the three districts of Cachar, Karimganj and Hailakandi situated on the bordering areas of Bangladesh and on the Southern parts of Assam has a population of about 40 lakhs. Barak Valley is the gateway of Mizoram, Manipur and Tripura. It is also linked with Meghalaya and N.C. Hills. The Valley is one of the most backward regions of the country mainly due to lack of communication facilities through rail and road. From pre-partition days Barak Valley was directly linked with Guwahati through Meter Gauge rail line. Unfortunately for us, while the work for conversion of meter gauge line to broad gauge was undertaken, the directly railway link, so long enjoyed by the people of this region was withdrawn and link is established through transshipment at Lumding. This transshipment has been causing the journey most hazardous, uncertain and also wastage of time and money.

The meter gauge line from Lumding to Badarpur also remains cut-off in most part of the year causing immense sufferings to the people of this region for journey and transportation of goods. The foundation of gauge conversion work from Silchar to Lumding was laid in the year 1996 and as per work schedule the work was to be completed within 2007. But the construction of the broad gauge line frequently disrupted for one reason or other.

The then Minister of State in the Ministry of Railways on 19.02.2009 replied "on Lumding –Silchar-Jiribum and Badarpur-Kamarghat, the work progress is about 40%. On Lumding – Silchar progress of earth work is 86% minor bridges 308, out of 337 Nos. On this project expenditure of Rs.1180.75 crore was incurred upto 31st March, 2008 and out lay of Rs.378.95 crore has been provided during 2008-2009. The project is likely to be completed by 31.03.2012." The railways authorities very often cite non-co-operation of the State Government as main hindrance of the progress of the work. They allege that adequate security measures for execution of the work in insurgent prone areas of NC Hills are not provided by the State Government and in consequence the contractors and railway employees are sometime kidnapped for ransom, killed, and subjected to humiliation in various ways through looting of their property, arson and extortion. As a result the workers are made to flee from the work site and work stalled.

Now-a-days, nobody ventures to travel by train from Barak Valley to Guwahati and *vice versa* because of

uncertain hazardous train journey and botheration of transshipment private transporters are thriving at the cost of nationalechequer. Delay in commissioning the project is resulting in heavy price escalation of the project.

This gauge conversion from Lumding to Silchar has been declared by the Government of India as a National Project. But unfortunately due to the apathetic attitude of both the Central and State Governments the progress of the project is seriously hampered and this has resulted in serious resentments amongst the people of the region.

Lumding Silchar Railway link is the life line of this zone. Unless gauge conversion work in this portion in completed any fund allotted or work executed in the States of Tripura, Mizorm, Manipur and elsewhere in Assam will be of no avail and meaningless for want of direct link.

As the State Government of Assam has miserably failed to provide proper security in North Cachar Hills district of Assam in spite of several requests made by the Railway authority and as this is a National Project center should come forward to provide, proper security and early commissioning of the work. In view of the facts, adumbrated at above and in the interest of the people of this backward region, I humbly appeal to honorable Railway Minister to intervene in the matter personally and take effective steps so that the work can be executed on war footing to end the miseries of millions and millions of people.

Moreover, I would like to draw the attention at the Hon'ble Railway Minister that the construction of a loop line connecting Silchar with Chandranathpur (Badarpur-Lumding section) will be of great necessity to ease traffic density inn the future once Imphal-Silchar and Agartala Badarpur Section become operative.

I appeal to the Hon'ble Railway Minister that considering the demands of the people of Barak Valley and necessity of the area a Railway Divisions be created with the Head Quarter at Badarpur.

Further, the demand of the people of Barak Valley to name the Silchar Railway Station after the names of Eleven Martyrs who laid down their lives for the sake of mother tongue Bengali as Bhasha Shaheed Station.

Also, I appeal to Hon'ble Railways Minister to name the Silchar-Agartala Intercity Train as Bhasha Shaheed Express.\*

\*SHRI B. MAHTAB (Cuttack) : At the outset, I welcome the Railway Budget presented by Sushree Mamata Banerjee yet I am disappointed because Orissa has been ignored. First, I would quote the reactions of two leaders of our country and the way they look at this Rail Budget. Their reactions explain a lot. Chief Minister of Bihar Shri Nitish Kumar has welcomed this Budget and has said – the operating expense of 92.5 per cent pegged by Ms. Banerjee presented a much more realistic picture of the money spent per 100 rupees rather than the 77 per cent during Mr. Lalu Prasad's tenure as Railway Minister from 2004-09. He said, the operating expense during my tenure as Railway Minister was 91 per cent with a profit margin, of Rs.9 per 100 rupees. So a profit margin of Rs.7.50 is much more palatable than the fantastic surplus of Rs.23 as shown by Mr. Prasad.

The leader whom I would like to quote is the Marxist Industry Minister of West Bengal Mr. Nirupam Sen. He has welcomed the Railway Minister's proposal to start a 1000 MW power plant in Bengal as well as attempts to revive sick industrial units in that state. These two comments speak volumes. I need not elaborate further on this. The Minister's approach is set to change the Railways from being a profit driven, corporate organization to a social welfare entity. She has asserted that "development should not be restricted to a few people." Her guiding principle is "the old mindset of economic viability should be substituted by social viability." When I heard this I was thrilled because seldom such words are uttered here who manage things. I thought after a long duration perhaps, our State, Orissa and such other States will get their dues. But I was amused, when Railway Minister's priority on social viability were explained later on in her speech. I welcome more amenities for passengers but why is Railways venturing into areas outside its domain and core strength? The Budget says the Railway will set up a 1000 MW power plant. It plans to take over ailing wagon making units like Burn Standards, run under the Heavy Industry Ministry, just to save 1000 jobs in West Bengal. Seven Nursing Colleges will be set up on Railway land. Always will also run multiplexes having shopping malls, food joints and variety stalls. And, a Committee will decide on projects that are socially desirable even if commercially unviable. Should we term Railways to be on the path of welfare state? Hopefully, viable?

Improving the Indian Railways to world class standards is in itself a formidable task. It is the best interest of the enterprise and its stakeholders that the

managers focus their competencies on the more immediate tasks at hand. Other people can train nurses. That's not Railway Minister's job.

I appreciate the Railway Minister's announcement that the Ministry will come out with a 'white paper on the Railways "*present organizational status based on its performance in the last five years.*" I think, this ought to have pleased his predecessor. But, the body language of former Railway Minister on 3rd July and yesterday was quite different. I do not know why. The UPA—I was coming out with an outcome Budget. CAG is auditing the accounts. Then, why there is so much of anguish because of the White Paper? I welcomed it. But the Minister should spell out the time by which it is to be laid in this House. I would prefer by end of this year.

Railway Minister has announced 50 stations will be developed into world class stations with international—level facilities. These will be developed through innovative financing and in public-private partnership mode. In Orissa, Bhubaneswar and Puri are included in this list and very rightly so. But is there a time plan? How far the Bangalore station has progressed? Next year, Delhi will be hosting Commonwealth Games. What progress has been done in New Delhi Railway Station? For Bhubaneswar, locations have been shifting from Baranga to Bhubaneswar to Lingaraj. Do you have a Road Map? Another 50 stations are to be developed as multi-functional complexes and Cuttack is one amongst them. I must thank Railway Minister for this. At the same time I would request the Minister to include two more stations. One is Berhampur, a place where Shri V.V. Giri the former President of India was born and amenities is Jharsuguda which should be included in the list of Adarsh Stations.

Railway Minister has said around Rs. 35000 to Rs. 40000 crore of fruits and vegetables are thrown to the dust every year for lack of storage and number of retail giants such as Reliance Retail, ITC and Future Group has asked Railways to provide them with supply chain logistics. We are told that the Railway had also agreed to provide them land for natural, regional and rural hubs. The companies are expected to pool in about Rs. 20,000 crore to Rs. 30,000 for setting up infrastructure.

Already the Railways has even invited expressions of interest from companies interested. But not much progress has been made because companies preferred roadways as a more cost effective means to rail. Does

not this speak by itself? Secondly, does the land belong to Railways alone and can they leave or sub lease the land without the consent of the State Government? During NDA rule, all the things were gone into. This proposal is nothing new. The Railway Minister has to cut through the maze of bureaucratic tangles to achieve something in this. But its very difficult and where does she has the time for this?

In her speech the Minister has said that there were unrealistic targets. The figures say that freight traffic has declined last year and Railways was unable to achieve its freight target of 850 million tones in the year, though East Coast Railways target was met. But on passenger traffic, you have done better. You have 900,000 reserved seats in your trains on an average, everyday but there is demand for 11,00,000 seats. So there is a gap of 2,00,000 seats which should be bridged at the earliest. What are you doing? You are trying to fill the gap by introducing 80 to 100 new trains and extending the routes of old trains. Is this the only method by which you would meet the demand? Are not certain lines saturated? What not attach more bogies?

I had said earlier that people of Orissa are disappointed because this budget has not taken care of the state's interests. Budget is silent on the proposed new railway line from Bhadrachalam Road of Andhra Pradesh to Jeypore *via* Malkangiri and Talcher-Bimlagarh. The work on the already sanctioned line from Khurda Road to Bolangir needs to be accelerated and completed with a definite time schedule. Immediate commencement of work on sanctions like Jeypore-Malkangiri and Bargarh-Nuapada *via* Padmapur where surveys have been completed will create new and alternative corridors for movement of thermal coal and other minerals. I would also urge upon the Government to take up survey work for providing rail connectivity to the upcoming ports at Kirtania, Astaranga, Bahude Muhana and Chudamoni from the main line *i.e.* Howrah-Chennai trunk route. Similarly, during the last Budget, survey was sanctioned for connecting Burhamara-Chakulia and Bansapani-Barbil with broad gauge rail link. Connection of these missing links should be taken up on priority basis.

The overall growth in transport demand necessitates augmentation of existing line capacity of arterial routes. Already Railways have completed survey for doubling of these routes. Then why don't you sanction funds for Daitari-Banspani BG rail link; Talcher-Sambalpur BG rail link and Haridaspur Paradeep BG rail link.

I would also urge upon the Minister to establish a rail coach factory in Orissa that would also take advantage of the steel and aluminium projects. This plant may be established in one of the backward districts of Orissa and become a key driver of regional socio-economic growth.

The operationalisation of East Coast Railway has brought railway management closer to the people and problem of Orissa. However, for better co-ordination and proper facilitation for bulk customers it is necessary to extend the jurisdiction of East Coast Railway to include Bansapani-Padapahar section, Bhadrak-Laxman Nath Section in Khurdha Division and Jharsuguda-Barasuan-Kiriburu, Rourkela-Nuagaon and Jharsuguda-Himgiri section in Sambalpur Division.

I would remind the Railway Minister that originating gross earnings from various stations in Orissa are estimated to be in excess of Rs.5000 crores during the year 2008-09. Why don't you ensure allocation of a sizeable part of the revenue that is generated from Orissa within the state for expanding and augmenting rail network. This will allow timely completion of ongoing projects, sanctioning new lines etc.

Before completing my speech, I must admit that the Railway Minister's Rail Budget is actually a pretty practical response to the prevailing business environment. In 2008-09, because of economic slowdown, the Railways freight loading fell short of its budget target of 850 million tones by 17 mt. Simultaneously, it had to forkout an additional Rs. 13,600 crore following the implementation of the Sixth Pay Commission's award. The current fiscal will see an outgo of Rs. 14,600 crore on this account. After meeting all its expenses, including provisions towards dividend and statutory appropriations, the Railway will be left with an investible surplus of just Rs. 8631 during 2009-10, as against Rs. 19,972 crore in 2007-08.

After the General Budget was read out in this House the other day, I am reminded of the Railway Minister thanking the Finance Minister for the Rs. 15,800 crore budgetary support for the Railway-*i.e.* Rs. 5000 crore more than the Rs. 10,800 crore pledged in the Interim Budget for 2009-10. But Finance Minister is levying a service tax on the Indian Railways to provide a level playing field *vis-a-vis* road transporters. In a way, the Finance Minister will be giving not as much as will be collected from Railways. Is the Railway Minister aware of it?

The last point which I want to raise here in this House is, in the Economic Survey, there was a suggestion that private parties should be allowed to run trains especially to tourist destinations. Already tourism departments are running trains. The Palace on Wheels, Rajasthan Royals, Maharashtra is running trains. IRCTC is already running a train. The Survey said this is one area that can promote tourism. As there is no bar on private parties running such trains, why does not Railways declare a road map on this specific area. It will bring in more revenue and can promote tourism.

*[Translation]*

SHRIMATI USHA VERMA (Hardoi): Hon'ble Minister of Railways has tried to do a lot of new things in the railway budget presented for the year 2009-10 however, the people of U.P. have not got as much as was expected.

The decision to upgrade 50 stations to the world level stations having facilities of international standard is a welcome step. Besides, to develop 375 stations as model station is also a welcome step. If Hardoi station of my parliamentary constituency is also included in the list of model stations, it will be a great favour to us.

I urge the Minister of Railways to pay special attention to some demands of the public of Hardoi, my Parliamentary Constituency.

In public interest, it is the essential to give stoppage to some trains at Hardoi station. Nainital, a city of Uttarakhand, which was in U.P. some time back, is the nearest tourist place from my Parliamentary Constituency, Hardoi, and is also recognized as a center of good education. Number of children of Hardoi are getting education in various educational institutions of Nainital but no Nainital bound train stops at Hardoi station.

My demand from Hon. Minister is that if Kathgodam Howrah Bagh Express train No. 3019/3020 which passes through Hardoi is given a two minutes stoppage at Hardoi, it will be a very convenient for tourists and students as well as the guardians living in Hardoi and nearby areas. I have brought this problem to the notice of Hon'ble Minister through letter earlier also.

Besides, many people from Hardoi go to Jammu to pay visit to Vaishno Deviji but only one train Sialdah stops at Hardo station. Howrah Jammu Tawi Himgiri Express train No. 3073/3074 should be two minutes

stoppage at Hardoi station. Besides, it will be great favour if stoppage to Shatabdi Express train No. 0401/0402 to Delhi via Hardoi is given two minutes stoppage at Hardoi Station.

Besides, siding (loading-unloading) of godowns at platform Nos. 7,8 and 9 of Hardoi station is in dilapidated condition. Here siding of the platforms are in a dilapidated condition having big pits and become ponds in rainy season, the rail administration force even then. The rail administration force businessmen to load and unload their goods on the same platform. No approach road to siding has been constructed by the railway administration and the existing road is very narrow causing one sided traffic. Though timing of loading and unloading is from 6.00 hours in the morning to 24 hours in the night. Yet there is no proper arrangement of electricity at siding.

The income of Hardoi godown per annum is Rs. 111980519 for the year 2007-08 and Rs. 133131716 for the year 2008-09. Monthly average of handling of Ranks is 19 ranks, despite that there is no facility for traders as well as there is no arrangement of stacking in sidings. The income of railways can be increased further if the sidings of this place are constructed well and equipped with all the facilities.

About 9 thousand passengers use Hardoi Railway station daily but there is no waiting hall for second class passengers. There is no proper arrangement of electricity in circulating area of the station. Despite falling under A class category, there is only one Reservation Counter, where an average of 270 reservations form are processed whereas, as per the norms there should be one Counter for 120 forms and two counters for 240 forms. And., being a station of A class there should be at least five counters for second class tickets. So that the passengers of second class and Reserved class may not face any inconvenience. An air-conditioned lounge may kindly be provided for high class passengers. There is no facility for disabled persons coming down from platform 2,3 and 4,5 to platform no.1.

Besides, Hardoi should be placed in the category of model station. With these words I conclude my speech with my support to the Railway budget.

SHRI SAJJAN VERMA (Dewas): Hon'ble Chairman Sir, I thank you very much for providing me an opportunity to speak on an important issue like Railway budget. When Mamataji was presenting Railway budget,

the preface of the budget was so good wherein she has stated that the budget, she was going to present is not based on profit and loss it is having social perspective and I am presenting this budget for the regions where there is great scope for expansion of railways. It is also a fact that there are many Scheduled Caste and Scheduled Tribes dominated regions where there is still no access of railways even after 62 years of independence. At the time when Mamataji was presenting the budget it was felt as if this budget is a step towards the direction of the Congress slogan "Congress ka hath, garib ke sath" (Congress hand with poor). This budget will certainly prove a milestone to make India as the Mahatma Gandhi and Rajiv Gandhi had dreamt about it. Mamataji has presented a very good budget and all are praising her. But, I would like to make a request that the words used in presentation of this budget should not just remain words as yesterday when Laluji was expressing his views about rail budget, he said that I, repent on my words, expressed during the presentation of rail budget in this House during previous years. I wish for Mamataji that her tenure remains speckles and she does not repent for what she has said in this House.

Sir, the area I represent Shahpur, Dewas, Ujjain, Dhar, Jhabua are scheduled castes and scheduled tribes dominated areas. Therefore, the spirit of Mamataji I saw during the presentation of budget has kindled a ray of hope that now the work in these areas will also catch its pace. The Rail line will be laid in the areas where people have never seen it earlier...(*Interruptions*)

[*English*]

MR. CHAIRMAN : There are too many speakers. Therefore, please conclude your speech.

[*Translation*]

SHRI SAJJAN VERMA: Sir, Dewas is my constituency. A rail line whose foundation had been laid by the Minister of Railways Shri Nitish Kumar is Ramganj-Mandi-Sohe-Aagar-Ujjain and this line passes entirely throughout Scheduled Caste belt. The survey of the line been carried out. The then Minister of Railways has laid the foundation but till date no work has been done on the said railway track. Another area Dwas, Sonkaksh, Aastha, Seoal, Bhopal has majority of Scheduled Castes and no work has been done here so far. I want to raise a very touching issue. The Subject is very touching. Whenever, I visit the area children ask me-uncle, how does a train looks like? How does their

bogies look? Then I reply-son, look at me, the bogy is before you. Therefore, I request that the work in these areas should be carried by all means...(*Interruptions*)

[*English*]

MR. CHAIRMAN: Please conclude now. If you like, you can lay rest of your speech on the Table of the House.

[*Translation*]

SHRI SAJJAN VERMA: Hon'ble Chairman Sir, there are a few problems in my area. National Highway - 3 passes through my area. There is no railway overbridge in Maksi till date. The people are forced to wait for an hour. We wish at least one policy decision should be taken so as over bridge be made on railway crossings at the national highways. You may at least get it approved by this august House. You have given me minimum time to speak. I want your patronage, I am a new Members.

[*English*]

MR. CHAIRMAN: Please cooperate with the Chair.

[*Translation*]

SHRI SAJJAN VERMA: Thank you very much as you have granted me an opportunity to speak.

[*English*]

\*SHRI AMARNATH PRADHAN (Sambalpur) : I beg to lay the demands on Railway budget on table of the House on the following points for better railway connectivity to Western Orissa, which has been neglected since long :-

- (a) As of now a bi-weekly train is running between Sambalpur to Varanasi. People of my constituency do visit to Allahabad for religious purposes and also to perform last rites of their keith and keen. A large number of people of my constituency will be benefited if the Sambalpur-Varanasi Express is extended upto Allahabad thrice a week.
- (b) Nizammudin to Bhubaneshwar via Sambalpur is the shortest route to Orissa from Delhi. If a



new Rajdhani Express is introduced between Nizamuddin to Bhubaneshwar via Sambalpur, it will not only benefit the Western Orissa but also save time and distance between Delhi and Orissa. This route will also be viable from economical point of view as it covers most of the important cities of Madhya Pradesh. During the cyclone and flood, when Howrah-Madras route are disrupted, this route is used as an alternative for connecting Delhi and Bhubaneshwar. Trial was also conducted in this route.

- (c) The Hirakund Express which was running initially between Nizamuddin and Sambalpur has now been extended from Amritsar to Vishakhapatnam. Therefore, the very purpose of introducing the train for the benefit of Western Orissa has been failed. People of my constituency are not getting desired accommodation in the train. Therefore, introduction of new train between Nizamuddin to Bhubaneswar may be considered by the Ministry of Railways.
- (d) The Sambalpur district of Orissa depends on Calcutta for business purposes. It is connecting via Jharsuguda-Rourkela-Tatanagar which is longer route and time consuming. The business community of this area have been demanding for direct railway connectivity between Sambalpur and Howrah via Anugul. Moreover, big projects are coming up in this area. Therefore, I propose to introduce a weekly/bi-weekly train between Sambalpur and Howrah via Anugul-Dhenkanal-Jaipur Road.

*[Translation]*

SHRI DINESH CHANDRA YADAV (Khagaria): Mr. Chairman Sir, I rise to express my views as the rail budget for the year 2009-10. Whenever rail budget is presented, people become curious as what is going to happen in their area or state. People of my state are very disappointed with this rail budget. I belong to Bihar. People are very sad and very angry. This is not because hon'ble Minister has done a lot for her state in this budget. We are thankful to her and we should be thankful to her because she has her own priority to do some thing for the state she belongs to. If she would not have done any thing for the state she belongs to then people would have raised fingers at her saying that she

did not do any thing for the state despite being the Railway Minister. In this budget there is a proposal of laying of 53 new rail lines, on which 2921 crore rupees would be spent but not even a single line has been proposed for Bihar. Gauge conversion of three rail sections are to be done on which 1750 crore rupees would be spent but not even a single gauge conversion work have been undertaken in Bihar. There is no mention of doubling of rail lines in Bihar. Out of the priorities set for the completion of schemes in the current year construction of seven rail lines having total length of 250 kms is to be laid but not even a single rail line is proposed to be laid in Bihar. For gauge conversion of 17 rail sections a target of 1300 km have been fixed and for doubling of 13 rail lines a target of 700 have been fixed, but not even a single rail line is proposed for Bihar. We appreciate hon'ble rail minister that she announced Izzat trains, Yuva trains and Duranto trains. Out of these three trains are from Bengal but not even a single train is from Patna, capital of Bihar. You know that the train starting from Bengal will have to run via Bihar and will be a non-stop train. But when that train will not stop in Bihar, you can imagine how much resentment will be there among the people when the train would run, people would certainly try to stop it then people would be blamed for stopping trains forcefully. This is not fair. I demand from hon'ble Minister that arrangements should be made. You have started 12 trains, at least one train should have been from Patna to Delhi. Not even a single electrification scheme have been undertaken in Bihar, Katihar to Barauni and Mansi to Saharsa rail section should be electrified.

Sir, announcement has been made to upgrade 15 stations into stations again Patna the capital of Bihar has been left out. Announcement has been made to upgrade 375 stations into Model station but from Bihar merely 2-3 stations have been included in this. I demand for my Parliamentary Constituency that Mansi Junction be made a model station. I also want to draw the attention of hon'ble Minister that on 18 September, 2008 last year Eastern Koshi embankment was breached due to the devastating floods damaging two rail lines from Supaul to Farbisganj and other one from Saharsa to Banmakhi but those rail lines have not been repaired yet, therefore people are facing difficulties. Now I want to raise some points about my constituency.

*[English]*

MR. CHAIRMAN: Please make your points.

[*Translation*]

SHRI DINESH CHANDRA YADAV: I would take little time to make some points about my constituency.

[*English*]

MR. CHAIRMAN : You can lay your speech here.

[*Translation*]

SHRI DINESH CHANDRA YADAV: In 1996 a new rail was sanctioned in my constituency from Khagaria to Kusheshwar and Sakri to Hassanpur. Number of works have been undertaken there but in this year's rail budget merely five crore rupees have been earmarked for construction of each line which is inadequate. Being an old scheme it must be executed by providing additional funds. Similarly, gauge conversion works from Mansi to Saharsa, Dauram, Madhepura, Purnia, on certain stretches have been completed and some have been left as it is. Remaining stretches should also be completed.

MR. CHAIRMAN: Shri O.S. Manian.

SHRI DINESH CHANDRA YADAV: Mr. Chairman Sir, I lay remaining part of my speech on the Table of the House.

\*I rise to express my views on the rail budget 2009-10. The time when the rail budget is to be presented in the Lok Sabha, every person look forward towards it that which area or state is getting what development of railways.

The people of Bihar are disappointed with this rail budget not because Bengal has been paid much attention in this budget, but because meagre amount has been earmarked to execute the ongoing scheme.

In my Parliamentary constituency of Khagaria, construction of 44 km of new rail line from Khagaria to Kusheswar was sanctioned with an estimated cost of Rs. 162.87 crores. But this 44 km of rail line has not been completed during the last thirteen years. Apart from budget provisions it is also necessary that railway official should take interest in the project to expedite the work. In this year's (2009-10) rail budget merely 5 crore rupees have been earmarked for this work which is inadequate. Construction work should be completed by increasing

the allocation. Similarly, construction of 76.7 km of new rail line from Sakri to Hassanpur was sanctioned in 1996. 175.68 crore rupees are to be spent on this. A provision of 125.92 crores rupees was made in the rail budget for the year 2008-09 for completion of the work, but in this year's budget merely a provision of 5 crores has been made which is insufficient. Hon'ble Minister allocation should be increased for completion of work.

The gauge conversion scheme of 143 km. Mansi-Saharsa-Dauram-Madhepura-Purnia rail line is hanging in balance. The gauge conversion work on 43 km rail line from Mansi to Saharsa has been completed but work on 18 km rail line from Saharsa to Madhepura is blocked for last 10 months. Rail Passengers are facing difficulties. Work has not been started at all between Daurem Madhepura-Purnia rail section. Hon'ble Minister kindly set priority for completing the work.

Sakri-Lokha Bazaar-Nirmali and Saharsa Forbesganj-206 km railway line is passing along the international border of Nepal. Keeping in view the security concerns, the laying of this railway line with the help of Ministry of Defence was approved. Rs. 355 crore and 81 lakh is the total estimated cost of this project. A meagre provision of only Rs. 20 crore has been made in this budget for this line. This amount is too meagre. Hon'ble Minister of Railways is requested to increase the allocation and complete the gauge conversion.

The construction work of Kosi Rail Mahasetu between Saraigadh-Nirmali was undertaken in the year 2003. The total estimated cost for its construction was Rs. 341 crore and 41 lakh. This bridge is being constructed on main Kosi river. Due to flood the work of construction goes on only for six months in a year. Due to lack of funds the progress of work is very slow. For this purpose the provision of only Rs. 20 crore has been made in this budget. If the funds are not allocated how the work will be completed, thus Hon'ble Minister should pay special attention to it. Please give directions to officials to speed up the work.

In place of Saharsa-Panchgachhia level crossing number 31 special the construction of an overbridge was sanctioned in the rail budget of 1997. It is a matter of surprise and also the matter of regret because even after 12 years no work has yet been started there. This overbridge will be constructed in the middle of the city Kosi commissioner headquarters. Due to train traffic railway crossing remains closed for hours together resulting into jam and thus life is disrupted. My request

\*...\*This part of the Speech was laid on the Table.

to Hon'ble Minister of Railways is to get this overbridge completed as soon as possible in public interest.

Construction of Chukti level crossing number-28 in my constituency Khagaria was sanctioned in the year 2000. Construction of approach road has been completed but despite girders have been lying at the site for quite a long time, railway are not putting girder on the bridge. This overbridge is situated at NH-31. Due to long jams of vehicles people face a lot of problems. I would request the Hon'ble Minister of Railways that the construction of this bridge should be completed at the earliest.

By sanctioning construction of over-bridge on Khagaria level crossing number 23B Hon'ble Minister of Railways has solved the problems of local people. Rs. 15 crore 43 lakh and 96 thousand will be spent on its construction. This overbridge will be constructed in the middle of district headquarters of Khagaria. The level crossing being near to the Khagaria Railway junctions remains most of the time closed and causing a lot of problem to the people. For the construction of overbridge Hon'ble Minister has made a provision of Rs. 3 crore in this budget to start the construction work I thank hon'ble Minister for that.

After the laying of Mansi-Saharsa broad gauge line long distance trains run up to Saharsa. Due to lack of Washing Pitts for its maintenance trains are sent to Barauni for cleaning which is 150 km away. In Saharsa the construction work of Washing Pitts has been started for maintenance of broad gauge passenger coaches but it is progressing very slowly. For this provision of only 70 lakh rupees has been made in this budget. However to complete the construction work Rs. 1 crore 45 lakh 75 thousand is required. Hon'ble Minister of Railways is requested to complete the construction work of this washing pitt as soon as possible.

For the construction of Madhepura electric rail locomotive factory Rs. 1960 crore and 57 lakh will be spent. This is very important project, but it is sad that only Rs. 10 crore has been allocated for it. Hon'be Minister of Railways is requested that the construction work of this factory should be completed at the earlist.

A concrete sleeper factory is sanctioned for Khagaria. Rs. 8.24 crore will be spent on its construction but in last budget only one thousand and in this budget only Rs. 5 lakh has been allocated for its construction, which is very less. Hon'ble Minister is requested to provide sufficient fund and get the construction work completed.

In the year 2009-10 Railway budget provides Rs. 2921 crores for 53 new railway lines, Rs. 1750 crores for three gauge conversion projects but there is no project for Bihar for new railway line/gauge conversion. In the same way there is not a single project for doubling of tracks in Bihar.

According to priorities fixed by Hon'ble Minister of Railways for the current year the work to be completed are 250 kilometers of new rail lines in seven railway sections, 1300 km of gauge conversion in 17 railway sections and doubling of 700 km tracks in 13 railway sections. But it is matter of regret that out of above not a single project is for Bihar.

I congratulate the Hon'ble Minister of Railways for introducing Izzat trains and Yuva trains. 12 Duronto trains have been introduced out of which 3 trains will run non-stop from Bengal itself. You have not given a single Duronto from Patna. Please introduce one Duronto train from Patna also, otherwise Bihari's will stop the train in the midway, they are angry.

In the end I request Hon'ble Minister of Railways that in the interest of people of my constituency please get their problems solved.

- (1) Flood ravaged Supaul-Forbesganj and Madhepura-Banmankhi Railway section may be made operational immediately.
- (2) For the benefit of farmers temporary arrangements for booking of maize at Maheshkhut and Dhamraha station should be made.
- (3) Computerised reservation facilities should be provided at Maheshkhut and Koparia stations.
- (4) Washing pitt facilities should be provided at Khagaria Junction.
- (5) 307 up and 308 down Passenger trains should be reintroduced between Hajipur and Seharsa.
- (6) A train should be introduced between Seharsa and Patna at night.
- (7) The passenger train from Samastipur in day time having unnecessary stoppage at Khagaria for 5 hours should be extended to Seharsa.
- (8) A train should be introduced between Seharsa and Madras.

- (9) Delhi-Guwahati Rajdhani Express should be provided a stoppage at Khagaria Junction.
- (10) A railway line should be laid from Simri Bakhtiyarpur to Bihariganj and Seharsa to Kusheshwar.

\*SHRI SANJAY DHOTRE (Akola): I am grateful to you for giving me a chance to put forth my views on the Railway budget of 15th Lok Sabha. I heartily welcome the new directions given in the railway budget like constructing international level railway stations, some model stations, making provisions for security of passengers and introducing Duranto (point to point) trains and I would like to urge to extend these facilities. I especially welcome the decision to introduce the important Amravati-Mumbai Express to West Vidharbha on daily basis and would like to especially thank the Railway Minister.

The Railways in its planning pays special attention to North-South and East-West links only whereas we should also concentrate on the diagonal links as well so that these areas also get connected with North-South and East-West links and the burden on these links is lightened and I would like to draw your special attention to the guage conversion of one of such diagonal link Akola- Khandwa and Khandwa-Ratlam. The meter guage line used to extend from Ajmer to Kachiguda and had a very important place in the country before independence. This line provides closest link to the South Indian states like Andhra Pradesh, Karnataka with the states of Rajasthan and Gujarat. Because of this line, Marathwara region of Maharashtra and the backward districts of Vidarbha can be linked with the Mainstream of development in India and in case of war like situation, war weapons and Army can be mobilized quickly to the Western border through this route. In view of these important reasons, special provision should be made for Akola-Khandwa-Ratlam guage conversion and in the interest of the country this work should be carried out at war footing. Akola-Khandwa guage conversion has two advantages. Firstly, it will open a new Railway Corridor from North India to South India and a small portion of guage conversion work is left on the part of South Central Railway. Secondly, the expenditure being incurred on the maintenance of Akola-Khandwa line can be saved.

Akola-Purna guage conversion work was carried out on war footing in 2008 in view of the sacred occasion

\*Speech was laid on the Table.

of Guru-Ta-Gaddi in Nanded but I am sorry to say that this line is not being used at all. In spite of economic viability and operational feasibility survey of this route, no passenger train has been provided in this budget. I regret for the same and request the Minister of Railways to remove this injustice by paying some attention on this route. Sriganganagar-Nanded and Vishakhapatnam-Secunderabad-Mumbai express trains proposed in the budget should run through Akola-Purna route. Akola-Secunderabad-Vijaywada summer special should run on regular basis and Nagpur, Akola, Aurangabad intercity express should be introduced.

On the occasion of inaugural ceremony of Akola-Purna guage conversion, the Hon'ble Minister of State for Railways Shri Narainbhai Rathwa had announced that after the link of Central Railway and South-Central Railway being established at Akola Station, an express train would be introduced from Nanded to Mumbai via Purna-Akola and another train would be introduced on the route of Akola-Purna-Latur-Pune-Mumbai. The link work on Akola station has been completed, so the assurance given by the ex-minister be implemented. The passenger trains should be introduced on this route from Bhusawal to Nanded via Akola.

\*SHRI RAM SINGH KASWAN (Churu): Hon'ble Minister of Railways in the Railway budget of 2009-10 has announced the schemes giving weightage to social responsibilities with economic achievement and not increased passenger fares and freight charges. It has been announced to complete the guage conversion work of the railway track from Ratangarh-Gegana and Sadulpur to Bikaner by March 2010. It has also been announced to introduce new trains which includes a train three days a week from Delhi to Sadulpur. There is a need to run this train on daily basis. The people of this area and the political, social and business organizations have been demanding for a long time to run a train from Delhi to Sadulpur. The guage conversion of the said railway line has already been completed long back. The people of the area are still facing this problem despite putting the whole system in place. Announcement has been made to introduce a train for three days only from Delhi to Sadulpur which is not going to bring much relief to the people of this area. This train should be made regular and furthermore another train should be introduced from Sadulpur in the morning or at night to enable the businessmen of this area to reach Delhi in the morning for work. The train coming from Bikaner in the night on

\*Speech was laid on the Table.

narrow gauge should be linked with this train. Similarly, train coming from Delhi in the evening and reaching Sadulpur at night should be linked with the train going to Bikaner which will be beneficial to the people of this whole area. Similarly, gauge conversion work of Sadulpur-Hissar rail line has also been completed. If the train running on Hissar-Ludhiana route is extended up to Sadulpur, then it would provide a big relief to the people in the region and railways also will not require separate racks.

An announcement had been made in the Railway Budget of 2008-09 regarding gauge conversion of Loharu-Sikar-Jaipur, Sikar-Churu and Suratpura-Shriganganagar rail lines. In the present budget, a general financial provision has been made for the gauge conversion of Loharu-Sikar-Jaipur and Sikar-Churu, no provision has been made for the gauge conversion from Suratpura to Shriganganagar rail line. The Gauge conversion work of above whole line should be started immediately and financial provision should be made for the purpose.

The gauge conversion work of whole rail line in my parliamentary constituency is going to start. No announcement has been made for only 45 kilometer rail line between Ratangarh to Sardarshehar. The people of the area, political, social and business organizations have been demanding gauge conversion of this rail line for a long time. After the gauge conversion of whole rail line in the district, the operation on the line in a short stretch will be difficult. Sardarshehar is an important business and educational area. The residents of this area go to the different parts of the country for business points of view. Besides, there has been a long standing demand for a new rail line from Sardarshehar to Hanumangarh. The inauguration of survey on this rail line has also been done. If this rail line is completed, then Punjab and Western Rajasthan will directly be connected with Ahmedabad-Mumbai.

In the interim budget for the year 2009-10, an announcement was made in regard to the survey of new rail line between Churu- Taranagar-Nohar, but there is no mention about it in this budget, it is an important rail line. People and migrants of this area have been demanding the said line for years. Migrants, brave soldiers have played an important role in Bharat Nirman in my Parliamentary Constituency. More than 400 km. rail line was laid by the State of Bikaner between 1910 to 1912 keeping in view the strategic and commercial importance of the area, but broad gauge line was not extended. Survey of Sikar-Salasar-Bidasar-Nokha rail line

has been completed. No particular progress on Bhiwani-Loharu, Pilani-Churu rail line has been made even after the order of the survey was given. There is a need to make provision in this budget by taking effective action.

There is no mention in the budget regarding construction of manned level crossings. In my constituency, trains are plying on around 400-450 km. Rail line. There are only 30-32 level crossings but they are situated only in urban areas. In places, where roads are being constructed under the Pradhan Mantri Gram Sadak Yojana, they are useless in the absence of railway crossings. Ministry of Railways is passing its full responsibility on the State Governments. States could not arrange for their construction from their own resources. There is a urgent need for railway level crossings at least on following places.

Construction of URB at Loharu-Sadulpur under North-Western railways at Ratangarh-Bikaner rail line, at Rampura-Gugulva road, near Bevad-Bhojan halt station, on Kandhuran-Radwa road, on western side of Dokwa station, from NH65 Hadiyal to tamkor (Km 246/5) road on Sheethuala halt station, *where halt of the village resides in the North side of rail line.* Several accidents have taken place here. Dabla station km 275/1-2 near Payali halt station, a *URB* can be constructed here. Earlier, there was an unmanned level crossing near Molisar village at Ratangarh-Degana line near Bhojasar village, near Padihara village, now it has been closed down. There is a road connecting about 40 villages on Sadulpur-Hanumangarh rail line between Balsamand to Saanvraad on D46 near Pahadsar village from Chubakiya taal to Dheegarala way, Narwari to Khyali road, between Sidhmukh-Anupshehar station Km 136/13-14, there is heavy traffic on the road crossing this line from Jaipur to Ganganagar. *URB* can be constructed at Sadulpur-Hissar rail line on road of Ramgarhia village near Gogamedi, on Lutana Sadasukh road, on Lutanapurua road, on the way from Lasedi to Meethi Reduwan. Road near Churu-Sikar road near Khasoli, Ratangarh-Sardarshehar road near Melusar village connects several villages, this road connects several villages on Dularsar village also.

**Halt stations:** Ratangarh-Sardarshehar Anandwasi Halt station, Jaisalmer Halt near Bigga, Benisar halt station ahead of Dungargarh.

**Computerized Reservation Centre:** There is heavy rush of passengers at Bhadra and Nohar stations, computerised reservation facility should be provided here.

Sadulpur junction-Churu junction and Ratangarh should be declared as model stations.

[*English*]

\*SHRI R. DHUVANARAYANA (Chamrajanagar): I am grateful to you for giving me an opportunity to participate in the discussion on the Railway Budget presented by the Hon'ble Railway Minister for the year 2009-10. I heartily congratulate the Hon'ble Railway Minister, Madam Mamta Banerji, Minister of State Shri. K.H. Muniyappji and Mr. Ahmad for presenting a people friendly budget without burdening the passengers. In this budget Hon'ble Railway Minister tried to center the needs of the people of all the sections of the society including the introduction of new scheme "*Izza*" pass scheme for unorganized workers. "YUVA" fully air conditioned train for youths." 'Ladies only' trains for convenience of women employees are really a very good initiatives taken by the Minister. I would say the Hon'ble Minister did Commendable job within a short period.

As far as Karnataka is concerned, I am very much happy to say that the Hon'ble Railway Minister has offered to upgrade Three important stations in the state to world standards, provide multifunctional complexes at Mysore and Hubli, Mysore-Tirupati train was extended upto Chamarajanagar, 8 new trains have been announced. I welcome all these steps of the Hon'ble Railway Minister.

#### **Aim to fulfill SC/ST back in jobs:**

I Congratulate Hon'ble Railway Minister Mamata Banerjee, for announcing the filling up SC/ST Backlog posts in the Railway budget itself. This is a good sign of commitment on the part of Government. The filling of Backlog posts must be a time bound programme. It may please be completed within six months time.

#### **Setting up of Railway Medical College at Mysore:**

Previously the state of Karnataka was called as Mysore State. But, the region did not get a good share in developmental activities. My Lok Sabha constituency, Chamrajanagar, was a taluk in erstwhile Mysore District. The Chamrajanagar District is formed only during the year 1998. Chamrajanagar is considered as one of the most backward district as per Dr. D.M. Nanjundappa Report submitted to Karnataka Government. There is inseparable relation between Mysore and Chamarajanagar

Districts. Some Assembly segments of Mysore district are included to my Lok Sabha constituency. Setting up Railway Medical College at Mysore will also help the people of Chamrajanagar. Therefore, I personally thank and appreciate Hon'ble Railway Minister.

#### **Eight new trains or extension of trains to Karnataka State:**

A total of eight new trains or extension of trains is being provided to state of Karnataka. This is a very good deal.

The most important one is Bangalore-Shimoga Intercity Train. This connects the people of Central Karnataka with Bangalore, the Capital City of the State.

Mysore-Tirupati trains is extended up to Chamarajanagar, which is my Lok Sabha constituency. The people of Chamarajanagar are very happy in this regard. I was there in the constituency on last Sunday. I have felt the pulse of the "aam admi" of Chamarajanagar. They have expressed their happiness since Tirupati-Mysore Train is extended up to Chamarajanagar.

I respectfully extend my thanks to Hon'ble Minister for Railways, Mamata Banerjee.

Apart from this I have a few suggestions to improve the railway network in Karnataka in general and my Parliamentary Constituency Chamarajanagar in particular. Madam, my district Chamarajanagar is one of the most backward district in the country. People of my Constituency are one dreaming for better railway services, but it is not fulfilled even after decades.

For example :

The Chamrajanagar-Mettupalvam railway line which can change the entire scenario of the backward district of Chamarajanagar and would help the overall development of the bordering districts of 3 States (Karnataka, Kerala and Tamil Nadu). The Railway line between Bangalore and Satyamangala was not given priority. Only Rs.10 Lakhs were earmarked in the present budget. It is a very meager amount nothing can be done with this money. I had requested that all the trains remaining to Mysore should be extended up to Chamarajanagar, but only Mysore-Tirupati train service need extended. Other train services were not extended. Adequate funds should be provided for construction of R.O.B. at Nanjangud Chinnada Gundi Huudi gate and Panyadahundi gate.

These are very very important demands of people of my Constituency. I hope the Hon'ble Minister would include these in her reply.

SHRI O.S. MANIAN (Mayiladuthurai): Hon. Chairman, Sir, I take this opportunity to express my deep sense of gratitude to the former Chief Minister of Tamil Nadu and the General Secretary of All India Anna DMK, our respected leader Dr. Puratchi Thalaivi Amma and the voters of Mayiladuthurai Parliamentary Constituency for making me a Member of this august House.

On behalf of All India Anna DMK, I wish to present my views on the Railway Budget for 2009-10. At the outset, I would like to place on record that this is a populist Budget rather than a people's Budget. Our respected leader Dr. Puratchi Thalaivi Amma has reflected the mind of the common man by saying that this Budget "superficially gives the impression of being a people's affair and is largely decorative and lacking in long-term perspective."

The hon. Minister has left the most crucial stations in the Adarsh Station List, like Mayiladuthurai, Kumbakonam and Nagapattinam, wherein the culmination of all religions from all over the world happens. The main line from Chennai to Tiruchy via Cuddalore, Kumbakonam and the connecting link lines are the arteries of the rural Tamil Nadu. However, this stretch has remained neglected all these years. The 66 kilometres Cuddalore-Mayiladuthurai and 187 kilometres long Mayiladuthurai-Karaikudi gauge conversion has been pending for more than four years. A meagre allocation of fund is the sole reason for non-completion of these projects. Though this route lies in the region of very important and powerful persons like the hon. Home Minister, unfortunately, this has not received enough allocation.

Two bullet trains between Chennai-Madurai and Chennai-Tiruchy via Mayiladuthurai should be introduced to cut down travel time. East Coast link between Kanyakumari and Chennai via Valliyur, Radhapuram, Kudankulam, Udangudi, Tirchundur, Thuthukudi, Sayalkudi, Ramanathapuram, Pattukottai, Nagapattinam, Mayiladuthurai, Cuddalore, Puducherry, Marakkanam, Mahabalipuram and Thiruvanmiyur may be laid for pollution free quick travel. Theni is the only district in Tamil Nadu which is not having a direct rail link with Chennai. During early 1960s, a project of new line on Gudalur-Cumbum-Theni-Periyakulam-Dindigul-Tiruchy-Villupuram-Chennai route was initiated and the

Government had even begun acquiring lands for Railways. Later on, for no reasons, this project was dropped. A new railway line may be introduced between Puducherry and Bangalore via Villupuram, Thiruvanamalai, Jolarpet, Krishnagiri and Hosur; the second railway line may be introduced between Thanjavur and Ariyalur; the third railway line may be introduced between Manargudi and Nidamangalam; fourth one may be introduced between Karaikal and Mayiladuthurai via Puriar; and the fifth one between Thithrampundi and Agasthyampalli. A new train may be introduced between Cuddalore and Coimbatore via Virudachalam-Ulunthurpettai, Kallakurichi and Salem. Another super fast day express train may be run between Nagarcoil and Chennai. A super fast express may be run between Thuthukudi-Coimbatore-Bangalore.

I would also appeal to the hon. Railway Minister to initiate MRTS facility in Madurai and Coimbatore to ease traffic congestion.

**17.00 hrs.**

In my Constituency there are many unmanned level crossings the most important being at Thiruvanchuzhi village 27/4 in the route between Mayiladuthurai and Tanjavur which needs either a over-bridge or an under-bridge. I hope the hon. Railway Minister will consider my suggestions favourably.

*[Translation]*

\*SHRI A.K.S. VIJAYAN (Nagapattinam): Indian Railways do not have commercial motive as its engine. It has a responsible social role to meet our economic needs ensuring economic growth in the backward regions of the country. Our Hon. Railway Minister has emphasized this in her introductory note and I appreciate her. I also extend my welcome and support to the Budget on behalf of our party Dravida Munnetra Kazhagan.

The enthusiasm on the part of the Railway Minister to do more in a short span is evident and it is apparent from the budgetary announcements. Multiplying Infrastructure, adding passenger amenities, removing fear for safety and evolving security measures are aimed at in this Budget exercise.

I welcome this Budget on behalf of our leader Dr. Kalamangal Karunanidhi, the Chief Minister of Tamil Nadu who has welcomed it with a request to speed up the pending projects. I also welcome it on behalf of our

\*English translation of the Speech originally delivered in Tamil and laid on the Table.

Deputy Chief Minister Thalpathi Stalin who has felt that this is a Budget with a human face seeking to serve the masses not as a mere vehicular transportation organisation in a mechanical world.

This Government guided by the UPA Chairperson Annai Sonia Gandhi lays stress on inclusive growth and the Prime Minister Dr. Manmohan Singh feels that the basis of our economic growth is in our humanitarian approach. Taking cue from this our Railway Minister has decided to set up an experts committee to evolve socio-economic blue print for growth. At this point of time while congratulating Hon. Railway Minister, I would like to put forth certain demands pertaining to my constituency and our home state Tamil Nadu.

In the last year's Budget a daily train between Chennai - Nagoor was announced. I would like to point out that it remains an announcement. I would like to urge upon Hon. Railway Minister to take steps to introduce this train by the first week of September or before that in August well before the Annai Velankanni Church Festival celebrated annually. Since the train will link famous pilgrim centres a muslim shrine, a hindu shrine and a christian shrine here in Nagapattinam, this train may be run as Anna Harmony Express as a tribute to centenarian Anna whose centenary celebrations we celebrate now.

Two new railway lines, (i) Needamangalam-Mannargudi-Pattukkottai, (ii) Nagapattinam-Thirukkuvalai-Thiruthuraiipoondi may have to be laid and this demand of ours is long pending. Nagoor may also be linked with the Northern most station of the country once the Kashmir Valley Railway Line Project proceeding from Udhampur to Baramullah is completed.

Gauge conversion of Mayiladuthurai-Karaikudi section covering Thiruvarur, Thiruthuraiipoondi, Muthupet must be completed. Thriuthuraiipoondi-Agasthrampalli gauge conversion work has not been taken up even after an announcement in this regard.

The currently running train between Coimbatore and Kumbakonam must be converted as Kovai - Nagoor train with some compartments to Kunbakonam.

When the metre gauge was there, Bangalore was linked with Nagoor via Mysore and Tiruchi. Now after gauge conversion the train has not been restored. I urge upon you to restore this popular train.

There was also an announcement that a new train would be run between Ernakulam and Nagoor. Let me point out that this train service is yet to commence and it stands still with a mere announcement.

The northern districts of Tamil Nadu are industrially backward resulting in economic retardation and less per capita income. There is a long-pending demand for providing lifeline through the railway system. I would like to point out that the DMK Government led by Dr. Kalaignar Karunanidhi in Tamil Nadu is prepared to extend cooperation to carry out certain railway projects like linking Tiruvannamalai with Puducherry and Jolarpet.

Balanced growth and wider employment generation are being aimed at and it is apparent from the announcements made by our Railway Minister. It is well reflected in her announcement about a monthly season ticket for Rs. 25 to be provided to the workers in the unorganized to travel upto 100 kms. Creation of economic assets and extending their utility to the future generation thereby benefiting the working class is the undertone of this Budget. Hence I feel that responsible social-minded people will all welcome this Budget.

Right from the British days, rail travel culture has established in South India especially in Tamil Nadu. Hence I find only few stations have been identified for being included in the list of stations that are to be taken up under ADARSH Railway Stations. We find Avadi, Chennai Beach Junction, Chennai Chetpet, Chennai Park, Perambur, St. Thomas Mount, Tambaram, Tirunindravur, Tiruvalangadu, Tiruvallur in that list. I would like to request the Railway Minister to include some more railway stations in Tamil Nadu based on the requests from my fellow Members. Nagapattinam and Nagoor along with Mayiladuturai must be upgraded.

It has been announced that multi functional complexes would be set up in about 50 railway stations and the Minister has included Kanyakumari, Rameswaram, Madurai and Tiruchirappalli. I request the Minister to consider to include Nagapattinam and Thanjavur in this list while making Madurai and Tiruchirappalli as world-class stations.

Stress has been made about enhancing the standard of railway safety and security. Rail passengers' amenities and security are also equally important. In order to ensure safety to women travelers, special Women Commando Force in the Railway Protection Force is being contemplated. I welcome this move.



In the ensuing year, 6,560 staff quarters are sought to be constructed. Considering the number of railway employees that run to 14 lakhs, I urge upon the hon. Minister to increase it further. At the same time, there is also a need to allocate more funds for the maintenance of existing railway complexes and colonies. In order to make more profit, allocation for certain heads like sports and entertainment and employee welfare were reportedly reduced over the years. This trend must be arrested. Our hon. Minister who swears by the social commitment of Railways must see that employees get their due.

It has also been announced that Medical Colleges and Nursing Colleges would be established by the Railways. I request the Minister that she may set up such institutions in Madurai, Vellore, Tiruchirappalli and Nagappattinam.

I welcome the announcement that girl child of lower grade employees would be provided with scholarships for higher education. It is also a welcome feature to note that along with women, minorities and economically backward people will get priority in job opportunities in the Railways. The Minister has also taken up again the project to lay optical fibres along the Railway lines to take IT to remote areas of the country. I welcome the announcement made by the Minister to set up a Committee headed by Mr. Sam Pitroda to add pep to this.

As part of rejuvenating Railway Workshops, certain Railway Workshops have been identified. Tiruchy Golden Rock Railway Workshop is one among them. I would request the Railway Minister to include Podanur Signals Workshop and Perambur ICF's Second Unit that has to be carved out under this scheme.

While welcoming the announcement that the Western Corridor and Eastern Corridor project would be completed with a new vigour, I request the Railway Minister to pay heed to our demand to have a Southern Corridor, a dedicated freight carriageway line between Tuticorin and Goa linking Trivandrum, Kochi, Bangalore and Hyderabad along with Chennai. Since this will contribute to industrial growth in the South in a big way, I urge upon the hon. Minister to include it in this year's Budget itself.

A special train for youth at low cost as a weekly train is to be run between Mumbai and Delhi, Kolkata and Delhi. This new train which is to be introduced in the next three months may kindly include Chennai-Delhi route too.

I welcome the announcement to increase the facilities and upgrade the operation of train services between Kolkata and Dhaka. At this juncture, I would like to draw the attention of the hon. Minister the shelving of Chennai Egmore-Rameswaram Boat Mail for the past 25 years and more. This train service that provided a direct connectivity between Chennai and Colombo via Rameswaram and Talaimannar that was linked by an out agency shipping service by the Shipping Corporation of India that used to run M.V. Ramanujam, a ferry service. Now that India and Sri Lanka are extending furthered cooperation, this train service may be restored along with the ferry service. This will greatly benefit the Tamils on either side, especially the Sri Lankan Tamils who have overcome great sorrow and stress recently. This will also help in giving a boost to the sagging tourism industry in this sector. I urge upon the Railway Minister to take efforts to restore this service by way of speeding up the gauge conversion work between Mayiladuturai and Karaikudi. When the Railway Minister can manage to get Rs. 1,949 crore allocated for national projects of international importance like Udhampur-Baramulla railway line, she must take similar steps to get funds for this railway link project between India and Sri Lanka.

The Railway Ministry is now getting a cordial cooperation and a helping hand from the Finance Ministry and as a result of which Rs. 5,000 crore of additional allocation has been made to the Railways. When this kind of generosity is forthcoming, I urge upon the Railway Minister to complete the long-pending projects in Tamil Nadu and speed up the ongoing projects with adequate fund allocation. At this juncture, I would like to request the Minister to allocate sufficient funds for refurbishing Chennai Central Junction as a world-class station that must include Chennai Egmore Station also as an extended part of Chennai Central with a direct link.

Fund allocation for new railway lines has been enhanced to Rs. 2,921 crore from Rs. 1,100 crore. Fund allocation for gauge conversion has been enhanced by 24 per cent taking it to Rs. 2,170 crore from Rs. 1,750 crore. So I feel that I have a case to strongly demand the Railway Minister to complete the projects in Tamil Nadu especially in the Cauvery Delta region.

Laying of Vellore-Villupuram railway line has been included in the 1,300 km. gauge conversion project. I request the hon. Minister to continue with the announcement and complete the project at the earliest as three months in this year are already over. Similarly,

doubling of tracks in Tamil Nadu must get due attention because it is only the rail traveling public of Tamil Nadu who believe in buying tickets, travel peacefully and protect railway property while enhancing the revenues for the Railways making it a viable operation. Doubling of entire stretch between Villupuram and Madurai must be extended upto Kanyakumari and this will benefit neighbouring States and also tourists from all over the country.

Madurai-Ernakulam rail connectivity is one among the 53 new ones. I urge upon the hon. Minister to include some more requests that are pending with the Railway Ministry for long. I welcome the announcement that a monitoring mechanism will be in place soon to monitor the implementation of various ongoing schemes. The Minister may consider to include the people's representatives in this mechanism at least regionwise. Only then, you can combine economic viability while fulfilling social commitment.

Train No. 2685-2686 running between Chennai and Mangalore will henceforth be operated thrice a week. The Minister has also stated that this will be extended upto Puducherry once a week. Since this train links four different States in the South, this may kindly be made a daily train running from Mangalore to Puducherry.

With these few words, I conclude my speech extending my support to the Railway Budget for the year 2009-10.

*[Translation]*

SHRI MAHENDRASINH P. CHAUHAN (Sabarkantha): Mr. Chairman, Sir, first of all I am grateful to you for giving me a chance to speak for the first time.

17.01 hrs.

[Dr. M. THAMBIDURAI *in the Chair*]

Today, when the House is appreciating the Railway Budget, I would like to say that there is nothing new in this good looking Railway Budget. When it was released there was a headline in our newspaper there was a headline in our newspaper—"Ki Maamatji man mukeene Karasva" but unfortunately neither the rain god nor Mamataji has shown mercy. My Parliamentary Constituency Sabarkantha, in Gujarat, having tribal and OBC population is a backward area and is witnessing draught. The train that goes through my area, runs very slowly. It takes 4-5 hrs. to cover 100-150 km. distance

whereas the same distance is covered in 1-2 hrs. by road. Everybody calls it, 'Bapuji ki train.' Nobody wants to travel by it as a result its station and crossings are being closed down. During the electioneering Sabarkantha last time, 50 banners were put in which it was said that I have got the gauge conversion work from Ahmadabad to Udiapur done, so give me vote as the work is going to be commenced from the first day of th month. Mr. Chairman Sir, when I inquired, I came to know that nothing has been done and funds have not been allocated. The people of Sabarkantha have been cheated. If the meter gauge line from Ahamadabad-Udiapur is converted into broad gauge, this backward area can be developed. By extending this line from Khandbrame to Ambaji Abu Road, the distance between Delhi and Sabarkantha can be reduced upto 100 Km. and travel time can also be reduced. Modasa rail line may be extended upto Tintioi, a computerized reservation centre may be set up at Modasa and a man may be deputed at unmanned crossing near Raigarh station. The people of Sabarkantha expect a lot from the hon'ble Minister of Railways. I wish that the people of Sabarkantha should be treated as the people of Bengal are being treated. The demands of the people of my constituency should be fillfilled.

SHRI NAMA NAGESWARA RAO (Khammam): Mr. Chairman, Sir, I would like to quote a portion of the speech of the hon'ble Minister of Railways.

*[English]*

"Several years have passed since we got independence. Just as everybody has a right to vote in democracy, in the same manner, every ordinary person should have the right to development. Several lakhs of people are awaiting development. The time has now come for them to receive their share in fruits of development."

*[Translation]*

If you go through this you will find that 41.49 crore people have voted in the 15th Lok Sabha out of which 4.19 crore people of Andhra Pradesh have cast their votes. Similarly, 4.22 crore voters of West Bengal have voted. We have the same number *i.e.* 42 MP's as Bengal has. Injustice has been done with Andhra Pradesh in this railway budget from where 33 MP's of Congress have got elected. Maybe this is the reason for this injustice. Andhra Pradesh has given maximum number of MP's to UPA Government. The voters of Andhra have

cast 10 per cent of the total votes cast by the voters of entire India. Similarly, South Central Railway generates 10 per cent of the total revenue. Nothing has been given to Andhra. 12 trains have been non-stop train status, though it has 10 per cent voters of the total voters of the country. Similarly, nothing has been done in regard to dedicated freight corridor. No part of Andhra Pradesh has been covered.

Sir, there should be a mechanism for budget distribution. It should be equally distributed. In the absence of this nothing will happen. Similarly, if you look at the infrastructure, it is our party leader Shri Chandra Babu Naidu, who brought aviation and infrastructure major Greenfield to Hyderabad for the first time. Today, we talk about railway infrastructure, there should be a mission, time-bound programme and crash plans. In the absence of this, it would be difficult to proceed. Even after 62 years of Independence, we have added only 3,000 kms. of route to total 63,200 Kms. route.

*[English]*

It is only five percent, after 62 years.

*[Translation]*

Only 5 per cent new lines have been laid and some doubling or gauging work has been done. If only 5 per cent work has been done even after 62 years then how long we will have to wait? We have to ponder over it.

*[English]*

I quote: "Every person wants to live with dignity....  
...*(Interruptions)*

*[Translation]*

Opportunity should be given to the first time speakers like me.

*[English]*

"Every person wants to live in dignity. The journey of the life also begins with dignity. Rail journey is also like the journey of the life. I want every person should travel on our Railways with dignity. I, therefore, wish to present the gift of travel with dignity to even the poorest to the poor."

*[Translation]*

Sir, the entire population of my constituency belongs to ST community. Our father used to say that a rail line would be laid from Bhadrachalam to Kovur and we are telling the same thing to our children. Apart from survey, nothing has been done in this regard. This entire ST community of my area have never seen a train.

Sir, I urge that work of this rail line may be taken up as early as possible. Arak, Rajmundari and Yellur, these three areas alongwith the rail line should be taken care of. I urge upon the hon, Minister to take up work of the line that falls in ST dominated area. It is economically as well as socially viable too. I request you to pay attention towards this as it is also a mining sector.

\*SHRI KHILADI LAL BAIRWA (Karauli Dholpur): District Karauli is one of the most backward districts of Rajasthan. There has been a long standing demand to lay a railway line there. The Dholpur-Sirmathura narrow gauge line is scheduled to be converted into broadgauge line as per the policy of the Government if the same line is extended upto Gangapur City, it would help in the development of this backward regions. After completing the survey of the said line the report of the same has been forwarded by the Chief Administrative Offices (construction) to the Railway board vide his letter dated 22-5-09 (copy enclosed).

Two cement plants and a power plant are proposed to be set-up in this area. The sand stone found in this area is being exported to other countries. Laying a railway line in this area will not only help develop the local industries but also create employment opportunities. It is also noteworthy that the work in regard to Gangapur-Dausa railway line is already going on. If the Sirmathura-Gangapur rail line is sanctioned, it will pave way for an alternative corridor.

Therefore, I urge upon you that sanction may be accorded to convert Dholpur-Sirmathura narrow gauge line into broad gauge alongwith granting approval to the new rail line Sirmathura-Gangapur city via Karauli in this budget itself.

*[English]*

\*SHRI RUDRAMADHAB RAY (Kandhamal) : It is my privilege to submit my statement before the House on

\*Speech was laid on the Table.

Railway Budget, 2009-10. It is a fact that Indian Railway plays a great role in building the economy of the nation. In our federal system everybody deserves equal facilities from the Government and the backward regions need to be attended with full support.

Orissa being a backward state needs special attention from the Government of India in all aspects. It is needless to mention that Orissa is full of natural resources like minerals, forests etc. It has 450 Kms. of seashores which is incomparable to other states. The Indian Railways gets revenue of more than Rs.5000 crores every year by transporting coal, iron ore, manganese etc. On the other hand we expect better treatment from the Government of India so far as Railway is concerned.

I may mention here that I come from a constituency *i.e.* Kandhmal which is the most backward area of the state. In Kandhmal district, 54% of population belongs to Scheduled Tribe. This area is completely neglected for years together. I am pained to mention that all the seven segments of my constituency do not touch any railway link. Khurdha-Bolangir railway line is the only answer to provide railway facility to the people of this area. The railway line connects coastal Orissa to Western Orissa. There is a demand since two decades for this railway line and as such pre-independence period this line was surveyed. Of late in the year 1994 the Government took up survey work for this railway line and in 1999 first budget allocation was made for this railway line. And I am sorry to mention that till this year 79 crores has been spent. The revised estimate cost comes to Rs.1000 crores. And this year allocation was Rs.30 crores only. If allocation is made at this rate the train line will be completed after 50 years. The people of the four districts (20 lakh of this district) are reacting very heavily for this scanty allotment of funds in the budget. They have started agitations and these will turn into a dangerous situation. Hence I request the Hon'ble Railway Minister to announce in the august house for allotting at least Rs.100 crore for this ongoing project for this year.

I am to drive your kind attention regarding the people of Janjam district. This is one of the biggest districts of state of Orissa. It has got only one railway link in the coastal area but a larger part of the district has no railway connection. This district is a very potential one and as such one railway line from Barhampur to Nayagarh via Banjnagar is to be launched which will touch Kurdhra-Bolangir rail line at Nayagarh. Therefore,

I request the Railway Minister to examine this proposal and sanction this new railway line in the interest of people of Ganjam District.

Lastly, I am to say that Hon'ble Railway Minister has given more emphasis to connect Puri from various parts of India because lakhs of people every year visit Puri to worship Lord Jagannath but sorry to mention here that this Puri Railway station is connected with single line track which creates obstruction for free movement of trains. Therefore, I suggest the Hon'ble Minister to sanction funds for construction of double line from Khurdha to Puri.

SHRI FRANCISCO COSME SARDINHA (South Goa):  
Sir, I must first congratulate the Railway Ministry, the Railway Minister and her team for presenting *'aam admi* Budget.

It is the first time that along with the Treasury Benches, some of the Members of the Opposition have also appreciated this Budget. This credit goes to the Prime Minister Dr. Manmohan Singh Ji, the UPA Chairperson, Shrimati Sonia Gandhi, and also to the previous Minister because they have done quite a lot in the last five years in the Railways, which was a White Elephant, incurring huge losses. That is the reason that even though the diesel prices have gone up, the salaries of employees have gone up, because of the Sixth Pay Commission, so many concessions could be given in this Railway Budget.

I was surprised when I was going through the Budget. First, I went through the list of all the World Class Stations that have been given and I was surprised how the name of Goa has skipped the mind of the hon. Minister. Goa is the third largest tourist destination in the world. After seeing that the name of Goa is not there in that list of 50 stations, I went through the list of 309 adarsh ther stations that are there. I could not see the name of Goa there also. So, I would request the hon. Minister that the junction at Margaon which is the only junction, may be included in those 50 World Class Stations that have already been chosen.

We have got another station called Vasco, which is of South Central Railway; I would request that this may be included in the list of 375 stations because only 309 stations have been named. Goa being a small State, it is not interested in a medical college or nursing college, but at least those may be taken up immediately.

Goa being a tourist place, we would like Goa to be connected with all the cities in this country, right from Kashmir to Kanyakumari, and from North-East also. No

doubt, one train has started to go to Kerala, but then, I would request that we have got a lot of population from Kerala. They have settled from Kerala. There has been a demand to start a train from Vasco to Trivandrum. There is a train going to Ernakulam. So, I request that this train should be extended up to Trivandrum. We have a lot of Christians, population. We have got a Festival in Tamil Nadu, at Velankanni. Thousands of people from Goa go there in the month of September. So, I would request the hon. Minister to make arrangements to send special trains in the month of September when thousands of people who want to visit Velankanni, which is a very religious place will use the facility.

We have seen in this Budget that a lot of perks and concessions have been given to persons from all walks of life. But here, I have a request to make. There are lots of patients who are with terminal illness. For instance, take cancer. In Maharashtra we have got hospitals; my colleagues from Maharashtra will agree with me. There is Tata Institute or Tata Hospital, which is in Mumbai. They get people even from Goa, who are suffering from terminal illness.

So, my request would be that people who are suffering from terminal illness, like cancer, travel should be free. One person who accompanies such patient should be allowed to travel on half a ticket, that is fifty per cent concession should be given to him/her. When we are giving concessions to students and others, people who are really suffering from these ailments should also be considered.

Many a time on reaching the railway station we hear that people should not use the toilets. When the train goes, the whole station stinks. In new Rajdhani they have already installed biological or chemical toilets. My request would be that this should be installed in all the trains so that the mess, the stink we get on all the stations could be avoided. After a train leaves, people who are standing on the station get all the foul smell.

There are some proposals with regard to one or two over bridges or flyovers, which have been sent by the Goa Government. Whenever a train passes there is a huge queue of vehicles waiting. I hope those one or two flyovers will be considered for Goa.

I once again appreciate the Budget and hope that all the Members will really support the beautiful Budget before us.

*[Translation]*

SHRI GORAKHNATH PANDEY (Bhadohi): Thank you, Sir, for giving me an opportunity to speak on the Railway Budget. The hon'ble Minister of Railways has made number of announcements. I would like to say that attention should have been paid to introduce trains for the poor and downtrodden people living in the villages, who have not travelled in the trains so far.

Sir, I have been elected from Bhadohi, which is situated between Allahabad and Varanasi. Both those places are renowned from the point of view of tourism and faith. The project in regard to doubling the line connecting both these places is pending. I would like that the doubling work of this line should be completed so that the people visiting the place on the occasion of Kumbh congregation will be benefited. Besides, Allahabad railway station urgently needs renovation.

Sir, Bhadohi is famous for its carpets and Gyanpur is its headquarters. No modern amenities are available in Gyanpur Road Railway Station. There is Vindhyaachal Sidhipeeth Temple there and people from every nook and corner of the country visit the temple. There is a railway crossing between GT Road and Vidhyanchal which is always marred by jam. People usually get stuck in the jam for hours together. Therefore, there is need to construct an over-bridge there.

Sir, the Government earns crores of rupees as revenue from Bhadohi. Here, the railway track passes through the heart of the city. Hence, there is jam for hours. There is need for an over bridge here as well.

Sir, the Shivganga Express running between Banaras and Delhi does not stop at Bhadohi-Gyanpur Road station. If this train gets a stoppage there, it will be beneficial for us.

Sir, carpets are being exported from Bhadohi. For this purpose train facility should have been provided there but the same has not been provided. Hadia Station falls in my area but there are no modern facilities there. There is no new scheme for the Hadia Railway Station. The people have to use the railway tracks in order to cross the same. Therefore, there is an urgent need for constructing a rail over bridge, so that people can go from one platform to another. Shivganga and other trains need to be stopped there.

Mr. Chairman, Sir, I would also like to draw your kind attention toward, the fact that no train runs through

Gyanpur Road Station, which is the district headquarter of district Bhadohi to connect Lucknow which is the capital of Uttar Pradesh. I request the hon'ble Minister of Railways to run the trains connecting this place as well so that the people get benefited and also get an opportunity to connect the capital of the state.

Mr. Chairman, Sir, through you I would like to state that Bhadohi district needs to be connected with the rail link as it is a historical place and known as a place where Sita ended her life in the lap of mother earth. Thousands of foreign tourists visit the place. There are a number of unmanned level crossings where accidents take place every day and dozens of people die in these accidents. There is need to man these level crossings alongwith providing other amenities. There is a need to man these level s crossings...(*Interruptions*) Then only their needs will be fulfilled and the people of that area will be benefited.

Mr. Chairman Sir, thank you for giving me an opportunity to speak.

SHRI SANSUMA KHUNGGUR BWISWMUTHIARY (Kokrajhar):- Mr. Chairman, Sir, I thank you for giving me an opportunity to speak on the railway budget for the year 2009-10 At the outset I appreciate the hon'ble Minister of Railways, Mamata didi, for her wonderful presentation of the Railway Budget. Also, my Kudos to the person(s) who drafted the railway budget. Besides, I also appreciate the intention of the Minister of Railways regarding formulation of policies for the entire country but at the same time would like to state that I am very sad as new projects have not been announced as desired for the North Eastern region particularly for Autonomous Bodoland territory.

Mr. Chaiman, Sir, I am very sad as required number of projects have not been announced for the Bodland district. Mamata Didi had put forwarded a question before the House and I would like to quote the same.

*[English]*

“Please permit me to raise a question as to whether Railway projects are to be measured only on the scale of economic viability or do we also need to look at the social viability of these projects. Are the fruits of development to be restricted only to a privileged few and not to the teeming population in remote and backward areas of our country?”

If this is the profound proposition or policy approach mooted by Kumari Mamata Banerjee, then she is supposed to apply this kind of policy approach in relation to North-Eastern region in the matter of announcement of some new projects for the improvement of Railway connectivity and railway service facilities for the people of North-Eastern region and particularly of my Bodoland territory.

I would like to mention some of the points which are to be considered by the hon. Railway Minister without any further delay. Kokrajhar is the headquarters of our Bodoland Territorial Council. Bodoland territory is the gateway of India to the North Eastern India.

*[Translation]*

All the trains pass through the Kokrajhar Railway Station. But surprisingly all South and West bound trains, which come from Eastern part and go to the Eastern part from the Western Part of the country do not stop at Kokrajhar Railway Station except Rajdhani Express, Awadh-Asam Express, Kamroop Express, and Guwahati-Chennai Express. Therefore I demand that stoppage of all South and West bound trains may be provided at Kokarajhar Railway Station, Gosaingaon Haat Railway Station, Fakiragram Junction, Basugaon Railway Station, Bijani Railway Station and Barpeta Railway Station for the welfare of people of Bodoland region. I want to lay on the table the name and number of the trains which I have mentioned and other points in the remaining parts of my written speech for necessary action. Sir, besides it, I also want to say...(*Interruptions*)

*[English]*

MR. CHAIRMAN: You can lay the rest of your speech on the Table of the House.

*[Translation]*

SHRI SANSUMA KHUNGGUR BWISWMUTHIARY: Mr. Chairman, Sir, there is need to construct road-over bridges and fly-overs on all the the railway crossings falling under N.F. Railway. While laying remaining part of my speech on the Table I want to say that the Minister of Railways, Mamata Didi should seriously consider all our demands and take steps to sanction them immediately.

*[English]*

I am laying rest of the speech on the Table of the House.

\*Through you, I would like to draw the kind attention of the new Union Minister of Railways of the UPA-II Government at the Centre to the fact that our Bodoland territory inspite of being the gateway of India to the Northeastern region has been discriminated against in respect to the announcement of new projects and programmes in the Railway Budget for 2009-10.

Through you, I would like to submit some of the long-pending genuine public demands and grievances of serious public importance pertaining to the railway service and facilities in relation to Northeastern region for favour of the kind perusal and active consideration of the Ministry of Railways.

#### **Charter of demands and grievances:**

##### **(A) Stoppage of trains at the following stations w.i.e.**

1. **at Kokrajhar Railway Station:** Train Nos. 2501/2502 – Poorvator Sampark Kranti Express, 2507 up-Ernakulam-Guwahati Express, 2509 up-Bangalore Express, 2515 up-Trivandrum Express, 5652 up-Lohit Express, 2345 up-Saraighat Express, 5641 up Jhajha Express, 2513 up-Secuderabad Express, 2348 up-Capital Express, 5631 up-Bikaner-Jodhpur Express, 5635 up-Okhla Express, 5639 up-Puri Express, 5645 up-Lokmanya-Tilok Express, 5647 up-Lokmanya-Tilok Express, 5654 up-Amarnath Express and 5934 up-Amritsar Express :
2. **at Gossaigaon Haat Station:** Train Nos. 5959/5960 Kamrup Express, 2515 up-Trivandrum Express, 2345/2346-Saraighat Express, 5609/5610 Bikaner Abohd Assam Express and 2505/2506-North East Express ;
3. **at Fakiragram Junction :** Train Nos.: 2515 up-Trivandrum Express, 2505/2506-North East Express, 2509 up-Bangalore Express;
4. **at Basugaon Railway Station:** Train Nos. 4055/4056-Brahmaputra Mail, 2505/2506-North East Express & 5959/5690 Kamrup Express;
5. **at Bijni Railway Station:** Train Nos. 2505/2506-North East Express, 4055/4056-Brahmaputra Mail, 5959/5960 Kamrup Express, 2345/2346-Saraighat Express, 2509 up-Bangalore Express;

6. **at Barpeta Road Railway Station:** Train Nos.2505/2506-North East Express, 5639 up-Puri Express, 5692 up-Lohit Express.

##### **(B) Construction of Road Over Bridges and level crossings over the NF Railway at the following places/locations w.i.e.**

Places/locations where Road Over Bridges over the NF Railways have to be constructed: 1. Shirampur Railway Station, 2. Gossaigaon Haat Railway Station, 3. Chowtara Railway Station, 4. Fakiragram Junction Railway Station, 5. Kokrajhar Railway Station near Circuit House and District Megistrate's Office, 6. Salakati Railway Station in the Western Yard, 7. Basugaon Railway Station in the Eastern Yard, 8. Dangtol Railway Station, 9. Over the level crossing of NH 31 ( C ) and NF Railway at Chaprakata, 10. Bijni Railway Station in the Western Yard, 11. Patiladoha Railway Station, 12. Sorbhog Railway Station, 13. Barpeta Road Railway Station, 14. Over the level crossing of NF Railway and NH 31 at Pathsala, 15.at Rongia over the level Crossing of NH 31 and NF Railway, 16. Chirakundi, 17. Goreswar, 18. Harisingha, 19. Tangla, 20. Udalguri, and 21. Rowta.

Places/locations where level Crossings have to be installed: 1. Kokrajhar Railway Station by reopening the former LC No. SK-61 at Km. 173/7-8; 2. Sechapani Railway Station between Champa River Bridge and the Eastern Yard LC of Salakati Railway Station; 3. Bijni Railway Station in the Eastern Yard; and 4. between Sarbhog Railway Station and Patiladoha Railway Station.

##### **(C) Opening of new Railway Lines on the following alignment w.i.e.:**

- (i) From Gelegphu (Bhutan) to Salakati-Kokrajhar Railway Station in the district of Kokrajhar, BTAD;
- (ii) From, Sandrupjungkha (Bhutan) to Rangia Railway Junction and (iii) from Fakiragram Railway Junction to Jamduar connecting Bhutan within Bodoland Territory in Assam.

##### **(D) Extension of the western boundary limit of Rangiva Railway division upto Srirampur Railway Station in the district of Kokrajhar, BTAD in Assam w.i.e.:**

The Ministry of Railways should take appropriate steps to help ensure the extension of the western boundary limit of Rangiya Railway division upto Srirampur Railway Station in the district of Kokrajhar, BTAD in Assam w.i.e.

\*....\*This part of the Speech was laid on the Table.

**(E) Improvement and modernization of the age-old and moribund "Carriage & Wagon Repairing Workshop (Estd. In 1965), New Bongaigaon w.i.e.:**

The Ministry of Railways should take initiatives to renovate the age-old and moribund "Carriage & Wagon Repairing Workshop (Estd. In 1965), New Bongaigaon and to protect the same public undertaking workshop from the unchecked thefts.

**(F) Setting up of a Railway Coaches Manufacturing Factory at the northern side of New Bongaigaon Railway Station w.i.e.:**

The Ministry of Railways should take initiative to set up a Railway Coaches Manufacturing Factory at the northern side of New Bongaigaon Railway Station w.i.e. taking into account the demand raised by the people of the concerned areas, particularly of lower Assam.

**(G) Introduction of the following new trains on the NF Railways from Murkhongselek in Arunachal Pradesh to New Delhi via Kokrajhar in Bodoland territory and from NJP to Guwahati and from Dhubri to Guwahati Railway station w.i.e.:**

The Ministry of Railways should appropriate steps to help introduce (i) one new Super Fast Express Train with the name and style of 'Bodoland territory; (ii) one new Shatabdi Express train from NJP to Guwahati, and (iii) one Shatabdi Express train from Dhubri to Guwahati w.i.e.

**(H) Introduction of a Duronto Super Fast train from Murkhongselek to New Delhi via Kokrajhar in Bodoland and another Durantar Super Fast train from Guwahati to New Delhi via Kokrajhar in Bodoland territory w.i.e.:**

The Ministry of Railways should appropriate steps to help introduce (i) one new Duronto Super Fast Express Train from Murkhongselek to New Delhi via Kokrajhar in Bodoland territory; and (ii) another new Duronto Super Fast Express train from Guwahati to New Delhi via Kokrajhar in Bodoland territory w.i.e. Further, the Ministry of Railways also should take appropriate actions to introduce ladies trains and Yuba trains for the Northeastern region in line with the policy-decisions as announced in the new Railway Budget for 2009-10 in relation to other areas.

**(i) The Siphung train's route alignment limit should be confined from Srirampur Railway Station to Guwahati only w.i.e.:**

The Ministry of Railways should instruct the concerned authorities of the NF. Railways, Maligaon, Guwahati to limit the journey route of the 'Siphung' train from Guwahati to Srirampur Railway Station only instead of Guwahati to Alippurduar Jn., the reason being, this concerned train was introduced a couple of years back in order to help provide railway service connectivity to the local people of the Bodoland territory in particular.

**(J) Conversion of Kokrajhar, New Bongaigaon, Rangiya, Udalguri and Murkhongselek rail stations into World Class Stations:**

The Ministry of Railways should take appropriate steps to help ensure the conversion of Kokrajhar, New Bongaigaon, Rangiya, Udalguri and Murkhongselek rail stations into World Class Stations w.i.e. in line with other stations as announced in the new Railway Budget for 2009-10.

**(K) Conversion of the following railway stations into Adarsh Stations w.i.e.:**

The Ministry of Railways should take appropriate steps to help ensure the conversion of the railway stations such as (i) Srirampur (ii) Gossaigaon Hut (iii) Fakiragram Jn., (iv) Salakati (v) Basugaon (vi) Bijni (vii) Barpeta Road (viii) Tihu (ix) Goreswar (x) Udalguri (xi) Tangla (xii) Rowta (xiii) Tipkal and (xiv) Monglajora.

**(L) Setting up of Medical Colleges and Nursing Colleges at the following places with immediate effect:**

The Ministry of Railways should take appropriate steps to help ensure setting up of Medical Colleges and Nursing Colleges at Kokrajhar, New Bongaigaon, Rongai and Udalguri in line with the policy-decisions as announced in the Railway Budget for 2009-10 for certain places mentioned in the Budget Speech.

**(M) 100% Job reservation in the Railway Department for the youths of the North-Eastern Region under 3rd and 4th category services:**

The Ministry of Railways should take appropriate steps to help ensure providing 100% Job reservation



in the Railway Department to the youths of the North-Eastern Region under 3rd and 4th category services in response to the long pending cries of the unemployed youths of the North-Eastern Region.

**(N) Raising of a separate Railway Protection Force for the N.E. Region with the name and style of North Eastern Region Railway Protection Force (NERRPF) to help provide employment opportunities to the youths of the North-Eastern Region:**

The Ministry of Railways should take appropriate steps to raise a separate Railway Protection Force for the N.E. Region with the name and style of North Eastern Region Railway Protection Force (NERRPF) to help provide employment opportunities to the youths of the North-Eastern Region.

**(O) Setting up of a Northeastern Region Railway Development Corporation Ltd.:**

The Ministry of Railways should take appropriate steps to set up a separate Railway Development Corporation Ltd. For the Northeastern Region in line with the Konkan Railway Development Corporation with immediate effect.

**(P) Setting up of Multifunctional Complexes at Kokrajhar, Salakati, Gossaigaon, Bijni, Barpeta Road, Basugaon, Udalguri, Rowta, Tipkai, Monglajhora, Bashbari, New Bongaigaon, Goreswar and Harisingha within Bodoland territory:**

The Ministry of Railways should take appropriate steps to set up Multifunctional Complexes at Kokrajhar, Salakati, Gossaigaon, Bijni, Basugaon, Barpeta Road, Udalguri, Rowta, Tipkai, Monglajhora, Bashbari, New Bgnoagoan, Dudhnoi, Goreswar and Harisingha within Bodoland territory in line with the policy-decision announced in the new Railway Budget for 2009-10 in relation to other places.

**(Q) Creation of facilities of setting up cold storage and temperature controlled perishable cargo centers and warehouses at the following places:**

The Ministry of Railways should take appropriate steps to set up cold storage and temperature controlled perishable cargo centers and warehouses at (i) Gossaigaon Hut, (ii) Kokrajhar, (iii) Salakati (iv) Basugaon (v) Bijni (vi) New Bongaigaon

(vii) Barpeta Road (viii) Rangiya Jn. (ix) Fakiragram Jn. (x) Goreswar (xi) Udalguri (xii) Rowta and (xiii) Tipkai in line with the policy-decision announced in the new Railway Budget for 2009-10.

**(R) Setting up Industrial Corridors at the following places:**

The Ministry of Railways should take appropriate steps to set up Industrial Corridors at (i) Gossaigaon Hut (ii) Kokrajhar (iii) Salakati (iv) Basugaon (v) Bijni (vi) New Bongaigaon (viii) Barpeta Road (ix) Rangiya Jn. (x) Fakiragram Jn. (xi) Goreswar (xii) Udalguri (xiii) Rowta and (xiv) Tipkai in line with the policy-decision announced in the new Railway Budget for 2009-10.

I hope, the Hon'ble Union Minister of Railways, Madam, Mamata Banerjee would be kind enough to take proactive and appropriate steps to fulfill the long-pending genuine demands and address the grievance as mentioned herein above as genuinely deserved and as highly solicited.\*

*[Translation]*

KUMARI SAROJ PANDEY (Durg): Hon'ble Mr. Chairman, Sir, thank you for giving me opportunity to express my views on Railway Budget. I want to say that this is a great irony that even after six decades of independence the Railway Minister of a Parliamentary, Socialist, Democratic Union asks this House whether the priority of the railway projects should be economic viability or the social viability should be given precedence. I want to know why this situation arose, we should ponder over it whether the Hon'ble Minister of Railways is not aware of the dreams of the Founding Fathers of our constitution or whether she is ignorant of provisions of the Constitution? I want to say that if a pro-people and mass leader while presenting the first Railway Budget of this Government had to raise such a basic question before the biggest Panchayat of this country, it clearly shows that the Railway Minister is in dilemma and she is in dilemma about it, because the Hon'ble Minister of Railways held this portfolio earlier also and at the time she was not in dilemma. I want to say that the first and the last priority of the NDA Government was social commitment, but the only thing this Government is committed to is economic viability. The way the Hon'ble Prime Minister has taken the responsibility of economic reforms, I think all the members of his council of Ministers are under pressure for privatization.

I want to quote a few lines of Shri Dushyantji for the Hon'ble Minister of Railways:-

“Khamoshi, Shor Se Sunte The Ki Ghabarati Hai  
Khamoshi Shor Machane lage Yah to Had Hai  
Aap Deewar Giranej Ke Liye Aaye The  
Aap Deewar Uthane Lage Yah to Had Hai.”

I want to say that when Railways was introduced in the country it came as an instrument for fulfilling commercial interests, at present it is meant for transport, which takes people to their respective destinations. Besides, Railways has also become a means of transportation of goods. I belong to state of Chhattisgarh, I want to say that Railways is not a means of transport in the state of Chhattisgarh, instead it has become synonymous with exploitation. Railways has become a tool for transporting natural resources in Chhattisgarh. We had a lot of hope, a lot of expectation, a lot of conviction from this Rail Budget presented by the incumbent Minister of Railways and expectation and conviction was due to the reason that this mass leader from the 'Sashya Syamala Bhoomi', from the land of revolutionaries will certainly pay attention to forests and tribals of Chhattisgarh, but again our hopes have been dashed.

I want to say that wherever railways lines are laid, development takes place. This is common psychology that development takes place in those cities and villagers where railways reaches and this is also a criteria of development....(*Interruptions*)

Allow me to speak for two more minutes, because I belong to state of Chhattisgarh, which needs a lot but we remain always ignored. We were very excited about new railway lines in our areas, but I want to say that even today Indian Railways has not even touched the area of Kavardha, Jashpur, Kanker, Narayanpur and Bijapur districts in the state of Chhattisgarh. Chief Minister of Chhattisgarh Dr. Raman Singhji had written a letter to Minister of Railways on 19th June, 2009 covering subjects like survey of new railway lines, expansion of present railway lines, increasing the number and frequency of trains. All the MPs belonging to the state of Chhattisgarh called on the Minister of Railways to request in this regard.

Through this House I want to submit that Chhattisgarh is a newly created small state and its contribution in the total revenues of Railways is 16 percent. State contributing 16 percent revenue is being

ignored in such a way that it has become synonymous with exploitation by the Railways. Of course, I would like to compliment the Railway Minister that by making provision for ladies special trains, women commandoes, women RPF troops, she has taken step for the empowerment of women and has honoured the womanhood and compassion.

I would conclude by mentioning one more issue. I want to say that not even a single train has been introduced for the State of Chhattisgarh out of 57 new trains. Chhattisgarh finds no mention in the list of world class railway stations, there is no non-stop train for Chhattisgarh. I would like to say that at least something should have been given to Chhattisgarh. Medical Colleges connected with Railway Hospitals are being set up. I would like to say that IIT should be set up in Durg constituency. Wagon and passenger coach factory should be set up near Bhilai in Chhattisgarh....(*Interruptions*) I am laying the rest of my speech on the Table.

“Mele main bhatke hote to koi ghar panhuch jata, Hum ghar mein bhatke hain to kaise thaur thikane aayenge” If I would have lost my way at a fair, somehow I would have reached my home but if someone is lost at his own house, how could he be able to find the real destination.

What a great irony it is that a Minister of Railway of a Parliamentary socialist federal democratic country poses a question before the House and that too after six decades of freedom that whether the economic viability be our priority or the project of railway also need to be from social point of view. It would be totally wrong to think that the Minister of Railway has is not aware of the provisions of the constitution or about the dreams of the constitution makers, then how the it is possible that a pro-people and reasoned leader has to raise this moot question before the biggest pachayat while presenting the first rail budget of this Government.

I feel that there is a dilemma before the persons like Mamta di, she has become that part of that Government whose first and last priority is economic viability only. The way the hon'ble Prime Minister is pressing for so-called economic reforms, I think all the members of his council of Ministers are under pressure for privatization.

The Railway had entered into our country as an instrument for fulfilling business interest. At present the Railways is synonym with transport facilities which is a mode of transport for today the people to their respective

\*...\*This part of the speech was laid on the Table.

destinations and also for transporting goods from one corner to the other corner of the country. But in our Chhattisgarh the Railway was neither a main mode of traveling earlier nor it is so today.

In Chhattisgarh the Railway is continued as tool for transporting natural resources. We had a lots of aspirations from the present Minister of Railways in the rail budget, a lot of expectations, a lot of conviction that the Chhattisgarh region would definitely get reward this time. The reason of expectation was that this mass leader from the Sashya Syamala Bhoomi from the land of revolutionaries will certainly pay attention towards the forest and tribals of Chhattisgarh but again our hopes have been belied. Wherever railway lines are laid, the development goes hand in with it on either sides of the track. The city or village through which the railway passes the development takes place there so, the people of each city, each village want that the railway lines pass through their region. This is a common psychology, a measure of development.

We all remain curious regarding new railway lines in our respective regions.

The time when we were child, we used to talk and play train how great irony is that in the free India even today the train remains the distant dream for many.

In our Chhattisgarh region, the land belonging to Kawardha, Jashpur, Kanker, Narayanpur and Bijapur district has remained untouched by the Indian Railway even till date. It is a story for people of these regions.

Dr. Raman Singh, the Chief Minister of Chhattisgarh had written a letter to Mamtaji on June 19, 2009 about (I) survey of new railway routes (II) extension of the existing rail routes (III) number of trains and increasing the frequency of trains but no attention has been paid towards it.

I would like to inform through this House that Chhattisgarh is a newly created and a small state. The way the state, contributing 16 per cent revenue, is being ignored, the railway is becoming a synonym of exploitation in mind of the people of the region.

I congratulate the Minister of Railways through you for making provisions of ladies special trains, lady commando and lady RPF troops also. She honoured the womanhood, 'satitwa,' motherhood but I would like

to say that regard be given to women of every area. This train should be run in other areas including Chhattisgarh State.

Not a single train in 57 new trains is for Chhattisgarh. Chhattisgarh has been neglected in matter of extension of 27 trains.

I would like to say that it is a general peeve for the last few years that the plum of the rail budget is spent on the state to which the Minister of Railway belongs. It is not an allegation, the obvious needs no evidence. Some states receive a lot, some other nothing.

Not a single train among 57 new trains is for Chhattisgarh.

Chhattisgarh name is not among world level railway stations.

Chhattisgarh is not figured in running of non-stop trains.

Something should have been given to Chhattisgarh also. Chhattisgarh is battling with naxal problems. Mostly those districts, those sub-divisions are most affected from naxal incidents in which rail facility is not available. Direct contact of these areas is not happening with city. There is a need to think seriously on this statement of mine.

It is a good to establish medical colleges connected with railway hospitals but more important is to open up institutes like I.O. to cater to the technical and engineering needs of railways.

A technical training institute should also be established on the railway land in Durg.

The benefit of cheap raw material can be derived by establishing a factory of wagons and coaches near Bhilai in Chhattisgarh. It is a better alternative in comparison to the purchase of wagons.

Several Non-Government resolutions were passed in the Chhattisgarh state Vidhan Sabha like extending Bilaspur-Itwari-Bilsapur train up to Raigarh-Itwari-Raigarh.

The reservation quota of all the classes in all the trains passing through Raipur, the capital of Chhattisgarh state should be increased by ten times.

Sarnath Express and Amarkantak Express commencing from Durg should be extended to Dongrug.

The train running on a meter line from Raipur to Dhamtari should be extended from Telibodh Raipur to Dhamtari.

I would like to request to give some reward to Chhattisgarh by considering these non-government resolutions.\*

DR. CHARAN DAS MAHANT (Korba): Mr. Chairman, Sir, I would like to thank you for giving me the time to speak. I would like to congratulate hon. Railway Minister for putting some proposals for lakhs of downtrodden and poor people and the those awaiting the development.

Instead of taking much time of this House, I would draw your attention to some points of the Minister's speech. At point no. 12, she has taken decision to construct world class stations and chosen 50 stations out of which only 35 stations have been selected. I would like Bilaspur of Chhattisgarh which is the zonal headquarter of railway to be included in the same list. At point No. 13 she has decided to make 375 model stations. It doesn't mention any single station of Chhattisgarh. Therefore, Korba, Champa, Chirmiri, Manengarh, Raigarh and Rajnandgaon of Chhattisgarh should also be included in the list of model stations.

I congratulate you for taking decision to establish a medical college in Bilaspur and also for selecting Bilaspur, Raipur and Durg for constructing a multi-purpose complex.

At point no. 68, you have mentioned. about introducing a new train from Howrah to Mumbai which will have no stoppage. I presume that you will have to stop it somewhere for cleaning purpose. Hon. Minister, keeping in view this aspect of cleanliness, the passengers of Bilaspur and Nagpur can be accommodated in this train. So, you please consider this point.

At point no. 69, you have introduced a new train from Jabalpur to Ambikapur, which is very useful for the people of Koyalanchal, which you want to run for three days. I would like to submit that it should run for seven days. Under the extension of trains, you have decided to extend the train no. 8425/8426 from Raipur to Bhubaneswar up. to Puri. I would like to submit that this should be extended from Raipur to Bilaspur on return journey, it will certainly prove to be beneficial.

The only train from Delhi to Chhattisgarh is Sampark Kranti which runs only two days a week. You have

decided to run it for three days. If you are to make provision for a rake to run it for 3 days, then in my opinion, this train can run for four days on a single rake, so it should be extended for four days. Although, our demand is to run it for seven days.

Hon. Minister, you believe in doing something new. I would like to give you a proposal that there are so many coal-prolific areas in the country, therefore, a new train under the name Koyalanchal Express should be introduced. It should be extended in two different directions from Delhi via Anuppur - the first one from Anuppur to Korba and the second one from Anuppur to Ambikapur. This will certainly provide a new train facility to the 30 per cent coal producing areas of Coal India Ltd. If this train is passed through Katni, Allahabad and Kanpur, then this 1230 kilometre journey can automatically fulfill most of the demands. I, therefore, would request you to consider this issue seriously.

There is an urgent need for a super fast train from Korba to Mumbai which should be introduced at the earliest. You will be surprised to know that the Railways is earning almost Rs. 300 crores every month from the freight only, you, therefore, should consider it seriously. Besides, there is a long pending demand of introducing an inter-city train between Korba and Ambikapur. You are requested to fulfill it also.

I would like to express my gratitude to you for constructing a railway overbridge in Champa and Khoksa and put a new demand before you. This demand was originated in the year 1935-36. Hon. Minister, you please pay special attention to it. The British Government had thought of conducting a survey of a new railway line, which is Chirmiri-Barwadih with a view to make the distance short from Kolkatta to Mumbai by 400 kilometer. The half construction work of this railway line is complete. Only 182 kilometer long line from Ambikapur to Barwadih is remaining. The survey has taken place five times from 1936 to 2002. Approximately, 50 per cent tribal populated areas like Korla, Sarguna, Jashpur fall on this route and at the same time, it will prove important for Jharkhand and Ranchi as well. Therefore, I would request you to start this construction work as soon as possible. There is a small station called Nagpur halt in the Korla district. If a railway line of just 7 kilometer is constructed up to Paradol, the Koyalanchal of Manendragarh can get a lot of benefit.

If we construct the new railway track from Korba-Deepika to Pedra-road, we will not only carry coal but

also provide facilities to the passengers of that area. In the same way there has been a demand for Raipur-Dhamtari, therefore, gauge conversion should be done in Raipur-Dhamtari. I would like to request you that the pending demand of Chhattisgarh should be fulfilled at the earliest.

Delhi-Rajhara to Jagdalur line should be constructed soon. NTPC has constructed new line from Korba to Bilaspur for transportation of coal. One more line could also be added to this and the facility could be provided to the people of that area.

Long distance train has been started from Korba to Raigarh. I want that the facility of coaching complex should be started here soon. A rail route, from Korba to Hatia-Ranchi via Hati, Dharamjaygarh, Pathalgaon Kunkuri, Jashpur and Gumla, for which survey has already been made, should be approved soon.

Champa Jn. is situated on Howrah sub-route. It connects three Parliamentary Constituencies...*(Interruptions)*

*[English]*

MR. CHAIRMAN : Shri Das, you can lay rest of your speech on the Table of the House.

...*(Interruptions)*

*[Translation]*

DR. CHARAN DAS MAHANT: Thus, all trains should be provided stoppage there. Apart from this, I extend my sincere thanks to you and I request to you to look into my demands.

*[English]*

MR. CHAIRMAN: Shri Raju Shetti. Please be brief and try to complete your speech within three minutes.

...*(Interruptions)*

MR. CHAIRMAN: If you all cooperate, I will call everyone. I will give chance to all the Members.

...*(Interruptions)*

*[Translation]*

SHRI RAJU SHETTI (Hatkanangle): Sir, I stand here to express my views on railway budget 2009-10. I come from Western Maharashtra...*(Interruptions)* There is a long

pending demand to connect Kolhapur of Western Maharashtra to Konkan railway. For this, only 63 km line is required. Kolhapur District is situated in Western Maharashtra where so many sugar mills are situated and sugar is exported from there. Cotton industry, sugar industry and other industries are developing there. It is very essential to connect it to Konkan Railway to give it connectivity to port. Thus 63 km of railway line is required. Latur-Miraj railway line is going to be converted in broad gauge. Marathwara is a short cut line connecting Western Maharashtra and Konkan. We are requesting for the past several years to fulfill this demand. We are demanding double line for Kolhapur-Pune. Electrification of this line is required.

Recently, you have introduced a train from Pune to Delhi. If this train is extended to Kolhapur, the goods like flower, vegetables and banana, which are transported from Western Maharashtra, to Delhi will easily be transported.

In this Rail budget much has been said about providing facilities to farmers. But to provide aforesaid facilities are also very much essential. On behalf of all the farmers of western Maharashtra I want to say that the line connecting Konkan railway to Kolhapur-Vaibhavwari and the train Kolhapur-Delhi should be started soon.

With this I conclude.

\*SHRI BHOOPENDRA SINGH (Sagar): Sagar Lok Sabha Constituency of Madhya Pradesh is one of the most backward area of the country. This area is lagging behind in terms of development. Railway track was laid here during British Government and it gives decent revenue to Railways as a goods track, but Railways has not paid any attention towards development of Sagar Lok Sabha constituency. I would like to tell you that Macronium is next to Sagar station. It is subcity of Sagar and the most ancient railway station as well, but Macronium station has not been declared as a subcity station till now and there is no stoppage of the important trains.

In the same way Bina Jn. also falls under Sagar Lok Sabha Constituency. Stoppage of Shatabdi train is essential at Bina Station, because refinery of Bharat Petroleum is situated there and moreover this is an industrial area so many people travel from Bina to Delhi.

\*Speech was laid on the Table.

Thus stoppage of Shatabdi train should be provided there. In the same way Bina city, the population of which is about 50 thousand and four state highways and one national highway pass through it. But due to lack of overbridge, lakhs of people have to wait for hours at railway crossing. Therefore, a Railway over bridge at Bina should be approved. This railway crossing is in the city at Macronia and situated at NH 86 Due to lack of railway over bridge, people have to suffer a lot. Stoppage of Jhelum Express at Mandi-Bamora railway station in Sagar constituency should be provided. In the same way, stoppage of Kamayani, Shipra and Gondunma trains at Jaruakhera and Naryanwali should be provided. DRM office is in Sagar. A new train should be introduced from Sagar to South India. A narrow gauge train running from Gwalior to Syopur in Madhya Pradesh was started before independence and about 26 railway station fall on this route. In this area 50 percent population belong to Scheduled Castes. This is a very poor area. So, this line is required to be converted into broad gauge line.

[*English*]

SHRI THOL THIRUMAAVALAVAN (Chidambaram):  
Mr. Chairman, Sir, my hearty thanks to you for giving me this opportunity.

Sir, in our country, Indian Railways had been started in the British regime from Bombay to Thane only. But, nowadays, we are proud to say that it has achieved a tremendous development as one of the biggest and largest Railways in the world. But I am sorry to say that it has no 'inclusive growth', because it has developed only on the basis of 'economical viability', not on the 'social viability'. With vision of social viability, our hon. Minister of Railways has made this Budget. I have to appreciate the hon. Minister of Railways for mentioning the areas which have been given priorities such as—passenger amenities, cleanliness, quality of railway catering, safety and security and punctuality. But I do not know why our hon. Minister of Railways has not given priority to the welfare of workers, particularly to Class-IV workers. Even in the 21st Century in our country, the scavengers of Railways are cleaning the nightsoils of human beings manually.

Really, it is a great insult to the nation. So, the Government should provide proper machineries to clean the human nightsoils. After mechanising this kind of manual scavenging work, other jobs may be given to these workers.

Sir, we all know very well that there are only eight hours' duty for all the employees of the Government – Central, State and the Public Sector Undertakings. But until now, in the Indian Railways, Class-IV employees are working 12 hours duty in open line. It is unjustifiable and injustice to the labourers. So, I humbly request the Government to alter the duty hours from 12 hours to eight hours.

There are many Schemes available in the Budget to be appreciated such as the Scheme of providing world-class stations, Adarsh Stations, the Scheme of Concession to the poor, namely, the Izzat. It has an income limit of Rs.1500 per month. Here, I wish to point out that there will be no massive beneficiaries with this income limit. So, it must be altered so that the people who are under the Below Poverty Line can enjoy this facility. It is my humble request.

There is another Scheme to be appreciated—*i.e.*, the Student Concessions and the Press Concessions. The Schemes of—'Only Ladies Special', Yuva Trains and Duronto Non-Stop Trains are quite appreciable.

Here, I feel it is my duty to mention or express my grievances particularly regarding gauge conversion. There is a target that has been fixed for the year 2009-10. It is about 1300 km. line including some lines which are scheduled in the Budget. But there is no mention about the project of Villupuram-Mayiladuthurai line. This is one of the life lines of the people in that region which comprises more than four districts. For more than five years, it has been completely closed with the result that it is adversely affecting the students, more than 6000 daily commuters of the Annamalai University, farmers and all other working class people. I came to know that the construction of a bridge across the river Kollidam is the only pending work till now. So, I would humbly request the hon. Minister to expedite the Project and start the service immediately.

I would like to conclude by making a few other demands which are: the Self-Help Group women, Scheduled Caste and Scheduled Tribe people should be given priority to have vendor stalls in the stations. Reservation roster system must be needed in respect of the peons and scavenger posts in the Railway Bungalows. Conducting examination for making compassionate appointment should be avoided. A White Paper is needed on the manual scavenging in the Railways. A double line with broad gauge is needed from Villupuram to Dindigul. Another demand is for a

new line from Kumbakonam to Ariyalur; and Ariyalur to Salem with broad gauge facility.

Finally, there are eight new projects which were already proposed by the earlier Government with the condition of 50 per cent share from the State Government. It is not an appreciable one, since the State Government does not have adequate resources. Therefore, I request the Hon. Railway Minister that the Ministry of Railways should bear the full responsibility to complete all the projects.

With these words, I conclude.

\*SHRIMATI SUSMITA BAURI (Vishnupur): I wish to draw the attention of Hon'ble Railway Minister to the following points:

Target date for completion of Rainagar Masagram route construction work to be fixed up (S.E.Rly)

To provide an additional train in Bankura-Rainagar Section of S.E. Rly.

To provide crossing station arrangement in Bankura-Rainagar Section to be completed by 2009.

Construction of third platform in Bankura and Bishnupur Railway Station is urgently necessary in view of traffic load increase and take-off Stations for Bankura-Rainagar and Bishnupur-Tarakeswar Sections respectively.

Allocation and sanctioning of Bankura-Rainagar Railway link, supposed to be the shortest route from South India to industrial hinterland of Durgapur-Raniganj-Asansole.

Construction of a halt station at Ketjuridanga in Bankura town in view of increase of population and expansion of Bankura town.

R.O.B at Bhadul More (Bankura town) and Bishnupur to be expedited. New R.O.B at Kethardanga crossing (Bankura town) and Katijuridanga (Bankura-town) are necessary in view of heavy rush of traffic.

Construction of a second cycle stand at Bankura Rly. Station and expansion of Bankura Booking Office and another counter on the South side of the station are necessary in view of heavy rush of passengers.

Extension of Asansole-Haldia Express up to Digha in the interest of passengers.

Increase of frequency of service of Erunakulam-Patna Express via Adra from two days to four days a week. Proper maintenance of train coaches, some of which have been condemned particularly in Gomoh-KGP passenger, Hatia-KGP. Passenbger and Asansole-KGP passenger all via Adra or replacement by new coaches.

Minimum passenger amenities and facilities to be developed in Bankura-Rainagar section of S.E.Rly. like arrangement of drinking water, passengers sheds, urinals particularly for ladies, raising of platforms in some stations, manned level crossing at Moyraband (Bankura town), Sonamukhi, Nalanda and Chandar.

Railway park to be developed in vacant railway land in Bankura and Bishnupur Station.

To provide a fast passenger train from Bankura to Howrah.

*[Translation]*

SHRI BRIJBHUSHAN SHARAN SINGH (Kaiserganj): Hon. Chairman, Sir, I would like to congratulate hon. Minister for Railways for the special facilities provided to the poor, women and youths in the proposed budget for the year 2009-10.

I have heard the speeches of leaders of all parties for the two consecutive days. The problems of rail line or doubling or signals have been raised in the House. There are certain problems pertaining to my areas also, which I will lay in the House with your permission. I have seen through my own eyes that one matter has not been raised in there speeches during these two days. This time also announcement regarding safety of the passengers have been made in the rail budget that they will be safeguarded from every angle. Very often, we see that people of East Uttar Pradesh get employment in Punjab, Maharashtra or in other states and many people lead their life in foreign countries by doing petty odd jobs. When they come to the railway station, even a man working in Dubai or elsewhere in foreign country detrains at Delhi railway station, the security personnel of railway pounce on them like eagle. The parliamentarians of Uttar Pradesh have seen it, I have also seen it myself. People come with packed luggage, which are small but liked by the their family

members, that are opened at railway station and they are exploited. If you want to witness the scene, you can see it at Delhi railway station. When the people working in Punjab, Maharashtra etc. return and detrain, the security personnel deployed there pounce on them like eagle. So many incidents have taken place in our poorvanchal in which security personnel extort money by physical torture. In this connection, I am reminded of a poem by Neeraj: "Aap Mat Puchiye Ki Ham Pe Safar Mein Kya Gujri, Tha Luteron Ka Jahan Gaon Wahan Rat Hui." When security personnel themselves loot and beat them, there is nobody to hear them. I have also got problems, I have also written, but I am raising this matter sincerely. I would like to say that you should constitute a cell for this. If a passenger lodges a complaint like this, he should be heard by such cell. Even if a passenger lodges a complaint, the same person hears it against whom charges are levelled, you tell me to whom we should make a complaint. I am not telling this for the sake of speech only. I have seen it through my eyes and have realized the pain, therefore, I would like to say that if any passenger anywhere in India informs you that he has been looted by staffs of railway, by security personnel, you should pay special attention to it. For this a separate cell should be constituted and such complaints should be enquired into.

The second thing, I would like to say that like every year's railway budget, Uttar Pradesh especially the eastern U.P. has been neglected. Hon. Nirmal Khatrijee is our neighbour parliamentarian, he has raised the issue of Ayodhya, he has raised the issue of Faizabad. But the bridge constructed on Saryu River, which was inaugurated by former Prime Minister Shri Atal Bihari Vajpayee, and which costs crores of rupees, no train passes over it, it has no use. I demand that the train should run over it. Some train should run from Faizabad. We parliamentarians are from Poorvanchal and many hon. Members who are present here, we don't have any train for commuting. Only two trains-Vaishali and Gorakhdham express are there, through which we all have to travel to this place. These things should be kept in mind. I conclude here. I do not want to speak more, but my agony needs to be felt, we should not ignore.

I lay rest of my speech on the table of the House.

\*It was expected from the hon'ble Minister of Railways that she will present a revolutionary and

practical railway budget by deviating from the old pattern keeping in view her way of working and her ability to struggle and her simplicity. But like the former Minister of Railways, she could not resist from populist announcements. This may be due to some of her political compulsions.

1. In the proposed rail budget, announcement has been made to introduce 57 new trains. Like every year's rail budget, announcement regarding running more than 50 trans has been made in this year's rail budget, but no special attention is paid for building and expanding the basic infrastructure for railways. It is the result of running 50 odd new trains on limited network that fastest passenger trains do not run more than 50 km. per hour on average on broad gauge. The speed of goods train is fixed at 24 km. per hour for the last ten years.
2. The proportion in which new trains are introduced every year, the resources for laying new rail lines, gauge-conversion, doubling, electrification and construction of bridge-culvert are not spent in that proportion. It is hard to understand how new trains would run on old and outdated system.
3. No concrete plan has been presented on basic infrastructure of railway in this budget.

After 1980, railway has hardly extended its routes. During this period, the number of passengers has more than doubled.

- At present railway network is limited to 63 thousand km. out of which Britishers had left the network of 54 thousand km. After 62 years of independence, our Government have developed only 9000 km. of new rail lines.
- On this limited network, about 9 thousand passenger trains are running at present. There is no count of goods trains.
- Railways carries approximately 5.5 billion people and 70 crore tonnes of goods to their destination.
- Due to limited infrastructure and increasing load factor the use of railway lines has doubled in the last 20 years and Railways has to spend around four thousand crore rupees every year for replacement of the lines.



- I would like the hon'ble Minister of Railways to pay special attention and take positive steps for completion of pending projects and for expansion and improvement of its infrastructure.
- A committee of officers should be constituted and made accountable so that projects are completed within the time - frame.
- NDA Government had set up a special Sanstha Kosh which was not utilized. Special attention should be paid towards it.

Like every Railway Budget, this Railway Budget has also completely ignored North Eastern Railways and Eastern Uttar Pradesh. I would not complain about it, because the Hon'ble Minister of Railways has herself accepted that she has got very little time to prepare this Budget. But I would certainly draw her attention towards pending railway projects of this constituency and towards passengers' amenities and request her to get them completed. While recalling this fact that-

- Our country is fortunate that for the first time all the important posts have simultaneously been occupied by women symbolizing power, compassion and impartiality. It may be a dispute whether the God treats every one alike or not, but there can't be two opinions that a woman treats every one alike, because she provides protection and affection to all their near and dear one's alike.
- I demand from Didi occupying the post of Minister of Railways that she should offer me Rakhi not made up of cotton thread but made up of railway lines and trains, because sacred festival falls during the parliament session.
- There is need to pay special attention towards railway safety,
- Signal and telecom sectors have not been utilized effectively to their potential. Most of the railway accidents occur due to unmanned railway crossings. So these railway crossings should be manned.
- Every year announcements are made in the Railway Budget that security arrangements for passengers will be strengthened, but incidents

of loot, rape and snatching in the trains are increasing. Deployment of Railway Protection Force alone will not solve this problem. Jawans of Railway Protection Force have been found to be involved in most of the cases of loot. They are also in connivance with people poisoning passengers. After such incidents are reported, railways think that its only duty is to set up an inquiry and nothing beyond that. Even the enquiry reports are thrown into dustbin and no action is taken on the reports. Unless provision is made for strict action against the security personnel involved in these crimes, the rising incidents of crime in the trains cannot be checked.

- Corruption is a big problem in the Railways, which spreads from top to bottom. During the last few years a number of serious cases of corruption have come to light in North Eastern Railways, in which CBI has detected scam involving crores of rupees during raid on a number of officers. A big sex scandal has also come to light, but no concrete action has been taken against the guilty so far. It is unfortunate that officers involved in scam of crores of rupees escape the law, but junior staffs are immediately punished for their petty mistakes. I suggest that modern technology should be used to check corruption in the Railways and immediate action should be taken against the guilty.

#### **DEMANDS AND SUGGESTIONS**

1. In the proposed budget it has been decided to develop 50 stations as world-class stations, which include important stations from industrial, religious and tourism point of view.
- I would like to draw the attention of the hon'ble Minister of Railways towards the fact that this list includes stations like Amritsar, Ajmer Jn., sacred place for Pinddaan to fore fathers in Gaya, the city of Shiva Varanasi and birthplace of Kirshna Varanasi, the city of Lord Shiva and Mathura, the birth place of Lord Kirshna which is a welcome step. But it is a matter of regret that Ramjanm Bhoomi, Ayodhya has been ignored. So this railway station of international importance should be included in this list.

2. Railway Bridge was constructed over Saryu River at a cost of one billion rupees, but railway passengers are not getting the desirable benefits as only one or two trains are running daily between Ayodhya and Mankapur. The number of trains should be increased on this route.
3. As there is no direct train for South India, passengers have to go to Varanasi. So direct trains should be introduced for important cities from here.
4. Doubling and electrification of Barabanki-Ayodhya-Faizabad-Zafrabad should be carried out.
5. Mumbai and Delhi bound daily Super fast trains should be introduced from Faizabad.
6. Railway stretch between New Delhi-Lucknow-Gorakhpur and Chhapra-Baranni is the only route where Rajdhani or Shatabdi trains have not been introduced so far. So Rajdhani Express should be introduced on this route.
7. Stoppage of Bihar Sampark Kranti Saptakranti trains at Gonda Jn. should be introduced.
8. Gonda Balrampur-Nautanwa-Gorakhpur Railway section should be doubled.
9. Survey work of new proposed railway line from Jarwal road to Behraich should be completed.
10. Survey of rail line from Balrampur to Faizabad via Utrola should be conducted.
11. Survey work of Barhaji Bazar to Faizabad via Dohribat rail line was completed in the 2006-07 at a cost of Rs. 782 crore. Laying of railway line should be commenced as early as possible.
12. Very important station of North Eastern railway Ghonda junction should be made a model station.

With these words, I support Railway Budget.\*

SHRI RAJENDRA AGRAWAL (Meerut): Mr. Chairman, Sir, I am grateful to you for giving me opportunity to speak. Keeping in view time constraint, I will confine myself only to the problems in my constituency. Meerut is an ancient, big and important

city under National Capital Region. If we look from the perspective of Mahabharata, then now we are sitting in Indraprastha and Meerut falls under Hastinapur. In 1857, journey of first struggle for freedom in the country was also started from Meerut. In a way, Meerut is a business and central metropolitan city of Western Uttar Pradesh. Though, it has been ignored particularly in this background owing to its history if it has to wait for another one or two budgets for making it a world class station it will do, but I would urge upon the Minister of Railways to make a provision in the present railway budget itself in order to make Meerut station a model station.

In the National Capital Region planning report 2006-07, there was a proposal for Rapid Railway Transit System between Delhi and Meerut, but nothing has been done in this regard so far. Still, it takes two and a half hours to reach Meerut from Delhi. I believe that no such Rapid Railway Transit system could be successful unless the doubling and electrification work of Delhi-Meerut railway line is done. The concept of National Capital Region was based on the notion that to reduce the burden of Delhi, its nearby areas should be connected to Delhi. In this perspective, doubling and electrification of railway lines of Meerut and Hapur is necessary. Still only two trains run in the morning from Meerut to Delhi, despite the fact that there are a large number of commuters on the route. My contention is that the number of trains should be increased. Similarly, there is no shuttle service from Hapur to carry the passengers from there to Delhi. I also believe that after electrification work, particularly Metro project should be extended upto Hapur and Meerut.

There is only one train between Meerut to Lucknow *i.e.* Nauchandi Express. But at one side this train goes to Saharanpur and on the other side it goes to Allahabad. There are several trains from Saharanpur to Lucknow. There is a direct train to Allahabad from Meerut. On behalf of people of my constituency, I propose that Nauchandi Express should be run upto Lucknow from Meerut, so that it could be run on time. It has to be cancelled in winter season on several occasions and passengers face a lot of difficulties after the announcement of its being running late.

Sir, I have one more submission to make. There is no train in the morning from Meerut to Lucknow. I propose that a Shatabdi/Janshatabdi train should be introduced from Meerut via Hapur, Moradabad which may start around six 'o'clock in the morning from Meerut

and may start its return journey from Lucknow around 1500-1600 hours in the afternoon. It will benefit passengers a lot.

There is a very small town between Meerut, Hapur called Kharkhoda, but it is an important town also. Here people face a lot of difficulties in taking Nauchandi and Sangam Express. I request that a halt should be provided for Nauchandi and Sangam Express at Kharkhoda. Facility of Railway Reservation Centre should be provided in the Coudhary Charan Singh University for the benefit of students, it will also benefit people of Meerut. Tatkhal has been proved to be very painful, Mamataji should think over the issue of Tatkhal. It is true that she has given a thought on it, but she should address my problems immediately. With this, I conclude.

I lay remaining part of my speech.

\*I am grateful to you for providing me the opportunity to take part in the debate of Railway Budget.

Through you, I would like to make following submissions to the hon'ble Minister of Railways with regard to my Parliamentary Constituency:-

Meerut is the biggest, most ancient and Mahabharata era historical city under the National Capital Region. First freedom struggle of 1857 was also originated from Meerut. My submission is that Meerut City Railway station should be made a model station keeping in view Meerut's importance.

In the National Capital Region planning 2006-07, Rapid Railway Transit system between Delhi to Meerut was mentioned, but still today around two and a half hours are spent in travelling from New Delhi to Meerut.

To minimize the time taken to complete the journey, it is necessary to electrify and doubling this rail track. This work must be completed as early as possible.

> Presently only one shuttle is plying between Meerut to Old Delhi railway station and New Delhi Railway Station. Keeping in view the constantly increasing number of daily passengers it is necessary to start one more shuttle train.

> The work of doubling of rail track is going on between Ghaziabad and Muradabad. This work should be expedited and the electrification work

of this rail track should also be done on priority basis.

> Meerut and Hapur are a part of National Capital Region (NCR). The NCR were carved out to reduce the ever increasing pressure of population in Delhi. For that purpose the basic infrastructure of Delhi should be extended to NCR also. Therefore I urge that Metro Rail Project should be extended from Delhi to Meerut and from Delhi to Hapur.

> To connect Meerut to Jammu Tawi in the North and Kanpur etc. in the East the doubling and electrification of rail track from Meerut to Saharanpur (Tapri junction) and Meerut to Khurja junction is quite necessary. These works should be executed at a fast pace for the development of this area.

> Nauchandi express should be run between Meerut to Lucknow only. Presently this train ply from Saharanpur to Allahabad, for this reason it often runs late. There are so many trains from Saharanpur to Lucknow and also from Lucknow to Allahabad and there is a separate train called Sangam express that ply from Meerut to Allahabad. Therefore it is justified that Nauchandi express should be made to ply between Meerut to Lucknow.

> At present, Nauchandi Express is the single train running between Meerut to Lucknow. I urge that a Shatabdi-Janshatabdi train must be started from Meerut to Lucknow *via* Hapur-Muradabad which should start at 06.00 hrs., in the morning and should start at 15.00 hrs from Lucknow.

> Kharkhoda is an important town between Meerut and Hapur. The passengers of this area face extreme difficulties to board Nauchandi express and Sangam express from Meerut. Therefore stoppage of said train should be provided at Kharkhoda also.

> A special reservation window should be provided at Meerut city station for Women and handicapped persons.

> A reservation counter should be open at Chaudhary Charan Singh University premises so as to facilitate the students and citizens of South Meerut.

\*...\*This part of the Speech was laid on the Table.

- > No train ply between Meerut to Amritsar in the morning hours. It is quite necessary to start an additional train in the morning hours on this route.\*

[*English*]

MR. CHAIRMAN: Hon. Members, it is 6 o'clock now. There is a proposal from the Business Advisory Committee to extend the time of the House up to 9 o'clock to accommodate more Members. If the House agrees we can extend the time of the House up to 9 o'clock. I would request all the hon. Members to be brief and express your views in only three-four minutes and lay rest of the speeches on the Table. That can be recorded.

SEVERAL HON. MEMBERS: Agreed.

**18.00 hrs.**

SHRI MADHU GOUD YASKHI (Nizamabad): Thank you, Mr. Chairman, Sir. While joining my distinguished speakers before me from the Treasury Benches supporting the Railway Budget for 2009-10, I congratulate the Railway Minister, hon. Mamata ji for presenting the Railway Budget with a human face.

UPA for the past five years and now has created history in the Railways. There is turnaround in the Railways under the able leadership and guidance of our hon. UPA Chairperson, Sonia Gandhi ji, and under the guidance of the hon. Prime Minister, Dr. Manmohan Singh ji. The earlier Railway Minister and now the new Railway Minister has taken up drastic steps to improve the overall facilities in the Railways and particularly providing facilities to women, children and youth also.

**18.01 hrs.**

[SHRI P.C. CHACKO *in the Chair*]

I would like to bring to the notice of the Railway Minister a couple of things. I travelled quite a bit. My request to the hon. Railway Minister is that since Railways are making good profit and have enough funds, they should provide air-condition facility in the unreserved compartments also. If you look at it in terms of revenue, a substantial amount of revenue is generated by even the unreserved compartments. A number of passengers travel by those compartments. It is inhuman to sit in those unreserved compartments in extreme weather conditions. So I would request the hon. Minister that

they should at least in the new coaches which they are planning, the unreserved compartments should be air-conditioned.

I would also like to say that handloom and Khadi should be utilised more in the Railways—all the bed sheets etc. which are supplied to the Railways—so that the weaving community is benefited.

Though I support the Railway Budget, yet it is astonishing to see that the State of Andhra Pradesh has not been adequately considered. I would like to bring to the notice of the hon. Minister the letter written by my hon. Chief Minister addressing the Railway Minister. I am addressing this letter with great anguish for the continued injustice done by the Ministry of Railways to the State of Andhra Pradesh in the field of Railway infrastructure. I have addressed several letters to you, your predecessor Shri Lalu Prasad ji on Railway infrastructure requirements of Andhra Pradesh. The Members of Parliament of Andhra Pradesh also have met him several times. I would further like to bring to the notice of the Railway Minister that though the State of Andhra Pradesh had generously offered for cost sharing of projects and extending adequate help for execution of very important and essential projects, yet such projects were not sanctioned. I hope that the hon. Railway Minister will take it into consideration seriously and see that the request of Andhra Pradesh is met. As you are aware, we have 34 Members representing Andhra Pradesh; it is difficult for us to function and face our people back home.

Sir, I would like to bring another request which we have made to the hon. Minister. Not only me but also two of my colleagues from Karimnagar and Peddapally have requested. There is a railway line which was started in 1992, namely Peddapally-Karimnagar-Nizamabad. It is completed up to Jagityal. Jagityal to Nizamabad line has to be completed. So far, about 90 kilometres have been completed. In the past 10 years, Rs. 180 crore have been generated by this route. Nowadays the Railways are looking for profitable routes. Even if you look at that, this route is generating enough income. The Telengana Region which I represent is very backward region. Now we talk about the Naxal-affected regions. ...(*Interruptions*) There is a new line in which Broad Gauge conversion done....(*Interruptions*)

MR. CHAIRMAN: Kindly conclude.

SHRI MADHU GOUD YASKHI: Sir, I am just concluding in one minute.

This has to be completed. We have requested for Rs. 50 crore; only Rs. 10 crore have been given. One more thing is there. In Bodan, in my constituency, the Railway Station has to be shifted. The Railways asked me to deposit money which I did from the MPLADS. In spite of that, that has not been taken up. There is a railway overbridge in a village called Dichpally. That has to be taken up.

Over two and a half lakh people who are from Nizamabad and Karimnagar districts are living in Mumbai. They belong to weavers' community and poorer sections. There is enough demand for that additional train. Nearly ten buses are plying daily between Nizamabad and Mumbai. But there is only one train no. 7057/7058 - Devagiri Express - running from Chatrapathi Shivaji Terminus, Mumbai to Secunderabad *via* Nizamabad.

I would request the hon. Railway Minister to start a new train from Nizamabad to Mumbai. Tavopan Express 7617/7618 which runs between Chatrapathi Shivaji Terminus and Nanded should be extended up to Nizamabad only. Ajanta Express 7063 which runs between Secunderabad and Manmad should be extended from Manmad to Chatrapathi Shivaji Terminus. New railway track between Jagtiyal and Nizamabad should be laid expeditiously and a new train starting from Chatrapathi Shivaji Terminus to Karimnagar *via* Nizamabad should be introduced.

*[Translation]*

\*SHRI MURARI LAL SINGH (Sarguja): At the outset, I compliment Hon'ble Minister of Railways to start a new train from my constituency area Sarguja, Chhattisgarh from Ambikapur to Jabalpur. But frequency of this train should be made daily instead of thrice a week. But once again Chhattisgarh has been neglected in the Rail Budget. The railway stations of Bilaspur zone have not been included in the list of stations to be transformed into world class stations.

My Parliamentary Constituency is a tribal dominated area and Sarguja is a large district of Chhattisgarh, but it totally lacks rail facilities, There is an urgent need to lay new rail lines here. After independence only 19 kms of rail lines have been added to this area. I want to inform hon'ble Minister of Railways that Ambikapur to Barbari rail line became operational in 1936 during British region but in 1946 when Britishers had to leave India

then the construction work was stopped. I urge hon'ble Minister of Railways to get the survey of said Barbadi to Ambikapur rail line done and add the new rail line to this existing line. Special provision should be made for this rail line in the Rail Budget. Sarguja district is spread in 18000 sq.kms and is a totally tribal district and its population is 20 lakh. It abounds in mineral resources. Here many projects of SECL are going on and coal and bauxite mines are going to be started in this area. Due to lack of transportation facility the mineral resources of this area could not be fully exploited. Hon'ble Madam Speaker, I demand from hon'ble Minister of Railways that proposal should be made to the following new rail lines.

1. Ambikapur to Barbari route (connecting Chhattisgarh to Jharkhand),
2. Jharkhand, Bihar, Uttar Pradesh, West Bengal, Orissa would be connected via rail route if Bhatgaon to Renukot, Uttar Pradesh *via* Pratappur, Vadapnagar.
3. New rail line may be laid down from Uchdih to Korba *via* Surajpur, Srinagar, Prem, Tara.
4. Korba may be connected to Pendara *via* Katgora rail route.

The frequency of passenger trains should also be increased. Durg Nizamuddin-Chhattisgarh Sampark Kranti (2823/2824) should run daily instead of twice a week. It will facilitate the people coming to the capital of the country. Sir, Vilaspur Intercity Express should be operated from Ambikapur. Sir, the Durg Express from Ambikapur is the only train for people of Sarguja, which ply for the passengers going to Raipur-Durg, Bhilai. It has only one 3 tier AC coach. A 2 tier coach is required to be provide for the facility of the passengers. The hon'ble Minister may give special attention to these demands.

*[English]*

MR. CHAIRMAN : Hon. Members, only 170 minutes are left now, and there are 70 more Members who would like to speak. I request the Members to speak only for three minutes.

Shri Badruddin Ajmal.

SHRI BADRUDDIN AJMAL (Dhubri): Mr. Chairman, Sir, thank you very much for providing me the opportunity to speak in this August House. This is my first participation in the debate. I am excited to say a lot but due to time constraint, I assure you that I shall be focused and to the point.

I congratulate the hon. Railway Minister, Mamata ji for presenting before the nation an inclusive Budget with lots of innovations. I would like to tell Mamata ji

[*Translation*]

I would like to say to my colleagues sitting at our right side to have a positing attitude and would also like to say to Mamata ji that people are always in the habit of saying something, therefour don't pay much attention to it and continue to move forward.

[*English*]

Mr. Chairman, Sir, there are many appreciable points in this Budget. I wish to mention here a few of them.

[*Translation*]

I appreciate the scheme formulated particularly for the recruitment of minorities but I would like to suggest that unles the people of minority community are included as member in the minorities Recruitment Boards, the scheme peraining to minorities will not prove successful.

[*English*]

I appreciate that for the first time, Madam has included *madarasa* students also. That means, she is very much worried about the minority sections.

Due to constraint of time, I shall be very brief. I would request the Railway Minister to include Guwahati station also under *Duronto* train services.

Now, I come to my suggestions. They are: Re-opening of rail connection between Fakiragram and Dhubri; construction of rail-cum-road bridge (Fulbari-Golokganj) over the river Gangadhar; introduction of new train from Jogighopa to Mahendraganj *via* Mancachar; conversion of metre-gauge to broad-gauge track starting from Bongaigaon to rest of Assam; and extension of Amarnath-Guwahati Express up to Dibrugarh. Halt of all trains at Gopalpara. Halt of Rajdhani Express at Hojai and development of Hojai as model station.

Mr. Chairman, Sir, I would like to mention that there are two national projects in Assam which are languishing for years for completion. These are Bogibeel rail-cum-road bridge and Lumding-Silchar broad-gauge conversion. Despite the declaration of these as national projects, the fund provided against the requirement of fund is only seven per cent for Bogibeel and 13 per cent for

Lumding-Silchar broad-gauge conversion. I strongly demand the review of the allocation for these projects. At the present rate of allocation, it will take another decade for completion of these projects. I also strongly demand a strict time-frame for completion of these projects.

Mr. Chairman, Sir, with these words, I would like to thank you for giving me this opportunity to take part in this discussion, and with your permission I will also lay my rest of the speech.

\*Immediately on the day of the presentation of railway budget, I have sent my written letter of appreciation with some requests for inclusion in the budget. I hope Madam has received the same and giving a sympathetic look.

Proposal to develop a scheme to give better representation to minorities, women and economic backward classes of the society in railway recruitments is highly appreciated. This is perhaps for the first time a railway budget has mentioned special scheme for recruitment of minorities in railway. But Madam, I strongly believe that the scheme can be properly implemented if some of the members of the recruitment boards are selected from the minority community. In fact the Guwahati Recruitment Board should have a minority Chairman. At present, the representation of the minority communities in the recruitment boards is almost non-existent. This is my humble suggestion. This will be strong affirmative action for the minority. I hope you will take this suggestion in its true spirit. I wish the scheme will be developed and implemented without any bureaucratic hurdles and so called political cynicism of appeasement.

Extension of student's concessions to the Madrasa students proves commitment for equity.

The new scheme 'Izzat' will definitely bring smiles to the millions of people in the unrecognized sector.

Besides the normal proposals, it is noted with gratitude following major important proposals for Assam:

1. Inclusion of Guwahati as one of the 50 Railway stations proposed to be developed as world class stations with international facilities.

---

\*...\*This part of the Speech was laid on the Table.

2. New introductions of Guwahati-New Coach Bihar Express Intercity (Daily).

On the day of budget, I had demanded in the House and also had sent written communication to the Railway Minister for inclusion of Guwahati for following new projects announced in the railway budget 2009-10:

1. Yuva Trains
2. Ladies Special
3. Duroto Trains services.

I do hereby repeat my demand.

It is also requested to consider following small projects for Assam. These are people driven and very small in nature. These will have very little impact in the overall budget.

1. Re-opening of Rail connection between Fakiragram and Dhubri.
2. Construction of rail-cum-road bridge (FULBARI-GOLOKGANJ) over river Gangadhar instead of only rail bridge as approved.
3. Introduction of new train from Jogighopa Mahendraganj via Mancachar.
4. Conversion of M.G. to B.G. track starting from Bongaigaon to rest of Assam and Rangia to North Lakhimpur.
5. Extension of Amarnath- Guwahati Express upto Dibrugarh.
6. Halt of all stations at Goalpara for 2 minutes.
7. Halt of Rajdhani Express at Hojai.
8. Development of Hojai station as model station.

I wish to further elaborate the painful trends of allocation of some of the projects in Assam.

Name of projects	Trends of allocation
1	2
Lumding-Silchar BG line	46% cost increase, only 13% of the required fund provided in 2009-10 and 34% balance fund not provided.

1	2
Bogibeel rail-cum-road bridge	75% cost increase, only 7% of the required fund provided in 2009-10 and 51% balance fund not provided.
Rangiya-Mukongselek BG line	70% cost increase, only 4% of the required fund provided in 2009-10 and 92% balance fund not provided.
Dhudnoi-Mendnipather new line	286% cost increase, only 6% of the required fund provided in 2009-10 and 89% balance fund not provided.

It is expected that Hon'ble Railway Minister and Prime Minister who represents my state will have a sympathetic look into these genuine demands of Assam to make this budget an example of inclusive and innovative budget.

I thank you once again and all the members for a patient hearing.\*

SHRI M.B. RAJESH (Palakkad): Mr. Chairman, Sir, I am thankful to you for giving me this opportunity to take part in the discussion on the Railway Budget.

At the outset, I would like to welcome some of the measures which have been announced in this Railway Budget but at the same time I am sorry to say that this Budget presents a grim and bleak picture of performance of the Indian Railways. Our operating costs are rising, and our cash surpluses are drastically depleting. I do not want to go into the details of the statistics and data which have been given in this Budget. The Government should come up with a satisfactory explanation as to why this deterioration has taken place and also as to why the cash surplus of the Railways depleted so rapidly.

While coming to Kerala, I must say that this Budget is a big disappointment for us. I do acknowledge that some new trains have been announced and I welcome that. But at the same time, let me state that many of the trains were already announced in the last Budget. The fact is that there is nothing in this Railway Budget for the long time development of railways in Kerala.

What about the coach factory in Palakkad? I come from the Palakkad Constituency, which is the proposed site for the new coach factory, which was allotted to us by hon. Lalu Prasadji. I am thankful to him for giving us that coach factory. But where is the money in this Budget for the coach factory? Nothing has been provided for in this Budget for the coach factory.

Mamataji has also ignored our long pending demand for a separate railway zone. Likewise, what is the allotment for the wagon factory in Cherthala? A paltry sum of Rs. 1 lakh has been allotted for the wagon factory. Similarly, nothing is there in the Budget for the electrification and doubling works of the railways in Kerala.

Sir, Mamataji has time and again talked about inclusive development, and at the same time she has presented an exclusive Budget. She has excluded and discriminated against the States like Kerala and many other States. As I said earlier, I come from Palakkad. The coach factory was offered to us in 1980. And, without any reason that was denied to us earlier. Again, Laluji gave us that coach factory last time. But I am afraid that our hon. Minister, Ms. Mamata Banerjee is going to refuse the coach factory this time again. I would like to say that if the Government is going to betray us, the people of Kerala will not forgive them. We would fight tooth and nail to protect the coach factory in Palakkad.

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): Sir, there is no question of any withdrawal. What the Government had announced earlier would be taken up. The work is going to continue.

MR. CHAIRMAN : He says that the earlier projects will not be withdrawn. They will continue.

Now, you continue your speech.

SHRI M.B. RAJESH: I welcome that. But at the same time, there is no allocation. I was drawing the attention of this House to that particular aspect that there is no allocation for that coach factory.

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI E. AHAMED): With your permission, Sir, let me state that if the Government of Kerala makes the land available as early as possible, the Government of India would take further steps. Now, the matter is

also in the Planning Commission. After the appraisal of the Planning Commission, if the land would also be available, it would be very easy for us to do it.

MR. CHAIRMAN: Okay. The time at our disposal is very short. So, let there be no intervention.

SHRI M.B. RAJESH: Anyway, I am strongly demanding that the allocation should be made for the coach factory at Palakkad.

Sir, our one of the most important demands was that two daily train services should be introduced to Bangalore city. Bangalore is a city where lakhs of Keralites are living and working. They are having acute traveling problem. Therefore, we are demanding that at least two trains should be introduced. One train Kocuvelli-Bangalore was already announced. I demand that the weekly train should be made as daily train. Similarly, at the same time, Kannur-Yashwanthpur Express should be extended to Bangalore city and made as daily train.

Then, for electrification of Shoranur-Mangalore line, which is a very important line, nothing has been announced. I would request that for the purpose of electrification of Shoranur-Mangalore line, proper allocation should be made. As Shoranur is an important railway junction in Kerala, I would request the hon. Railway Minister that Shoranur railway station should be included in the list of Model Stations, like other stations to be constructed as proposed in the Budget.

Then, having a triangular railway station is a long pending demand for the people of Palakkad. Therefore, I would demand that a triangular railway station should be considered by the hon. Minister.

Now, I would say about the intra-city express.

MR. CHAIRMAN: Please conclude now.

SHRI M.B. RAJESH: Sir, this is my maiden speech. Please give me about two more minutes.

An intra-city express train between Palakkad and Calicut should be introduced utilizing the rakes of Amarda Express.

These are some of our demands, which we would like to be fulfilled.

Now, I would like to deal with an issue regarding filling up of vacancies in the Railways. There are about



two lakh posts lying vacant in the Railways. Railways is the biggest employer in our country. But nothing has been said about the recruitment policy in her Budget speech. Of course, she has said that some recruitment drive would be there but I demand that the Railways should generate more employment by creating more posts.

Similarly, no welfare measures have been said in the Budget about the lakhs of contract workers engaged in the railway works. The hon. Railway Minister has chosen to take recourse to the short route of privatization through PPP projects.

Some cosmetic announcements, some announcements and some welcome measures are there in the Budget. I do welcome these positive measures, which have been included in the Budget. But at the same time, I must say that the Budget has ignored the imperatives of the railway development. It is aggressively pursuing the policy of privatization. This policy of privatization is not in the interest of the country nor in the interest of the people.

With your permission, Sir, may I lay the remaining part of my speech?

MR. CHAIRMAN: Yes, you can.

\*SHRI M.B. RAJESH: With your permission may I take the liberty to draw the attention of this august House to the sad memory of Perumon Train tragedy which happened exactly on this day in 1988. Let me begin with paying homage to more than hundred people who lost their lives in the Perumon Rail tragedy in Kerala.

At the outset I am extremely sorry to say that this budget presents a grim and bleak picture of performance of Indian Railways. It seems that Indian Railway is heading towards a serious crisis. The figures given in the budget documents justify my apprehensions that Railway is facing a grave situation, operating costs are rising and cash surpluses have depleted alarmingly. If we look at the operating ratio it was 76.3 in 2007-08 and it increased to 81.4 in 2008-09. In the Interim Budget it has risen to 89.9 and in this present budget it is 92.5. Higher Operating ratio means lower profitability so this means that all fall claims made during the term of first UPA Government were not true.

If we look at the figures of cash surpluses, it was 20,049 crore in 2007-08. In the Interim Budget it came down to 13,532 crores and in 2009-10 it has drastically declined to a mere Rs. 8631 crore. Mamataji may wash her hands by saying that she was not the Minister in the last five years. But the UPA Government is continuing and the Hon'ble Prime Minister is also continuing. So I think that the Government should come up with a satisfactory explanation to why this deterioration took place. Why has the cash surpluses of railways depleted so rapidly in such a short span of time?

Due to lack of time I am straight away come to Kerala. Madam, as far as Kerala is concerned I must say that this budget is a big disappointment. I do acknowledge that there are some new trains announced in this budget. But at the same time some of the new trains were already announced in the last budget. The fact is that except some trains there is nothing in the budget for the long term railway development of Kerala. What about Palakkad Coach Factory? Where is the money? Mamataji you have completely ignored our long pending demand for a peninsular zone. What is the allotment for Wagon factory in Cherthala? Only a meager amount of Rs. 1 lakh. You haven't made any allocation for electrification and doubling of lines. So Mamataji, you are talking about inclusive development time and again and has presented an exclusive budget. You have excluded and ignored states like Kerala. I represent Palakkad Constituency where the site for the proposed Coach factory is identified. I am thankful to Laluji for giving us the Coach factory. It was offered to us way back in 1980. Then it was denied without any reason. Again Laluji gave us the Coach Factory and now Mamataji is going to refuse this one too. If the Railway Minister and the Central Government is trying to betray the people of Kerala I would like to say that people will not forgive you. We will fight tooth and nail to protect this Coach factory.

I strongly demand that adequate allocation should be made for Palakkad Coach Factory to make it a reality as soon as possible. Likewise I demand the setting up of a Peninsular Zone with Kerala as its headquarters and sufficient allocation for Cherthala Wagon factory.

Our most important demand for two more daily train services to Bangalore also doesn't find a place in this budget. Bangalore is a city where lakhs of Keralites are working and they are facing acute travel problems due

\*....\*This part of the Speech was laid on the Table.

to lack of adequate number of trains. It is alleged that the private bus lobby is playing to prevent more trains being operated between Kerala and Bangalore. I hope that this bus lobby will not influence Mamataji and she will announce more services to Bangalore.

I demand that the Kocuveili-Bangalore Express should be made a daily service.

The Kannur-Yashwanthpur Express also should be made daily and extended to Bangalore city. An intercity express should be introduced between Palakkad and Calicut utilizing the racks of Amritha Express.

I strongly demand that allocation should be made for the electrification of Shoranur-Mangalore line. For completing doubling work in this line sufficient amount should be allocated.

While the budget speaks loudly about world class stations the reality is that many stations in our State doesn't have even minimum facilities. So please ensure minimum basic facilities in railway stations. I also demand that Shoranur which is an important Railway junction in Kerala should be included in the list of Model stations. I also demand that allocation should be made for construction of triangular railway station at Shoranur.

Now I would like to deal with filling up of existing vacancies in the railway. No mention is made about filling up of 2 lakhs posts lying vacant for years. Nothing is said about creation of additional posts. More posts should be created and Railway should generate more employment to reduce the impact of job losses due to recession. Reduction of working hours from 12 to 8 hours also does not find a place in the budget. It is a big disappointment that no welfare measures are taken for lakhs of contract workers engaged in the railway works.

It should be also said that the present budget failed to come up with any fresh idea to tackle situation arising out of recession. Mamataji has chosen to take recourse to the same flawed route to privatization through PPP projects in a host of areas. And what has been the experience of PPP Models? Even Coach Factories offered as joint ventures had to convert into railways own projects with no takers for Joint Ventures. In this recession time whether the private investment will come in the sphere of infrastructure where profits will come only over a long period?

I have with me a lot of reports of failures of PPP Model. Due to the lack of time I don't want to go into details.

There are some cosmetic announcements and concessions in this budget. Of course, some welcome steps are also there. But the point is that the budget has ignored the imperatives of railway development and aggressively pursuing the policy of privatization. This is not in the interest of our country and people.\*

*[Translation]*

SHRI SUBHASH BAPURAO WANKHEDE (Hingoli):  
Mr. Chairman, Sir, I am thankful to you for giving me the opportunity to speak on railway budget. I would like to draw the attention of the hon'ble Minister towards some points and issues relating to railway budget for the year 2009-10. Nanded division is connected with South-Central railway and Government of Maharashtra had passed a proposal in the Assembly in 2002, 2004, 2005, 2006 and 2007 and demanded that Nanded division should be connected with central railway. The Union Government had constituted Kapoor committee in 1994. They had commission recommended to the Government that Nanded division should be connected with central railway. The demand for Hazipur in Bihar had also been made. The people's representative from Bihar had demanded that Hazipur zone may be created. But the Kapoor commission had recommended for Nanded and rejected the demand of Hazipur. I would like to demand, through you, the hon'ble Minister that 10th Sikh Guru, Guru Govind Singh had sacrificed his life at Nanded. Nanded is as pious to Sikhs as Kashi is to Hindus. The Sikhs from different States as well as from outside come to visit this place. Mannoan Singhji became Prime Minister second time with the grace of Guru Govind Singhji. Nanded is a pious place and it should be made an international station. I would like to demand the hon'ble Minister that a new train should be introduced from Nanded to Pune. Three new trains between nanded-Mumbai and Hingoli, Akola, Mumbai should be introduced and the number of trains should also be increased. The survey work of a new line Nanded-Vardha-Yavatmal is going on far quite some time. The Government of Maharashtra has given 50 percent of its share to the centre for executing this work but the work regarding Nanded-Vardha-Yavatmal line has not been started so far. I request the hon'ble Minister of Railways, through you, that the work of this line should be started at an early date.

Mr. Chairman, Sir, my Parliamentary Constituency is Hingoli. However Hingoli station is neither an international station for it is in the list of model stations. I request the hon'ble Minister to include it in the list of model stations and it should be accorded a status of model station.

Mr. Chairman, Sir, earlier Laluji from Bihar was the Minister of Railways. When he was Minister, a demand to make Hazipur a zone was raised but the commission had rejected it. But it should also be kept in mind that many trains were extended upto Bihar at that time. At the same time, I urge upon to connect Nanded division with central Railway too. I express my gratitude for giving me a chance to speak on the railway budget. I also lay my rest of the speech.

*[Translation]*

\*I would like to draw the attention of hon'ble Minister towards some of my points and demands for the Railway Budget 2009-10.

The hon'ble Minister has presented the railway budget for the year 2009-10 on 3rd July, 2009 in this House in which justice was done to several States but the interests of Maharashtra have been neglected.

Some districts of Maharashtra like Nanded Division is connected with south central railway zone.

The Government of Maharashtra has sent number of proposals to centre to include Nanded railway division in central railway in the year 2002, 2004, 2005, 2006, 2007 and on 24th May, 2009. Though, several members have become Minister of Railways but nobody has ever considered this proposal.

There is a separate zone for each state in the country but some districts of Maharashtra like Nanded Division is connected with South Central Railway zone.

A railway committee on reconstitution of zones under the Chairmanship of Kapoorjee was constituted in 1994 and in the report of the committee submitted to the centre, it was recommended that Nanded Division be connected with central railway but the then Government didn't pay any heed to it.

The Kapoor Committee had rejected the demand to make Hazipur of Bihar a new zone and recently former Minister of Railways, Laluji has declared Hazipur a new zone while the demand for Nanded zone was neglected.

Recently, the Government of Andhra Pradesh has sent a proposal to centre to connect Nanded, Hubli Division with central railway by shifting it from South Central Railway after getting it passed from the Assembly. I request the hon'ble Minister to consider the same. Sikh Guru Govind Singhji left for heavenly abode in Nanded city, still Nanded is not proposed to be developed as an international station. Therefore, I urge upon the hon. Minister that Nanded should be included in the list of international stations.

A new train should be run between Nanded and Pune, Nanded-Mumbai and Hangoli-Akola-Mumbai. Only two trains run on a daily basis between Nanded-Mumbai-Sikandarabad. I request that the number of trains should be increased on this route.

Doubling and electrification of Mumbai-Sikandrabad route should be undertaken and arrangements should be made for providing stoppage of Mumbai-Nanded-Nagpur bound Nandigram Express at Kinvatak Bodri, Himayat Nagar and Bhokar stations.\*

*[Translation]*

\*SHRI RAGHUVIR SINGH MEENA (Udaipur): The Railway budget is being discussed today. While participating in the discussion, I would like to put forth certain suggestions and demands before the House in the interest of the people of my parliamentary constituency Udaipur (Rajasthan) and entire Rajasthan.

Udaipur city is known as the city of lakes and these lakes attract domestic as well as foreign tourists in large numbers who come to visit this place. Therefore, it is in the interest of the state as well as the country that sufficient means of transport should be made available to facilitate the tourist influx.

You must be aware that Udaipur is one of the renowned cities of the world. There is also an international Airport there. There is a meter gauge line of 168 km. from Udaipur to Ahmedabad and a broad gauge line between Udaipur and Jaipur which connect

\*...\*This part of the Speech was laid on the Table.

\*Speech was laid on the Table.

Udaipur with north India but this city could not get connected with central India and Southern India.

Most of the businessmen of Udaipur and other places usually visit Southern and Western States including Mumbai, Chennai, Pune, Andhra Pradesh, and other cities of Maharashtra and Kolkata for business purposes but proper facilities have not been provided by the railways to such businessmen.

Laying of a broad gauge line between Udaipur and Ahmedabad would not only facilitate transportation but also increase the trade facilities. Besides the Project (Smelter) of Hindustan Zincs the biggest marble market of India is also situated there and such measures will certainly boost the business. The tourist influx will certainly register an increase with the extension of passenger services and amenities, thereby providing employment to the local people and augmenting the income of the Government.

The most important point which I would like to bring to the notice of the House is that the former Railways Minister, Shri Lalu Prasad Yadav had announced in his budget speech on 26th Feb, 2008 to carry out gauge Conversion between Udaipur and Ahmedabad but the gauge conversion scheme was replaced by new faulty schemes which created obstacles in budget allocation. Besides, a condition was also imposed that 50% of the amount should be spent by the State Government. Madam, there is not a single state which has made any provision for railways in its budget. It is unjustified.

The then Railway Minister had attended a meeting of Railway Parliamentary Board in Udaipur where he was fully apprised of this scheme. At that time he had declared in Udaipur that the whole expenditure of gauge Conversion between Udaipur and Ahmedabad will be borne by the Railways. An amount of Rs. 1,000 crores was also allocated for this purpose. Thereafter, all formalities related to the scheme were completed. Moreover, tenders were also invited to complete the scheme in two phases and tenders have also been finalized but no funds have been released by the department. The work of gauge conversion could not be started for want of funds.

Through you, I would like to urge upon the hon'ble Minister of Railways to kindly allocated funds after making budgetary provisions in the year 2009-2010 for Udaipur-Ahmedabad gauge conversion project.

The hon. Railway Minister has kindled a ray of hope in the tribal dominated area by announcing to connect Ratlam-Banjwara-Dungarpur by train. Therefore, I express gratitude on behalf of all the residents of the area and expect that sufficient funds will be released for the purpose.

Through you, I request the hon'ble Railway Minister to connect Udaipur by following trains. I hope that the Railway Minister will fulfill these demands:-

1. Udaipur-Bandra, running thrice a week should be run on a daily basis.
2. Udaipur-Ajmer intercity should be extended up to Jaipur.
3. Jarnmu Tawi-Ajmer should be extended upto Udaipur.
4. Chetak Express from Udaipur to Delhi should be extend upto Haridwar.
5. Udaipur-Indore Express should be run upto Nagpur on a daily basis.

*[English]*

SHRI PRALHAD JOSHI (Dharwad): Thank you, Sir. I will just raise some important points about my constituency and I will lay on the Table of the House the remaining portion of my speech due to constraint of time.

MR. CHAIRMAN : Yes, you can do so.

SHRI PRALHAD JOSHI : Sir, as usual, Karnataka which is covered by the South Western Railway Zone which is the highest revenue earning Zone in the country, has again been neglected. Some two-three extra trains were announced because of Shri Muniyappa. I will thank him. Some two-three extra trains have been given comparatively. But, I am very sorry to say that if you take the entire State of Karnataka, whether you take new lines or gauge conversion or doubling or electrification, all put together, is neglected. The South Western Railway Zone needs Rs. 5,362 crore. But it is very unfortunate that, as usual, a small sum of Rs. 531 crore has been allocated for this Zone. Even in the 2008-2009 this Zone was allocated Rs. 700 crore. I feel that Shri Lalu Prasad is better than Mamataji. That is what I am feeling today because he allocated Rs. 700

crore. Even at that time, all the MPs of Karnataka together were fighting against this injustice. But it is so unfortunate now. Shri Lalu Prasad allocated Rs. 700 crore; but Mamataji allocated just Rs. 531 crore. I urge Shri Muniyappaji. You have given two-three extra trains. I am thankful for that. Even for the northern Karnataka you have given something.

MR. CHAIRMAN: You have made that point. You continue. The time is running out.

SHRI PRALHAD JOSHI: I am completing, Sir.

MR. CHAIRMAN: You have effectively made that point. You come to the next point.

SHRI PRALHAD JOSHI: I am requesting him to allocate further funds.

Secondly, the most important project of the northern Karnataka, not only northern Karnataka but for the entire Karnataka, is the Hubli-Ankola line. Whenever I talk about this, either the Railway officials or the hon. Minister of Railways immediately tell that the matter is in the Supreme Court, matter is with the High Powered Committee and the matter rests with the Ministry of Environment and Forests. The Ministry of Environment and Forests is with the Government of India. It is not outside India. The Ministry of Environment and Forests is supposed to file an affidavit before the Supreme Court's High Powered Committee saying the details. The Karnataka Government has already cleared its position that it wants to divert the 700 hectares of the Forests land for this project. Now the Ministry of Environment and Forests of the Government of India have to say that we are ready for this project. But, unfortunate, the Ministry of Environment and Forests, Government of India are not filing the affidavit and the Railway authorities and the Ministry of Railways are not putting proper pressure on the Ministry of Environment and Forests to file an affidavit before the Supreme Court.

I have already urged Shri Muniyappaji to file an affidavit and call a meeting with the Ministry of Environment and Forests and the Ministry of Railways and even call the concerned Member of Parliament so that we can present our view and see that this important project is cleared. The then hon. Prime Minister, late Shri Rajiv Gandhi had also said, when he had visited Karwar to inaugurate the Project Seabird, that it is a

very important project to connect the hinterland and the West coast.

He had also told that it should be completed with the stipulated time, but even Shri Rajiv Gandhi has passed away and it is not given sanction by the Ministry of Environment and Forests. I hold the entire Government of India responsible and say that they are lagging. All these days, they were telling that Karnataka Government is not clearing the project. Last August, the Karnataka Government has cleared the project. Despite that, it is not happening till now.

Another important demand of Karnataka people is for Gulbarga Division. Shri Kharge is here, who represents that area and has become a Minister in the Central Government. For the last so many years, there is a demand that we should form Gulbarga Division and it should be included in the South-Western Zone. Two years back, the same UPA Government created a new zone in Tamil Nadu, but not in Karnataka. That is why, I urge upon Shri Kharge to look into it and press upon the Central Government and Railway Ministry to create a new Division and add it to the South-Western Railway.

Then, Sampark Kranti is the most important train. While explaining the concept of Sampark Kranti, the former Railway Minister, Shri Lalu Prasad had said that it is basically to connect State Headquarters and the national Capital. But what is happening now? Only for two days, it is passing through Karnataka and for the remaining five days, after starting from Bangalore and running just 50 or 60 kilometres, it passes through Andhra Pradesh and Tamil Nadu, and has no connectivity with Karnataka. I urge upon the Government to run it *via* Hubli, Belgaum and Davanagere all the seven days, which will be useful for the entire Karnataka.

In Karnataka, Hubli has got a 100-year old workshop, which is one of the best workshops in the country. I demand that a wagon manufacturing unit should also be established in Karnataka. Why are such units being established in Raibareli, Madhepura and now in West Bengal? It should be established in Karnataka also, which has been neglected in the last five years. I urge upon Shri Muniappa to look into it.

Lastly, we have been consistently demanding for the last five years to start a Hubli-Mumbai or Hubli-Pune train. Even the Time Table Committee has also recommended it. South-Western Railway Zone's General

Manager and all officers have recommended it and sent it to the Railway Ministry. That is also not being considered.

I would draw the attention of the Railway Minister to one more thing. The recruitment of Group D employees was going on and it has been stopped. I urge upon the hon. Minister that recruitment of Group D employees should be re-started immediately. If you conduct the test for recruitment on one day in the entire country, there will not be any problem.

Sir, with these words, I lay the remaining part of my speech.

\*I have been always telling in all my speeches on Railway Budgets in the past and I repeat it here again. That Railway is not just a vehicle on the track carrying people and the goods from one place to another place, for us. It is not just a commercial organization providing transportation with a view to earn money for itself and to the nation. But Bharatiya Rail is a symbol of national integrity and sense of oneness. If there is one big organization, which since independence has successfully united our people and brought them under one umbrella irrespective of region, religion, language, caste, creed etc., it is none other than Indian Railways.

But I am very sorry to say at the very outset that the very process of presenting the Railway Budget has become a political agenda rather than keeping in mind the real National perspective during the last five years *i.e.*, since Laluji became Railway Minister. From 2004 to 2009, Bharatiya Rail was a Bihar era and from now Mamata ji in her very first Budget has successfully exposed her hidden agenda by converting Indian Railways in to Bengal Railways. As rightly pointed out by Shri Anant Kumar ji, Indian Railway has all the potentials of becoming East India Company during the next five years or till Mamataji continues to be Railway Minister whichever is earlier so to say Madam.

Laluji in the previous U.P.A. Government had been all the five years boosting that he presented all the Railway Budgets without increasing the passenger and freight charges. All his budgets were meant for Aam Adami. OK, it is really good and I am also very happy that poorer and weaker sections of the people were not made liable to feel the brunt of fare charges hike and

some sops were given to them. Now, Mamataji has followed the suit again presenting a Budget with neither increasing the passenger fares nor the freight charges.

It is really good "Kivki Ye to badi Baat Nahi Hai". Since the very purpose of Railways is to provide well co-ordinated and economic transport facilities to our travelling public, and all endeavours must be directed towards achieving this goal, and if it is achieved I am very happy.

But, the question here is of not increasing or reducing the fares and announcing some popular schemes. The very moot question I would like to ask Hon'ble Railway Minister is, it enough to just announce new trains, some concessions for certain categories of traveling public and call it a budget. This can be done by the railway officers at the low strata, why the Railway Minister to be there or lengthy process of Budget? In my view a political leadership is always required for a big organization of Bharatiya Rail to show a definite direction and doing balancing act of maintaining the image of the Railway as a "National Symbol" That is why rightly or wrongly Mamataji is made to sit as Rail Minister with this august responsibility.

But, unfortunately she took like her predecessor is making Railways a tool of her political agenda *i.e.*, as is rightly put by Anant Kumar ji, to become Mukyamantri of Bengal.

I must say the budget she has presented lacks vision besides being motivated. She may have done little wrong but little right too. The C.P.M. Leader Mr. Basudev Acharya ji himself remarked on the budget that, the budget of Mamata ji is just like Trinamul Congress Party's Election Manifesto for the forthcoming Bengal Assembly elections. If this is the motive of the Railway Ministers how can we expect the development of railways in other States like Karnataka, Gujarat, M.P., Maharashtra etc.

At least I had expected this Rail Minister can be different and would address some of the core issues of Railways, and go beyond politicizing the issues, but disappointed to see her in the same pages of history with her predecessor and not different.

I would like to draw attention of Hon'ble Mamata ji towards two interesting statistics.

---

\*...\*This part of the Speech was laid on the Table.

## Networks of Indian Railways

About 85 per cent of the existing railway network was inherited from the British. After Independence, the railway network has expanded at a very slow pace. The total route length has expanded from 53,596 Kms. in 1950-51 to 63,327 Kms., in 2006-07. The rate of increase in the railway network was 0.5 per cent per annum in the 1950s and 0.6 per cent in the 1960s. Even this rate dropped to 0.2 per cent annum in the seventies and eighties. In the second half of the eighties and the first half of the nineties, the annual growth in the railway network was negligible. The total growth between 1985-86 and 1995-96 was 1 per cent. The annual average of route Kms., added after 1950 comes to 177 Kms., only.

The Indian Railways is a multigauge system comprising Broad Gauge, Meter Gauge and two types of Narrow Gauges. Of these, the Broad Gauge is the most prominent, accounting for 78.7 per cent of the route length in the country. The Broad Gauge generated 99.7 per cent of the freight output and 96.6 per cent of the passenger output during 2006-07. Meter gauge comprises 16.8 per cent of the total route.

The above details indicate the British had been able to construct about 54000 Kms., of track Network in a span of 80 years whereas our independent India could construct only about 10000 Kms., length of Rail network in 60 years. This itself reflects the kind of slow infrastructure building process our successive Government, could achieve during this long 60 years.

**Uneven Growth of Rail Network:** The statistics relating to Railway Route Length density in the entire country is a meager 19.27 Kms. and more over this average is not informal in most of the States. My own State of Karnataka is having a very low RRLD being only 15.72 Kms, whereas the neighbouring Tamil Nadu State is having 32 Kms., and Punjab being highest 45 Kms. Out of total 175 Talukas of Karnataka State 81 Talukas i.e., accounting about 46% of the area is not having Rail Network. So Committees appointed to recommend measures for removing regional imbalance have time again pressed for covering this 81 Talukas for Rail Network.

But what has happened over the decades? No Rail Minister in the past 60 years the 54 years of which is

ruled by Congress and its allies looked to this aspect. In the zeal of always giving populist petty sops, the real structural and architectural touch to Indian Railways sidelined or put to the back burner. Railways being a lone organization in such a hugely populated country and gigantic size of travelling public the profit is certain to accrue whether managed efficiently or not. I would like to ask one simple question to Mamataji, why the process of building the new lines is so slow. During the 10th Plan period (2002-2007) only 920 Kms., length new lines completed against the target of 1320 Kms., which mean annual average was less than 200 Kms.

**Hubli-Ankola New Line Project:** The demand for Hubli-Ankola which connects hinterland with Western Coasts is nearly 150 years old. The survey for 146 Kms., length new Broad Gauge Line has been long completed and Government of Karnataka has already agreed to divert 700 hectors of Forest Land. Despite long pressure from people why Government is not moving an inch? Only Mamata ji should explain. Yesterday when Anant Kumarji, was addressing, Hon'ble State Minister for Railway Mr. Muniyappa ji, intervening tried to justify the delay shifting the reason on Ministry of Forest & Environment. Muniyappa ji Do you mean to say M.O.F. is not in Government of India. If the matter is in the Supreme Court and Central Empowerment Committee. What prevented railway to convince the C.E.C. and Ministry of Forest about the importance of this project and get the clearance. Why people need to fight for this project? It appears the Railway is not basically interested in making this organization infrastructure based. During 2007-08 only 14 Kms. New Line laid most shocking?

**Step motherly Treatment to Karnataka:** Anant Kumar ji, yesterday highlighted much about how your budget has pampered some of the States at the cost of my State Karnataka.

12 New Non-Stop Trains titled Duroto Train Services are introduced. Not a single train finds its place in the list for the State of Karnataka. For the past 5 years, I have been demanding a direct train from Hubli to Mumbai but even in this budget this demand is not honoured.

Another question I would like to put to Mamataji, instead of opening a nursing college and proposing 1000 M.V. dedicated electric project in Bengal, you could have well thought of introducing more number of trains. Opening Nursing College is not the job of Railways what has railway got to open in unrelated activities?

Would you kindly explain Mamataji, whether you have identified the huge size of the land required for this project in Bengal. If not wherefrom the land is acquired. Would it be all right for you for acquisition of land?

- (1) New Train to Mumbai or Pune from Hubli as still remained a dream for Hubli.
- (2) Sampark Kranti now running *via* Hubli Twice a Week to run all days in Week *via* Hubli.
- (3) Bangalore-Hubli section of the route is full of traffic congestion the reason is from Tumkur to Hubli is still a single line. Bangalore-Tumkur doubling is completed. But in Tumkur-Hubli stretch doubling works to be taken up.
- (4) Road over bridge (ROB) on Level crossing Gate No. 1, near Hubli, on Hubli-Gadag road *i.e.* N.H. 63 to be immediately constructed the proposal for which is long pending in Rail Board.
- (5) There is no mention in the Budget speech regarding expediting of Dharwad-Kittur-Belgaum new line. The survey for this is in progress.
- (6) The process for recruitment of large number of D Group in S.W.R., is not taken in Hubli. There was a problem with regarding providing major representation to the local people and the process once started was withdrawn. I request the railway Minister for Order for early recruitment process to begin.
- (7) Wagon Manufacturing Unit at Hubli workshop.
- (8) New Railway Division at Gulbarga to be opened.\*

\*DR. THOKCHOM MEINYA (Inner Manipur): At the very outset, I would like to place on record my heartfelt congratulations to her for this beautiful piece of document in the form of a speech for introducing the Railway Budget, 2009-10. I would say that this is an excellent work.

Coming to the main discussion, I would very respectfully say that this speech is very much inclusive both in content and in quality. In order to improve the

overall quality of passenger services, the Railway Minister has called for a perceptible improvement in (1) Passenger Amenities, (2) Cleanliness, (3) Quality of Railway catering, (4) Safety & Security and (5) Punctuality. This speaks a lot.

Development of 50 World Class Stations, 375 Adarsh Stations, and Multi-functional Complexes at 50 railway stations are some of the maiden ventures of the Ministry. We wish the Ministry and the Hon. Minister, in particular, all the very best. Doctor on train, innovative Ticketing & Reservation system, mobile ticketing vans 'Mushkil Aassan' stand out to take full care of for 'Maa Maati Manush'. Hail Mamataji.

Since time available is very short; I shall now come down directly to region specific. The Railway Minister has set the right tone when she said, 'the North East Region is very sensitive'. The projects in this region are in progress for providing the connectivity to state capitals of Arunachal Pradesh, Nagaland, Manipur and Mizoram. Ten rail projects in the North East region have been declared as national projects.

Additional Funds to the tune of Rs. 1949 cr. have been sought from Ministry of Finance for National Projects of Udampur-Srinagar-Baramulla. Jiribam-Imphal Road, Dimapur-Kohima, Azra-Byrnihat, Kumarghat-Agartala, Bhairabi-Sairong, Agartala-Sabrum and Sivok-Rangpo new lines, Bogibeel Rail-cum-Road Bridge, Laming-Silchar-Jiribam and Rangia-Murkongselek gauge conversion. We the people in J&K and in the Northeast are really grateful to you, Madam.

I come from the state, Manpur. Manipur along with other States of the Northeast and the state of J&K are categorized as Special Category States of the country. Manipur is one such state where no train has ever run. There are still some elders in the state who has never seen a train wagon forget about travelling in it.

In 2004, for the first time, the UPA Government under the leadership of the Hon. Prime Minister, Dr. Manmohan Singh and Respected UPA Chairperson, Madam Sonia Gandhi sanctioned the Jiribam-Tupul (Imphal) Railways National Project and the foundation stone was laid at Jirighat by the Hon. Prime Minister, Dr. Manmohan Singh in 2004 in presence of the then Union Railway Minister, Shri Lalu Prasad Yadav and a host of other leaders of the Northeast. This project was initially targeted to be completed by 2010, now extended to 2012. Very unfortunate, is not it? Madam Railway Minister let us not delay it further.

---

\*Speech was laid on the Table.



The reason for this delay as well as the delay in the work of Laming-Silchar gauge conversion are attributed to the adverse law and order situation in these areas. We are very happy to learn that you have taken up the matter with the concerned authorities for providing necessary security coverage for these projects.

I very respectfully suggest to the Union Government more particularly the Home Ministry that funds to maintain a dedicated security each to all the National Projects sanctioned in these region may kindly be considered and implemented in the best interest of all concerned.

Initiation of the proposal for creation of North-East Region Rail Development Fund for ensuring necessary funds for timely completion of National projects in the region has been widely acclaimed. Lastly, I would like to seek the indulgence of the Hon. Members present and that of this august House to tell you the fact that the North East region is a mini India in its true sense of the term. Many different small ethnic groups settle together.

The people in this region practice all forms of religions—Hindu, Christian, Islam, Buddhism, Jainism and of course the time tested indigenous religions. The looks of these people 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 their brethren in the mainland India. This being the actual position, the initiatives of the Hon. Union Railway Minister are in the right direction towards achieving the inclusive growth as has been desired in this great country.

I wholeheartedly support the Railway Budget, 2009-10.

SHRI K.H. MUNIYAPPA: I want to clarify to Shri Prahlad Joshi ...*(Interruptions)*

MR. CHAIRMAN: Please listen. If other hon. Members interfere, it will also take the time of the House.

...*(Interruptions)*

SHRI K.H. MUNIYAPPA: When the hon. Member is misleading the House, then I have to enlighten the House. It is not an unnecessary interference. ...*(Interruptions)* Hon. Members, please understand this.

The amount which was given earlier is more, but now we have given more than Rs. 200 crore for overall development of the railways in Karnataka.

I do not want to discuss the other things. The other matter is *sub judice*. ...*(Interruptions)* In regard to the other matter, a high-powered committee is appointed by the Supreme Court. I think, the State Government has cleared it. We will take up other things with the high-powered committee. There is also the issue of environment. There are so many projects in the country and we will take up and try to solve this problem.

*[Translation]*

SHRI MUKESH BHAIKAVDANJI GADHVI (Banaskantha): Mr. Chairman, Sir, I am very happy that I have got the opportunity to speak on the Railway Budget in Lok Sabha for the first time and I would like to thank you for the same.

Mr. Chairman, Sir, UPA Chairperson Shrimati Sonia Gandhi, Prime Minister, Dr. Manmohan Singhji and the Minister of Railways Kumari Mamataji through the Railways have expressed their concern for the development of the country and providing all the facilities during travel to all the classes of society. This is in the interest of the country.

Sir, merely thinking about providing toilet facilities in DMU and MEMU itself speaks of the fact that how much the Government is concerned about old and poor people. It is quite a big thing to reduce the fare of tatkal tickets in the Railway Journey for children and Senior citizens. They can avail the facilities of Railway traffic as much as possible. It has been promised to provide a non-stop train for long distance journey in the country. A good step has been taken by increasing the Railway traffic so that the Railways do not incur losses and the people trying to reach early do not have to waste time.

Sir, I hail from Banaskantha which comes in Gujarat. Mount Abu is a big hill station adjoining this area which is in Rajasthan and it is a world famous centre of Brahmakumaris. Through you, I would like to demand from the Minister to extend the trains coming from Mumbai and Kolkata and trains like Valsad Queen coming and having standing time of 6 to 8 hours at locosheds at Ahmadabad should be extend upto Abu Road so that most of the persons travelling in train can take advantage of it. There is a Locoshed in Abu Road where all the facilities are available.

Sir, through you, I would like to inform the Minister that there is a Palanpur Junction from where trains run for Bhuj and Gandhidham. If DEMU and MEMU train

services are introduced from Abu Road to Gandhidham via Bhilri the Labourers working in Diamond Industry and the persons engaged in Textile Industry there can get a lot of benefit. If a special train is introduced from Palanpur to Bandra or Borivili, the diamond industry in Bombay and the labour class engaged in textile industry will be benefited a lot.

Sir, the goods coming to North India from Gandhidham-Kandla and Mudra are mostly pass through Palanpur. Because of the Rail traffic, Palanpur can become a good gateway of North India. A second rake is to be constructed there and if this rake is laid adjoining the old rake in Palanpur, this work can be completed at the earliest without having the problem of land acquisition. This can lead to heavy gains without going for investment of Railway land.

Sir, I would like to submit that between Ikbargarh and Amirgarh and Abu road the land of Gujan at Government is laying unused near the railway tracks. If the Railways purchase this land from the Government of Gujarat, it can use it by installing a sleeper plant and 650 megawatt power plant there. The thermal power stations can be established there smoothly with the help of imported coal reaching there.

Sir, the area from where I hail has a very large marble mining industry and calcide and colstonite are also available there. If some industries are developed there through Rail tracks or growth centre then in my opinion this area can get a lot of benefit.

Sir, second thing is that there is an Ambaji temple there. Indiraji had come here and Soniaji, Rajivji and Rahulji have also visited here. Ambaji is connected with Khedbrahma and is also very near to Abu Road. Luluji had also got this area surveyed and if a railway line is laid from Khedbrahma to Abu Road via Ambaji, then this tribal area can be benefited tremendously.

Sir, Taranga is the largest pilgrim area of the Jainis. A railway line exists from Taranga to Ambaji, Kheralu. If a Railway line is constructed from Kheralu to Taranga and Taranga to Ambaji and if it is linked with Abu Road, it will also prove to be highly beneficial. I am putting these two demands and requesting the Minister to complete this work at the earliest on a priority basis. I would also request to carry out the gauge conversion work as early as possible.

[*English*]

\*SHRI SURESH ANGADI (Belgaum): Advertising to above, Belgaum city is assumed second Capital of Karnataka State after Bangalore and, is a fast developing city, industrially and educationally, amongst all the cities in the Karnataka. To ensure total development of this city, I kindly request you to please arrange to incorporate the proposals suggested below, in the ensuing Railway Budget –2009-10, for necessary overall development of my Constituency.

- (1) Establishments of Double track along Pune-Bangalore rail-route to ensure coverage of the distance between two developed cities, Pune and Bangalore of approximately 900 Kms. in a very short span.
- (2) New rail-route along Belgaum-Bailhongal-Dharwar, the proposal for survey of it was appeared sanctioned in the last Rail-Budget-2008-09.
- (3) Introduction of new and a daily "Intercity" Rail between a) Belgaum and Bangalore and b) Belgaum to Pune.
- (4) Introduction or Diversion of the existing "Rajdhani Express" in Karnataka, from Bangalore to H-Nizammuddin and back via Belgaum.
- (5) Change in timings of Rani Channamma Express: Tr. No. 6590 to depart Belgaum at 20.00 hrs. and Tr. No. 6589 to arrive Belgaum at 6.30 am.

SHRI JOSE K. MANI (Kottayam): Mr. Chairman, Sir, we are extremely glad that the Union Minister of Railways Mamataji has presented a populist Budget. The Budget has been prepared with special thrust on the needs of common man such as the farmers, workers, women, students and even the weaker sections of the society. The introduction of 57 new trains, extension of 27 trains, and the increase in the frequency of 13 trains are all commendable. The traveling public is thankful to the Railway Minister for giving a lot of concessions to the poor. Taking into consideration the global economic crisis, the Minister did not increase the passenger fares and freight charges. The railway concession allowed to persons whose monthly income is below Rs. 1500 to travel up to 100 kilometres on a monthly season ticket

\*Speech was laid on the Table.

of Rs. 25 is a blessing to the poor; and 60 per cent concession given to the students is praiseworthy. The scheme for developing 50 stations which have been identified for modernization as world-class railway stations is truly appreciated.

However, it is regrettable to note that one of the most important stations in Kerala, the Kottayam Railway Station, which is located in Central Town Road, is being left out from the list of stations that are to be modernized and upgraded to world-class level. Kottayam Railway Station, which is the gateway for lakhs and lakhs of pilgrims visiting Sabarimala, and also the devotees visiting the Shrine of St. Alphonsa at Bharananganam. Besides the cultural, academic and theological importance, Kottayam is the hub for tourists visiting the Wild Sanctuary at Periyar and also the backwaters, a tourist centre, namely, Kumarakom, a 'to be seen' place as declared by the National Geographic Channel. Years back, if you remember, former Prime Minister Vajpayee had visited this place, stayed on for a couple of days and was so enchanted by that place that he declared a Kumarakom package and crores of rupees were allotted. Unfortunately, nothing materialized and that is a different story.

What I am trying to tell you is that a lot of people from all over the world come to this place, including for Ayurvedic treatment.

MR. CHAIRMAN: There is a time constraint.

SHRI JOSE K. MANI: I will take another two minutes and I will conclude. Now, the Kottayam Railway Station is in a pathetic condition. The Station platforms are not long enough to receive passengers from all the compartments of a train. The roofs are leaking, and even the amenities are very poor. Therefore, taking into consideration the pathetic condition, and also the importance of Kottayam Railway Station, I would request the Union Railway Minister to declare Kottayam Railway Station as a model railway station of world-class standard.

Kerala has been constantly requesting for a Railway Zone, but that request has been turned down. Considering the heavy workload, huge geographical, administrative and operational areas, which actually is the criteria for sanctioning a Zone, Kerala truly deserves to have a separate Zone.

The last point I wish to make is that in recent days, there has been an increase in the number of theft and

burglary cases in the trains, besides sexual harassment, looting, etc. These are increasing day by day. I am of the opinion that there should be some mechanism in place to stop these things. My suggestion is that there should be a national helpline linked to the satellite so that any passenger in the train can make or launch a complaint and, at the same point of time, the national helpline can locate the train, whether it is moving or stationed, and necessary assistance can be given.

I conclude by saying that the Railway Budget is definitely a well-appreciated Budget. Let us join together, cooperate together to fulfil and implement the projects and schemes announced in this Budget because the progress of the Indian Railways is India's progress.

\*SHRI PONNAM PRABHAKAR (Karimnagar): I would like to raise and participate in Debate on 8.7.09. It is requested that I may be permitted to participate in Debate.

I am laying the papers on table for your kind reference:-

"I hereby bring to your kind notice that there is an injustice to the State of Andhra Pradesh in all aspects for the last 10 years. The recent Budget of Railway created social imbalance among the States of India. You are aware of that South Central Railway is the one of the best zone to generate income for Railway. But comparatively, there is no development in the South Central Railway. No extension of railway network."

In spite of meetings Hon'ble C.M. had with Sri Velu MOSR and several letters written to Sri Lalu, Railway Minister and assurances given by Railway Board, the state of A.P. was disadvantaged during the last five years. Permanent infrastructure and development have been denied to the people of A.P.

- a. Ongoing Projects, already sanctioned ones in A.P. were deprived of funds.
- b. Hardly any new line for passengers' use was constructed in A.P. after Independence except Peddapalli-Karimnagar-Jagityal (2007) and Bibinagar-Nadikude (1989).

Only the existing lines were doubled or converted from Meter Gauge to Broad Gauge.

- c. No new trains were introduced in A.P. in spite of substantial growth in industries and GNP.

#### I. Funds for Ongoing Projects in A.P.

- a. 12 ongoing sanctioned projects. Total cost: 5228.35 Crs.  
 b. Expenditure till now : 681.17 Crs. (13%)  
 c. Balance funds required for completion : 4547 Crs. (87%)  
 d. Proposed in Interim Budget (09-10): 143 Crs.

At this rate, it will take 30 years to complete the above projects, leave alone new projects to be sanctioned.

The funding for AP projects has been less than 100 Crs. per year on average.

- e. Nandyal-Yerraguntla took 12 years, only to complete half of it.  
 f. Though sanctioned 8-9 years back, some projects have not yet been started *viz.*, Kotipalli-Narsapur (00-01), Kakinada-Pitapuram (99-00), Macherla-Nalgonda (97-98), Munirabad-Mahboobnagar (97-98).  
 g. Similar has been the pattern of sanction of funds in respect of Gauge conversion as well as Doubling.

#### Sanction of New Lines/Projects

For Andhra Pradesh no new lines/projects were sanctioned during the last 5 years except Cuddapah-Bangalore (no funds sanctioned), Manoharabad-Kothapalli (no funds sanctioned) and two short lines to serve cement industries in Nalgonda district.

This is in spite of Hon. C.M. generously offering cost sharing (2/3rd of cost in MMTS, 25% for Kotipalli-Narsapur & free land for Nadikudi-Srikalahasti) for the new projects.

- |  |                    |
|--|--------------------|
| a. Attipattu-Puttur (88.3 kms.)                                    | Cost : 446.87 Crs  |
| b. Erode-Palani (91.05 kms.)                                       | Cost : 288.87 Crs. |
| c. Chennai-Cuddalore ( <i>via</i> )<br>Mahabalipuram (179.28 kms.) | Cost : 523.52 Crs. |
| d. Madurai-Bodinayakkanur<br>(90.41 kms.)                          | Cost: 164.41 Crs.  |
| e. Tiruvallur-Arakkonam 4th Line<br>(26.83 kms.)                   | Cost : 76.92 Crs   |
| f. Villumpuram-Dindigul<br>(with Electrification 273 kms)          | Cost : 822.39 Crs. |

#### Introduction of New Trains for Andhra Pradesh

Hardly any new train was introduced in A.P. in spite of personal letters addressed by Hon'ble C.M. to M.R.

In 09-10, 39 Mail/Express trains were announced of which only one daily Express *i.e.*, Secunderabad-Manuguru Express and one Bi-weekly Machilipatnam-Mumbai.

In 08-09, of 43 trains introduced, there are from Andhra Pradesh and none of them is daily one (Secunderabad-Visakhapatnam-Garib Rath, Hyderabad-Osmanabad Express & Machilipatnam-Bangalore Express).

In 07-08, only one Express train (Visakhapatnam-Nizamabad Express Tri-weekly) from Andhra Pradesh out of 36 trains introduced. (Three passenger trains introduced were consequent on conversion to Broad Gauge of Secunderabad-Puna section in Marathwada.

#### [Translation]

\*SHRI GUTHA SUKHENDER REDDY (Nalgonda):  
 Hon. Chairman, I support and appreciate Railway budget for 2009-2010, for not putting burden on the people of our country. My state, Andhra Pradesh, which is also known as 'Rice bowl of India', needed Rs. 1050 crores in the current year for ongoing projects. But only Rs. 215 crores were allocated. To complete these projects Rs. 4540 crores are required. This is the status of ongoing works.

Hon. Chief Minister of Andhra Pradesh wrote a letter on 03.06.2009 to Minister for Railways and requested to take up 12 new projects. For some projects, Government of Andhra Pradesh extended financial support. Hon. Minister for Railways referred to doubling of line connecting Bibinagar-Nadikudi-Nallapadu. Appropriate allocation may be made for this project. A new railway line was sanctioned in 1997-98 between Nalgonda-Macherla. Even after 11 years, the works could not start due to inadequate allocation of Rs. 1 lakh every year. We expected an allocation of Rs. 100 crores for this project in the current financial year and we are disappointed. I request an allocation of Rs. 100 crore for this project. I thank you for including Nalgonda Railway station in the list of 'Adarsh' railway stations announced by you. I request you to include important

\*English translation of the Speech originally delivered in Telugu and laid on the Table.

towns in Nalgonda district, Miryalaguda and Bhongir railway stations in the list of 'Adarsh' stations. I also request you to recruit local people in Group-C posts. A request of Hon. Chief Minister of Andhra Pradesh, to give approval to long pending new railway line between Gadwal and Macherla (via Nagarkurnool, Devarakonda. Nagarjuna Sagar) is with you. This is an important proposal in this backward Telangana region. Also, I request you to introduce a 'Push-pull' train between Hyderabad and Miryalaguda.

Keeping in view, the verdict given by people of Andhra Pradesh in favour of UPA Government and the requests sent by Hon. Chief Minister of Andhra Pradesh, you are requested to allocate Rs.1000 crores for this financial year to complete these projects at the earliest.

\*SHRI P. LINGAM (Tenkasi): Let me thank the chair for giving me an opportunity to take part in the discussion on this year's Railway Budget.

I would like to point out that this Budget for the year 2009-2010 has ignored our constituency that has places of tourism importance and pilgrim centres. Madurai division of Southern Railways extending from Virudhunagar Junction to Shencottah has got pilgrim and tourist spots like Sankaran Kovil, Rajapalayam, Srivilliputhur, Sivakasi, Thriuthangal, Kadayanallur which are municipal towns. Much popular Courtallam falls situated there draw people. But unfortunately, on a rail route to this place that used to have two daily trains, we have only one daily train now running as Podhigai Express. Due to this the people from this town are compelled to go to Madurai or Virudhungar to go to northern parts of Tamil Nadu and beyond.

I fail to understand the reason for the total neglect of our constituency in the Railway Budget for 2009-2010. No new train has been announced on the route that go through this constituency. Even in the list of stations to be upgraded with passenger amenities we do not find Srivilliputhur, Rajapalayam, Sankaran Kovil, Tenskasi and Shencottah, Kadayanallur. Computerised passenger Rail Reservation Centres are not there at Srivilliputhur, Kadayanallur, Sankaran Kovil in our area. At least, Srivilliputhur station should be provided a reservation centre immediately to cater to the needs of the people. Even the new train that was announced last year has

been withdrawn this year. Road over bridges in Tenkasi, Rajapalayam and Sankaran Kovil are a far cry and no such proposal has been considered, included and announced in this Budget.

I would like to point out that running more trains up to Tenkasi and Shencottah would be commercially viable. It would be beneficial to all the people thronging these destinations. Hence I urge upon you to take steps to originate from Shencottah the trains like Madurai-Chennai Express (Bi-weekly) and Coimbatore-Shoranur (Daily). Opening an Advance Booking Rail Reservation Centre in Srivilliputhur is a long pending demand and it must be met.

Upgradation of Tenkasi, Rajapalayam, Srivilliputhur, Sankaran Kovil, Shencottah Railway stations must be taken up for consideration and implementation.

The one level crossings, LC 449 (K.M.592) located on the PACR road in Rajapalayam are needed to be completed at the earliest. Due to the closure of the LC gates, inconvenience caused to the general public are enormous. Traffic jams and congestion so caused are affecting patients going to hospitals and students going to colleges and schools beyond measure. Workers and business community are also affected much. Unfortunately there is no alternative road and route to these people. As far as Tenkasi Road-over-bridge is concerned pre-feasibility study has been completed. Funds have to be allocated for its completion. Rajapalayam ROR also needs to be constructed at the earliest considering the mounting problems faced by the public due to increased traffic congestion.

A new railway route between Madurai-Shencottah via T. Kallupatti, Vaththirayiruppu, Srivilliputhur, Mamsapuram, Rajapalayam, Sethur, Sivagiri Vasudevanallur, Puliangudi, Idaikaal and Vadakarai may be laid to help about 10 lakhs of people in Madurai, Virudhungar and Tirunelveli. Tenkasi-Tirunelveli Railway line work must be speeded up.

New trains to Tirupathi, Mysore and Coimbatore may be operated from Shencottah. Some more general unreserved compartments and 1st class bogies must be added to the Tenkasi Podhigai Express to benefit the general public.

Rajapalayam may kindly be provided with a Railway Hospital. Since the travelling public to destinations like Delhi, Bombay, Mysore, Tirupathi, Chennai and

\*English translation of the Speech originally delivered in Tamil and laid on the Table.

Bangalore are on the increase, advance passengers reservation quota for the railway stations like Rajapalayam, Srivilliputhur, Sankaran Kovil, Kadayanallur, Tenkasi and Shencottah may be increased. Emergency quota facility too must be extended to Rajapalayam.

Madam, I want to mention about the very poor conditions of trains going from Delhi to Chennai and up to Madurai and beyond. If I give an example, in Tamil Nadu Express, the cleanliness is not up to the mark though it is supposed to be a superfast train. I appreciate the idea of serving regional cuisines in superfast trains and in Tamil Nadu and GT trains also, South Indian items with Sambar Bath, Dahi Bath should be prepared and served. Similarly, the food items that are served in the train are below standard and the quality is far from satisfactory. I would suggest that food inspector from the Railways should inspect the quality of food being served onboard periodically since IRCTC has given these activities to the contractors and they do not bother about the quality or quantity.

About punctuality of trains, GT Express and Tamil Nadu Express can be taken as a case study, because they are supposed to be superfast trains with limited stoppages but they invariably reach the destination 3 or 4 hours late daily. If any of these trains reach on time, it becomes a news.

Another inconvenient thing which I have found in these trains is, the previous Government has introduced one more berth in the side-ways of the train making three berths on the side-way, thereby congesting the whole train and creating confusion. I would urge upon the Hon'ble Railway Minister to stop this practice of booking 3 berths on the side-ways in Sleepers and 3rd A/cs of superfast trains, keeping the overall interests of the passengers.

Urging upon the Railway Minister to speed up the pending projects, let me conclude.

*[Translation]*

SHRI DIGVIJAY SINGH (Banka): Sir, I will conclude my speech within 30 seconds. A provision should be made to introduce a train from my Parliamentary Constituency Banka to New Delhi. My second demand is to provide for a train from Banka to Patna at night. My third demand is to get a survey conducted from Rajoun to Gudda *via* Dharoia because it is a backward area.

*[English]*

MR. CHAIRMAN: Mr. Minister, Shri Digvijay Singhji has set the House. Please note the points.

*[Translation]*

SHRI DANVE RAOSAHEB PATIL (Jalna): Sir, I am grateful to you for giving me the opportunity to speak on Railway Budget. Minister of Railways, Kumari Mamta Banerjee has presented Railway Budget for the year 2009-10. No provisions have been made in this budget to fulfil the promises made by UPA Government during the elections. I know that the Members of Parliament elected from all parts of this country have lot of expectations from Railways. We also expect from the Railways to introduce a new train and construct a broadgauge line in our constituency. But no new line or broadgauge line has been constructed during the last 10 years so far.

Sir, through you, I would like to say that more than 60 years have passed since this country got independence, but the extension of Railway has not taken place the way it should have been. We expect from the Railways to do electrification instead of running diesel trains and provide better facilities there. These are basic issues. These have happened to some extent. When Shri Luluji was Railway Minister, it happened in Bihar. In the budget of the year 2009-10 presented by Mamtaji, this thing has happened in Kolkata or West Bengal. I want to talk about the state which gives maximum revenue to the union Government. Through you, I would like to ask the Railway Minister as to whether some one will think about Maharashtra or not, the State where maximum travelling is done by trains?

Sir, I hail from Jalna in Maharashtra. For Maharashtra, from where the centre gets huge revenue, there is nothing new in this budget. I would like to urge the Hon. Minister that attention should be paid to the demands of Maharashtra. I have been elected from Jalna-Aurangabad. I have put forth certain demands of my constituency. There has been a demand for a rail route from Jalna to Khamgaon, for which survey has also been done but till date no provision has been made in the budget for that. I want that provision should be made in the budget for it.

Sir, last year a provision was made in the budget for conducting the survey of Jalgaon-Sholapur-Ajanta-Shillore-Filomdi-Aurangabad-Paithen route, but, till today,

nothing has taken place in this regard. Through you, I demand that after getting the survey conducted as early as possible, this rail route should be completed.

Sir, the number of trains between Nanded and Mumbai is less as compared to the passenger rush. Today, the situation is such that people do not even get reservation. My demand is that a new train should be introduced from Nanded to Mumbai. Nanded Railway division should be linked with the central railway. This is our long standing demand. The unmanned gates at the stations between Aurangabad and Parbhani should be manned.

Mr. Chairman Sir, every station and town has its own importance, likewise Aurangabad and Jalna have their own importance. Aurangabad is not included in the list of world class stations to be constructed. I would like to say that Ellora and Ajanta caves fall in Aurangabad...*(Interruptions)*. Therefore, I demand that Aurangabad should be included in the list of world class stations to be constructed. Jalna should also be included in the list of ideal stations being constructed. I would like to say this, through you, to the Minister of Railways.

\*SHRI RAMSINH RATHWA (Chhota Udaipur): Mr Chairman, it sounds fine what the Minister of Railways has said, but majority of people of far flung areas and backward areas of the country have been deprived of this facility. Especially justice has not been done with Gujarat. Despite the largest network of Western Railways in Gujarat, the demands of the people of Gujarat have not been met in the budget for 2009-10.

It appears from the date of the budget that this Government has always been neglecting Gujarat. This Government is United Progress Alliance Government but it hampers the progress. Through you, I would like to attract the attention of the Minister of Railways that narrow-gauge rail line from Pratapnagar-Chhuchhapura to Tankhala in Naswadi tehsil having tribal population in Baroda district of Gujarat is not operational. It is our demand to make it operational immediately. Secondly, the work of gauge conversion between Pratapnagar-Chhota Udaipur is progressing at a very slow speed. From 2004 till today work has been completed only upto Dabhoi. During five years the work of only 24 km has been done and the work is still going on for the rest of 74 km. I demand that orders should be issued to complete it immediately. I would also like to point out

that no mention has been made in the budget about the rail track beyond Pratapnagar-Chhota Udaipur upto Dhar as announced by the then Minister of Railways. I would like to know the progress of the survey of new rail line. The survey work should be completed as early as possible. This is my demand.

If any group on public private partnership model comes forward for gauge conversion of narrow gauge railway line from Pratapnagar to Jambusab via Padra in my constituency, the offer should be considered.

I would like to quote the speech of the hon. Minister - "Many years have passed since independence. As the right to vote is available to all, likewise right to development should be available to the common man. Lakhs of people are waiting for progress." By reiterating it, I demand that long pending demands, in the interest of the people of Gujarat, should be met. Provision should be made in the budget for constructing following lines:

1. Pratapnagar-Chhota Udaipur to Dhar
2. Ankaleshwar-Rajpipla
3. All narrowgauge lines of Baroda division
4. Halole-Champaner Shivrajpur-Mines
5. Gauge conversion work of Bharuch-Dadej line
6. Surat-Hazira new rail line.

Many other rail lines are there about which the Government of Gujarat has made demands and letters have been written to the Ministry of Railways. And one important thing is that headquarter of Western Railways should be shifted from Bombay to Baroda immediately.

*[English]*

SHRI LALIT MOHAN SUKLABAIDYA (Karimganj): Mr. Chairman, Sir, I thank you for giving me this chance to speak on the Railway Budget 2009-10. I congratulate the hon. Railway Minister for the Railway Budget which was placed before the House very competently and very efficiently.

Hon. Railway Minister tried to offer some benefit to all sections of the people of our country who are directly or indirectly dependent on the Railways. All those are discussed in the House and since there is a time constraint I would like to move directly to some demands to which I would like to draw the attention of the hon.

Railway Minister.

First of all I convey my thanks to the Railway Minister as she agreed to the extension of one new railway line Dullabhchera-Cheragi for which I have been trying here for the last five years. My people who are directly and indirectly benefited by this extension, express their gratitude to the hon. Railway Minister through me.

I also want to thank the Minister because she has chosen Guwahati and Dibrugarh in my State for establishing medical colleges. She also proposed that Guwahati would be elevated to the status of a world-class railway station and Silchar would be made an Adarsh railway station. She also introduced a new train from Dibrugarh to Chandigarh for our State and extended the journey of one train from Alipurduar to Guwahati. For all these things I want to convey my thanks to her.

The hon. Minister proposed nationalization of seven projects. Nationalisation was done of Lumding-Badarpur gauge conversion project in the year 2004. However, during the last five years, though we raised the issue several times in Parliament, the progress has not been satisfactory. This time we found that the hon. Minister expressed her willingness to complete it within a specified time and for that she is also going to evolve some mechanism. She already announced establishing a monitoring committee for that. We hope that we will get this broad gauge line this time. For our people living in the area the biggest bottleneck is that of communication. Without a broad gauge line, the communication link cannot be restored. We had metre gauge but that was withdrawn for conversion into broad gauge. Now, the question in the minds of our people is as to when this broad gauge line will come. They are all dreaming that the broad gauge line will carry development for them and that the broad gauge will lead to economic development of our region, the Barak valley region.

Assam itself is not developed in comparison with the other States of the country. As I said, development depends on connectivity. Other States will have more connectivity for introducing this Duronto train. We did not have any Duronto train. But we had a demand to have an overnight express from Guwahati to Kolkata. If the hon. Minister cannot introduce a new train, there is also scope to have an overnight express by converting Soraighat express which starts from Guwahati and reaches Kolkata in 17 hours.

If the time is changed and slightly the journey time can be reduced by withdrawing the stoppages outside

Assam, it would help us. Train starts from Guwahati in the evening and reaches Kolkata in the evening; similarly leaves Kolkata in the evening and arrives at Guwahati in the morning. Our request is, give us an overnight express which can also increase the longevity of our people because they can have one full working day which is now wasted in journey.

We had a demand for a long time regarding Badarpur Railway Junction, which is Area Office of Railways since Independence. Depending on that Railway Junction, entire Badarpur Township was developed during the last 60 years. We had a demand that this Badarpur should be declared or elevated as a Divisional Office. There is also enough land establishing the Division there. Our demand is that it should be done.

MR. CHAIRMAN: If you have any more suggestion, the same may be placed on the Table.

...(Interruptions)

SHRI LALIT MOHAN SUKLABAIIDYA: I have been waiting in the long queue and I have reached here. Please give me two minutes time.

MR. CHAIRMAN: No, two minutes. In one minute, you conclude your speech. You have taken more time. Do not go on explaining, make only the point.

...(Interruptions)

SHRI LALIT MOHAN SUKLABAIIDYA: We want Badarpur to be a Division. Another point is about our sentimental issue. Silchar railway station is the station where 11 people died. They became martyrs for the cause of Bengali language. To commemorate this Bengali language Movement, we want to change the name of this station to 'Bhasa Shaheed' station. The train from Silchar to Agartala should be renamed as 'Bhasa Shaeed' Express.

KUMARI MAMATA BANERJEE: There is some issue. It is a very sentimental issue, I know. Regarding the Silchar station, you said, that it should be renamed as 'Bhasa Shaheed'. We have received the information. But it will be looked at through the Ministry of Home Affairs.

MR. CHAIRMAN: All right, Sukla ji, you have made a good suggestion. Thank you very much.

...(Interruptions)

SHRI LALIT MOHAN SUKLABAIIDYA: Last point, Sir.



MR. CHAIRMAN: You have already made the last point.

...(Interruptions)

SHRI LALIT MOHAN SUKLABAIDYA: I want to make a very small point. We have a paper mill.

MR. CHAIRMAN: That suggestion you can give it in writing.

...(Interruptions)

SHRI LALIT MOHAN SUKLABAIDYA: We have a paper mill which is the Asia's biggest paper mill and it is suffering due to want of rakes. So, in meter gauge, there is shortage of rakes. Hon. Minister may look into it so that the paper mill gets sufficient rakes when they demand. Otherwise, they cannot produce. Lastly, the journey by the Silchar-Agartala Express is not secured because there are incidents of repeated dacoity and that Express should be made secured.

\*DR. RAM CHANDRA DOME (Bolpur): The following proposals be taken up for immediate implementation:-

- (i) Restoration of suspended rail-services on the Andal-Palasthali section of Eastern Railway immediately.
- (ii) The new railway line proposed to connect "Siuri with Prantik" sections of E.Rly. to be taken up immediately.
- (iii) Electrification work in the "Khana Jn. to Rampurhat" and "Andal Sainthia" sections of E. Rly. to be taken up immediately.
- (iv) New Passenger trains to be introduced soon from Burdwan to Rajgram and from "Andal Jn. to Azimganj Jn." in the E.Rly.
- (v) Provide a stoppage for the Rampurhat – Howrah Express (Sahid Express) at "Ahammadpur" Jn. immediately.
- (vi) The long pending Gauge-conversion project on the "Ahammadpur to Katwa" N-G Section to B-G to be taken up immediately.
- (vii) The ongoing project for laying of new line from "Rampurhat to Dumka *via* Mandarhill to be completed soon.
- (viii) Proposal for laying new commercial rail line from "Mallarpur Station to Panchami in the E. Rly. to be taken up soon.

(ix) The following Railway stations to be listed for proposed "Adarsh-Railway stations"—

- (i) Guskara Station
- (ii) Bhedia Station
- (iii) Ahammadpur Junction
- (iv) Saintihia Junction
- (v) Mallarpur Station
- (vi) Siuri Station
- (vii) Dubrajpur Station
- (viii) Nalhati Junction
- (ix) Murarai Station
- (x) ROB'S to be constructed in the following places.
- (xi) Near Siuri Station on Bolpur– Siuri High Road
- (xii) Near Nalhati Station over Sahibgaunge Loop Station
- (xiii) At Murarai Station over Sahibgaunge Loop Section
- (xiv) One A.C. chair-car-coach to be provided in the "Mayurakshi fast passenger" train soon.

[Translation]

SHRI JAGDISH SHARMA (Jahanabad): Mr. Chairman, Sir, I thank the Hon. Minister of Railways, Ms. Mamta Banerji for presenting Rail Budget. Not only me, but our leaders, Chief Minister of Bihar, Nitish Kumarji has also given his thanks. I belong to Jhanabad in Bihar. Jahanabad is notorious for vilence and extremism in the country. I would like to request the Hon. Minister of Railways that a train should be introduced from Jahanabad to Delhi so that Jahanabad which is a naxal affected region may be provided some facilities. Thousands of people migrate from there in search of job. So a train may be introduced from Jahanabad to Delhi. I would also like to submit that Jahanabad station, which is oldest one, built by Britishers, should be included in the list of modal stations of the country. I would like to submit that doubling of Gaya-Patna railway track was started by Nitish Kumarji, but it has not been completed so far. The work has been going on for eight years. I would like to request the Hon. Minister to complete the work of doubling of railway

track from Gaya to Patna within a year so that people of Jahanabad and Gaya can also see that Minister of Railways of India who is synonymous with courage and valour and is known for it all over the country has got the doubling of railway track which started by Nitish Kumarji completed during her term.

There have been several surveys in that region. She has mentioned in her budget speech that railway lines will be extended in backward and poverty ridden regions and naxal affected areas. Survey of new railway line from Bihata to Aurgangabad *via* Arwal has been completed. I would like to request to start work on it. Alongwith this railway line should be laid from Islampur to Bodhgaya where Lord Budha got enlightenment *via* Khijarsarai. Survey of new railway line from Arwal to Jahanabad, Ghoshi, Islamur has been started. Railway line should be laid by completing this survey. Similarly new railway line should be laid by extending Jahanabad, Bandhuganj, Ankarsarai railway line. The survey of Masoudhi Okari Ankarsarai railway line has been started which needs to be completed.

I would also like to submit that the Government of Bihar has proposed to construct a railway overbridge in Gaya Kiul railway section near Manpur. Thousands of trains pass through the Gaya-Kul section enar manpur. Department of Road Construction of Government of Bihar sent a proposal two years ago but nothing has been done in this regard. I would like to request that railway overbridge should be constructed in Gaya railway section near Manpur.

Further I would like to submit that Hon. Minister of Railways has done a good job of introducing Duranto (Non-Stop) to Patna. A Duranto train should be introduced from Delhi to Patna so that it becomes easy for us to take the to earlier Government. I would like to request to introduce a new Duranto train from Patna. *...(Interruptions)* Chief Minister, Nitish Kumar Ji has given his thanks. I will not say anything wrong. I will appreciate who will do the work.

I would like to request that there is a place named Jamuama in Gaya-Kiul railway section which is connected with national highway but there is no railway overbridge at Jamuama. I would like to mention that the Minister of Railways has done a good job and has assured us for future that work would be done in Jahanabad and Gaya under her leadership and Jahanabad station would be developed as a model station during her term.

*[English]*

SHRI TATHAGATA SATPATHY (Dhenkanal): Thank you. For the Railway Minister, there is no 'right way' or 'wrong way', but there is only the 'Railway'.

After such Railway Ministers as Dr. Ram Subhodh Singh, Babu Jagjivan Ram, Shri L.N. Mishra, Shri Kedar Pandey, Shri Nitish Kumar, Shri Ram Vilas Paswan, Shri Lalu Prasad – in-between we had Janab Ghani Khan Chowdhury – Kumari Mamata Banerjee is a fresh breadth of air and a new feeling, bringing in new hopes and aspirations, not only for the Railways, but hopefully also for the States like Orissa. We also contribute a lot to the revenue of the Railways.

I must admit that the present Railway Budget at least has noted the existence of Orissa, which had been neglected for the past so many years.

**19.00 hrs.**

Even with the Party with which we were allies had consistently neglected us. Now we are happy that this Railway Minister has taken note of our existence. I have very limited points to bring to the notice of the Railway Minister. I am happy she is here right now.

Sir, I represent Dhenkanal constituency which has three major railway stations; Dhenkanal, Angul and Talcher. The British had built this railway up to Talcher to get coal, to take it to Calcutta which was the headquarters of the East India Company. So, it was not the contribution of the Indian Railways but of the Britishers to build the railway line. These railway stations, especially Talcher and Dhenkanal, are over a century old but unfortunately for the past 60-62 years no developmental activities have been taken up in these century old railway stations. I would request the hon. Minister to please pay attention and develop Dhenkanal, Angul and Talcher, a triangular situation. I would also like, if she would be kind enough to run this 'Duranto'—I do not know if it is a South European word or what—train from Bhubaneshwar to New Delhi through Dhenkanal and Angul. The line exists—if it could through Sambalpur and then to Delhi—and it would need upgradation in certain portions but it can take super fast trains. That line may be modernised. It has been electrified for a great distance. If that could be modernised and that train could run through Dhenkanal and Sambalpur, it would help not only Central Orissa but also the Western part of Orissa which has been very-very neglected till now.

At the end I would like to bring to the notice of the hon. Minister that till recently the Regional Railway Recruitment Boards were a bone of contention for everybody. Whoever failed in a certain State was dumped into places like Orissa. If they failed in a certain State, they were pushed over to Orissa. That created a lot of heart burn. We have seen that in States like Maharashtra and other places in Assam there have been heart burns and that heart burn has resulted in violence against poor, helpless students. So, I would request the hon. Minister to not allow the Railway Recruitment Boards to be functioning in such a way that students who fail in one place can go and appear in another place. They should genuinely be regionalised and students from that area should be made to appear in those Regional Railway Recruitment Board's test from where they belong. This would bring in peace and it will bring in a lot of credit to the Railway Ministry.

SHRIMATI BIJOYA CHAKRAVARTY (Guwahati): I am thankful to hon. Minister as she has introduced two new trains and a few projects. Assam has got a lot of problems. These problems are as old as the days of Independence. For example, we have got no double line or broad gauge line. If all the abandoned meter gauge lines are converted to broad gauge lines it will be very helpful. Moreover, all the Capitals of the Northeastern region except Guwahati have not been connected with the rest of the country by train. All the railway coaches are old and dilapidated. Electrification of trains has not been done as yet. We have got a number of demands but I have promised my colleague that I will finish my speech in one minute and submit my paper on the Table of the House.

The hon. Minister is a very fiery lady and a darling of the masses. I hope the Minister will surely meet all the problems faced by the people of Assam. She will try to mitigate all the problems faced by the train passengers in Assam.

I am laying my rest of the speech on the Table.

\*I am thankful to Honourable Railway Minister Mamataji for granting two new rails to Assam, one weekly Chandigarh from Dibrugarh, another Guwahati-Coochbihar and few Projects for Assam.

But these two new trains will serve very little purpose for the huge number of railway passengers. One is weekly and other is for limited passengers. Honourable Mamataji is a fiery lady. She will no doubt understand the problems of N.E. Region.

Long standing demand for new trains for Guwahati -Nagpur-Pune, Guwahati-Bangalore, Guwahati-Chennai has been simply connived.

As large number of students and huge number of patients travel to these places from all over N.E. states for the purpose of higher studies and for better medical treatment. Due to want to sufficient trains for Chennai, Bangalore and Pune, the hope of people (Passengers) seems to be belied. I urge honourable minister to materialize this need.

N.E. Region is a land-locked region. It is connected to rest of country and only by 22 km. stretch of land.

Niggardly attitude in all these sixty two years of independence cracked the body polity of N.E. India.

This Railway Budget simply denies what is due to this region.

Local trains move by snail's speed. Safety and comfort is the key word for travel. This is missing. As most of the level crossings are kept without over bridges, passengers lost 2-3 hours of their valuable time as every train had to be stopped to give way to the other. I urge the honourable Minister to take appropriate measure very urgently.

Assam is the only State where there is no provision for double or Broad Gauge line, D.B. stopped at NGP. This apathetic attitude simply adds misery to the people and given no relief to the travel bottleneck. Why cannot be double track Broad Gauge line in Assam, what is the reason? To materialize double B.G. line, two more rail bridge over river Brahmaputra is a must. I hope and urge the minister to grant additional fund in her command to fulfill this land standing needs of Assam and N.E. Region.

I urge upon Minister to undertake B.G. Line from Mainaguri (WB) to Jogighopa to Guwahati. This will clear saturated congestion in the station on the line.

There is a proposal for coach factory in Bongigar (Assam) in the present budget. There is no mention of it in the budget. it is the demand since 1982.

Hope, Honourable Madam, there is no proposal for speedy completion of bridge in Bogibil (Dibrugarh). This is the only bridge over Brahmaputra connecting eastern and northern Assam. Adequate fund be granted for the speedy completion of this bridge.

\*...\*This part of the Speech was laid on the Table.

I urge to beef up security measures in lunding to Badarpur Section where many of Railway men were shot dead. Railway's different unions demand adequate security for long.

Out of 14 lakh rai lmen, share of N.E. is very marginal. I urge upon Honourable Minister that for 'D' category post in NER, local aspirants be considered.

I urge Honorable Minister to make provision for alternative rail line in between Guwahati-Sibsagar Jorhat to ensure speedy and easy movement of train service.

Sir, through you I would like to request hon. Minister to convert existing meter gauge lines which are abandoned, to Broad gauge line, which will surely cater to the long standing need to Assam and N.E. Region. This saves both time and money.

Presently there is no train connection to anyone of the NE Regions state capital with Guwahati.

One overnight superfast express in between Guwahati-Calcutta is necessary. Present superfast express takes 24 hours.

Condition of rail-coach even of Rajdhani Express is pathetic.

Electrification of Train to and from Assam promised many a time. In the present budget the honourable Minister did not mention any point regarding this matter. I hope the Minister would surely meet their long-standing demands within her present tenure.\*

SHRI K.C. VENUGOPAL (Alappuzha): Sir, I thank you for giving me an opportunity to participate in this discussion. First of all, I wholeheartedly congratulate the hon. Railway Minister for presenting a very good Budget. There is an attempt to fulfil the dreams and wishes of the poor people. Actually, this Budget is for the poor.

Then, we can see so many proposals in this Budget, especially the introduction of new train for youth, new train for ladies, and new train for the aged-people. These are all good initiatives from the Railway Ministry. This is a message to the youth and women of our country that the Indian Railways is with them.

Then, the Izzat Scheme which has been announced by the Railway Minister is very much appreciable as the poor labourers can buy a season ticket for Rs. 25 per month under this Scheme. He can travel up to 100 kilometres every day. This is a very innovative scheme. I congratulate the Railway Minister for this.

Substituting the words 'economic viability' with 'social viability' is a major revolutionary step as far as we are concerned. We the representatives of the people have seen so many times that the Railway bureaucrats reject the project by saying that it is not economically viable. There are so many such projects. Now we can expect that this will not happen in future.

Our Opposition Members are very much concerned about the privatization of Indian Railways and especially our Left friends are very much concerned about the privatization of Indian Railways. But I am sure Indian Railway will never be privatized. But what are they doing? They are talking against privatization almost 24 hours but they are selling the land of the farmers. We have seen that in Nandigram and Singur. That is not the way of UPA Government and I am very much sure about that.

Coming to Kerala, I just want to have a clarification regarding the coach factory and bogie factory. These projects were announced in the previous Railway Budget. I urge upon the Government to include these two projects in their 100-days Programme. As far as Kerala is concerned, we have a long standing demand about the Peninsular Zone. We demand this because of the step-motherly treatment of the Southern Railway towards Kerala. They have never given passenger amenities to us. We can go through the expenditure on passenger amenities and we can find out that the expenditure in Kerala is very low. Therefore, we are emphasizing on a Railway Zone.

Regarding doubling, Shornur-Mangalore line is almost complete. But the doubling work on Ernakulam to Kayamkulam via Kottayam and Alleppey is going on a very slow pace. We want more funds for this. That is why, I appeal the hon. Minister that Ambalappuzha and Alappuzha section must be taken up this year itself.

As regards Alleppey, it is the most renowned backwater tourist destination. I would appeal to the Railway Ministry to include Alappuzha in their multi-purpose project.

As regards bogies, we can see that all the trains from Kerala have less bogies. The sanctioned bogies are 20 but the train goes with only 14 bogies. I urge upon the Government to give more bogies to Kerala. I would also request her to give more passenger trains to Kerala, especially from Ernakulam to Kayamkulam section. There is a lack of train and it is difficult for the poor people.

The Railway Minister has announced Adarsh Stations. In these 307 stations, no station has been included from Kerala. It is very embarrassing. I would request the Railway Minister to include Cherthala and Haripad which fall in my Constituency in the list of Adarsh Stations.

Another thing is that the funds allocated by the Railways to Kerala are not sufficient at all.

Fund allocation to railway projects by the Railway Ministry is very less. In the last three to four years we have reached to the conclusion that fund allocation for development of railway infrastructure in the State of Kerala is not adequate. I would like to appeal to the hon. Railway Minister to allocate more funds to Kerala especially for doubling and electrification of tracks.

Sir, I would, once again, like to thank you for giving me this opportunity to speak on the discussion on the Railway Budget and also congratulate the hon. Railway Minister for presenting such a beautiful Budget.

**\*SHRI HARIBHAU JAWALE (Raver):** As it is clearly stated that Railway is the visible face of the Government, I congratulate Hon'ble Smt. Mamataji Banerjee for the Railway Budget presented for 2009-2010 for no increase in the Passenger Fares for all classes of the society and no rise for the Goods Freight Charges. I want to bring in front of this house the facts of the Jalgaon. Buldhana and adjacent District Peoples, for there continuous demand since long around 25 years for the BHUSAWAL-MUMBAI EXPRESS.

Jalgaon District in Maharashtra State is the largest Growers of Banana and large demand in the country has fulfilled by our District out of the total supply. As discussed in the budget speech Hon'ble Madam quoted for the National wastage of Fruits and Vegetables because of non proper handling and transportation. We at Bhusawal are in continuous demand to provide a Air Conditioned Cold Storage Cargo for this transportation of Banana at the concessional rates as the Railway are providing for BCN Racks. Even the faster cargo transportation by means of VPU racks should be provided with concessional rates of freight.

In this budget speech Hon'ble Madam has discussed the railway in not only meant for economically viability but to look this budget as a social viability to provide enough infrastructural affordable facilities to the poorest people of the society to take benefit of it. Hence I put forward my demands for this Railway budget of 2009-2010.

To attach One-3 AC, Two-Sleeper and Two-General class coaches from Bhusawal to Amravati-Mumbai Express (2111/2112).

To improve Railway connectivity and infrastructure development, the conversion of Pachora-Jamner Narrow Gauge to Broad Gauge with extension upto Malkapur via Bodwad-Nadgaon (the home town of our Honourable President of India Smt. Pratibhatai Patil).

To provide the stoppage at Nandura and Thane (Mumbai) for Amravati-Mumbai Express (2111/2112).

To provide First Class AC coach each for Karnataka Express (2627/2628) and Goa Express (2779/2780).

To take real care of the poorest people of the society the Bhusawal-Mumbai passenger which was earlier running and closed the operation by the authority should be immediately put in to operation.

To provide VPU racks from Bhusawal Division for transportation of Banana to save and to really honour the efforts of the farmers with the concessional rates as applicable for the BCN racks of Banana Transportation.

To provide the Air Conditioned Cargo station at Savda and Raver for faster transportation of quality Pre Cooled Banana.

To provide a special train namely Sai Superfast Express from New Delhi to Shirdi, the Holy Place of Sai Baba. I am observing that lot of Pilgrimages around the Capital traveling of Shirdi since long through the long distance trains such as Karnataka Express, Goa Express and Mangala Express thereby hampering the long distance travelers space in the train.

And at last the Dream of the Jalgaon Peoples for the new train starting from Bhusawal to Mumbai.

To issue new license & registered coolie on the crowded stations as the number of coolie has reduced because some senior coolie has promoted in Railway Service on Gangeman post in the last Budget.

Please provide stoppage at stations for respective trains as specified below, Malkapur to Nagpur-Pune Super Fast Express. Raver for Kamayani Express and Jalgaon for Goa Express, Sachkhand Express, Mangala Express and Gitajali Express.

[*Translation*]

SHRI RAMKISHUN (Chandauli): Mr. Chairman, Sir, I thank you for giving me an opportunity to speak on railway budget. I have to say regarding the railway budget presented by Hon. Minister of Railways that not only India's but that of Asia's biggest yard is situated in Uttar Pradesh, but there is no provision in the budget for its development. All important trains bound for either Bihar, Bengal or Orissa pass through Mughal Sarai, Uttar Pradesh. Mughal Sarai Yard is built on a stretch of 10-15 kms. There is a big asset of the railways but Hon. Minister has not make any provision for it in this budget.

This is the birth place of former Prime Minister Late Lal Bahadur Shastri who gave the slogan of Jai Jawan, Jai Kisan. Passenger trains and goods trains from every corner of the country pass through this place. Through you I would like to demand from the Hon. Minister to develop Mughal Sarai railway station as a model railway station.

Sir, I would like to say that the Government of Uttar Pradesh had constituted a Railway Settlement Board. Railway settlement Board used to develop railway colonies in Mughalsarai expending Rs. 2-3 or 5 crore. But due to carelessness of railway officials, the Board was dissolved, so the railway employees have been deputed of the civic facilities which they should get. Hence, I would like to say to Hon. Minister of Railways and Hon. Minister of State in the Ministry of Railways that the Government of Uttar Pradesh provided funds for the development of that region including construction of parks and roads of railway colonies and beautification of ponds but now all these works have come to a halt. I demand that a programme for the development of those colonies. Where more than 14 thousand railway employees reside, should be formulated.

Mr. Chairman Sir, through you I would like to bring it to the notice of the Hon. Minister of Railways that trains from each corner of the country through this station and stop for 10-15 minutes but there is no train from there for Delhi-Lucknow. This matter concerns my constituency. So it is my request that a train from there to Delhi-Lucknow should be introduced.

Along with this, there are dozens of unmanned railway level crossings in the said area where accidents take place every other day. I want that these crossing should be manned. District Chandauli is a newly constituted district which is a part of Varanasi. It is situated on the other side of Ganga River. Railway line divides that district into two parts. One line is

Mughalsarai-Gaya-Hawda line and other is Mughalsarai-Patna line. This hampers the traffic of the district. When railway crossing is closed, people are unable to go to hospital, district headquarters etc. So, through you, I demand the Union Minister of Railways and State Minister of Railways to construct an overbridge there in order to deal with the severe problem arising due to closure of railway crossing. Sir, I would like to say one more thing that Chandauli district would become Singur and Nandigram. New railway line is being laid under Freight Corridor scheme, freight is being setup Corridor parallel to railway line in Bengal, Bihar and Uttar Pradesh. Third line is laid in district Chandauli in which thousands of acres of fertile land of farmers is being acquired. So Chandauli will become Singur. You have struggled a lot.

There are certain things, which must find a mention. You propose to introduce Izzat trains. Please state the names of trains in which you are increasing the number of coaches. General coaches are over crowded due to which people travel on the roof of trains, and just with each other even to sit on the roof of the trains. You are talking about respect, but people are insulted in this way. If people get insulted for getting seats in the general compartment then how can you afford to talk about running Izzat train? You increase the number of coaches in every train, increase the number of general coaches, your plan would register success.

[*English*]

MR. CHAIRMAN: You have taken five minutes. So, please conclude in one minute.

[*Translation*]

SHRI RAMKISHUN: Please allow me to speak for two more minutes. Sir, we are weak if you will restrict us, we will not be able to speak.

Sir, passengers also get insulted in the Izzat train being run by you. You increase the number of coaches in the trains. The second point, which I would like to mention, is that Mughalsarai is the birth place of late Lal Bahadur Shastriji. That station need to be upgraded. You should keep an eye on the officers, who are working arbitrarily since last five years. Employees are being exploited over there and railways is incurring losses. This is a very big yard, thefts take place on large scale and innocents are implicated there in. Railway administration in connivance with thieves does not arrest them, rather innocent people are forced to pay the fine. Mughalsarai is the largest yard of Asia. I would like to request the hon'ble Mamataji for its development as it is

the birth place of Shastriji; which is the birth place as well as karambhoomi of an honest and popular Prime Minister of this country.

*[English]*

MR. CHAIRMAN: You have made that point many times. So, do not repeat it.

*[Translation]*

SHRI RAMKISHUN: So please take the development of Mughalsarai seriously. You have acquired fresh land there to construct freight corridor. You have land there...*(Interruptions)*

*[English]*

MR. CHAIRMAN: Mr. Minister, kindly take note of the points regarding Mughal Sarai.

*[Translation]*

SHRI RAMKISHUN: There is availability of adequate land paralalled to the existing track. You can use that land for laying new rail line. That land belongs to the railways and a factory is located there. 200 acres of land is available there. That should be utilized.

\*I thank you for giving me an opportunity to speak on Rail Budget. Sir, the hon'ble Minister of Railways has not taken any important decision under the budget provisions about Mughalsarai yard, Uttar Pradesh which is not only the largest railway yard in India but also in the Asia. Passenger trains and goods trains in large number pass through Mughalsarai railway yard from every nook and corner of the country. But it is matter of regret that no action is being taken for the development of Mughalsarai railway area and facilities are not provided at the same. Mughalsarai is a city and this Railway station is main railway station of district Chandauli. Large number of employees are serving in railways and reside in the colonies built by the railways. No provision has been made in this budget for maintenance and beautification of said colonies. Railway Settlement Board constituted earlier by the U.P. Government used to provide civic amenities to the employees and their family members living in these civic amenities to the employees and their family members living in these colonies. Railway Settlement Board used to spend crores of rupees to get different kind of works done within the railway campus. Railway board was dissolved by Railway officers under a conspiracy due to which railway employees have been

deprived of number of facilities. Certain important works are necessary to be carried out for the development of these railway colonies by the Railways. Construction of roads, parks, community centres and other related works should be done so that some cultural programmes could be organized. Mughalsarai and Varanasi Cantt. are very important. Railway stations. Thousands of people from across the country along with foreign nationals visit here everyday. Therefore, through you, I urge upon the Hon. Railway Minister that work should be done to upgrade Mughalsarai Railway Station as a model station. Two rail lines have been constructed in the middle of the district which consume enough time for visiting district headquarters or hospitals or other places due to the closure of railway gates. Sometimes the railway gates remain closed for half to an hour and serious patients often die before reaching hospitals. Therefore, rail over bridge should be constructed at places like Matkutta railway crossing in Distt. Chandauli, railway crossing at district headquarters and Saiyaad Raja railway crossing.

A number of accidents involving the railway have happened due to unmanned level crossings during the last several years which has resulted into the deaths of many people and heavy losses to the railways. Therefore, my demand to the hon. Railway Minister through you is that manned crossing should be constructed at unamnned railway crossings. Manned railway crossings at Hridayapur, Saroyian, Dharana and Varanasi, Ghazipur rail lines under my Constituency should be constructed.

There has been no provision to include potable drinking water in the Budget since Independence and to make it available to the poor people during their rail travel. It is ironical that the number of poor people travelling by train is maximum but even today the poor people do not get safe potable water to drink during their rail journey. Even today they are getting the same water that is used in washing hands and in toilets etc. The dream of rial travel with respect would only be fulfilled when poor people would get pure potable water from the Railways. Hon. Minister of Railways has made provisions for freight Corridor scheme in the Budget. In Chandauli district, fertile and arable land of the farmers has been taken under this scheme whereas land belonging to the Railways by the side of rail line is lying vacant. Therefore, instead of taking over the land from farmers, rail line should be laid on land lying vacant in the Chandauli district of Uttar Pradesh.

I would like to remind the Hon. Minister of Railways that 200 acres of land belonging to the farmers was taken initially near Saiyad Raja Railway Station for the construction of a factory of the Railways in Chandauli

\*...\*This part of the Speech was laid on the Table.

district but it has still to come up. The land belongs to the Railways, therefore, I demand that the Hon. Minister of Railways should make arrangements for establishing a large factory on the land which was taken for this purpose. The Railway Settlement, Mugalsarai was constructing the Mansarovar Pond with the fund of the Uttar Pradesh Government under the Eastern Railways but it is still incomplete. That incomplete work for the construction of pucca ghat should be completed as every year thousands of people celebrate Chath, Deepawali and Dussehara festivals with full religious fervour. The Hon. Minister of Railways has announced the introduction of many new passenger trains. I demand that stoppage of Howrah to Delhi train should be given at Mugalsarai. I demand through you to run at least four pair of local trains between the district headquarters to Mugalsarai and Mugalsarai to Varanasi in a day. Mugalsarai is a rail division and its area extends up to Hajipur. Therefore, I would request the Hon. Minister of Railways that in view of their difficulties, kindly solve this problem. There is a very big rail yard of Mugalsarai. A number of passenger trains pass through this route which include goods trains too. Incidents of theft keep on happening causing huge loss to the railways. High class construction of the roads of the colonies should be done and another Kendriya Vidyalaya should be opened there for railway employees and other Central Government employees. Many officers are posted in the Mugalsarai division since long and they are exploiting the railway employees there. Such officers are needed to be identified and removed from there and it would be better to post such officers who work with honesty and integrity in the Railways.\*

*[English]*

MR. CHAIRMAN: Why do you behave like this? Why do not you take your seat? If there is any other suggestion, you may give it in writing.

*...(Interruptions)*

MR. CHAIRMAN: Nothing will go on record. Please take your seat.

*(Interruptions)...\**

MR. CHAIRMAN: You have to take your seat. What you are saying is not going on record. You have to help me in running the House. Please take your seat.

*...(Interruptions)*

MR. CHAIRMAN: Shri Vijay Bahadur Singh may speak now.

*[Translation]*

SHRI VIJAY BAHADUR SINGH (Hamirpur): Sir, I intended to be very brief, but I forgot what I wished to speak in this heated atmosphere.

If I say in one sentence about the Budget presented by Bahan Mamataji, whatever I have read, listened and witnessed the discussion and, had I been an examiner and this budget as her answer sheet, she would get 100 out of 100 marks. This is a very good Budget. But I would not declare the result even if I'd given her 100 marks, she will not get first position as long as the budget is not implemented. Yesterday we listened to the discussion between Hon. Luluji and Bahan Mamataji. He is the first Railways Minister of who was describing his tenure as golden period, it seems that he is declaration Minister instead of Railway Minister who was counting the number of new trains declared and actually started and the number of train proposed to be started. I would like to submit that progress in this regard should be assessed after six months only.

Hon. Minister of Railways in her rail budget speech has mentioned that several stations would be renovated to world class level. But I would like to state their present status which is very bad. I have been practising law in Allahabad for the last 40 years, but I have contested from Mahoba-Khajuraho Parliamentary Constituency. The platform No. 2 and 3 at Allahabad railway station are very dirty and untidy. No one can stand for long there. On one hand, you talk of building world class stations, but on the other hand, such an unclean and dirty station is there.

Whenever I make a visit to my constituency by Sampark Kranti, I find the train in a very bad shape, beddings are very dirty, you cannot sleep throughout night. The train reached there sometime at 2:00 or 3:00 at night, nobody is there to attend the train. So, this should be taken care of.

Hon. Minister of Railways has said one thing extremely and that is of common man. I feel that in all this, common woman has been left behind. I submit that if a woman or senior citizen travels in AC II class lower berth should automatically be allotted to him/her. I have seen women finding it difficult to step up and down in case she has been allotted upper berth.

I would like to submit one more thing before the Minister of Railways, I have seen that in the trains running during night, travellers have to keep vigil. There is no attendant etc. When we reach some station at night, as I gave my own example when I became an



MP, I had to face a lot of problems. You have to wake up two hours ahead, so that you may not miss your station. If there is any attendant in any coach, and one asks him to wake up at his/her respective station, the attendant says that it is not his duty. Similarly, if someone asks which station it is, he does not answer. So, this should also be taken care of.

This is good that the Hon. Minister of Railways has emphasized on cleanliness and sanitation. I would like to submit that cleanliness and sanitation could only prevail if sale of *pan masala* and *pan* at stations and its complexes are banned.

As far as issue of setting up medical college is concerned, it is a good thing. It would better if several I.T.I.s, after which a matric pass can get a job, are set up instead of a medical college.

Another thing, I would like to say that the train from Delhi to Jhansi, Manikpur is running thrice a week. This train should be run five days a week or throughout the week and the line from Jhansi to manikpur should be doubled.

In the end, I would like to say that in the dispute between Bihar and Bengal...*(Interruptions)*.

KUMARI MAMATA BANERJEE: There is no dispute...*(Interruptions)*.

SHRI VIJAY BAHADUR SINGH: All right both are very good friends and nature a feeling of sisterhood. I wish that attention should be paid to Uttar Pradesh as well. Though attention has been paid to Uttar Pradesh also but reluctantly. The situation should be improved. If Laluji has said that his tenure was a golden period in the history of railways, I would like to say that the tenure of Mamataji would be platinum era.

With these words, I conclude and bless her.

\*DR. ARVIND KUMAR SHARMA (Karnal): I support the Railway Budget presented by hon. Minister of Railways Kumari Mamata Banerjee under the guidance of UPA Chairperson Shrimati Sonia Gandhiji and Hon. Prime Minister Dr. Manmohan Singh and appreciate it wholeheartedly because of the decisions taken for allround development in public interest and keeping in view all the poor people and common man.

Hon. Minister of Railways, two historical districts falls under my Karnal Lok Sabha constituency. Karnal is the land of King Karan and Panipat is a historical and industrial city which faced three battles of independence. The Department of Railways earn lakhs of rupees daily

from these two districts bordering NCR area. Beside this, there is a Panipat Railway Junction wherefrom rail connectivity is provided for several districts of Haryana and Uttar Pradesh.

I have been elected as a Member of Lok Sabha for the third time and my constituency has several long pending demands of public interest related to Department of Railways which have not been fully fulfilled till now. I am grateful to the former Minister of Railways, who tried to fulfil some of the said demands.

I would like to request you to get these pending demands of my constituency fulfilled as early as possible for which I will be grateful to you.

Demands related to introduction new trains:-

New train has not been introduced from New Delhi and Delhi to Chandigarh, Amritsar and Jammu for the last many years despite the fact that this part of North India earns the highest revenue for railways due to its religious and historical importance.

One Garib Rath should be introduced from New Delhi to Chandigarh, which should cover Sonapat, Panipat, Karnal, Kurukshetra and Ambala districts. It may be run for three days a week.

A new train under Duranto rail service should be started from New Delhi to Chandigarh as Chandigarh is the capital of Haryana and Punjab and an education hub, beside being a Union Territory.

Atleast two EMU passenger trains should be introduced in the morning and evening from New Delhi to Kurukshetra for daily passengers as thousands of passengers travel on this route daily and it will be the highest revenue earning source for Railways.

Although several surveys have been conducted for laying new rail line from Panipat junction to Dewana, Bapauli, Kairana Shamli, Mujjaffarnagar, Rewari and Haridwar but department of Railways has not given approval for it till now. Thousands of people from rural areas of Haryana and Uttar Pradesh visit holy city Haridwar but they have to board the train for their destination or for Haryana from Panipat or Mujjaffarnagar which has caused resentment among the poor people of this area and they are demanding laying of this railway line at the earliest.

The poor people and commonman of my constituency visit Asandh from Panipat and Karnal by private vehicles and buses. I would request you to kindly give approval for a new rail line from Panipat to Asandh so that the people of rural areas can avail all the facilities of railways.

**Demands related to Railway platform:-**

I would request you to raise the level of platforms at two railway stations and modernize as well as give new look to these stations in Karnal district under my Parliamentary Constituency. The names of these stations are (i) Neelokhedi railway station-district-Karnal (ii) Tarawadi railway station-district Karnal.

**Demands regarding model railway stations:-**

Though Karnal railway station has been declared as model railway station, but it has not been accorded the status of model railway station till now. There should be a provision for a new separate rail ticket reservation window for women and senior citizens alongwith all other modern and public facilities.

There is a railway junction in Panipat, which is a textile and petro-hub. It is an industrial area for handloom. People from India and abroad visit this place for the business purpose. Despite being an old and historical place, it has not been declared as model railway station till date. I would request you to include Karnal and Panipat railway stations of my constituency under this category.

**Demands regarding stoppage of trains:-**

Himalayan Queen should be given permanent stoppage at Samalakra railway station and Shan-e-Punjab and Pooja Express at Karnal railway station (Up and down).

Jammu Mail should be given permanent stoppage at Gharonda railway station in Karnal district.

Ekta Express should be given stoppage at Neelokhedi and Tarawadi railway stations.

**Demands regarding recruitment in Railways under sports quota:-**

State level, national level and international level sportspersons should be provided employment under sports quota and new railway sports policy should be formulated fixing the proportion of States so that high ranking and good players of each State may get opportunity to serve the Railway Department.

**To implement Railway Land Conservation and Forestation policy:**

Railways is the largest department of the country. Railways has its own authorized land alongside railway lines on which people in urban areas make encroachments and in order to check it there should be proper forestation on that land and it should be looked after properly so that our environment remains good.

**For construction of a new railway hospital:-**

A new railway hospital is needed at New Delhi to Chandigarh railway line somewhere in Haryana region so that railway hospital situated in Delhi may not be overburdened, I request you that a new railway hospital may be constructed at Panipat railway junction.

**Regarding International Station:-**

Latest facilities should be provided at railway stations in NCR like Sonipat, Panipat, Ghaziabad, Faridabad, Bahadurgarh because all these regions are very much affected by the National Capital Delhi.

Hon. Minister, poor, common and rural people of my Constituency have nominal demands and to fulfill them railway would not have been any additional financial burden. Nominal financial assistance will be sufficient to meet these demands and railway will earn more than ten times than what it spends from this region and all demands of poor people and daily commuters of this area will also be met.

I am grateful to Hon. Minister of Railways, Shrimati Sonia Gandhi and the Prime Minister, Dr. Manmohan Singh that they have provided railway services without putting extra financial burden on the people of India. I again support this public friendly Rail Budget.

SHRI BISHNU PADA RAY (Andaman and Nicobar Islands): Mr. Chairman, Sir, Railway Minister has been meeting a step-motherly treatment to Andaman and Nicobar Islands for the last 62 years. I would like to give an example. Hon. Railway Minister, Mamata ji is present here. There is no doubt that she will be the next Chief Minister of West Bengal. Mamataji have feelings for "maa-mati-manush". So, I have seen a ray of hope for the upliftment of Andaman and Nicobar Island. The Railway Ministry has done injustice to so many states in the name of economic viability. But, for first time in Indian history, the Railway Ministry is concerned about the poor, weaker and remote areas and it seems that the Ministry will do something for them. I salute Mamataji. I received a Press Note of PIB dated 7th July, 2009. I will urge the Congress Party to reply later because perhaps they will not get an opportunity today. Andaman and Nicobar is left in the name of economic viability. Why not Kashmir? I give an example. I was an M.P. in the year 2002-2003. The Railway Ministry proposed to conduct a survey from Andaman Port-Blair to Digalipur having distance of 239 km and for which Rs. 867 crore were needed. But, the Railway Ministry mentioned the shortage of funds. It was said that it was not viable. On the other hand, the same Government have laid rail line for Udhampur-Srinagar-Baramulla having a distance of 292 km in the name of

Kashmir despite its economic non-viability. I would like to present a comparative chart here. Andaman and Nicobar Islands is also an integral part of India. Island nations in tropical zones like Trinidad and Tobago, Samua and Jamaica have lesser square kilometers area than ours. Today, where do they stand today to and where we stand? I urge that the leader of "Maa-Mati-Manush", sister Mamataji is present here. For how many days she will stay in Parliament, I do not know because she has to take charge of Bengal also.

*[English]*

KUMARI MAMATA BANERJEE: You will not decide it....*(Interruptions)*

*[Translation]*

SHRI BISHNU PADA RAY: Therefore, I will request that when she replies, she will definitely take care of Andaman and Nicobar Islands which has been declared most backward by our Finance Minister in his Interim Budget of the year 2004-2005. First time, Hon. Rajiv Gandhi ji in 1986 said that Andaman and Nicobar is the most backward and remote area.

*[English]*

MR. CHAIRMAN : That point has already been made. Please come to the next point.

...*(Interruptions)*

*[Translation]*

SHRI BISHNU PADA RAY: I would mention that why this line is necessary. This is necessary for farmers, tourism, treatment of patients and development of country. The distance between Port-Blair to digalipur in Andaman is 300 km. There is CAC, district hospital and PAC only for the name sake in that area. If a pregnant woman is referred for treatment, she dies before giving birth to child in ambulance on the way to hospital 300 km long jig-jag terrain giving birth to child. Therefore rail connectivity is needed there. Hon. Mamata ji can do a lot there. The Steel Authority of India and the State Bank of India have allowed their employees to avail LTC by air to that part of the country. Andaman and Nicobar Islands was a part of India during freedom struggle. Veer Savarkar ji and so many patriots from Punjab and Bengal embraced martyrdom in Cellular Jail where they were imprisoned. The Railways have 14 lakh

employees. The department should provide phase-wise LTC facility to these 14 lakh employees to Andaman and Nicobar islands. Railway employees should stay there at least for five days. This would generate employment there. The Government of Vajpayee ji had started examinations of Railway Recruitment Board but the UPA Government have discontinued the same. I would request the hon'ble minister to allow the candidates from these islands to appear in examination of Railway Recruitment Board in Bengal and Chennai centres.

*[English]*

MR. CHAIRMAN: Please conclude within one minute.

...*(Interruptions)*

*[Translation]*

SHRI BISHNU PADA RAY: One passenger reservation centre is there and I request that two such more Centres should be opened there. Reservation of rail tickets will be done through the Post Offices under the Mushkil Aasan' Scheme. I have suggested names of some Post Offices in the islands for this Scheme. The leave of the Government employees in the Andaman and Nicobar Islands who haile from mainland like Kerala, Tamil Nadu and Bengal etc. is counted from the day they reach their homes. Andaman and Nicobar has an administrative tradition. Some people of Islands are serving in railways and they are posted in mainland. They should be given the same facility as is given to the Government employees posted in the Islands *i.e.* their leave should be counted after they reach their homes.

At last, I want to say that as our islands are remote backward islands so special a drive should be launched there and able women of these islands should be given an opportunity to join women commando squad. Besides there are sport persons of national and international level in these islands. They should be given an opportunity to get jobs in railways. I once again request Mamata ji and hope that the name of Andaman and Nicobar Islands would be figure as remote backward areas in the Railway Budget.

*[English]*

I would also like to lay my rest of the speech on the Table.

\*I welcome the Railway Minister's speech on Railway Budget regarding "Railway Projects are to be measured only on the scale of economic viability or do we also need to look at the social viability of these projects. Are the fruits of development to be restricted only to the privileged few and not to the teeming population in the remote and backward areas of our country".

I salute Miss Mamata Bannerjee who has come up from the very grassroots of society. She knows the pulse and problems of *Maa, Maati and Manush*.

My submission is to consider the following requests of Andaman & Nicobar Islands, to incorporate in the Railway Budget and implement at the earliest:

1. To provide rail services to A & N Islands, an updating survey was carried out in 2002-03 for Railway line between Port Blair and Diglipur. As per the survey report, the cost of 239 km long line was assessed at Rs. 867 crores with negative rate of return. Replied by R. Velu, Minister of State for Railways on 3rd May 2007.
  - a. A similar negative rate of return was assessed for laying new railway line at Udhampur-Shrinagar-Baramullah, 292 km, which was sanctioned and taken up for execution to provide rail connectivity to Kashmir Valley.
  - b. This assessed rail line for Andamans is expected to be a vital link between Capital Port Blair with the Northern part of the islands passing through Middle Andaman covering the majority of the rural/expected urban and suburban population currently at over 3 lakhs.
2. This railway project may kindly be taken up afresh, which will be beneficial to tourism, and also particularly to the farmers community, whose products such pulses, vegetables, fruits etc., find a remunerative market in Port Blair, but are being sold at throw away prices now or wasted due to this vital link being non-existent.
  - a. The only specialty hospital (referral hospital) is situated at G B Pant Hospital, Port Blair. All the expecting mothers have to be referred by doctors of CHC, District Hospital, PHC

etc. of Middle and North Andaman to G B Pant Hospital, Port Blair for periodic ante-natal checkup and care, as also for delivery and post natal care.

- b. Weekly upto 10 expecting mothers are referred to Port Blair in situation of distress, by ambulance, covering 333 km of undulated, winding terrain by the AT Road taking over ten hours of arduous journey. Very few survive the journey even before they can reach the care of G B Pant Hospital. Many mothers have died before they could see the face of their children, many children have died before being brought to this world.
  - c. Patients with different ailments such as Cardiac [Heart], Stretchr bound trauma patients also have to travel the 333 km before they can be given specialized Medical attention. Many die of the pain for rough travel more than their actual ailment or trauma of accident.
3. Middle and North Andamans have received more than Rs. 1000 crores as investment in the form of purchase of landed property with the intention of developing them into tourist facilities and destinations. But, due to the lack of proper communication, investors are hesitant to invest any further, and those who have bought land have not yet initiated further development.
  4. The capacity of the Andaman & Nicobar Islands and the utilization of resources to the sustainable limit has neither been scientifically based nor intelligently managed. Compared to Andaman & Nicobar Islands island nations like Trinidad and Tobago, Samoa, Cape Verde, Jamaica etc., which are similarly placed with respect to latitude, therefore climate and natural resources being tropical islands, support much larger populations, have seen much more development projects and attract international tourists in large numbers, thereby providing employment and earnings to a substantial number of the local populace. There is a reasonable balance of forest retention with area being opened to development. A chart depicting the comparative statistics is reproduced before which is explanatory

---

\*...\*This part of the Speech was laid on the Table.

Name of Island Nation	Area [Sq. Km.]	Population in lakhs [2001-05]	No. of islands	Per Capita Income [2005 in\$]	% under Forest	% Area under Agriculture	Foreign tourist Nos. in Lakhs [2005]
Andaman and Nicobar Islands	8249	3.56	572	600	90	2.3	0.09
Trinidad and Tobago	5128	10.56	2	21700	50.05	26	4.63
Samoa	2831	2.17	2	5400	37.2	33	1.01
Jamaica	10830	27.8	—	4800	30	47	14.78
Cape Verde	4033	4.99	18	7000	21.1	18	1.97

5. The only sector promoting employment is Tourism. A & N Islands is a Border territory having is sensitivities.
6. Prestigious public sector undertakings like SAIL, banks, etc. had extended LTC facilities to their employees to visit Andamans. Investment from local and other sources had also been made and had set up guest houses, Paying guests, lodges, hotels and restaurants and bought cars and other vehicles to facilitate tourists. The stream of these tourists has stopped resulting in total lack of earnings from the facilities set up for tourism. For every patriotic Indian, a visit to the Rashtriya Smarak [The Cellular Jail] is a must. Railway employs over 14 lakhs people. They could be given a golden opportunity to pay homage to the martyrs who gave us freedom, by paying a pilgrimage visit to Andamans and pay their tributes, by extending LTC facility.
7. The lone computerised Passenger Reservation system is running at Port Blair. In accordance with your advice to identify one CPRS location, I propose that two CPRS facilities be set up in order to reasonably cover the remote localities, that is (a) Rangat [Middle Andaman] and (b) Diglipur [North Andaman].
8. Under your innovative "Mushkil Aasaan" scheme *i.e.*, computerised tickets from 5000 Post Offices, I propose places like (a) Diglipur, (b) Hut Bay, (c) Campbell Bay, (d) Ferrarganj and (e) Car Nicobar.
9. Mobile Ticketing Vans—one may be provided at Port Blair.
10. Railway Protection Squads [Women Commandos]—Young Women of Andaman & Nicobar Islands will certainly prove their mettle if given the opportunity.
11. The Railways Recruitment Board Kolkata and Chennai had set up a centre for recruitment examination at Port Blair during the NDA Government. This had been discontinued robbing the A & N Islanders of employment opportunity. This may be restored.
12. Special Recruitment Drive may be extended to A & N Islands.
13. A & N Islands have sportspersons of National and International levels. They may be given opportunity through Special Drive, by providing employment.
14. Employees from the mainland working in Andamans are allowed joining time to travel by ship when on leave, as this is a time consuming travel mode. Similarly, it is requested that similar facility of joining time may be allowed to personnel from A & N Islands employed by the Railways working in the mainland, or they may be allowed air travel.\*

*[Translation]*

SHRIMATI ANNU TANDON (Unnao): Sir, for the first time, I have been given an opportunity to participate in the discussion on Railway budget in this House. I am grateful to you for the same. I may please be excused for any lapse on my part. I am speaking in this House for the first time, so I request to keep patience so that I can make my points in the House in a better way.

Through you, I would like to congratulate Mamataji, the Hon. Minister of Railways. In my opinion, hon. Minister has fulfilled the social responsibility of her Ministry as her Budget is focused on passenger amenities and needs of commonmen. The ideology of the UPA Government and mission of our leader, Sonia Gandhi and the Prime Minister is work keeping in view the common man and hon'ble minister has fulfilled it properly. I have also observed women, students, youths and particularly poor people in the unorganised sector by introducing scheme like 'Izzat' which clearly reflects from the importance given to passenger amenities and safety. I want to congratulate Hon'ble Minister for one more thing which she has clearly said in her speech that social viability is more important than economic viability. I want to congratulate the hon'ble minister for describing sustainability in a better way rather than economic viability. We know that we regard railway as our pride and the budget seems very good to sustain it.

Sir, through you, I want to draw the attention of the hon'ble Minister towards that part of the Budget where she has talked about land Bank and public-private participation. I want to take you prior permission before I add anything else that hon'ble Minister has given a beautiful present to Lucknow and Kanpur. It is just like a beautiful flower, I want to spread the fragrance of that flower to my work place and my Constituency, Unnao. Before speaking on the Rail Budget, if you allow, I want to say something about my Constituency which is the largest Parliamentary Constituency in India.

Actually, Unnao is situated between Lucknow and Kanpur and people regard it having rural, undeveloped and backward region which has got stepmotherly treatment for the last several years. I want to inform all of you that the Minister has given thought on Kanpur and Lucknow but I am informing you about Unnao because many freedom fighters like Raja Ramrao Baksh or even Chandra Shekhar Azad were born here. The great freedom fighter, politician and poet Maulana Hasrat Mohani, too was born here. Everyone knows about Pandit Suryakant Tripathi 'Nirala'. In my opinion, he has been an international poet and he has been compared with William Shakespeare. Another interesting point which I would like to point out here is that the Forward Bloc too was established at Unnao by Shri Subhash Chandra Bose alongwith Shri Vishambhar Dayalu Tripathi. Shri Vishambhar Dayalu Tripathi was a renowned freedom fighter of Unnao and Both the sons of Ramchandraj Luv-Kush were also born and brought up here by Sitaji and Valmikiji. It is believed that a war was fought here

for capturing the horse of *Ashwamegh yagna* ...(*Interruptions*). The Janaki Kund is also located here. I would let you know very soon as to why I am revealing all this. Safipur is a very holy place for the Muslim community and an Imambada is also situated there which is 400-500 years old...(*Interruptions*).

[*English*]

MR. CHAIRMAN: Annuji, you will not get time for all these details. Please come to the suggestions.

SHRIMATI ANNU TANDON: Sir, just a minute. You will come to know the reason why I am saying this.

[*Translation*]

The motive behind mentioning all these things is that there is also a bird sanctuary at Nawabghanj. We want that Unnao railway junction should be given importance. We would be benefited if the Ministry of Railways and the Ministry of Tourism together do something for this area...(*Interruptions*).

[*English*]

MR. CHAIRMAN: That importance is noted by the Minister. Please lay the rest of your speech on the Table.

SHRIMATI ANNU TANDON: Regarding the land bank that the hon. Minister had talked about, I was suggesting.....

[*Translation*]

...you have said that Narsingh Units would be opened at Lucknow. I, therefore, want to say that since Lucknow is 50 Kilometers away if the said work is carried out in Unnao then our youth and unemployed people would get some benefit...(*Interruptions*).

[*English*]

MR. CHAIRMAN: You have made very good suggestions. Please take your seat.

[*Translation*]

SHRIMATI ANNU TANDON: Sir, I am concluding my speech in a minute. You have mentioned about PPP for industrial purposes and even in this case if you use the vast stretch of railway land available in Unnao and utilize the budget properly then people of our constituency would be benefited immensely.

[English]

MR. CHAIRMAN: You can lay the rest of your suggestions on the Table of the House.

[Translation]

SHRIMATI ANNU TANDON: Sir, I would lay the important suggestions regarding Unnao on the Table of the House. Many suggestions are there.

[English]

I will not talk about this. I have already prepared a sheet. But I want to say that there are other Members of Parliament from Uttar Pradesh who are sitting here. So I would like to speak about just something about a train.

[Translation]

The Palace on Wheel runs in Rajasthan. Therefore, we demand that a new train named 'Buddha on Wheels' should be introduced in Uttar Pradesh which would start from Kanpur to Unnao and Lucknow and further from Lucknow to Lakhimpur, Dudhwa National Park *via* Bahraich, Shrawasti, Balrampur, Siddhart Nagar, Maharajgunj, Gorakhpur, Pajuna...*(Interruptions)*.

[English]

MR. CHAIRMAN: All the suggestions are very good. Please lay the rest of your speech on the Table of the House. Don't go into details.

[Translation]

SHRIMATI ANNU TANDON: Madam, I would like to mention about the 'Buddha on Wheels' and Lucknow too would be greatly benefited if this work is done instead of numerous parks that is being developed there. Thousands of crores of rupees have been spent on construction of elephants and parks in Lucknow. I don't know as a tourist who is going to see these things. But I would pray to the God that somewhere sometimes someone would come to see the lady with the bag and if the 'Buddha on the Wheels' would be introduced then people living there would surely be benefited by this.

[English]

\*Baiswara is the first railway station on the Eastern side of Unnao district.

I request for better arrangements for drinking water, seating, toilets, double line, lights etc. there.

I request Please start a night passenger train (between 9:00-9:30 pm) from Kanpur to Rai Barelli via Unnao.

Request: Please convert Bindki railway station into a Junction and extend from there a rail line via Baksar, Bhojpur, Sareni & Lalganj.

A shuttle train is running between Rai Barelli and goes till Raghunath Singh Station.

Request: This train is re-routed via Bighapur and go to Unnao railway station.

I request you for urgent upgradation of Gangaghat/Shuklaganj station with the construction of a Police station and Platform at a height. Provision of shade, toilets to be made and Ticket window to be computerized.

There was a L.K.M. train plying between Kanpur and Lucknow, and its route was changed to Anwarganj due to change in time schedule. Due to this change there are unnecessary delays at Sonik, Ajpgain, Jaitipur, Unnao and other railway stations.

Request: Change the schedule timing back to 8:35 am.

The B.C. passenger train covers three assembly areas of Unnao district.

Request:

- (i) Please change the timings of the I.B.C. Passenger Train to 10:00 am at District centre Unnao and 10:30 am at Kanpur station.
- (ii) Also change the route of evening 2 B.C. Passenger Trains to reach Bangarmau station (Unnao) instead of Safipur station.
- (iii) Also please increase the number of Coaches in the train.

It is request to lay a new railway line from Unnao to Lucknow *via* Purwa and Maurawan.

Requests made in respect of Unnao station:

- (i) Upgradation of the Unnao railway station. At present there are 3 booking & reservation counters at the station, out of which only 2 are functional.

- (ii) Increase the number of counters so that to avoid long waiting time for the passengers.
- (iii) Please make arrangements for drinking water, lighting and ample parking.
- (iv) Only one platform has a shed. Request to construct sheds for the remaining 5 platforms.
- (v) Railway enquiry system is out of order. Request for repair and/or upgradation of the system.\*

*[Translation]*

\*SHRI DILIP SINGH JUDEV (Bilaspur): Indian Railways earns its maximum revenue from South-East Central Railway's Bilaspur Zone. Out of 16 zones, Indian Railways earns more than 15% of its revenue from Bilaspur zone only. But, Bilaspur and Chhattisgarh have not been provided as much rail facilities as they deserve despite being the most revenue earning zones. The new trains announced in this Rail Budget had already been announced earlier too and have been operational as special trains for quite some time. Not even a single demand has been met out of the demands made by our group of Members of Parliament. Bilaspur Rajdhani Express which was running upto Bilaspur has been extended up to Howrah, and the assurance given for a new Rajdhani Express from Durg to Delhi via Katni in lieu of it has not yet been fulfilled.

Chhattisgarh Sampark Kranti needs to be run daily in view of large number of passengers travelling from Chhattisgarh to Delhi, simultaneously a new Rajdhani Express should at least be started immediately between Durg and Delhi via Katni. Apart from this, Ambikapur-Bilaspur Intercity Express and direct trains from Bilaspur-Chhattisgarh to Guwahati, Jammu, Goa etc. should be started.

On the one hand, the trains starting from Chhattisgarh have heavy shortage of passenger coaches of general category, on the other hand Jansadharan Express trains with all general compartments are being run in other parts of the country, this discrepancy should be removed.

The railways are conducting a survey of broad gauge railway line from Dongargarh, Rajnandgaon to Khairagarh, Gandai, Ghuikhadaan, Lohara, Vardha, Hor Kota, Bilaspur districts in Chhattisgarh to cover Mungeli, Takhatpur Uslapur under Dongarpur Kota survey. The said survey

\*Speech was laid on the Table.

of 220 km will be undertaken at a cost of Rs. 66 lakhs. An amount of Rs. 40 lakh is being released in this Budget for this purpose only. The said survey at present is being conducted keeping Kota-Bilaspur as last point. Kota is only 32 km. away from Bilaspur and this survey should be conducted up to Uslapur situated between Kota and Bilaspur.

The MPs of Chhattisgarh along with myself had met the Hon. Minister of Railways before the presentation of Rail Budget and it was discussed that extension of twice a week Rajdhani Express running between Bilaspur-Delhi up to Howra is a cause of trouble for the passengers of Chhattisgarh. I would like to submit that Rajdhani Express is not only for rich people, people of middle class and people from different trades travel by this superfast train. There is a dearth of air services in Chhattisgarh and often an air ticket is available at not less than Rs. 10,000. In such circumstances, launch of a new Rajdhani Express is a must for Chhattisgarh. I would like to suggest that this new train should be run from Durg to Nizamuddin via Bilaspur Katni which is comparatively a shorter route. If only one rack is arranged, the said train could be run thrice a week. By this, main towns of district Bilaspur *i.e.* Mureli, Laremi Takhatpur will also be benefitted. With that, this route would be an alternative route for Howrah-Mumbai main route and could be linked directly to Kota which is a station of Bilaspur-Katni line as Kargi Road station. The proposed route would be quite far away from forest land and wild life sanctuary and there would not be a vast difference in the cost of survey. I, therefore, request that the proposed Dongargarh-Kota survey should be conducted keeping Uslapur as the last point along with Kota. Around 20 lakh people would be benefitted from this minor modification.

*[English]*

\*SHRI HARISHCHANDRA CHAVAN (Dindori): As my number to speak on railway budget is last *i.e.* 43 from my party BJP today 8th July, 2009. I want to bring into the kind attention of Hon. Railway Minister that in Rail Budget 2009 there are few demands since around last 6 years I regularly demand but couldn't finalize the following issues:

**1. Manmad-Malegaon-Dule-Nardan-Indore (350 KM)**

Sir, since Independence the issue is pending and every budget it just promising that the work will start.

\*Speech was laid on the Table.



I have raised the issue in the parliament and the answer from Hon. MoS Railways of my unstarred question is that it is processed for requisite approvals. In 14th Lok Sabha I raised the same question so many times that time it was answered that state Government of Maharashtra is requested to share 50% of the cost of the estimate. I have requested Hon. Chief Minister of Maharashtra and Government of Maharashtra ready to take their share and the same has been informed to Hon. Rail Ministry.

Sir, through you, may I request the hon. Minister of Railways to solve the same at the earliest.

## **2. Stoppage of Kamayani Express at Nandgaon Dist. Nashik**

Sir, I have requested and seat for Hunger strike regarding stoppage of Kamayani Express Up no. 1072 and Down 1071 at Nandgaon, Niphad and Lasalgaon. Madam if this demand it not yet taken seriously Government has to face very high public grievances.

Sir, through you, may I request Hon. Minister of Railways to solve the same at the earliest.

## **3. Pune-Nashik-Surat rail route**

Sir, Hon. Rail Minister declared the rail route Nashik Pune. But our demand was to start and go for the Pune-Nashik-Surat.

Sir, through you, may I request Hon. Minister of Railways to solve the same at the earliest.

## **4. Rajdhani level Train through central railway**

Sir, there are 2 Rajdhani trains from Mumbai to Delhi. Both the trains are traveling by Western railway. Our demand is at least a train like Rajdhani to be travel through Mumbai-Manmad-Bhusawal which will benefit the people from Maharashtra & Madhya Pradesh.

Sir, through you, may I request Hon. Minister of Railways to solve the same at the earliest.

## **5. Nashik-Dahanu New Rail Route**

Sir, In Maharashtra the most of the area is situated as a tribal belt. If such train is started at Nashik-Dahanu route this will help the tribal people will get benefit of it.

Sir, through you, may I request Hon. Minister of Railways to solve the same at the earliest.

## **6. Construction of Foot Overbridge, Increase of platform length**

Sir, there is necessity of Foot overbridge at Niphad Railway station and the length and width of the platform to be increase for the betterment of passengers. Also there is necessity of Ladies and Gents toilet at Niphad and Manmad station.

Sir, through you, may I request Hon. Minister of Railways to solve the same at the earliest.

*[Translation]*

DR. RAGHUVANSH PRASAD SINGH (Vaishali): Mr. Chairman, Sir, I am very happy today as I have got the opportunity to speak on the Railway Budget after a gap of five years and particularly on Mamata ji's Rail Budget after eight years.

I would like to raise four points. My first point is that a number of new and senior Members of Parliament have raised the issues pertaining to their areas where rail lines should be laid world class stations should be built or model stations should be constructed or some particular train should be given stoppage at a particular station and so on. Hon. Members have been enthusiastically participating in discussion till late at night. They should be encouraged, but at the same time, Hon. Minister would not be able to answer all the questions because of shortage of time. I would like the Government to give the response in writing to the issues raised by Hon. Members about their areas.

Sir, my second point relates to National Rehabilitation Resettlement Policy which has been appreciated world wide. In the World Conference held at Washinton, delegates from all the countries accepted the fact that there is no match to the policy of National Rehabilitation Resettlement Policy formulated in India. National Rehabilitation Policy has solution for everything whether it is construction of rail line or any setting up factories like Nandigram or Singoor. The Ministry of Railways have acknowledged the National Rehabilitation Policy. The policy provides that if land of a farmer is acquired for laying a rail line, under department of Railway or for the use of other departments, one member of the farmer's family would be employed in that department. When the Ministry of Railways has accepted it, why is the Railway Board not implementing it? I would like to have a specific reply thereto in writing. As per the provisions of the National Rehabilitation Policy, if any land is acquired for

Railway Board, railway line or by the Department of railways the farmers whose land has been acquired should be given job according to their qualification in that department. The policy has been accorded statutory status as per Section 73 of the Constitution of India. Why is the Ministry of Railways hesitant about implementing it? There has been negligence in this regard. Two letters and reminders have been sent to the Ministry of Railways, but no positive response has been received.

Sir, my third point is that *prima facie*, the Budget has been appreciated by the people. It is customary to say that it is a good Budget. But, by going through the Budget, *prima facie* and after listening to hon. Members carefully, I felt, that people have complaints that their States have been neglected. Some people have supported the Budget and then said that certain work has not been undertaken in their Constituencies. No State should be neglected. For example, I am not able to understand the concept of "Duranto trains". Whether after departure the trains will stop only at its destination, or midway due to technical reasons or for refuelling etc. for changing engine or due to some other reasons. There are four trains from one place—Howrah to Mumbai, Howrah to Delhi, Sialdah to Delhi, Kolkata to Delhi. Whether all these trains will pass through Bihar? There are trains from Guwahati to Delhi, Lucknow to Delhi, Allahabad to Delhi, but people will the go to Bihar by helicopter? *Prima facie* it seems that Duranto train will prove more people friendly. But I am unable to understand whether four trains originating from me city will pass through Bihar? I am unable to understand why there is no mention about a single Duranto train for Bihar. Then have been reports that world class stations would be setup.

[*English*]

What do you mean by world-class model?

[*Translation*]

Where provision for toilets in model station? Whether stations will be left without toilets? Whether there will be no platform?

SHRI SUDIP BANDYOPADHYAY (Kolkata Uttar): Be positive.

[*English*]

MR. CHAIRMAN: No arguments please. Mr. Raghuvansh Prasad Singh please wind up now.

[*Translation*]

DR. RAGHUVANSH PRASAD SINGH: Sir, I am concluding.

Thirdly, I would like to say that no state or M.P. should feel that there is discrimination. This is one nation and Railway is the proof of national integration. So, if there is any perceptible discrimination, it should be addressed immediately.

Sir, there is a strong rumour in Bihar that schemes sanctioned for the state will either not be completed or attention will not be paid towards completing them. There is no allocation of funds for these schemes. Shri Atal Bihari Vajpayee Ji inaugurated Hajipur-Vaishali-Sugauli rail line in the year 2004 in our region. Only the work of acquiring land has been completed and remaining work is pending. By when will it be completed? Similarly, Chhapra to Muzaffarpur rail line was initiated. My third point is that the schedule of implementation should be followed in respect of the schemes which have already been sanctioned. Enumerating the period in which these projects will be completed and amount allocated for these projects? I have come to know that a White Paper will be issued in this regard. I wish that White Paper should include the details of action programme, for complete of the project so that illusion among people can be cleared.

My fourth point is that I have heard a lot about White Paper. All people know that the Government of India or any Government presents budget and White Paper is nothing more than that. Whether it is a black Paper or coloured paper. But here White Paper is being issued. All constitutional bodies examine it. Speaking from Patna former Railway Minister has asked for White Paper. It was mentioned the budget that White Paper will be issued. It creates doubts among the people. Railway earned profit for five years and before there was incurring losses. When there are losses, White Paper is issued to explain the reasons for loss? When the same Railway Department earned profit when why there is loss now. If there is loss whether Minister of Railways has away the money to home? It is clearly mentioned in the budget that Railway is earning profit. We can understand why Railway earned profit. It has been a blunder so issue White Paper. If it is loss, list it in black paper and list the profit in White Paper. How much time does the Government need to issue a White Paper. Why the White Paper was not issued along with the Budget? Former Railway Minister Laluji made railway profitable. ...(*Interruptions*)

[English]

MR. CHAIRMAN : Raghuvansh Prasad ji, you have completed all your points. Please conclude now.

...(Interruptions)

[Translation]

DR. RAGHUVANSH PRASAD SINGH: Sir, I come to fourth point.

[English]

MR. CHAIRMAN: You said, there are only four points.

...(Interruptions)

[Translation]

DR. RAGHUVANSH PRASAD SINGH: So, I would like to make it clear that there was loss when Nitish Kumar Ji was Railway Minister, and there is loss now when Ms. Mamata Banerjee is Railway Minister. Nobody is concerned about. It was good. But when it started giving profit, everybody is calling for White Paper.

[English]

MR. CHAIRMAN: Raghuvansh Prasad ji, please do not repeat.

...(Interruptions)

[Translation]

DR. RAGHUVANSH PRASAD SINGH: Government needs only one day to issue White Paper. All data are compiled, publish it. Transparency demands that it is dangerous to take time in issuing White Paper...(Interruptions).

[English]

MR. CHAIRMAN: Please take your seat now.

[Translation]

DR. RAGHUVANSH PRASAD SINGH: Shri Anath Kumar is saying that it is an eyewast. "Main Sachcha Tu Sachchi hai aur Sakal Bajaria Jhoothi hai." only we are truthful, all other are lines. We are compelled to listen to this kind of statement. So I strongly oppose this kind of conduct. Why there was profit for five years which was duly finished by Public Account Committee, Parliamentary Railway Committee, the Parliament C & AG, Reserve Bank of India etc. "Dushtjanon ki yeh sab reeti, dekhi na sakahi parai vibhuti." The success of others had made then jealous.

Now, I am concluding the fourth point.

[English]

MR. CHAIRMAN: Raghuvansh Prasad ji, you are a senior Member so I was not looking at the watch. You have taken nine minutes. Please help the House to run.

DR. RAGHUVANSH PRASAD SINGH: Sir, I am just concluding.

[Translation]

In fourth point I demand that in less than seven days of the budget why a mention was made in the budget about issuing White Paper. There was a mention about White Paper that it will be issued. I have to say that White Paper should be issued for the years of leaves as well as years of profit.

With these four points, I conclude.

\*SHRI BHARAT RAM MEGHWAL (Sriganganagar): I congratulate the Minister of Railways, Kumari Mamata ji for presenting such a Budget which will give relief to the common man. This Budget has given special attention to youth, women and senior citizens and a provision has been made for concession in Rail fare to students studying in Madarsas for the first time. I have been elected from Ganganagar which is in Rajasthan adjoining Pakistan border. Ganganagar Constituency is a bordering area and there is an urgent need to lay a new rail line in this area. It was necessary to connect Sardar Sahar with Hanumangarh via Rawatsur. There is no rail line in this area up to 150 kilometers. It has Gypsum reserves. If a new rail line is laid there then Gypsum can be transported to every part of the country.

Sir, I would request Hon'ble Minister of Railways to issue an order to conduct a survey regarding the said line this year.

[English]

SHRI P. KARUNAKARAN (Kasargod): Mr. Chairman, Sir, I thank you for giving me this opportunity to participate in the discussion on the Railway Budget.

Sir, due to shortage of time I do not like to go into the policy issues with regard to the Railway Budget.

I am really thankful to the Railway Minister for introducing some of the trains and also extending some of the trains, which would really assist the common passengers in the State. At the same time, there is

dissatisfaction among some sections of the people from where I not only come but the Minister of State, Shri Ahmed also come. Especially it is seen in the northern part of Kerala, that is, in Malabar, there is no train between 9 a.m. and 3 p.m. from Calicut to Mangalore. We have made a number of representations in this regard. By introducing an intercity express from Calicut to Mangalore, thousands of passengers can be assisted.

Sir, there is a train which starts from Calicut to Kannur. It is really idle for eight hours there. There was a request from all sides to extend this train from Kannur to Mangalore, which also assists thousands of passengers in the northern area.

Sir, as far as Kerala is concerned, there was a long-pending demand of Kerala for a Peninsular zone and also for the coach factory at Palakkad. This demand has been mentioned by all the Members of Kerala. I think, the Railway Minister will give due importance to this demand.

Sir, there are a number of railway lines for which the survey is over and the report has been submitted to the Railway Board. The most important among them are Thalassery-Mysore, Nilambore-Nanjencode, and Kanjangad-Panathur. I understand that with regard Kanjangad-Panathur railway line, the report has already been submitted to the Railway Board. I understand that the report is also positive but not included in this Budget.

As Mamata ji has already stated, the Railways has to take into consideration not only the economic viability but also the social obligation. Considering the backwardness of this area, I think, this railway line has to be included in this Budget itself.

As far as Malabar is concerned, Calicut and Shoranur are the most important railway stations. They are not only railway stations but also they are junctions. They are the gateway of Malabar but due importance is not shown to Calicut and also Shoranur stations. So, I would request the Railway Minister to give due importance to these two junctions by including them in the upliftment of stations.

Sir, I would also like to make a request to include Kasargod, Kannur, Kanjangad and Payyanur, which are the most important stations in Malabar, under *Adarsh* model stations. There is no station in the Malabar area which has been included under model stations.

Electrification and doubling are the most important pre-requisites for the railway development. Electrification between Shoranur and Mangalore was promised in the last year's Budget but this has not been seen in this year's Budget. So, I would request the Government to take necessary action. Though a major part of the doubling work of Mangalore-Shoranur line has been completed, five or six kilometres are still remaining to be completed. I think, the balance part of the doubling work of Mangalore-Shoranur line can also be completed early.

Sir, to assist the large number of passengers from Delhi to Kerala – a large number of Keralites are working in Delhi; Keralites are working in almost all the States – the main demand which we have already given to the Minister is to increase the frequency of the Rajdhani Express and Sampark Kranti Express by one more day.

Sir, a large number of Keralites are working in Bangalore also. Kocuvelli-Bangalore Express is at present running only for one day but that train can run as a daily train, which would also assist the people.

Sir, the frequency of Kannur-Yashwanthpuri Express – it is the most important demand as far as the Malabar area is concerned – can be increased.

As stated in the Railway Budget, there are sufficient lands in some part of Kerala. You must be knowing, Bekkel is one of the most important tourist stations in Kerala. Sufficient land is available there. Therefore, an industrial unit of the railway unit could be started in Bekkel, which would really assist the railway development of the other areas.

Sir, as far as long distance trains are concerned, the view of the Railway is to give less stoppages. I agree with that. But at the same time, my suggestion is that when these long distance trains go to the long destinations, *viz.*, Rajdhani Express, which goes to Kerala and comes to Kerala, at least, the district headquarters should be given a stoppage. We know that there are a number of berths, which become vacant in Rajdhani Express and Sampark Kranti Express as all the passengers there do not go to the last station. So, this point may also be considered by the hon. Railway Minister and a stoppage may be given for Rajdhani Express at Kasargod.

With these few words, I also lay my speech.

\*In India Railway has a big network. This is also the biggest public undertaking, giving lakhs of employment to the people. The public character of the railway is really the secret of its success. Now a days the new liberal policy has influenced railway also which really endanger its public character.

Due to the shortage of time, I don't like to go to the policy issues. I congratulate the Railway Minister for sanctioning some of the trains the extension of some trains, but in some area in my State there is dissatisfaction among the people due to the absence of passenger facility.

It is specially seen in Northern part of Kerala in Malabar area. There is no train in between 9 am to 3 pm from Calicut to Mangalore. So by introducing an intercity express in Calicut to Mangalore this grievance can be addressed. The Calicut-Kannur passenger train which is idle about 8 hours in Kannur can be extended to Mangalore which would assist thousands of passengers in the area.

The long pending demand of Kerala for a Peninsular Railway Zone and Coach Factory in Palakkad should be considered seriously.

Though the survey of number of Railway lines are completed, none is included in this budget. The most important among them are Thalassery-Mysore, Nilambore-Nanjencode and Kanjangad-Panathur. It is understood that the engineering and traffic survey of Kanjangad-Panathur Railway is over and the report is submitted to the Railway Board. I understood that the report is positive but it is not included in this budget.

I request the Railway Minister to take a personnel initiative to assist this backward area. Calicut and Shoranor are the most important Railway station in the Malabar area. Due importance has to be given to these major railway stations which are also the major junctions. I also request to include Kasargode, Nannur, Kanjangad stations in the Adarsh list of the railway stations.

The electrification of the Shoranur-Mangalore Railway line has to be included in the budget this was promised in the last year also in the budget speech. The Doubling works of Shoranur-Mangalore is not yet completed.

To assist the large number of passenger from Delhi to Kerala the frequency of Rajdhani and Sampark Kranti

Express should be increased at least one more day. The Kocuvelli-Bangalore express should be made as a daily train. The frequency of Kannur-Yashwanthpuri express should be increased at least 2 days.

There are sufficient lands for starting railway based units or industries as for example Bekkel and Nileshwar. I request you to consider this favorably.\*

*[Translation]*

SHRIMATI JAYSHREEBEN PATEL (Mahesana): Sir, I have been elected as a Member of Lok Sabha for the first time. I am grateful to you for giving me an opportunity to participate in the debate on the Rail Budget. Hon'ble Minister of Railways, Mamata ji has presented a socially oriented Rail Budget and her comments regarding 'mother, motherland and common man' and easing out the problems and the provisions made in the Rail Budget by the Ministry of Railways are commendable.

Sir, through you, I would like to draw the attention of the Hon'ble Minister of Railways towards the following points. On page No.1 of her speech, it has been mentioned that criteria of projects of Railways should not only be their economic viability but they should also be judged for their social responsibility. It has been mentioned further that if these projects are not economically viable even then they are necessary for the people of backward and poverty ridden areas.

Sir, Hon'ble Prime Minister, Dr. Manmohan Singh ji has given stress on inclusive growth and it is my right and duty to draw the attention of Mamata ji on the new measures suggested for promoting inclusive growth on Page No.2 and generally the development should be for everyone and universal.

Sir, I represent Gujarat. Gujarat is facing gross injustice as regards rail services. Gujarat which is highly developed in terms of ports, industries and economic development is a major source of generating revenue for Western Railways. But, insufficient Rail network has caused impediment in the development of Gujarat. The Government, people and traders have repeatedly raised the demand of laying new rail lines in Gujarat and this matter has been raised before the Central Government on several occasions but the result is disappointing. Gujarat generate the highest revenue for the Western Railway and there is a network of four thousand kilometer rail lines in Gujarat, then what is the objection in shifting

\*...\*This part of the Speech was laid on the Table.

the headquarters of the Western Railway from Churchgate, Mumbai to Ahmedabad. As mentioned earlier, Gauge conversion of Ahmedabad - Udaipur line has not been done so far. The Ministry of Railways should introduce 'palace on wheel' project in Gujarat also as large number of foreign tourists visit the State. There is no proposal to lay a rail line between diamond city, Surat and industrial city, Hajira.

Sir, if the Ministry of Railways propose to upgrade Ahmedabad Station as an international station, then development of Kalupur Railway Station is necessary. There is a need of development Sabarmati Railway Station as a terminal Railway Station on the lines of Secunderabad- Hyderabad, Bandra Terminal, Mumbai Central and Hazrat Nizamuddin, Delhi Station so that the people living in Ahmedabad Sub-urban areas may get better railway facilities.

**20.00 hrs.**

Mr. Chairman, Sir, through you, I would like to draw the attention of the Minister of Railways towards page No. 22 which mentions about 'Izzat' Yojana. In this regard, I would like to tell Mamata ji that honour can be earned only when new rail lines will be laid for the benefit of people working in unorganised sector in remote areas and earning less amount or for tribal population. When there will be sufficient rail services, people will be able to travel to urban areas to earn their livelihood or sell their produce to subsist themselves.

I have been elected from Mahsana district where a big temple of Jains in sacred place of Taranga is situated. Ambaji temple in Banaskantha district is a place of devotion and faith for common men. There is a need to lay a new rail line between Khamama in Sabarkantha District and Abu in Rajasthan which is just 22 km. away from there. Laying new rail lines is in accordance with your humanly attitude also. It will bring forward social aspect of the Ministry of Railways and Railway will be able to fulfill its social responsibility also. I represent Mahesana Parliamentary Constituency. Mahesana is famous as an oil, milk and industrial city. Stoppage for trains like Garib Rath has not been sanctioned till date in Mahesana. ONGC is making brisk business in Mahesana which is known as oil city. 10 to 15 thousand employees and officers across the country live in Mahesana and they commute.

MR. CHAIRMAN: Jayshreeji, please lay, your remaining speech on the table.

SHRIMATI JAYSHREEBEN PATEL: I am concluding it. It is necessary to sanction a stoppage of every train in Mahesana and to allot quota for tricket for the said Station. The biggest market of spices in Asia is situated in Unjha city. There is a national and international level market of spices in this city. Businessmen and buyers across the country commute here and Patidar, living across the country, have their famous pilgrimage as 'Umiyan Mata'. that is why stoppage of all trains should be sanctioned for this station and ticket quota for the said station should also be increased.

Government of Gujarat has sent details with regard to 12 questions on 23rd March, 2009 and I have also written a letter on 8th June, but, except Bhiladi Samdadhi, I have not received any solution even about one question. I hope that appropriate action will be taken in this regard and justice will be done with Gujarat.

I would like to quote Mamataji words:-

'Bhanwar Se Lado  
Tum Laharon se Uljho  
Kahan tak chaloge  
Kinare-Kinare'.

Respected Mamataji is not sitting in the House. I would like to request Mamataji, not to sideline Gujarat since Gujarat has become the growth engine of India today. Visualize it as a symbol of development.

I hope that the Minister of Railways, Mamataji will fulfil our demand. Hon'ble Chairman, I am thankful to you for giving me an opportunity to speak.

[*English*]

I am also laying my rest of the speech on the Table.

**\*Pending issues of Gujarat State with  
Ministry of Railways, New Delhi**

Sl.No.	Issue
1	2
1.	Providing facility of Double Stack container on Kandla-Bhatinda Railway line

\*...\*This part of the Speech was laid on the Table.

1	2
2.	Construction of New Railway lines
3.	Gauge conversion to Bhiladi-Samdari Railway line
4.	Gauge conversion of Ahmedabad-Udaipur Railway line
5.	Construction of missing link between Patan and Bhiladi
6.	Gauge conversion of Railway lines
7.	Shifting of Western Railway Headquarter to Ahmedabad
8.	Surat-Hazira new Railway line
9.	Gauge conversion of Bharuch-Dahej Railway line
10.	Augmentation of facilities of trains/increase in coaches in various Railway lines
11.	Development of Rail linkages for DMIC in the state
12.	Development of Sabarmati Railway Station

*[Translation]*

Since, you have been unanimously elected as first woman speaker, I am feeling proud to offer you my greetings. I am grateful to you for giving me an opportunity to participate in the debate on the Rail budget. Hon'ble Minister of Railways, Mamataji has presented a socially oriented Railway budget and her comments regarding mother, motherland and common man with a view to easing out the problems and the provisions made in the Railway budget by the Ministry of Railways are commendable. Hon'ble Madam Speaker, through you, I would like to draw the attention of the Hon'ble Minister of Railways towards the following points. On page no. 1 of her speech, it has been mentioned that criteria for the projects of the Railways should not only be their economic viability but, they should also be judged for their social perception. Further, it has also been mentioned that if these projects are not economically viable, even then they are necessary for the people of backward and poverty-ridden areas. Madam Speaker, Hon'ble Prime Minister Dr. Manmohan Singhji has given stress on inclusive development and it is my right and duty to draw the attention of Mamataji on the new measures suggested for promoting inclusive growth

on page no. 2 and generally, development should be the top priority and it should be for everyone and universal.

I represent Gujarat. Gujarat is facing gross injustice in regard to rail services. Gujarat which is highly developed in terms of ports, industries and economic development, is a major source of generating revenue for western Railways. Insufficient railway network has caused impediment in development of Gujarat. The Government, people and traders have repeatedly raised the demand of laying new railway lines in Gujarat and this matter has been raised before the Union Government at several occasions but the result has been disappointing.

1. Gujarat generates highest revenue for Western Railway and there is a network of 4 thousand kilometers of railway lines in Gujarat, then what is the objection in shifting the headquarters of Western Railway from Churchgate Mumbai to Ahmedabad?
2. Gauge Conversion of Ahmedabad-Udaipur line has not been under taken so far.
3. Does the Ministry of Railways propose to introduce in Gujarat also a 'Palace-on-wheel' train to promote tourism in the State.
4. Is there any proposal to lay a railway-line between diamond city Surat and industrial city Hajira.
5. The time by which the MoU signed between the Railway Development Ltd. and the Adani Port regarding Bharuch-Dahej railway line, will be implemented.
6. Does the Ministry of Railways propose to upgrade the Ahmedabad station as an international station? If so, whether development of Kalupur Railway Station is necessary for doing this. There is a need to develop Sabarmati Railway station as a terminal Railway station on the lines of Secunderbad-Hyderabad, Bandra Terminus, Mumbai central and Hazrat Nizamuddin, Delhi stations, so that the people living in Ahmedabad sub-urban areas may get better Railway facilities.

Through you, I would like to draw the attention of the Minister of Railway towards the page no. 22, which

mentions about 'Izzat' Yojana. In this regard, I would like to tell Mamataji, that honour can be earned only when new railway lines will be laid for the benefit of the people working in unorganized sector in remote areas and for people having less income or for the tribal population. When there will be sufficient railway services, people will be able to travel to urban areas to earn their livelihood or sell their produce to subsist themselves.

My point is that Taranga in Mahesana Distt. is a sacred place for Jains and Ambaji temple in Banaskantha is a place of devotion and faith for common men. There is a need of laying new railway lines in Sabarkantha district, since, it is a tribal dominated area. Abu in Rajasthan is just 22 km. away from there. Laying new rail lines is in accordance with your humanly attitude. It will bring forward the human aspect of the Ministry of Railways and the Railway will come true to the expectations of social requirements also. I represent Mehsana parliamentary constituency. Mehsana is famous for oil, milk and is an industrial city. Stoppage for trains like Garib Rath has not been given till the date in Mahesana. ONGC is doing brisk business in Mahesana the as oil city. 10 to 15 thousand employees and officers from across the country live in and to and Mahesana and they commute. So I think it is necessary to provide stoppage of every train in Mehsana and to allot quota of ticket for the said station. The biggest market of spices in Asia is situated in Uncha city. There is national and international level market of spices in the city. Businessmen across the country commute here for purchase of spices. The city is also home to the 'Kul Devi Umian Mats' which is severed place for 'Karve Patidors' living throughout the country. This is why stoppage all train should be given to this station and the ticket quota for said station should be increased.

Government of Gujarat has sent details of 12 pending questions on 29 March, 2009 but no solution has been received till date except the one related to question of 'Thaldi Samdadhi.' I hope that adequate action should be taken and Gujarat should be given its due.

*[English]*

\*DR. JYOTI MIRDHA (Nagaur): First & foremost I want to thank MS. MAMATA BANERJEE HON'BLE MINISTER OF RAILWAYS for such a wonderful Rail Budget 2009-10 and providing stoppage of Bombay-

Bikaner train at Nagaur. However there are many more work for which people of my constituency had been demanding for long time these are as follows:

#### 1. WORK OF RAIL LINE

- (a) Survey of Gunwati Village (Makrana) to Bidiyad (Parbatsar) is complete but work has stopped.
- (b) Jaisalmer to Nagaur and Bikaner Rail line to be connected to Falodi-Nagaur and Kolayat.
- (c) Ajmer to Merta road rail line to be started.
- (d) Ringas to be connected to Didwana via rail line.
- (e) Makrana to Parbatsar rail line to be started. It's already been sanctioned for broad gauge but no work had started yet.
- (f) Falodi to Nagaur railway line survey is complete. But budget is not been allocated yet.

#### 2. EXTENSION/STOPPAGE OF TRAINS

- (a) Train No. 377 from Abohar to Lal Garh should be extended to Jodhpur.
- (b) Jaipur-Chennai train to be extended to Bikaner.
- (c) There is no superfast stoppage in Nawa nor any computerized reservation office even after it generate revenue of 50 crore/year from loading of salt.
- (d) Jodhpur-Indore intercity stoppage to be made at Kuchaman city.
- (e) Mundawa railway station should have stoppages of Sikandrabad-Bikaner weekly train No. 7037 & 7038.
- (f) Khunikhuna railway station does not have any express train. Delhi-Jodhpur mail stoppage is demanded.

#### 3. RAILWAY CROSSINGS

- (a) Crossing C-66 to be stopped for conversion of broad gauge for Degena-Ratangarh rail line. It is only way for about 50 villages to go to Didwana.
- (b) Crossing D-124 to be opened again.



## 4. RAILWAY STATIONS

- (a) Makrana Railway Station to be made well equipped. Rs. 80 Lacs had already been sanctioned for this but work has not started.
- (b) Construction of overbridge at Nawa station as there is long waiting due to loading salt.

SHRI M. RAJA MOHAN REDDY (Nellore): Thank you very much, Mr. Chairman for giving me an opportunity to speak on the Railway Budget.

I congratulate, compliment and admire the hon. Railway Minister for announcing many novel and innovative schemes in her Budget. But at the same time, I should express my anguish for the injustice done to the State of Andhra Pradesh. Andhra Pradesh, as you know, is one of the very fast developing States and South-Central Railway is one of the most revenue earning zones in the country. But rail network in Andhra Pradesh is one of the lowest in the country.

In Andhra Pradesh, we have 18.8 route kilometers per thousand square kilometers whereas in one of the States in India, we have as high as 44.06 route kilometers per thousand square kilometers. We have to rectify this injustice. I request the hon. Railway Minister to rectify this injustice. Otherwise, we are not able to face our people. They are cursing us. They are laughing at us. They are heckling at us. So, I request the hon. Railway Minister to rectify this injustice.

Our Chief Minister has also been writing a number of letters for the last five years pointing out the injustice done to Andhra Pradesh and highlighting that all the new projects should be taken up. Ten more on-going projects are there. They are languishing for want of funds.

The Chief Minister of Andhra Pradesh has written about twelve new projects to be taken up on priority basis. But nothing has been done. I request the hon. Minister to take up these new projects also to rectify the injustice. As you know, unless we go for PPP model, we cannot fulfil the demands requested by the hon. Members. As one hon. Member said, we require Rs. 2.5 lakh crore to fulfil all the demands and requests of the hon. Members. As we are doing in power projects as well as in telecommunications and even National Highway projects, the PPP mode is very successful. Many Highway projects of Rs. 3,000 crore to Rs. 4,000 crore are being taken up under PPP – Public-Private

Partnership mode. I think for Railways also that is the best method.

As per the slogan of the hon. Minister of Railways, social justice also has to be done along with economic viability. In my State, Nadikudi-Srikalahasti is one such project where both the conditions are fulfilled. It is a very viable project where the RoR, rate of return, is almost 15 per cent. It is an all-weather route and also an alternative route between Hyderabad and Chennai and down South. In case of cyclonic storms there will be interruptions for two-three days also sometimes in the existing route. Once you construct this route, it becomes an alternative route and it is an all-weather route. That is why, the hon. Chief Minister of Andhra Pradesh has given priority to this in his letter. That is why I request the hon. Minister to take up this project at the earliest.

As the hon. Minister of Railways observed, there are number of vacant sites of the Railways. One such site is in Bitragunta on the Grant Trunk Road where 1,600 acres of land is lying idle. I request the hon. Minister to find a suitable proposition to utilise that vacant land of 1,600 acres.

I once again request the hon. Minister to look into the problems and to look into the D.O. letters written by the hon. Chief Minister of Andhra Pradesh and take up these projects to rectify the injustice done to Andhra Pradesh.

SHRI BIBHU PRASAD TARAI (Jagatsinghpur): Thank you, Sir.

In the Preamble of our Constitution it is clearly declared as follows :

“We, the people of India, having solemnly resolved to constitute India into a sovereign, socialistic, secular and democratic Republic and to secure to all its citizens—

Justice—social, economic and political;

Equality of status and opportunity and promote among them all...”

Sir, in the context of the Railway Budget, I would like to seek justice and equality of status and opportunity for my State, Orissa, from the hon. Minister of Railways through you. Orissa is a poor State despite its rich cultural heritage, marine, rich and long coastal line and

having density of minerals and ore deposits of our country. A major chunk of the people of my State are under BPL category. But there is Centre's continuous negligence and apathetic attitude for the just cause of my State. In spite of the contribution of Orissa in the form of rich minerals for the growth of the Indian Railways, Orissa has been subjected to negligence by the Indian Railways. More than ten per cent of the Railways' gross income comes from the transportation of minerals and ores to different destinations of our country including major ports for exports.

Although my State has got one Railway Zonal Office at Bhubaneswar after a long struggle, it is yet to be fully functional. The majority of the railway tracks of the State having very high loading capacity are under the Railways.

Orissa is a coastal frontline State having 482 kilometre long coastline between West Bengal and Andhra Pradesh. There are major ports along Orissa coast which are considered the lifeline for the development of our State. Among them, Paradip port is the deepest sea port of the country and is located in my constituency, which once upon a time was the Eastern Gateway to Europe and South-East Asia.

Paradip has attracted the highest ever foreign direct investment in our country. Leading indigenous industrial houses of our country have come there to set up their units at Paradip. The profit-making industries, both in the public sector as well as in the private sector like IFFCO and PPL - both of which are fertiliser industries—have set up their units. Paradip port and many other small-scale industries have made their contributions to the increment of the revenue for our country.

The public sector undertaking IOCL is setting up a refinery project with a cost of Rs. 30,000 crore. Haldia-Paradip crude pipeline has been operational in the last year with an expenditure of Rs. 1500 crore in order to enhance the supply of crude oil to Haldia Refinery of West Bengal. However, the port city of Paradip having international and national importance does not find a place in the Railway Budget for the year 2009-2010. Therefore, I would request the hon. Minister, through you, that necessary steps may be undertaken for establishing a world-class station at Paradip. Rail lines should also be expanded.

MR. CHAIRMAN: You are reading your speech. So, you can place it on the Table.

SHRI BIBHU PRASAD TARAI: Sir, please give me one minute.

Sir, Haridaspur-Paradip rail link requires immediate attention, having a definite time-frame for completion of the project so that transportation of goods and minerals can be augmented for onward exports.

Sir, last but not least, I, on behalf of the people of my State, urge upon the hon. Minister, through you, to include Orissa under Eastern Industrial Corridor for accelerated growth of my State.

I would also like to draw the attention of the hon. Minister to another thing. The PPP mode of investment should not be encouraged as PPP mode of investment in all its forms defeats the spirit of socialism and equitable growth.

I would request again that the problem of my constituency should be considered. Another railway line from Puri to Konark should be made because Konark is a historical place and historical monument is there. So far as Puri is concerned, people from all over India visit the temple of Lord Jagannath.

There is a rich coastline also in Orissa which runs 482 kilometres in-between Andhra Pradesh and West Bengal. I would suggest that the railway lines can be expanded to connect the coastline so that so many tourist places will be there and revenue can be collected for our country. I would request that the hon. Minister should take this also into consideration because our State can be enriched if the communication facility by the Railways can be afforded to our State.

*[Translation]*

\*SHRI GANESHRAO NAGORAO DUDHGAONKAR (Parbhani): I am grateful to you for allowing me to speak on rail budget. Hon'ble Miss Mamta Banerjee has presented estimate budget of Railway for the year 2009-10. Railway is the lifeline in the field of transportation for the entire country. When Rail budget is presented for entire country, all states of the country should be included into it. But it is regretted that my parliamentary constituency Parbhani (Maharashtra) has been grossly neglected in it. Mumbai contributes 70 percent share of income of the railways. This railway budget has grossly neglected this metro city and also the State of Maharashtra which generates huge income for railways.

\*Speech was laid on the Table.

My second demand to Miss Mamta Banerjee, Minister of Railways through you is that my Parliamentary Constituency and Marathwada division which fall under South Central Railways, should be included in Central Railways by changing the zone as citizens of these areas have been demanding it for years. Hon'ble Minister of Railways should shift the said area from South Central Railways to central Railways by including the same in this rail budget.

1. I earnestly demand that the Parbhani Railway station of Parbhani Parliamentary Constituency should be developed as a 'Model Railway Station'.
2. The demand to introduce new train for Mumbai from Akola-Mumbai via Puma, Parbhani, Manmad is has been going on for years which should be fulfilled. This is my demand.
3. Electrification of Rails should be done from Nanded to Manmad.
4. Holy temple of Narsinghji is situated in my Parliamentary Constituency where lacs of devotees visit everyday. There is no shed, public waiting hall and arrangement of potable water in this station for facilitating of devotees. This station is crossing station on Parbhani-Parli crossing lane. Therefore, it is my demand that full amenities should be provided to this station by upgrading it.
5. Puma Junction locomotive station falls in this area and population of this city is around fifty thousands. Trains originate from here to Hingoli, Akola, Khandava, Ajmer and Delhi. This is a very old station. 150 acre of land is there and this section has been included into Nanded division. This station is in a very dilapidated condition and it is very necessary to beautify it.
6. National Highway no 222 passes through Parbhani Parliamentary constituency. It is very necessary to construct road over bridge at Manvat, Selu Partood and Purna. It is my request that this should be sanctioned in the present railway budget.

Income of railway has been continuously increasing from Mumbai 'while it remains more and in more neglected by Railways. Therefore, my demand is that railway stations of each districts of Marathwada

section (Nander division) such as Aurangabad, Jatna, Parbhani and Puma should be upgraded.

With these words I conclude I by thanking hon'ble Speaker and Hon'ble Miss Mamta Banerjee, Minister of Railways and strongly demand to include all above demands in present rail budget.

SHRIMATI BHAVANA PATIL GAWALI (Yavatmal-Washim): Mr. Chairman Sir, I thank you for giving me an opportunity to express my views on the Railway Budget. The Minister of Railway, Ms. Mamata Banerjee, who has presented the Railway Budget has introduced many schemes. However there are still many schemes, which could have been included in it but she has not considered those schemes at all. The schemes announced by the hon. Minister include paying attention towards cleanliness, improvement in the catering services of railways, security of the railways, punctuality, trains for youths, schemes for students and to introduce ladies special passenger trains. I believe that it would have been better to include some more schemes apart from those announced by the Minister.

Sir, I belong to Maharashtra region. The Minister has not announced much for that region. The railways earn substantial revenue from this region, but the Minister has not considered it in the budget. I request to the Minister that initiative should be taken to sanction the pending projects of Maharashtra. Maharashtra is the only state, which is always ready to contribute 50 percent of the total cost of railway projects. There are many such sanctioned projects, in which the State Government has to spend 50 percent of the total cost of the project. Therefore, I request the hon. Minister to pay attention towards such projects, but she has not considered these. Therefore, through you, I request the Minister that there is a need to pay attention towards such projects, where the State Government has agreed to spend 50 percent of the project cost and the center has also given its approval in this regard. Therefore, I request that there is an immediate need to make provisions for providing funds for projects of Maharashtra. There are many projects of Maharashtra, which have been sanctioned by the Ministry of Railways under the Central Government and survey has also been conducted in this regard and reports are submitted to the Ministry, but work has not been started till now. The provisions made by the Minister in the budget, show that Maharashtra state has not got enough.

Sir, through you, I want to say that Yavatmal-Washim is my Parliamentary Constituency. When I was elected for the first time, Mamataji had approved the gauge conversion of Purna-Akola meter gauge line into broad gauge in the year 2000-2001. Afterwards Laloo Ji has completed the project by providing funds for the same. Yavatmal is one of the districts, where farmers have committed suicides where the centre as well as the State Government have released packages for Amrawati region but this package is not enough to sort out all the problems there. Development of farmers and common people would be obstructed in the absence of rail link in the region. When the package was provided to them, Pant Pradhan Ji and even Shri Rahul Gandhi Ji visited the area but since then no progress has been made regarding the demand of common man and farmers for Yavatmal, Nanded and Vardha rail line, which was approved in the budget of 2008-09 and funds were also released by the State Government. The works may be expedite and provision may be made for the release of funds at the earliest.

Sir, through you I want to bring to the notice of the Minister that the Washim-Vadnera via Dhanaj, Darana and Mangrupir project of my region is also lying pending with her Ministry which is also required to accord approval at the earliest. Certain amount is required to be provided to the Yavatmal Murtazapur via Achalpur project which is also known as Shakuntla. As per my knowledge, this proposal is lying pending with Railway Board since 14.07.2005, and there is need to pay attention towards it. The fourth project is Vashim-Hingoli-Akola. This project has been completed but it has been approved upto Khandwa, therefore, it also requires funds. At the same time, I want to make demand for some more trains. People are demanding to introduce new trains on the old Akola route. Akola-Mumbai route is demanded via Parbhani, Hingoli and Washim. The other demand is about Akola-Sikandarabad inter-city...(*Interruptions*)

I would conclude my speech in few words. There is a demand for Akola-Sikandarabad, Tirupati-Sikandarabad-Ahmedabad Express, Sikandarabad-Ajmer-Bikaner *via* Nanded, Hingoli, Washim, Akola, Bhusawal, Ahmedabad. I have one more demand. Washim falls on old Akola route, which was approved by Mamataji. There is a long pending demand of people to have ROB in Washim, which is going to cost very less, therefore the Minister is required to pay attention towards this aspect also.

Washim should also be included in the list of railway stations which was are likely to be developed as Model Railway Stations...(*Interruptions*)

[*English*]

MR. CHAIRMAN: You can place your suggestions on the Table and you will get a detailed reply from the Ministry.

[*Translation*]

SHRIMATI BHAVANA PATIL GAWALI: I also demand that the Ministry of Railways should make arrangements to issue passes to women, who are the members of Self Help Groups.

The Minister may kindly pay attention towards the projects that has been mentioned by me.

SHRI DILIPKUMAR MANSUKHLAL GANDHI (Ahmadnagar): Mr. Chairman, Sir, I thank you for giving me an opportunity to speak on rail budget.

The Britishers brought rail to India in 1898. The first train was started from Mumbai to Thane. What has Maharashtra got in this budget? Maharashtra got only 2 trains out of 53 new trains introduced. Out of 13 projects of doubling, Maharashtra got none. Out of 3 projects of electrification, it did not get even one. Maharashtra, where first train was introduced, wherefrom you earn highest revenue, has been completely neglected in this budget.

When late Madhu Dandvate was the Rail Minister during the rule of Janta Party, Jammu-Tawi Express was introduced. That is the only train started from Pune to Jammu-Tawi via Ahmadnagar. Ram Naikji was sworn-in as Minister of Railways, but his tenure was very short. He established Shirdi Station and started works after making some provisions but it took 12 years to get it completed. I thank you for the completion of Shirdi station. I would also like to submit that India is a developing country of 20th Century. I would like to request respected Mamataji that I have lots of expectations from her. I doubt that even in 100 years, the demands on budget would be fulfilled. There is an example. The State Government provided Rs. 505 crore for the road named Nagarparlik and you made a provision of Rs. 500 crore only. The centre would have to provide Rs. 505 crore. If Rs. 5 crore have to be provided in one year, it would take 101 years to complete the task and the work will continue for 3-4 generations.

I think, I would not be able to see it in this life so I would like to suggest Railways Line Development Corporation should be set up on the lines of MRDC, Maharashtra Road Development. By setting up the said corporation, Railway Board can collect Rs. one lakh crore in a day. If Reliance and Tata can do, why not Mamataji? Mamataji has deep faith in people. If we can take benefit of it and borrow money on interest, the common man will also be benefitted. The doubling of Dhaund-Manmaad line should be done to link South India and North India. For the last 65 years, people have been demanding it but in vain. When Mamataji was sworn-in as Minister of Railways during the rule of NDA Government, she started it. She took the issue at that time and it is expected of her to do the same again. I would like to submit if we wish to increase transportation, doubling should be done. Today, all the trains are running jam-packed and not even a single seat is available in them. The demand of rail services is increasing day-by-day. Today the issue of pollution is also discussed in our country. Would increasing number of trains not be helpful to reduce the pollution? In Delhi, Metro rail services and CNG has been introduced. We can compare the percentage of pollution level in Delhi today as well as five years before. Is the need of increasing number of trains not felt to reduce pollution in the country? Does the Department of Environment propose to cooperate with Railways? In view of this, I feel that Department of Railways needs to be promoted and provided relief through different departments including department of environment. In Ahmadnagar, which is our district, the largest Sai Shirdi Sansthan is situated. Today, the population of my home district is 65 lakh but there is no direct train for us. I request you to start a new train named as Sai Express. You are saying that there is no line left to connect Mumbai then how would we go? Sai Express should be started from Shirdi. I have been demanding it for the last ten years. There is Shanishingapur. Discovery of India was written in Ahmadnagar. Avtaar Mehar Baba is there. Ahmadnagar district is the holy land of sages, where large number of people from all parts of the country visit. So, I would like to suggest...*(Interruptions)*

*[English]*

MR. CHAIRMAN : You can place it on the Table of the House. Please do not cut short your speech. All the suggestions will be answered. If you make your speech shorter, you will not get the reply.

*[Translation]*

SHRI DILIPKUMAR MANSUKHLAL GANDHI: Sir, I would conclude within two minutes. You told about starting a non stop train. Whether no such non-stop trains was running earlier? Earlier, Sampark Kranti from Nizamuddin to Yashwantpur was started. Was it given technical and commercial stoppages? First, there were technical stoppages, commercial stoppages were given later and then regular stoppages were given. First, we have to think to bring it on international level but before that we have to increase rail lines. We need neat and clean railway stations. Nothing would improve by just laying granite tiles on floor and decorating these outwardly. Common man goes to station in all the weathers-whether it is summer, rain or winter. ...*(Interruptions)*

*[English]*

MR. CHAIRMAN : You can place your suggestions on the Table of the House.

*[Translation]*

SHRI DILIPKUMAR MANSUKHLAL GANDHI: Sir, I have only four suggestions, doubling of Dhaund-Manmaad rail line, starting a new train from Ahmadnagar, In Nagar, Belapur, Mewasa, Shyoga, Gyorai, Railways have property of crores of rupees. I, therefore, request that the works of that line should also be undertaken.

Sir, it has been said to start a Yuva train, whether it is possible to sit throughout the journey of 2500 km? Whether even a youngster can sit for 8, 10 or 12 hours constantly? This needs to be attended what would be the proportion of sitting as well as sleeping arrangements. I submit that Rs. one lakh crore should be collected by setting up Development Corporation and hopes of all the members of Parliament should be fulfilled. This is my only request to you.

*[English]*

SHRI SANJAY BHOI (Bargarh): Respected Chairman, thank you for giving me a chance to speak on this Budget. First of all, I congratulate the hon. Railway Minister for giving such a competent Budget. It will generate a lot of jobs for poor people in our country, which is the most backward one in the world.

I would be brief in my speech. Many Members have given a lot of suggestions on how to improve the Rail

Budget further but I feel that the Rail Budget is progressive and good. This is an example set by the UPA Government to prove that they are for the poor and for the needy. Our leaders Shrimati Sonia Gandhiji, Dr. Manmohan Singhji, and Shri Rahul Gandhiji are committed to fulfill the dreams of *aam aadmi*.

When I walk through the corridors of Lok Sabha I am reminded of my revered father Dr. Krupa Sindhu Bhoi who was a Member of Parliament for five terms. He tried to work for the betterment of the poor and he achieved it in his time. After his demise, I have got a chance to prove myself by taking his objectives forward, his dreams forward. I would like to start with a request to the hon. Railway Minister to do something for my Constituency that is of the utmost importance. My father had repeatedly requested the Railway Ministry for a new rail linkage from Nuapara to Bargarh Road, which is in my Constituency Bargarh, but nothing has happened as yet. I would request the Railway Minister to take up this issue on an emergency basis. People will have to travel around 110 kilometres from Nuapara Road to Bargarh Road to go to the railway station. If we have a rail link between Nuapara Road and Bargarh Road via Padampur subdivision, people will be able to easily catch a train to Raipur or to any other big station like Delhi, Mumbai or Madras. So, I humbly request the hon. Railway Minister to consider this.

I also propose that a train from Bargarh to Allahabad because many people who want to pay their last rites after somebody passes away, they have to first go by road to some major station and catch a train to Allahabad. So, I would request the hon. Railway Minister, Madam Mamata Banerji, to please start a train from Bargarh to Allahabad so that this holy cause can be taken care of.

The hon. Railway Minister talked about Adarsh railway stations. Eighty per cent of the population of Bargarh District is of farmers. So, it is of utmost importance that we have an Adarsh station at Bargarh. Jharsuguda in my constituency is now a big industrial hub. Many industries are located there. The old airport there is also going to be reopened very shortly. So, I would request the hon. Railway Minister to ensure that Jharsuguda is made a world class station. I hope that these suggestions of mine would be considered sympathetically.

MR. CHAIRMAN : Hon. friends, we have only thirty minutes left and we have thirty more speakers. Now

this is the time for the hon. Members to place their suggestions on the Table. They will get a detailed reply. Otherwise, confining to one minute, Members may not be able to do justice to their own demands. So, please place your suggestions on the Table as far as possible.

...(Interruptions)

\*SHRI RAMESH VISHWANATH KATTI (Chikkodi): I would like to bring to the notice of Hon. Railway Minister the following few demands of my Constituency. I urge Minister to personally look into these demands.

- (I) Undertaking of new Survey work for laying of rail-track, linking **Dharwar-Saudatti-Bailhongal-Belgaum-Sankeshwar-Nippani-Kolhapur** and also, earmarking of necessary funds, for its implementation. This linking is essential for the convenience of lakhs of devotees visiting Goddess Sri Yellamma Devi temple in Saudatti and also, Goddess Sri Laxmi Devi temple in Kolhapur. This deam project happens to be pending since British rule in India too.
- (II) Undertaking of the project to lay a new rail-track, linking **Kudachi Jamakhandi-Bagalkot**. The necessary Survey work of it is already completed but, no funds appears earmarked for its implementation, in the recently concluded rail-budget. This, if implemented ensures sufficient revenue to the railways too transportation of lakhs of tons of the Bauxite-Ore available herein.
- (III) Attachment of additional three bogies to the already existing seven bogies (making it total ten) to the **Push-Pull Miraj-Hubli-Miraj** train, to make it more passenger friendly.
- (IV) Direction to the railway authorities too, to order for the stoppage of **Miraj-Londa** Passenger train, a daily train, at all the stations en-route. This helps the poor students, vegetable vendors, Government employees to travel at cheaper fare, calculated nearly 70% cheaper than bus fares.

Presume, Madam, you would take into consideration, all of the demands, quoted on Top Priority, towards its fulfillment.

\*SHRI PABAN SINGH GHATOWAR (Dibrugarh): I support the Railway Budget presented by Kumari Mamata Banerjee. The Hon. Railway Minister has rightly claimed

\*Speech was laid on the Table.

that this Budget is mainly aimed for (Ma, Maati, Maanush). Her inclusive Budget is widely welcome by the public at large. It is one step forward towards inclusive development of our country, as promised by Smt. Sonia Gandhi and Hon. Prime Minister, Dr. Manmohan Singh.

I thank the Railway Minister for her priority for passenger amenities, cleanliness, quality of railway catering, safety and security and punctuality. If these programmes are implemented, this will greatly brighten the image of Indian Railways and will benefit million of passengers, who travel by trains.

I congratulate the Hon. Minister for her new innovative idea for Izzat, Student and press concession, Ladies Special, Yuva train and Duronto Assam (Guwahati/New Delhi) should be extended to Dibrugarh.

I welcome the decision of the Hon. Minister for introducing few new trains for North-Eastern region. Sir, everybody knows about the connectivity problem of the North-Eastern region with the rest of the country. Indian Railway line which is the life line of our country will be providing more new trains to the region. I request the Hon. Minister to mitigate this connectivity problem of people of North-Eastern region by providing more new trains to the region. I request her to consider the following:

1. Overnight train, Fast Guwahati/Kolkata
2. The Duronto Train, New Delhi/Guwahati
3. Extending the Avadh-Assam train to Dibrugarh
4. Extending Guwahati/Bikaner to Tinsukhia
5. Rani training between Dibrugarh/Guwahati via Moran (New line) was started on trial basis for few days, but now stopped for some technical reason. I request that regular train should be started on this route.

I welcome the decision of the Railway Minister to identify 309 as 'ADARS' stations. I request the Hon. Railway Minister to include Dibrugarh and Tinsukhia junctions.

6. There is a train in between 'Ledo' to Tinsukhia. It is run through in the Coal belt and tea garden area. It is a popular train, but no punctual. Earlier this train had a halt at Bogapani and

Pawoi Stations. That should be restarted. That will greatly help local passengers belonging to poor tea gardens community, local farmers and public in general.

The Hon. Railway Minister is aware about the security problem of the railway passengers in the North-Eastern region. I request adequate measures should be taken so that the passengers feel safe in traveling

The condition of stations (particularly the toilets and Waiting Rooms) are in deplorable condition in the region. Necessary improvements should be taken for the benefit of the passengers.

I am happy that the Railway Minister has announced the creation of a new Fund, namely (Railway Development fund for North-Eastern Region) for the timely implementation of railway projects in the region. I request the Hon. Minister to strengthen this fund so that the desired results are achieved.

I would like to draw the kind attention of the Hon. Railway Minister to the National Project of Bogibeel Bridge which is progressing at a snail' space, the people of North-Eastern region fear that it will not be completed in time.

The gauge conversion between Lumding/Silchar should be completed at a fast pace.

The gauge conversion work between Rangia and Murkaseleng is also not progress at the desired level. So I would request the Hon. Railway Minister to look into the matter personally and take adequate steps so that this project is completed in time.

In the past, there was lot of trouble in Railway recruitment in the North-Eastern region. So I would request the hon. Minister to take all necessary measures to ensure 100% recruitment of Grade-III and IV from among the local candidates. As educated unemployed in the North-Eastern Region is very difficult.

Hon. Railway Minister has rightly given importance to the projects, which are more needed for 'Social Viability' in the most backward and remote region of our country for inclusive growth than economic viability.

I once again congratulate the Hon. Railway Minister for her dynamic, popular inclusive Railway Budget.

[*Translation*]

SHRI RAKESH SACHAN (Fatehpur): Sir, I am grateful to you for giving me an opportunity to speak on the Rail Budget. Like other years, this year also, many attractive announcements have been made in the Rail Budget while presenting in the House. I think that if announcements of many previous Ministers of Railways are reviewed, then we would come to know that half of them have not been implemented till date. Many projects were proposed even earlier also, when Mamataji was the Minister of Railways but the said projects could not be completed as on date. There are lots of pending projects of Railways, which if completed, can serve the purpose of the countrymen.

It is good that Hon'ble Minister of Railways has taken her area and her State into consideration. But, still she represents the whole country as the Minister of Railways. My point is that Uttar Pradesh has not been given due share in the present Budget. Announcements have been made in the Budget to develop model stations and world class Railway Stations. The Hon'ble Minister of Railways has planned to develop 375 Railway Stations as model stations but regional balance has not been considered while identifying the same. Uttar Pradesh has 14 per cent of total rail tracks but it has not been given its due share. She has identified only seven Stations of the State to develop them as model stations. I request that Fatehpur station of my Constituency should also be covered in it and in my opinion remaining Stations of Uttar Pradesh should also be covered under it.

Hon'ble Minister of Railways has planned to issue MST for Rs. 25 but the condition is that the person should have an income of Rs. 1500 per month only. Similarly there is a scheme names as NREGA, under which Rs. 100 per day is given to a labourer. My point is that if wage of a labourer is Rs. 3000, wherefrom he will bring a certificate of Rs. 1500 per month. This should also be taken into consideration. Poor people could not avail the benefit of MST but sourceful persons would avail this benefit. Garib Rath is also having the same condition. Garib Rath was started for poor people, but poor people do not get reservation in the said train. Mostly the rich person occupy the train. Similar is the condition of Jansadharan Express, which starts from Delhi and has a stoppage at Kanpur and then at Allahabad. My Constituency, Fatehpur, falls between the two. So I request that a stoppage should be given there also.

Hon'ble Minister has declared many non-stop trains. It is good but when non-stop trains run, other trains are shunted on side tracks. These trains remain halted at small stations for hours. Therefore, I want to say that whatever the plan may be, but additional tracks should be laid. I want to congratulate Hon'ble minister as she has declared to run a non-stop train from Kanpur also.

I am the Member of Parliament from Fatehpur Constituency. Former Prime Minister, hon'ble V.P. Singh...(*Interruptions*)

[*English*]

MR. CHAIRMAN : You can give that suggestion in writing.

[*Translation*]

Please submit your suggestions in writing.

...(*Interruptions*)

SHRI RAKESH SACHAN: Mr. Chairman, Sir, I am a new Member, therefore, I want you to allow me to speak for one more minute.

Sir, My constituency has 16.20 lakh voters and population is 35 lakhs. This area falls between Kanpur and Allahabad. No new trains is being introduced between Allahabad and Kanpur. Therefore, I demand that hon'ble Minister of Railways may declare to introduce an EMU or MEMU train between Allahabad to Kanpur in the present budget.

If we want to go there from Delhi, North-East Express and Prayag Raj Express have halt there, one in the morning and other in the evening. There is no other train there, however, our area falls in between Delhi and Howrah route and almost 15 trains pass through the area. I want that out of these trains, halt may be given to some trains like Mahabodhi, Lichhvi, Rewa and Purushottam Express.

[*English*]

MR. CHAIRMAN : If there are any more suggestions, please give them in writing.

[*Translation*]

SHRI RAKESH SACHAN: Fatehpur is a big railway station, but there is only one booking counter which is



overcrowded all the time. Therefore, I demand to open one more booking window so that people do not face problem. Fatehpur Railway station should be developed as a model railway station. The level of platform No. 4 should be raised and station shade should be constructed.

*[English]*

MR. CHAIRMAN: Why do you not lay it on the Table of the House?

*[Translation]*

SHRI RAKESH SACHAN: Stoppage of Chauri Chauri Express should be ensured at Bindki Road Station. Chauri chaura Express, Tufan Express, Lal Quila Express and Janta Express are cancelled for four to five months due to fog during the winter season. This causes great inconvenience to people.

*[English]*

MR. CHAIRMAN: You are denying the chance of another colleague of yours. Please lay it on the Table of the House.

*[Translation]*

SHRI RAKESH SACHAN: Sir, Khaga Railway Station in my Constituency is Tehsil headquarters also and railway over bridges should be constructed at Khaga Railway crossing and Tharigaon Railway crossing. Three persons have already died there and traffic jams remain over there for two hours at a stretch. Construction of rail overbridges at Khaga and Tharigaon railway crossings. Three persons have already died there and traffic jams over remain there for two hours at a stretch. Construction of rail overbridges at Khaga and Tharigaon railway crossings is a must.

*[English]*

MR. CHAIRMAN: Please lay it on the Table of the House.

*[Translation]*

SHRI RAKESH SACHAN: Sir, through you, I demand the hon'ble Minister of Railways in regard to the rail overbridges which have not been sanctioned at these railway crossings. In this area and is taken out from the

banks of Yamuna in vehicles and this crossing remains closed for long which results in long queues of vehicles on both sides of the crossing. Therefore, I request the hon'ble Minister of Railways to sanction a rail-overbridge at this place immediately in this budget itself.

**\*Model and World Class railway station:**

It is very good that the Minister of Railways has decided to develop 375 railway stations as Model stations. But regional balance should also be kept in mind while identifying these stations. About 14 per cent of total railway line of the country lies in Uttar Pradesh. So from this point of view also out of 375 stations identified for upgradation as model stations at least 52 stations should have been in Uttar Pradesh. But only 7 stations namely Sitapur, Amethi, Pilibhit, Shikohabad, Chandosi, Salempur and Prayag have been identified for this purpose. It is also not clear that which facilities will be available at model railway stations and which stations will be called as model stations.

I would like to know that what do you mean by world-class railway stations? As a model station you pick up the railway station of which country to upgrade these stations in our country as model of world class stations.

**Monthly Season ticket of Rupees 25:**

It has been decided that monthly season ticket of rupees 25 would be given to the people earning less than rupees 1500 per month for travelling upto 100 kilometers. How will it be implemented? Even a labourer gets rupees 100 per day, which comes to rupees 3000 per month. Then how the certificate of income less than rupees 1500 per month will be issued and who will issue it? Rich people will take benefit of this scheme and poor people will remain unable to avail this facility.

Garib Rath is an example of it, poor people do not travel in it, only rich people get reservation of all the seats in it and the poor people remain deprived. It has been named as 'Garib Rath' but in fact it is a 'Ameer Rath'.

Same is the case with Jansadharan Express. It starts from Delhi and stops at Kanpur. Most of the time it runs with vacant seats. If one or two more stoppages of this train are provided, it will be a big relief to the common man. This train should also stop at Fatehpur.

**Non-stop train:**

Whether the honourable Minister and the officers of her Ministry have estimated that how long the passenger trains and the Superfast trains will have to stop to give way to the non-stop trains. Now-a-days passenger trains are stopped anywhere. Purva Express is stopped before Aligarh for 30 minutes to one hour to give way to the Rajdhani Express. These trains are stopped at such small stations where even drinking water is not available. I feel that passenger trains as well as super fast trains will have to be stopped at many places unnecessarily to give way to non-stop trains which will cause severe inconvenience to the common man.

**Recruitment in Railways:**

The hon'ble Minister in her budget speech has proposed to give better representation to minorities, women and economically backward classes in recruitment in railways. I would like to state two things in this regard:-

1. The number of employees in Railways is declining every year. In 1990-91, the total number of employees in Railways was 16 lakh 52 thousand and it declined to 13 lakh 95 thousand in 2007-2008. I want to know that when the number of trains, this length of railway lines and stations are increasing, then why the job opportunities are decreasing? Railways is the biggest employment provider in the country. Policies should be such so that employment is provided to a larger number of people.
2. The second thing I have to state in this regard is that talking of economically backward class in place of Other Backward Class amounts to play a fraud with socially backward class. It is my submission that hon'ble Minister should use the term 'Other Backward Class' in place of economically backward class in his speech so that no wrong message is conveyed to the OBCs.

**Proposal to open Nursing and Medical Colleges**

Opening up of Nursing and Medical Colleges for the dependents of Railway employees is a welcome step. My suggestion is that these Colleges should be opened by Railway itself without any private partnership. With private partnership, it will be very difficult for the dependents of Railway employees to get admission in

these Colleges and ultimately the management of these Colleges supposed to be opened on invaluable land of Railways, will go into private hands.

If efforts are made to operate trains with private partnership then it will be the worst day in the history of Railways. Hence, I caution the Minister of Railways not to even think over any programme aimed at privatisation of Railways operations.

**Farmers Oriented Project:**

Fruits, vegetables, meat and fishes get perished on large scale every year in the country. As per an estimation, country has to suffer losses of more than Rs. 50,000 crore due to perishing of these products every year. The proposal to introduce special trains to transport these products from their production areas to consumer centres to save them from getting perished is highly commendable. For doing this, not only some special trains will be required but there will be a need of totally air-conditioned wagons and Railway should undertake this task on priority basis.

**Regarding Catering Facilities**

There are poor catering facilities in trains. The water being used to prepare food, served in premier trains like Rajdhani and Shatabdi is of very bad quality, due to which the quality of food get deteriorated. Unless the water being used to prepare the food is not pure, all the claims of providing good catering facilities are meaningless. Even the water sold in trains and "Rail Neer" and other branded bottled water being sold at Railway Stations is of inferior quality. This needs to be improved.

Rail Journey is very inconvenient for common man

The most unfortunate aspect of India Railways is that there is just 20 per cent space for 80 per cent passengers, on the contrary there is 80 per cent space for just 20 per cent passengers. These persons, having sufficient resources and Railway passes, are able to get reservation or the facilities of Tatkal railway service. But, on the other side, poor people get stuffed in unreserved coaches and people are forced to travel in tioletts also. Not a single day passes when the passengers hanging from windows do not fall or accidents do not take place. Hence, the priority should be given to increasing space in trains for common man. Unless a common man gets proper room to sit in trains, we can just applaud so

many announcements made here but they cannot provide relief to a common man.\*

SHRI KAUSHALENDRA KUMAR (Nalanda): Sir, thank you very much for giving me an opportunity to speak for the first time.

I represent the Nalanda Parliamentary Constituency which is of international importance. It is one of the largest constituencies of the country. Many railway projects in my constituency are pending which could not be completed within the fixed time-limit and their cost is increasing. Through you, I would like to get some information from hon. Minister of Railways. By when the Rail Coach Factory, Harnaut is likely to start functioning? The foundation stone of this factory was laid by Dr. A.P.J. Abdul Kalam and it is progressing is very slowly. By when Daniyavan-Shekhpora railway line will be completed for operation? By when Rajgir-Tilaiya (Hisua) line will be made operational? By when Islampur to Natesar broad gauge railway line will be made operational? With the operation of these four projects, Nalanda, Gaya, Navada, Jahanabad, Shekhpora etc. regions will be benefitted. The amount allocated for these projects is not sufficient. Through this House, I would like to demand from the hon. Minister to complete these projects within a prescribed time-limit.

A survey for Islampur to Gaya railway line has been conducted, this new rail project should be sanctioned. There is no train from Patna to Islampur in the morning. There is two up and two down trains due to single rake which is not adequate to meet the demand of that region. Particularly women and disabled persons are left at the station and face problems. In this situation with one more rake the train will start from Patna and from Islampur simultaneously in the morning. Therefore, there will be four up and four down trains which will be convenient for local passengers.

\*Magadh Express runs between New Delhi and Islampur, but often it is seen that it retruns to New Delhi from Patna. Due to this, local passengers have to face many problems. In this situation, I would like to suggest that Magadh Express 2401/2402 which have two rakes at present, may be provided with three rakes so that train can run as per scheduled time.\*

[English]

MR. CHAIRMAN: No Member is allowed to read the speech. Since some Members are making maiden

\*....\*This part of the Speech was laid on the Table.

speeches, we are not interrupting. Otherwise, reading out the speeches is not allowed. If there are prepared speeches, they can be laid on the Table of the House.

[Translation]

\*DR. VINAY KUMAR PANDEY (Shrawasti): Through you, I would like to support the rail budget presented by hon. Minister of Railways and request that in this budget of inclusive growth and economic viability, eastern Uttar Pradesh and my constituency Shrawasti should also get an opportunity to make progress with the favourable consideration of hon. Minister of Railways.

Faizabad, Allahabad and Gorakhpur junctions should also be included in the category of world-class stations. Gonda junction and Budha pilgrimage and tourist destination Balrampur should also be included in the category of Model Stations.

Linking various places important from tourism point of view for developing Buddha Circuit under Jayaco Project *i.e.* Sharawasti/Minga/Sirsia/Utarola/Kapilvastu/Kushinagar/Sarnath/Gaya connecting with reserve forest alongside Bahraich Nanpara Nepal border alongwith Unnav Bird Sanctuary and Dudhwa National Park can help developing this backward along from earning foreign exchange through International Tourism Package. Please include there new rail line in it.

Ensure allocation of funds for gauge conversion from Anand Nagar to Gonda junction and running of trains on Gorakhpur-Gonda-Lucknow line. A Railway crossing should be constructed at Durgapur between Ganjhava NER Kaitwapur.

Passengers Reservation System (PRS) should be provided at Shrawasti (tourist destination) and Minga. I support this budget.

SHRI VISHNU DEV SAI (Raigarh): Mr. Chairman, Sir, I am grateful to you for giving me opportunity to speak on Railway Budget. Through you, I would like to apprise the hon'ble Minister of Railways with the problems of my Parliamentary Constituency. I have been elected from Raigarh Parliamentary Constituency of Chhattisgarh State. Raigarh is now recognized as a industrial district in entire country. Along this, the said district has also established it's position as a centre of art and culture. The foundation stone of a terminal had been laid by then Minister of Railways on 14 September,

\*Speech was laid on the Table.

1998 in the district headquarter of Raigarh. But it is the bad luck of the people of Raigarh that the work of said terminal has not been started till date though funds have been released for the same. I would request hon'ble Minister of State in the Ministry of Railways to start the work of the said terminal at the earliest. The people of the area have protested many times in this regard by forming 'Rail Sangharsh Samiti.'

My Parliamentary Constituency is not connected with railways even after 62 years of independence. This entire Parliamentary Constituency has only 40-50 kilometers of rail line. Our demand of Korba-Lohardaga-Ranchi railways line has been longstanding. It's survey has been completed in the year 1974-1975. Railway line has been laid from Lohardaga to Ranchi and at present only 312.55 kilometers of railway line needs to be laid from Korba to Lohardaga. I would like to request the hon'ble Minister of State in the Ministry of Railways to accord sanction to lay the said railway line so that this Scheduled Tribe dominated area could develop.

Mr. Chairman, Sir, overbridge has been sanctioned on Raigarh- Sarangarh crossing in Raigarh and State Government has done it's work but Railway Department has not started it's work so far due to which people are facing lots of problems. Therefore, this work should be taken up and completed at the earliest.

Railway ticket booking counter has been sanctioned at district headquarter, Jashpur in my Parliamentary Constituency. District administration has also provided a building for the said booking counter but department of Railway has not made the counter operational. So attention should be paid in this regard too to make the said booking counter operational.

Moreover, orders should be issued to grant stoppage to train no. 2879/2880 Lokmanya Tilak Terminal Express and train no. 2101/2102 Gyaneshwari Express in Raigarh and train no 2809/2810 Mumbai-Howrah Mail and train no 2129/2130 Azad Hind Express in Kharasia so that more facilities of transportation are made available to the people.

\*I am grateful to you for giving me opportunity to speak. Through you, I would like to apprise the hon. Minister of Railways with some problems of my Parliamentary Constituency.

I have been elected from Raigarh (Chhattisgarh). Raigarh is now recognized as a industrial district in the entire country. Along this, the said district has also established it's position as a centre of art and culture. The foundation stone of a terminal had been laid by then Minister of Railways on 14 September, 1998 in the district headquarter of Raigarh. But it is the bad luck of the people of Raigarh that the work of said terminal has not been started till date though funds have been released for the same. I would request hon'ble Minister of State in the Ministry of Railways to start the work of the said terminal at the earliest.

My Parliamentary Constituency is not connected with railways even after 62 years of independence. This entire Parliamentary Constituency has only 40-50 kilometers of rail line. Our demand of Korba-Lohardaga-Ranchi railway line has been longstanding. It's survey has been completed in the year 1974-1975. Railway line has been laid from Lohardaga to Ranchi and at present n only 312.55 kilometers of railway line needs to be laid from Korba to Lohardaga. I would like to request the hon'ble Minister of State in the Ministry of Railways to accord sanction to lay the said railway line so that this Scheduled Tribe dominated area could develop.

Railway ticket booking counter has been sanctioned at district headquarter, Jashpur in my Parliamentary Constituency. District administration has also provided a building for the said booking counter but it has not been made operational. I would like to draw the attention of the hon. Minister of Railways towards this.

Moreover, orders should be issued to grant stoppage to train no. 2879/2880 Lokmanya Tilak Terminal Express and train no. 2101/2102 Gyaneshwari Express in Raigarh and train no 2809/2810 Mumbai-Howrah Mail and train no 2129/2130 Azad Hind Express in Kharasia so that more facilities of transportation are made available to the people.\*

SHRI JAGDISH THAKOR (Patan): Mr. Chairman, Sir, I have been elected to this House for the first time from Gujarat, the sacred land of Mahatma Gandhi and Sardar Patel, I am grateful to you for giving me an opportunity to speak on Rail budget in the House which is the highest platform of democracy in the country. I support the Rail budget presented by hon'ble Minister of Railways. About 14 lakh employees work in the Department of Railways across the country. It is the concern of the Railways to facilitate the journey of crores of people. It is a symbol of pride for our country. Rail

\*....\*This part of the Speech was laid on the Table.

Budget is not aimed at preparing the accounts of income and expenditure for a financial year only but, it is prepared keeping in mind the problems of common man. This Rail Budget is meant for Common man expecting overall development in this regard. The UPA Government has adopted welfare measures as per the spirit of Indian Constitution, and earning profits is not our sole motive.

Mr. Chairman Sir, for the first time in this Rail Budget there is a proposal for filling backlog of SCs and STs vacant posts. For the first time this Rail budget talks of filling the posts reserved for handicapped on priority basis. For the first time this budget proposes to give more rights to people. For the first time a woman Minister of Railways has announced to introduce ladies special trains to fulfill the ideals of our constitution. Gujarat is already on the path of Industrial and economic development. Since the formation of Gujarat, Gujarat and Maharashtra have remained at first or second position in industrial development. Railways earn large scale revenue from there. Gujarat has made a remarkable progress in this direction. In this budget also there is a proposal to upgrade, Porbandar and Ahmedabad Railway Stations as World class stations. It is also proposed to make Baroda Railway Station as model station and a non stop special train has been introduced between Mumbai and Ahmedabad. In addition to that a Rajdhani train has been introduced which will run all days in week and a new train service has been announced between Rajkot and Viramgaon.

*[English]*

MR. CHAIRMAN: If you have any more suggestions, you can give.

*[Translation]*

SHRI JAGDISH THAKOR: In my constituency, Patan, work has been sanctioned for Patan-Bhiladi stretch, this work should be expedited. Further work should be undertaken at 107 kilometer long Mahesana-Hariz-Radhanpur stretch for which survey has been conducted. Hon'ble Chairman, Danta Maharaj had got sanctioned the Bhawani-Danta Taranga Hill Ambaji project from Political Agency, Mahikantha in October, 1930. Its survey was conducted in 2005-06. Out of 51 'Shakti Peeths' in country 12 'Shakti peeths' are of major importance. Out of these, 11 'shakti Peeths' are already connected with rail services. Ambaji, which is a major place of Pilgrimage, is visited by lakhs of pilgrims from country and abroad. Taranga is a famous pilgrimage of Jains,

hence my suggestion is that rail line upto Taranga should be converted into broad gauge line and rail services should be extended upto Ambaji.

*[English]*

SK. SAIDUL HAQUE (Bardhman-Durgapur): Sir, I thank you for giving me this opportunity. I am a first timer and this is my maiden speech.

MR. CHAIRMAN : I will not interrupt you but please conclude in two minutes.

SK. SAIDUL HAQUE : Sir, first of all, I welcome some of the new trains and new projects for West Bengal. I apprehend that with this kind of PPP mode, some projects may lead to the commercialisation and privatisation of Indian Railways, thereby hampering the social obligations.

I would like to request the hon. Minister to give order to start work immediately for converting the narrow gauge line to broad gauge line between Bardhman and Katwa under Eastern Railway. The last Railway Minister inaugurated it but no work has so far been done. Same is the case with the Katwa-Ahmedabad section. It is the only narrow gauge section. Already the survey has been made and the report is there with the Railways. But this time the hon. Minister has told that they will again survey it. But why is this survey needed? Let the work be done.

I would request the hon. Minister to take over the Burns Standard Company Limited. The Minister just referred that the matter will be taken up with the Ministry of Heavy Industry and also with the Department of Public Enterprises but I would request the Government to take it up immediately and also to think over making and developing it into a coach manufacturing factory along with the manufacturing of railway wagons.

I would request the hon. Minister to think over having a stoppage at Bardhman of the Sealdah Rajdhani or of the Howrah Rajdhani Express. My humble submission is that Howrah Rajdhani never stops anywhere in West Bengal. So, if it stops at Durgapur, then Sealdah Rajdhani may stop at Bardhman and then at Asansol. Please think over that. I would also request the hon. Minister to think of starting new trains between Bardhman and Asansol because directly there is no such train and the previous Railway Minister told that this kind of train will be inaugurated soon. But that has not been done. I would request the hon. Minister to think over that.

With these few words, I am again thanking you, Sir, and I conclude.

*[[Translation]*

SHRI UMASHANKAR SINGH (Maharajganj, Bihar): Mr. Chairman, Sir, am grateful to you for giving me an opportunity to speak in discussion on Rail Budget presented by hon'ble Minister of Railways who has shown lot of consideration for people. Hon'ble Minister of Railways has put humanity before profits. This budget is getting accolades and praise from all corners of the country. I too would have praised this budget provided the Hon'ble Minister of Railways had thought about the poor people of Bihar.

There is no mention of Bihar in the list of projects aimed at doubling of existing railway lines. There is also no proposal of laying new railway lines in Bihar. Railway station of Patna, Capital of Bihar is not included in the list of 375 railway stations to be developed as world class railway stations. There is no mention of Bihar in the list of railway stations proposed to be upgraded as model stations. Two third population of Bihar resides in northern Bihar. There is no Rajdhani train for Delhi via Kishanganj, Barauni, Chapra, Gorakhpur and Lucknow. A Rajdhani train was introduced 30-35 year ago, and this train still runs at the speed at which it was introduced. The railway station which was named after the native place of first President of the country 'Bharat Ratan' Dr. Rajendra Prasad is in a dilapidated condition. It should also be renovated. Doubling of rail line from Lucknow is yet to be done. Doubling of rail line from Hajipur to Siwan should also be completed. Small scale factories have been sanctioned for Bihar and once they start functioning the poor people and labourers of Bihar will be able to get employment and they will be benefited from the generosity of Hon'ble Minister of Railways. Through you, I would like to state that electrification of rail line from Senipur to Gorakhpur has been started, the prices of diesel are increasing every year. Rail line has been electrified upto Lucknow only. From there onward only diesel trains are operating. Operation of trains get delayed in absence of doubling and electrification of rail line. Hon'ble Minister has earned a lot of fame and accolades hence, it is my request that some attention should be paid towards Bihar also and people of Bihar should also get the benefits of her schemes. The schemes proposed for empowerment of women and welfare of youth and students particularly for madarsa students suggest that efforts are being made to improve the condition of minorities, which is

commendable. She has got so much praise but, despite all these facts the state of Bihar which played a major role in liberating the country has been sidelined. Whether you name Maulana Mazrui Haq or Dr. Rajendra Prasad, no attention has been paid towards the birth place of these freedom fighters. I would like to state that all this praise should not make the hon. Minister neglect us. Since, fame is rather transient.

MR. CHAIRMAN: Please conclude and lay rest of your suggestions on Table.

SHRI UMASHANKAR SINGH: Sir, I would like to conclude with an urdu couplet. "Shohrat ki Bulandi Palbhar ka Tamasha hai jis shaakh par baithe ho voh toot bhi sakata hai. Shohrat ki bulandi par itna naaz na kar, hamane to sitaron ko bhi toot kar jamin par girate dekha hai."

SHRIMATI JYOTI DHURVE (Betul): Mr. Chairman, Sir, I would like to place just three of my demands before the hon. Minister of Railways through you. Two districts, Betul and Harda come under my Parliamentary Constituency. I demand a stoppage at harda railway station, for which former Members of Parliament late Vijay Kumar Khandelwal ji and Hemant Kumar Khandelwalji had placed demands. The main purpose of this demand is that harda railway station is a major railway station between Itarsi and Mumbai under the West-Central Railways and a large number of people travel towards Allahabad, Delhi and Mumbai. But, there is no train from Delhi, Bhopal to Mumbai for 20 hours after 11.00 o'clock. I request that attention should be paid towards this also. I request the hon. Minister that stoppage should be given to Bengaluru-New Delhi Karnataka Express here.

**21.00 hrs.**

Another train is Patna and Pune Express which should be given stoppage at Harda Station...(*Interruptions*)

*[English]*

MR. CHAIRMAN : Hon. Members, it is 9 p.m. now. If the hon. Members agree, we may extend the time of the House by half-an-hour. But if you are agreeing to extend, then you should all agree that each hon. Member will speak for only one minute. Otherwise, you may have to lay your speeches on the Table.

SEVERAL HON. MEMEBRS: Yes.

...(Interruptions)

MR. CHAIRMAN: So, we all agree to extend the time of the House by half-an-hour.

...(Interruptions)

MR. CHAIRMAN: We may be able to conclude by half-an-hour. Let us not waste the time of the House. The time of the House is extended till 9.30 p.m.

...(Interruptions)

MR. CHAIRMAN: If we cannot finish the discussion within that time, then we can think over it. Shrimati Jyoti Dhurve may continue now.

[Translation]

SHRIMATI JYOTI DHURVE: Mr. Chairman, Sir, my second demand is for the stoppage of some trains at Ghoda-Dhongri railway station because our rehabilitation camps are around Ghoda-Dhongri, Sahni Thermal Power is there, Patakgheda Coalfield is there where lakhs of people go for employment. In view of all this, my demand for stoppage of trains at this Station is justified. I am requesting for stoppage of certain trains at Jaipur-Mysore Express, Chennai-Jaipur Express, Jaipur-Puri Express, Jaipur-Coimbatore Express, Swarnajayanti Express, Millennium Express, Nagpur-Jabalpur Express. I hope that these demands of mine would be fulfilled. My third important demand is for holy city of Multai from where the holy river Tapti originates which is the daughter of the Sun and certain trains are needed for this place because it is a pilgrimage and a commercial town as well because it is adjacent to Maharashtra. Keeping in view the requirement of the people, I request for stoppage of some trains such as Jaipur-Mysore Express, Chennai-Jaipur Express and Millennium Express and I would like to submit that hon. Mamata ji has given us a lot of facilities and Madhya Pradesh being the centre place of such a vast country as India needs some facilities and I wish that all our requirements would be met in coming times.

[English]

I am also laying my rest of the speech on the Table.

[Translation]

\*I would like to draw your kind attention towards providing stoppage at Multai Station which falls under my Parliamentary Constituency. Former Members of Parliament Late Shri Vijay Kumar Khandelwal and Shri Hemant Khandelwal had written a number of letters to the Ministry of Railways with regard to providing stoppage of trains at Multai but it has not been done due to which people of the area are quite disappointed.

### **Multai Railway Station**

Multai is a major railway station under my Parliamentary Constituency in Madhya Pradesh on the border touching Maharashtra. The place is important from the religious and commercial point of view. Being the place of origin of river Tapti, it is of religious importance and for this reason, the State Government has declared it a holy city. Apart from this, it is a very large business centre. The larger part of the population of neighbouring areas depends on Multai railway station. A large number of people travel from Multai for the purpose of trade and it being a holy city, a large number of people come here, but as few trains have stoppage here, people have to face a lot of difficulties. People of the area have been demanding stoppage of following trains for long.

1. 2975-76 Jaipur-Mysore Express, 2967-68 Chennai-Jaipur Express, 8473-74 Jaipur-Puri Express, 2969-70 Jaipur-Coimbatore Express. These trains of Jaipur group run at the same time with different names on different days of the week.
2. 2803-04 Swarnajayanti Express, 2643-44 Swarnajayanti Express, 2645-46 Millennium Express.
3. 2156-60 Nagpur-Jabalpur-Nagpur Express

I request that orders of granting stoppage to the above trains at Multai railway station should be issued

I would like to draw your kind attention towards granting stoppage to trains at Ghoda-Dhongri railway station under my Parliamentary Constituency.

Ghoda-Dhongri railway station is an important station of Betul district. Apart from people of Ghoda-Dhongri, a large number of people of Saarni and Pathakheda are

---

\*...\*This part of the Speech was laid on the Table.

dependent on it. People in large number from Bihar, Uttar Pradesh, Delhi and other States are working in industrial establishments like Thermal Power Station of Electricity Board in Saarni and the coal mines of Pathakheda. They depend on Ghoda-Dhongri railway station for traveling. They have to travel a distance of 100 kms and come to Itarsi or Betul to catch trains as trains do not stop at Ghoda-Dhongri. People of the area have been demanding a stoppage of trains for long. Former Members of Parliament late Shri Vijay Kumar Khandelwal and Shri Hemant Kumar Khandelwal wrote letters to the Ministry of Railways keeping in view the requirement of the public.

General public is demanding stoppage of the following trains at Ghodaghongri railway station:-

1. 2975-76 Jaipur Mysore Express, 2967-68 Chennai-Jaipur Express, 8473-74 Jaipur-Puri Express, 2969-70 Jaipur-Coimbatore Express.

All these trains of Jaipur Group start at the same time on different days with different names.

2. 2803-04 Swarnajayanti Express, 2643-44 Swarnajayanti Express, 2645-46 Millennium Express.
3. 2159-60 Nagpur Jabalpur-Nagpur Express.

I would like to request you to provide stoppage of above mentioned trains at Ghodaghongri railway station in public interest.

I would like to draw your attention towards providing stoppage of trains at Harda and Khirkia in my Parliamentary Constituency Betul-Harda.

My parliamentary constituency has two district Betul and Harda and two rail divisions Nagpur Central railway and Bhopal West Central railway Timrani, Harda and Hirkia major railway stations fall under Bhopal railway division in my Parliamentary Constituency.

#### **Harda Railway Station:**

Recently during my stay in Harda, people made a demand to provide stoppage of trains at Harda railway station. They also informed me that former members of Parliament Late Shri Vijay Kumar Khandelwal and Ex. Member of Parliament Shri Hemant Khandelwal had also made efforts in this regard and wrote letters to Ministry of Railways. But the people of this area are disappointed as no action has been taken to provide stoppage of

trains at Harda station. I would like to inform you again that Harda Railway Station is a major railway station between Itarsi and Mumbai under West Central Railway and a large number of people travel to Allahabad, Delhi and Mumbai from there but the public has to face a lot of inconvenience due to stoppage of limited number of trains there. I have been informed that there is no stoppage of any train at this railway station for going to Bhopal and Delhi upto 20 hours after 11 a.m. and same is the condition with trains running towards Mumbai. People of Harda city and surrounding area are dependent on harda railway station. I request you to provide stoppage of the following trains at Harda railway station:

1. 2627/2628 Bangalore-New Delhi Karnataka Express.
2. 2149/2150 Patna-Puri Express.

I request you again to give directions to the officers of Department of Railways to provide stoppage of the above mentioned Express trains at Harda railway station.

I would like to draw your attention towards providing stoppage of trains at Khirkia.

My Parliamentary Constituency has two districts *i.e.* Betul and Harda and two rail divisions *i.e.* Nagpur Central railway and Bhopal West Central Railways, Khirkia railway station falls under Bhopal rail division. This railway station is a major railway station between Itarsi and Mumbai under West Central railway and a major commercial hub of Harda district. So, a large number of people commute by train there. The people of this area are demanding stoppage of express trains there. Former Member of Parliament had written several letters in this regards.

1. 9045/9046, 9047/9048 Tapti Ganga Express
2. 5217/5218, 5219/5220, Pawan Express.

I request you to issue directions to the officers of Department of Railways to provide stoppage of above mentioned trains at Khirkia railway station.

I would like to draw your attention towards constructing an over bridge at Harda district headquarter in my constituency Betul Harda.

In the past few days during my stay at Harda, the people of that area made a demand for construction of an over bridge in Harda. Former Member of Parliament



late Shri Vijay Kumar Khandelwal and ex Member of Parliament Shri Hemant Khandelwal had also drawn the attention of Department of Railways towards it. But no concrete action has been taken in this regard so far.

Harda is a district headquarter and as it is on the main railway track between Itarsi and Mumbai under Bhopal rail division, several trains pass through this railway station. Harda railway crossing is situated in the middle of the city and National Highway No. 59 and Khandwa-Haushangabad highway cross this railway crossing. As it is a National highway and the main highway, a large number of vehicles pass through this highway but as the railway crossing remains closed most of the time, long queues of vehicles get stuck on both the sides of the track and as it is situated in the middle of the city and, general public have to face a lot of difficulties.

I therefore, request you to give directions to the concerned officers of Department of Railways to construct an over bridge at Harda railway crossing so that vehicles can ply on this route easily and general public does not have to face any difficulty.

*[English]*

SHRI MANICKA TAGORE (Virudhunagar): Mr. Chairman Sir, I am very happy to deliver my maiden speech in this august House for which I thank the hon. Congress President, our hon. Prime Minister, our beloved leader, Shri Rahul Gandhi and not the least, my ever-loving electorate of Virudhunagar.

At the outset, I wholeheartedly appreciate and commend the approach of our hon. Railway Minister and her team of Ministers in the Ministry of Railways for choosing the right approach between economic liability and social necessity. The team has taken every pain to give utmost care to the passengers like doctors in trains thus ensuring safety and security of the people. Without merely stopping with oral announcements, the hon. Railway Minister has taken effective steps for realization of her dreams by nominating higher officials of the rank of not less than Additional General Manager for each zone for effective implementation of her proposals. Everyone including the Members from the Opposition also appreciated and welcomed the proposals of special trains for only ladies and Yuva trains.

So far they have been undergoing hardships while travelling in crowded trains. Now, they all can heave a

sigh of relief and they will be ever grateful to the hon. Minister. The hon. Minister has not forgotten to take care of her family also in this Budget. Her family is the single largest family in the whole world with more than fourteen lakh employees. For them she has introduced many welfare schemes, which will definitely induce them to work in a team spirit and produce more results in the coming years.

The hon. Minister has undertaken all these welfare measures in the midst of great financial strain, mainly due to the general economic slow down. Here also the hon. Minister has been very practical and result-oriented by appointing an Expert Committee to advise innovative financing for the implementation of the schemes.

MR. CHAIRMAN: The rest of the speech, if you like, may be laid on the Table of the House.

SHRI MANICKA TAGORE: I am from the Youth Congress background. The people of my constituency has given me this opportunity to serve Virudhunagar, which was represented my great leaders Shri Kamaraj and Muthuramalinga Thevar. There are some small demands from that area which need her immediate attention. The gauge conversion of Virudhunagar-Manamadurai line from meter gauge to broad gauge needs sufficient funds; the gauge conversion of Senkottai-Pulanur; Dindigul-Pollachi; Palghat-Coimbatore; Mayiladuthurai-Tarangampadi; Tenkasi-Tirunelveli; Madurai-Bodi; Karaikudi-Mayiladuthurai via Thiruthurai-pundi; lines to broad gauge needs her immediate attention.  
*...(Interruptions)*

MR. CHAIRMAN: Shri Manicka Tagore, this is a long list. Please place it on the Table.

SHRI MANICKA TAGORE: I am not reading it.  
*...(Interruptions)*

MR. CHAIRMAN: You can lay it on the Table. You will get the reply.

*...(Interruptions)*

SHRI MANICKA TAGORE : In the Budget the hon. Minister has announced two new trains from Madurai to Chennai. We request that it be extended to Tirunelveli. Coimbatore-Sangrur route needs to be extended to Senkottai.

My last request is that, as Virudhunagar is the birth place of Shri Kamaraj, that may please be added in the list of "Aadarsh Stations".

With these words, I support the Budget proposals, and I am also laying my rest of the speech on the Table.

\*I am very happy to deliver my maiden speech in this August house for which I thank our Hon'ble and respectful Madam Sonia Ji and my mentor Hon'ble Rahul Ji and the least the ever-loving electorate of my Virudhunagar Parliamentary Constituency.

At the very outset, I whole-heartedly appreciate and commend the approach of our Hon'ble Minister for Railways, Kum. Mamata Ji for choosing the right approach between the economic viability versus social necessity. She has taken every pain to give utmost care to the passengers like doctor-on-train, ensuring safety and security, etc. etc. Without merely stopping with oral announcements, the Hon'ble Minister has taken effective steps for the realization of her dream into reality by nominating higher officials, not less than in the rank of Addl. General Managers for every zone for the effective implementation of this proposal.

Everyone including our Member friends, sitting in the opposition bench appreciate and welcome your greatest concern for our Indian ladies to travel with ease by introducing Ladies Special Train itself. So far they had been undergoing inexplicable hardship during the travel in every-crowded trains. Now they all have a sigh of relief and they will be ever grateful to you.

Hon'ble Mantri Ji- You have not forgotten your family also in this budget. Yes, your family is the single largest family in the world with more than 14 lakhs employees. For them also you have introduced many welfare schemes which will definitely induce them to contribute more for improved performance of the Railways in the years to come.

Hon'ble Mantri Ji, you have done all these welfare measures in the midst of great financial strain, mainly due to the general economic slow-down. Here also you have been very practical and result-oriented by appointing an expert committee to advice on innovative financing for the implementation of these Schemes. Here we profusely thank our Hon'ble Finance Minister Shri Pranabji for liberally granted Rs. 15,800 crores as Budgetary support. This has enabled the railways to step up the plan allocation to Rs. 40,745 crores.

Finally, Mantri Ji, I am coming to the most important aspect of the Railway Budget without speaking about which, I will not be able to go back to my constituency and answer the people who have voted for us. You have announced about new lines, gauge conversion and doubling works in paras 86, 87 and 88. Most of the projects, even the on-going schemes have been left out in the list. But you, yourself have mentioned in para-89 that "there has not been enough time to process cases for approvals of Planning Commission".

With your kind permission, I will hand over a detailed Railway Map of Tamil Nadu, with the existing and on-going works and the proposed new lines. We have detailed our request along with the Map for the kind consideration by the Hon'ble Minister. I would request the Hon'ble Minister to kindly mention the status of the on-going schemes with the schedule of the completion of the various projects in her reply. Kindly permit me to rush through the requests on behalf of our people in the August floor of the House.

1. MG to BG Conversion to be completed on priority:-

- (a) Virudhunagar to Manamadurai: Since Villupuram-Mayiladuthurai BG line is scheduled to be completed by November 2009, Virudhunagar-Manamadurai BG conversion work should also be completed by that time. If done so, it will serve as an alternative route to Chennai from Trivandrum and Southern Districts of TAMIL NADU SUFFICIENT FUNDS SHOULD BE PROVIDED.
- (b) Senkottai-Punalur: As it is an important and short cut link to Quilon Area of Kerala, sufficient funds should be provided for early completion of the work.
- (c) Dindigul-Pollachi-Palaghat-Coimbatore: It is an important short cut link to Coimbatore and Northern part of Kerala. Enough funds should be provided to make the entire stretch operational by June, 2010.
- (d) Mayiladuthurai-Tharangampadi: BG conversion work to be taken in this very short stretch along with other works (new line and conversion) upto Tiruduraipoondi via Karaikal-Nagapattinam-Velankanni, so that all the works are completed simultaneously and becomes operational.

\*...\*This part of the Speech was laid on the Table.

(e) Tenkasi-Tirunelveli: GB conversion work may be completed early.

2. Madurai-Bodi and Karaikudi-Mayiladuthuri via Tiruturaipoondi BG conversion works are also to be taken up when the on-going works are completed.

3. Karur-Salem via Rasipuram New Line work is going on for the past 15 years. If it is completed early, it will serve as a short cut to Bangalore.

4. New Line to be taken up on priority basis:

- (a) Jolarpettai to Hosur via Krishnagiri.
- (b) Pudukottai to Thanjavur via Gandharvakottai.
- (c) Madurai to Karaikudi and Thirumayam via Melur and Tirupattur.
- (d) Chennai to Cuddalore via Mahabalipuram and Puducherry.
- (e) Karaikudi to Ramanathapuram via Devakottai and Thiruvadanaï.
- (f) Ramanathapuram to Tuticorin via Mudhugalthur.
- (g) Tuticorin to Kanyakumari via Tiruchendur.
- (h) Bodi to Kottayam via Kumili.
- (i) Dindigul to Theni.
- (j) Dharmapuri to Krishnagiri (This will be a better link in the long run than to connect Dharmapuri with Morappur).
- (k) Dindivanam to Jolarpettai via Tiruvannamalai.
- (l) Chinna Salem to Tirukkivilur.
- (m) Erode to Palani via Kangeyam and Dharapuram.
- (n) Erode to Mettupalayam via Sathyamangalam.\*

*[Translation]*

SHRI TUFANI SAROJ (Machhlishahr): Mr. Chairman, Sir, you have given me opportunity to speak after a long waitingy. I thank you for the same. After listening to the discussion on Railway Budget for two days, I feel that hon. Mamataji has followed the path of former Ministers of Railways. It has been the good luck of Bihar and West Bengal that Shri Ram Vilas Paswan, Nitishji, Laluji have held this portfolio and Mamataji has got

second term in the Ministry of Railways, She belongs to West Bengal. Like other former Ministers of Railways who paid proper attention towards their states, Mamataji too has also gone all out to make the railway budget a budget of West Bengal. 80 Members of Parliament are elected from Uttar Pradesh and their number is twice than those of West Bengal but Uttar Pradesh has been neglected. The state has not been given due importance as we all were expecting. Efforts have been made to match up to global standards by declaring the upgradation of 50 stations as world class stations and introducing 57 new trains in the railway budget. It would have been better if the remote and backward areas which have no rail link and transportation means till the date, were connected with railway. People of these areas are deprived of rail services. In my opinion, it would have been better if these areas were connected with rail link instead of spending money on these schemes.

Mr. Chairman, Sir, I thanks hon. Minister for What she has stated about recruitment of SCs, STs and Minorities. It is a welcome more. But at the same time, people of backward classes are also facing difficulties in earning their livelihood. I think provision should have been made for recruitment of backward classes too.

Earlier also, we have discussed the issue of catering in Railways in the House. But no improvement has been noticed in catering service in trains. Attention of Laluji was often drawn toward this problem. Recently, I was traveling by Shramjivi Express. I ordered food and I found flies in it. The meal served to me was of very poor quality. I would like to submit that if hon. Minister of Railways constitutes a Vigilance Committee to monitor the catering arrangements and brings in some improvements in this regard, her budget would become more meaningful and it would be her biggest achievement. I would request her to pay attention toward this.

Mr. Chairman, Sir, frequent accidents take place due to unmanned railway crossings. This is a very important area. I would like to suggest that men should be deployed at all unmanned railway crossings in the country slashing the budget for other heads to prevent accidents.

Jaunpur district falls in Uttar Pradesh.

*[English]*

MR. CHAIRMAN: Shri Tufani Saroj, the time is over. Please conclude. You can place all your suggestions on the Table of the House.

*...(Interruptions)*

[*Translation*]

SHRI TUFANI SAROJ: Jaunpur is the biggest district from the point of view of population. Hon. Minister announced upgradation of 375 stations as a model station. Jaunpur should be included in this list and Varanasi is a religious place and a tourist spot as well. Provisions have been made in the budget for non-stop trains from other places and from Varanasi to Delhi. We go to Varanasi from Delhi every Friday. Lot of foreigners come to Delhi and then go to Varanasi from Delhi by train. It is my request to start a non-stop train. Shahganj is a very big railway station in my constituency. Platform of the station is totally dilapidated. So arrangement should be made to construct a new platform there. With this, I conclude.

[*English*]

I am also laying my speech on the Table.

[*Translation*]

\*Through you, I would like to draw the attention of hon. Minister of Railways towards various problems of my constituency and hope that hon. Minister of Railways would certainly take necessary steps to solve the problems.

1. It is known to everybody that Varanasi is a religious and a tourist place. Large number of devotees and tourists from home and abroad visit the place. Moreover, Sarnath is adjacent to Varanasi city which is visited by a large number of followers of Lord Buddha. So keeping in view the importance of the city, it is necessary to introduce a new Duranto train between New Delhi and Varanasi.
2. Mariyahun railway station falls between Jaunpur and Allahabad. Tehsil headquarter and block headquarter are situated near this railway station and apart from this Mariyahun is also a big business centre. It is an important railway station, passengers face a lot of problem due to lack of computerized reservation centre. So it is necessary to set up a computerized reservation centre on this station.
3. There is an unmanned railway crossing in village Raipur which falls between Bhannaur and Bari

railway station on Allahabad-Jaunpur rail route. It is an important route. This is the main route for reaching airport and a lot of traffic passes through this road due to which accidents might take place there. Therefore, it is necessary to make this crossing manned.

4. A halt is necessary at Katwar Bazar between Jarauna Barsati railway station on Allahabad-Jaunpur rail route. Allahabad-Jaunpur passenger train always stops here on its up and down journey but it is not an official halt and there are no tickets for this place. If halt is granted for this place, it would be a great convenience for the local people.
5. Local people have been demanding the stoppage of 'Godan Express' at Barsati railway station situated on Jaunpur-Allahabad rail route for long as large number of people of this area live in Mumbai and they keep travelling to and fro from Mumbai. People going to Mumbai have to face great inconvenience as this train does not have a stoppage here.

Therefore, through you I request the Government that said problems should be considered seriously and necessary action should be taken to fulfill the said demands. Shitladham Express should be started between Jaunpur and Mumbai. New platform should be constructed at Shahaganj railway station.\*

[*English*]

MR. CHAIRMAN: If you have any more suggestion, you can lay them on the Table of the House. Next speaker is Mr. Arjun Roy.

...(*Interruptions*)

MR. CHAIRMAN: If any of the hon. Members wants to lay their speeches on the Table of the House, they can do so. We have only 15 minutes left for the discussion to conclude today.

...(*Interruptions*)

[*Translation*]

SHRI ARJUN ROY (Sitamarhi): Mr. Chairman, Sir, expressing my gratitude to you, I would like to thank and congratulate the hon. Minister of Railways for the announcements she has made such as Izzat, Mushkil

\*...\*This part of the Speech was laid on the Table.

Asan, world class station, model station, multi-purpose complex, doctor on train, concession for students, ladies special and youth trains. After going through the Rail Budget speech, I would like to give some suggestions. Hon. Minister has made an announcement in her Budget Speech to set up one thousand new computerized reservation centres. But, I through you, would like to submit to the hon. Minister that the existing computerized centres in remote areas are in bad shape. During my visit to Sitamarhi which is my Parliamentary Constituency, I found people waiting in reservation queue for 4-5 hours. I came to know that there is no link and the incident of link failure often happens.

I would like to submit to the hon. Minister of Railways that she has not mentioned computer network and Internet connectivity in her Rail Budget for the places for which she has announced new reservation centres. All the existing reservation centres...*(Interruptions)*

MR. CHAIRMAN: If you have a prepared list, please give it.

SHRI ARJUN ROY: I have points only. I would finish within two minutes.

MR. CHAIRMAN: If you have got the list, hand over it please and you will be given a detailed reply.

SHRI ARJUN ROY: I will conclude within a minute. Hon. Minister of Railways has made provision of free pass for the girls commuting by train to school but provision for boys is up to class Iih. The fact is that parents have to bear the financial burden for both boy and girls equally. So. there should not be any discrimination.

Mr. Chairman, Sir, Railways is a service sector. Hon. Minister has paid due attention to social service. During railway journey, I found that the behaviour of TTEs and other railway staff is inhuman with poor and deprived people. They are harassed for Rs. 10, 20, 40 but nobody is there to listen to them...*(Interruptions)*

MR. CHAIRMAN: All right, give remaining suggestions, please.

SHRI ARJUN ROY: Mr. Chairman, Sir, I would like to submit a point regarding my Constituency In half-a-minute. Conversion of Narkatiaganj-Jainagar meter gauge line into broad gauge is being discussed but the pace of the works is very slow. It should be completed without further delay. Similarly, the rail route of Muzzaffarpur-

Sitamarhi is 61 km where rail line has to be laid. This should be undertaken and completed without delay.

Mr. Chairman, Sir, apart from this, I lay my other suggestions on the Table of the House.

Sir, Railways is said to be the lifeline of India and this is very true because it does the difficult tasks of linking one end of the country to the other end which other mode of transport cannot do. Railways is directly linked with the life of the poorest of the poor and the richest of the rich of the country, therefore, it is but natural that the common man eagerly waits for the annual Rail Budget. The Common man can get confused of figures and statistics of the General Budget but he has keen interest in the launch of a new train, rising or falling fare, laying of new line etc.

If we see from this angle, we find that a number of basic problems regarding rail journey concerning common man have been left out in Mamata ji' s Budget. Thousands of schemes have been formulated for the welfare of common men in the 62 years of post-Independence. But, have the schemes been successful? Mr. Chairman, Sir, the bitter truth is that two-third of these schemes have been a failure. The reason behind this is that the schemes are chalked out by the bureaucrats in Delhi but they lack vision to see the practical problems of implementing these schemes.

For example, in the present Rail Budget, the hon. Minister has announced that one thousand computerized reservation centres would be set up throughout the country. But, have you ever tried to see the condition of the existing reservation centres? The reservation centres situated in small towns and metros and in the remote areas are in apitiable condition. I myself have seen the condition of Sitamarhi reservation centre. The link is found failed every other day. People have to wait for hours in queue to get a ticket. Therefore, it would be better if attention is paid towards the infrastructural facilities instead of announcing big schemes. Without strengthening computer network such scheme will be useless. But I am surprised that rail budget has no mention about improving computer network and internet connectivity. Hon. Minister's "*Mushkil Asaan*" scheme would be useless if attention is not paid in this regard. So, Sir, through I would request the Hon. Minister to conduct a survey regarding capacity of computerized reservation in remote and backward areas of the country and to take steps to bring these areas at par with developed cities. There is another issue related to these

remote and backward areas is that of issuing free monthly passes to students. It is a welcome step that girl students have been given the benefit of this scheme till graduation level. Where is the need for this discrimination against the boys. They should also be given this facility till graduation level. The students of comparatively backward areas like Sitamarhi usually go to neighbouring districts as there is lack of higher institutions for technical education in the area. So this demand should be fulfilled.

The insensitive attitude of railway employees towards common man is another important issue. Railways falls in public service sector and the behaviour of its employees is of utmost importance. But the manner in which TTEs behave with poor, illiterate, women and farmers is common knowledge. I have received several complaints where TTE's have ill-treated and terrified poor people just for rupees 10 or 20. I am not talking about any particular TTE but about a mindset due to which TTEs behave like rulers whereas they should be cooperative with passengers. Sir, is it not the Minister of Railways to ensure that poor, illiterate and innocent passengers are not ill-treated by the Railway. So it is my suggestion to constitute a complaint cell at every station and to punish the guilty persons immediately. Workshops and orientation programmes can be organized to make the railway employees more cooperative and sensitive towards passengers.

The concept of 375 model stations propounded in this rail budget is commendable. I congratulate hon. Minister personally for including Sitamarhi in the list of model stations. But I have some doubts due to past experience because though construction under such projects is of world class level but when it comes to maintenance, the standard of all these facilities goes down due to lack of professional competence of the concerned agency. So alongwith building a mode I station it is also necessary to entrust the responsibility of cleanliness and maintenance to some professional agency and ensure its accountability

Hon. Minister has mentioned in her speech that she would explore the possibility of appointing doctor in long distance trains. I would like to ask if she has any doubts about the scheme? If not, then why didn't she take decision in this regard instead of exploring the possibilities. Would anyone object to having a doctor in trains for passengers?

This budget also includes an ambitious scheme regarding construction of multipurpose complexes at 50 selected places. I would request the hon. Minister to include Sitamarhi, the birth place of Goddess *Sita* in it because due to its religious and cultural importance and international border it has immense potential of tourism. Besides this, I would also urge the hon. Minister to expedite various pending railway projects in Sitamarhi and complete them in a time bound manner.

Another Issue that really bothers me is that there is no mention of measures likely to be adopted to deal with the problem of fog. Train operations are badly affected due to fog in winters in entire north-eastern India. Trains get delayed for hours and accidents occur but it is unfortunate that nothing has been mentioned in this budget about this problem. As per my information, the Ministry of Railways is trying to find out a solution to this problem in collaboration with the IIT but the hon. Minister should have given all details to the House.

With these words, I conclude and thank you for giving me an opportunity to participate in the budget discussion.\*

*[English]*

MR. CHAIRMAN: You can do it. Next, Shri Rakesh Singh.

*[Translation]*

SHRI RAKESH SINGH (Jabalpur): Mr. Chairman, Sir, I am grateful to you for giving me an opportunity to speak on the Rail Budget.

At the outset, I would like to thank the hon. Minister of Railways for not increasing the fare and freight charges. She has provided some relief to the country reeling under price rise. But, people of the country have more expectations. Though fare and freight charges have not been increased but that is not the only parameter of a good Budget. There is a long way to go when it comes to providing facilities to passengers and development of railways. Not much thought seems to have been given in this direction in this Budget. I would like to applaud the hon. Minister of Railways for saying that railway projects should be looked upon as a matter of social concern and parameters of economic viability should not be applied to them and that the backward areas should also be benefitted from development and it should not be confined to particular areas. I appreciate

her for this that she has made it clear that Railways is not only a means of income for the Government but crores of people should get the benefits of development of railways. I would like to draw the attention of hon. Minister towards some points I observe in this Budget that there is no mention of stations of category 'E' and rural areas. It seems only those stations are to be developed which are profitable for railways. If we take the stations of 'E' category and rural areas, the platforms are very small accommodating only one or two bogies and there is no platform for the rest of the train. It can only be imagined how difficult it must be for women carrying children in their laps and the elderly to board the trains. On the one hand, the Government talks about empowerment of women while on the other hand women have to face such problems. If the hon. Minister wants to ensure that the benefits of development of railways reach the entire country...*(Interruptions)*

*[English]*

MR. CHAIRMAN: Please come to the specific suggestions. We have not time.

*[Translation]*

SHRI RAKESH SINGH: Sir, I do not stand here only to give suggestions or putting up the demands of my Constituency but I am here to raise a lot of issues regarding railways. My Constituency, Jabalpur, is very important from railways point of view. I have already thanked hon. Minister of Railways, Mamataji and once again I thank her.

Sir, we have been sitting here since morning to express our views. hon. Minister has announced "Ijjat" scheme which is very important. I congratulate her for keeping in view the interests of the poor people. I acknowledge and the entire House will agree with me on this that hon. Minister has struggled for the upliftment of downtrodden and exploited people for a long time. Hence, she could keep their interests in her mind. I would like to submit that through this scheme, Hon. Minister have tried to benefit that section of the society which has always been neglected. Hon. Minister has announced that monthly seasonal passes would be issued to them at Rs. 25, but where would they sit? When the number of coaches is not being increased, how would the people manage to sit as there would be no room in those coaches?

*[English]*

MR. CHAIRMAN: Rakeshji, your time is over. Please conclude now.

*[Translation]*

SHRI RAKESH SINGH: Sir, I would like to draw your attention towards just one more issue. The entire House would be with me on this issue and I would conclude after saying that. It has been said that Railways is the face of the Government. Why do the people not find this face benevolent? Why are people afraid when they have to undertake a railway journey? There is no guarantee of security of passengers even after taking a valid ticket. No one wants to let the women of the family travel alone. I appreciate it that the hon. Minister has stated about increasing security personnel in rail and women commandos will be recruited. A very disturbing aspect is that security personnel of railway are misbehaving with people and looting them.

*[English]*

I am also laying my rest of the speech on the Table.

*[Translation]*

\*I would like to thank the hon. Minister for not increasing passenger fare and freight charges. It is a relief for the public already reeling under price rise. But crores of people of the country have lots of expectations. No increase in fare is not the only parameter of a good Budget. There is a long way to go in terms of passenger amenities and development of railways regarding which nothing much seems to have been done in the Budget.

Mamataji has said that railway projects should be viewed as a matter of social obligation and the only parameters of economic viability should not be applied to them.

She has also said that benefits of development should not be limited to a few people but they should reach the people living in backward regions of the country. Is it mere speech or does the hon. Minister have any vision? Because there is clear contradiction in her speech. There is no mention about the development of 'E' class railway stations and railway station situated in rural areas in the budget. It seems only big stations and those situated in urban areas which are economically

---

\*...\*This part of the Speech was laid on the Table.

viable are to be developed. The platforms of remaining stations are very short. A large part of any train having 24 coaches remains outside the station. Mamataji has frequently mentioned about the poor and the common man but has not paid attention towards the problems being faced by the people living in rural areas, poor people, women who carry baggage on their heads with children in their lap and the elderly in boarding the trains and alighting from them. But nothing has been mentioned in rail budget for such stations and places.

Hon. Minister has also announced "*Izzat Scheme*" under which monthly ticket will be issued to those people whose income is less than Rs. 1500/- per month for Rs. 25/-. I welcome this. But no arrangement has been made so that these people can travel with respect and dignity because number of coaches is limited. It is not possible to make the journey of such people comfortable without increasing the number of coaches.

Condition of general coaches is just the same as it used to be in pre-independence days. New sleeper coaches and A.C. coaches have been introduced. There has been new flooring and new carpets, green toilets have been provided but no improvement has been made in general coaches. These coaches are always packed with people like anything. One can see with what dignity the e common man of the country is travelling.

UPA Government have talked about introducing non-stop train, bullet train in it's every budget but it has not been mentioned even this time as to when all the light weight aluminum and steel wagons are going to be introduced. At present our engines are modem but we are still persisting with the wagons made in 1980s. It is like as if a cart were attached to a tractor instead of trolley.

I would like to inform Mamataji that in America and China, 15 to 17 thousand tonnes of goods are being carried in every train however in India, each train carries only 4500 to 4700 tonne.

I would like to inform the hon. Minister that China, which started it's journey of development with us only has 18000 engines and 7 lakh wagons whereas Indian Railways has only 8000 engines and 2.25 lakh wagons out of which, 20 to 25 percent always remain out of service.

I want to inform the hon. Minister that each wagon of a goods train is operational only for 7 hours. Out of

24 hours, 17 hours are taken in loading and unloading, shunting in yard and in repair. If just an hour is saved out of these 17 hours, revenue of Railway would increase upto around 14 percent.

Even today, only 4700 tonnes of loading is done within 5 to 9 hours. However, in China, 16000 tonnes goods are loaded in 45 minutes. I want to ask Mamataji that she has announced a non-stop train. At present passenger trains and goods trains are shunted two or three stations earlier to let the mail or express trains pass. In such a scenario, will the rest of the trains be not shunted 5 to 6 stations earlier to let the non-stop train pass? The average speed of trains has gone down to 35 kms. per hour from 45 kms. per hour. It will further reduce the speed of trains and that does not augur well for the Indian Railways.

Hon. Minister has said that Railway is the face of the Government. But I would like to know from her why is this face not benevolent for common man? Today railway journey causes anxiety to common man. It has been the tradition of our country that we wish happy journey to one another but at present security scenario of Railways is such that no one can guarantee a safe journey even after having a valid ticket. Not even a single passenger is assured of reaching his destination safely. Incidents of theft, dacoity, robbery, molestation of women and rape, murders etc. are taking place regularly. At present no one feels it safe to let the women of the family travel alone.

It is ok that the Hon. Minister has mentioned about increasing the strength of security forces and deployment of women commando force too. Nevertheless we have seen the towering claims made by the UPA Government about the safety of passengers in every Rail Budget during the last five years but actually there are not being mentioned. Therefore the Hon. Minister may kindly ensure adequate safety arrangement in trains.

Every man has the right to get the benefits of development like the right to vote. This claim has been made but it is nowhere reflected in the budget. Hon. Minister has mentioned about developing 375 railway stations of the country as model stations. There are 16 railway zones in the country and Jabalpur falls in the West-Central Railway Zone but only two stations of this Zone have been selected for developing as model stations. Hon. Minister has mentioned about developing 50 railway stations as world class stations and two stations of Bhopal and Habibgunj from Madhya Pradesh



have been selected for this purpose. I thank the Hon. Minister for that. Jabalpur is the headquarter of West-Central Railway Zone and it is also the biggest center of eastern Madhya Pradesh, it is the center point of the country but the headquarter of Western Central Railway Zone has been left out.

Likewise electrification of rail lines all over the country is important for development but no provision has been made in the current budget for the electrification of Itarsi-Jabalpur-Allahabad section, which is among the electrification of Itarsi-Jabalpur-Allahabad section, which is among the important routes and I have been making this demand for long.

I am extremely glad that Mamataji has mentioned about the upliftment of poor people of the country through Railways which is one of the most important infrastructure. She has said that attention would be paid towards neglected and backward regions.

I would like to draw the attention of the Hon. Minister towards a such neglected and backward region some parts of some districts in this region are also naxalite affected areas. I would like to draw her attention towards the eastern region of Madhya Pradesh and Jabalpur-Balaghat-Gondia broadgauge project. It was announced during the NDA Government and hon. Minister was also a part of it. Hon. Shri Atal Bihari Vajpayee had laid its foundation stone and a five years deadline was fixed for it with a lump sum provision of Rs. 110 crores but even after 8 years, this project has not been completed. An amount of Rs. 70 crores has been provided in the present budget for this project. I had met hon. Minister before the budget and requested her that this project was a very important project of the country which would benefit not only the region but the Railways too because it would cut short the traveling distance from east to south by 273 kilometers. Moreover, It would also make available a parallel track and the Railways is in dire need of it. It means an increase of crores of rupees in revenue earnings. But I regret to say that the Railways is not in a position to provide the actual cost of this project at present which was originally estimated to be Rs. 511 Crore. The Railways is not able to assess escalation in its cost. Last time its cost was shown as Rs. 524 crores. Now it has been shown as Rs. 478 crores approximately and rupees 20 crores has been shown as the amount required for completion of the work. I would like to know why efforts were made to complete the work in the current budget itself when only

Rs. 20 crores needed for this purpose and if it is not so, then as to why is the Railways trying to mislead the people.

I believe that in an continuation Government announcements made by a Minister are honoured by his successor. It is a practice. But this project was not given the same treatment. When the former Minister of Railways Shri Lalu Prasad Yadav visited Jabalpur last year he had announced to complete the project by 2010 but this does not seem to be happening.

I agree with the hon. Minister that the development of Railways could benefit the students in backward and neglected areas. Jabalpur and the entire Mahakaushal region is extremely backward. This region has been continuously neglected since independence. I would like to know from the hon. Minister as to when attention would be paid towards this region. There is so much resentment amongst the people of this region regarding absence of rail facilities that when I held a "*padyatra*" and travelled a distance of 100 kilometers by foot from Katni to Jabalpur last year approximately 50 thousand people joined it and majority of them were common people. I am merely mentioning these facts to request the hon. Minister to kindly pay attention towards this region before the resentment of the public reaches its zenith and the even the utility of Jabalpur Railway Zone is questioned.

I would like to thank Ms. Mamtaje, who has announced to introduce train from Jabalpur to Ambikapur but many other demands related to important trains are still lying pending and your attention is essentially required in this regard.

I would like to mention that Bengali speaking people are living in Jabalpur in large numbers and they are demanding for a direct train between Jabalpur to Kolkata and their expectations have rise further with your assuming the office.

There is urgent need for a new train between Jabalpur to Bangalore. This proposal has been sent to Railway Board continuously for three years after this demand having been raised by me but it has not been approved as yet.

Lakhs of Sikh people live in entire Mahakaushal area including Jabalpur and a direct train between Jabalpur to Amritsar is required to be introduced.

People visiting Mata Vaishno Devi Shrine takes train heading Jammu from Jabalpur, which runs only once in a week and it should be run at least four times in a week.

There is a need to introduce a local train between Bhedaghat and Khameriar in Jabalpur town, having a population of around 20 lakh for which railway track already exists.

Large number of people from Bihar and Uttar Pradesh live in Jabalpur, therefore, there is need to introduce a new train from Jabalpur to Siwan via Allahabad and Chapra.

Large number of people from Muslim community also live in Jabalpur and Ajmer is there place of worship, therefore, it is important to extend Jabalpur-Jaipur train up to Ajmer.

I would like to tell you that people belonging to Malayalee community have to go to Itarsi or Nagpur station one day advance to manage their onwards journey to Trivendrum in the absence of any direct train from Jabalpur, which is very tiring, therefore, there is dire need to introduce a direct train from Jabalpur to Trivendrum.

The Sampark Kranti express train is running daily for different destinations but the Sampark Kranti train from Jabalpur to Delhi is running thrice a week. It should be run daily.

I would like to submit to Ms. Mamtajeet that I have been demanding for the last five years that the Madan Mahal station of Jabalpur should be developed on the lines of Habibgunj and Katchpura station, with fully equipped passenger facilities.

There are certain station saround Jabalpur, where approval to stoppages of certain passenger trains would benefit a large number of people of that region. The Gondwana express from Jabalpur to Delhi alongwith Amarkantak and Mahanagari express should be provided stoppage at Sihora.

I would like to tell you that Jabalpur is an important place of the district, where new industrial area is being developed and an announcements for setting up a SEZ for also been made. Therefore, an overbridge or underbridge should be constructed at Khitola railway crossing in view of growing traffic.

Passengers' facility at Panagar station of the suburban area of Jabalpur is almost negligible. Stoppage of Mahakaushal, Rewanchal, Shaktipunj, Amarkantak, Janta express and Jabalpur-Rewa link city should be provided here.

I would like to tell Ms. Mamtajeet that around 123 acres of land around Sihora station belongs to the Railways, which may be utilized for establishing a workshop for maintenance and repairs of trains originating from Jabalpur and also for setting up a factory for printing of stationary related to commerced and other departments.

Shahpura is a very important station falling under Jabalpur district and it is required to provide a stoppage of Shri Dham express and Jabalpur-Itarsi train there.

Katni, near Jabalpur is a very important place and it was a part of my previous Lok Sabha Parliamentary Constituency. It is known as a major Junction of the country. I have made demand to develop Katni and Jabalpur, both the stations as per ISO 9001 certification.

Haridwar, which is an important pilgrimage, is not directly connected from Jabalpur. Therefore, I believe that you would respect the sentiments of the people of Jabalpur by introducing a direct train between Jabalpur to Haridwar.

People of Kutch (Gujarat) are living here in Jabalpur in large number. Keeping this in view introduction of a direct train from Jabalpur to Kutch would not only be beneficial for Jabalpur but practically it would be beneficial for the entire area.

I believe that the hon. Minister of Railways Ms. Mamtajeet, who is making a mention of linking the backward and neglected regions of the country through the Railways for its development would translate her most into the action and definitely consider my demands.\*

\*SHRI K.C. SINGH 'BABA' (Nainital-Udhamsingh Nagar): I congratulate hon'ble Minister of Railways for presenting a popular rail budget for the year 2009-10. The able guidance of hon'ble Sonia Gandhi and sincere efforts of the hon'ble Prime Minister have not only led to a historic turnaround in the financial situation of the Indian Railways but it is also touching new milestones each year. Hon'ble Minister has provided something to

\*Speech was laid on the Table.

each section of the society in the budget, which reflects the humanitarian face of the UPA Government. Indian Railways is on the path of providing world-class services with its transformation. I welcome and support the Rail Budget 2009-10. Hon'ble Minister of Railways has made train journey comfortable and easy by making provision for better passenger amenities, cleanliness, quality catering service, safety, security and punctuality of trains. It is a progressive budget. I believe that Indian Railways will be considered among the best railway services very soon.

At the outset, I would like to thank hon'ble Minister of Railways for announcing construction of railway line from Ram Nagar to Chaukhutia development of Rishikesh as model station and construction of multi functional complexes at Kathgodam and Dehradun in Uttarakhand.

I would like to draw the attention of the House towards some important points of the budget. Various steps have been taken to provide modern and advanced facilities to passengers from cross section of society in the Rail Budget such as no increase in railway fares, provision of better security and other facilities during rail journey to make it comfortable and enjoyable and construction of multi-functional complexes in railway stations, clean trains and stations, deployment of doctors in long distance trains, on-board information and recreation facility, induction of environment friendly green toilets, ticketing and reservation system in 200 cities and providing reservation facility through Post offices, welfare scheme for railway employees, passes of Rs. 25 to BPL card holders, deployment of Doctors for passengers in any kind of emergency, announcement of EMU local trains for women, reducing the fare by Rs. 50 under Tatkal reservation service and reducing the time period to 3 days from 5 days for Tatkal reservation will benefit the passengers who have to travel in an emergency.

It is appreciable that Yuva Train with low fares have been introduced and announcements have been made to develop various stations as world class stations and some other railway stations as model stations.

Uttarakhand is a new state and a favourite tourist destination. I have been requesting for the past many years for extension of rail services in Uttarakhand. Some important demands of the people of Uttarakhand have not been included in the rail budget. It attracts a lot of tourists so there is a need to establish proper railway network in the state, as it would reflect positively on the image of the country.

I would like to request for the extension of rail services in Uttarakhand. There is a need to extend the train running from Ram Nagar to Moradabad at 4 'o'clock in the morning to Delhi and the same train should make the return journey on the same day at 6.00 hrs. in the evening.

There is a need to add two AC coaches in Sampark Kranti Express No. 5036A running between Ram Nagar and Moradabad.

There is a need to either extend the local train No. 466 running between Ram Nagar and Moradabad to Delhi or to connect the same train to Bareilly Intercity at Moradabad.

There is an urgent need to start direct train between Delhi and Ram Nagar with 1st and IInd AC coaches on the lines of train No. 5013A and 5014A running between Delhi and Kathgodam because world famous Jim Corbett National Park and other beautiful tourist places are situated in Ram Nagar which are visited by thousands of tourists from India and abroad.

There is an urgent need to construct an over bridge at Kashipur railway crossing on National Highway to save precious time petrol, diesel of people to check road accidents as well.

There is a need to construct railway level crossing at Bindukhatta for the safety of people on Rajiv Nagar-Ghora Nala route in Uttarakhand as around 60 thousand people live in the area and they travel to and from Bindukhatta, Rajiv Nagar-Ghora Nala region. I request that it is highly important to construct a railway level crossing to prevent accidents and for the safety of the people of that area.

There is a need to lay a new rail line from Kashipur to Jaspur so that one extreme of Uttarakhand could be connected directly to the other one.

Kalsi is a tribal area and survey work for laying the 40-kolometer rail line from Dehradun to Kalsi has been completed. I request that work for lying of this line should be started at the earliest.

There is a need to convert meter gauge of Bareilly-Tanakpur and Pilibhit-Bareilly lines broad gauge so that they could be connected with rest of the rail routes of the country.

There is need for new rail lines at Tanakpur-Purnagiri-Bageshwar, Rishikesh-Karanprayag, Tankakpur-Joljivi so that the pilgrims could visit the holy places of Uttarakhand.

People are facing lot of difficulties due to water logging near the houses of Awas Vikas by the side of Kashipur Railway station and Bajpur road railway crossing to Sugar Factory Road. There is a need to construct a water drainage system there.

There is a need to introduce a new train from Ram Nagar to Jammu Tawi so that people of Ram Nagar, Kashipur, Jaspur region etc. could visit holy places like Maa Vaishno Devi and Amarnath, the holy abode of 'Barphani Bhole Baba. People of the Punjabi community would also get the benefit of a new train.

A direct overnight train between Delhi and Rishikesh should be run or the train running between Delhi and Haridwar should be extended upto Rishikesh.

There is a need to attach an AC coach in the train running between Ram Nagar and Lucknow.

There is a need to develop Kathgodam, Ram Nagar railway stations as model station.

In order to provide incentive to tourism and industry in Uttarakhand, introduction of a new train running five days in a week has been announced. I request that this train should be extended up to Dehradun.

People of Chhattisgarh too have said about the need of introducing a direct train between Delhi and Raipur. I request that a Duranto Express between Delhi and Raipur should be run.

I would like to request the hon. Minister once again through you that in of Uttarakhand, tourists, pilgrims, and persons from India and abroad having interests in nature, the Himalayas, forest animals, film producers visit round the year manifold the population of the state, therefore, keeping in view the public sentiments you would kindly include my railway proposals related to the development of railways in Uttarakhand in this Rail Budget. With this I thank you and support the Railway Budget.

*[English]*

\*SHRI KAMAL KISHOR 'COMMANDO' (Babraich): I congratulate on the bold "Social viability" concept

\*Speech was laid on the Table.

enunciated by the Hon'ble Railway Minister before the House on 3rd July 2009.

Taking into consideration to having welfare for women, handicapped, poors, especially the MST for Rs. 25/—as called "Izza", special coaches for youth, ladies and Adarsh Stations etc., in India so that the structure of the faces of Railway will be changed within five years.

I, Member of Parliament, belong to a very backward area of my constituency "BAHRAICH" where Tharu's and most of the SC/STs and OBCs/minority (the others General Castes are also very poor) and illiterate in a heavy percentage of people lives where the literacy is so less, it is far away from Lucknow city-Gonda (around 80 kms) in Uttar Pradesh completely affected flood area and it's just adjacent to the Nepal border and water falls from Nepal and is still backward area on the railway records, and even after the Independence. Around 19 lakhs people are affected and do not get benefit as yet. I have already made a request to the Hon. Minister of Railways for early completion of **Jarwal-Babraich railway line and its extension upto Nepalganj-Shrawasti-Sirshia-Tulsipur-Gorakhpur (NER)** (copy attached). The work is held up due to the shortage of funds. This railway line is very important for the welfare of the backward regions and especially the Buddhist circuits and Dargan of Ghaziababa and its mela. A computerized centre to be established.

I urge upon the Railway Minister through you take to this project on a priority basis in the interest of nation and Railways as a beneficiary system. I once again extend my support for Railways Budget 2009-10, presented by Hon'ble Minister for Railway. I lay above submission on the Table of the House.

*[Translation]*

SHRI PRADEEP TAMTA (ALMORA): Hon. Sir, I thank you for giving me an opportunity to speak. I am immensely grateful to our leader, the chairperson of UPA, Smt. Sonia Gandhiji, the Prime Minister Dr. Manmohan Singhji and Minister for Railways Ms. Mamta Banerjeeji that they have introduced a new rail line between Ram Nagar and Chaukhatia. I express my gratitude towards them. Many things have come to the fore with the Rail Minister mentioning about the social viability instead of economic viability.

Sir, I belong to Uttarakhand which is a hilly area and people of this area have since long desired that the

hilly regions of Uttarakhand should be provided with railway facilities. The Tanakpur to Bageshwar railway line is a dream of the people living here. The frontier region of Tanakpur to Bageshwar, Rishikesh to Karna Prayag is also an important place from tourism point of view. It is also important for religious tourism and being close to China border it is also important from international point of view.

Sir, I would request Railway Minister to accord approval to a new rail project from Tanakpur to Bageshwar. You yourself have said that Railway is not only a means of transportation but it will have to start a new economy and economic era. I would request you that people of that region have kept their dream alive regarding Tanakpur-Bageshwar, Rishikesh-Karna Prayag rail line and we had made this demand in the entire Uttarakhand during the elections and students agitations.

Sir, another important thing is that people of Uttarakhand are also living in other parts of the country and they are demanding to link Mumbai to Kathgodam since long. I had been to Mumbai recently and people living there made a demand to introduce a new train between Mumbai to Kathgodam. I request that a train should be introduced between Mumbai to Kathgodam and if it is not possible then as you have mentioned in the railway budget that Mumbai to Jaipur train has been extended up to Delhi and if you could extend that train further from Delhi to Kathgodam that is to say if the Mumbai-Jaipur train could be extended up to Kathgodam instead of Delhi then it would be a better arrangement. Kathgodam and Ram Nagar both are important places from tourism point of view. So, I would request that Kathgodam and Ram Nagar stations should be developed as model stations. I would request to develop them as world-class stations. Haridwar is a famous pilgrimage spot of the country. The Kumbh mela is going to be held there soon. Lakhs of people from various countries would be visiting the mela. I therefore, would request the Minister to develop Haridwar as model station.

Before I conclude I would like to say that I am highly grateful to the hon'ble Minister for the special recruitment drive undertaken for SC & ST candidates. I would like to say other ministries like the Railway Minister should also carry out such drives. I would like to add one more thing that 2 days time given instead of 5 days for 'tatkal' tickets is a welcome step but at the same time I would say that not more than 10 percent tickets should be kept under this quota.

*[English]*

\*SHRI MAHENDRA KUMAR ROY (Jalpaiguri): Hon. Chairman Sir, I am grateful to you for giving me the opportunity to speak. I want to touch upon a few issues regarding the Rail Budget 2009-2010 in this highest forum of democracy. Sir, through you I'd like to draw the attention of Hon. Minister to Jalpaiguri, Cooch Behar, Darjiling districts of North Bengal which are almost deprived of rail services. I thank her for announcing the projects concerning these districts. You know that Jalpaiguri is a divisional town of West Bengal. I am placing certain demands before Hon. Minister for the development of the entire North Bengal stretch as a whole. My first demand - A train should run from Jalpaiguri to Sealdah via Haldibari through Bangladesh. If its introduced then people will be able to travel in much shorter time and it will also be cheaper. For this we need to sign an agreement with Bangladesh to allow it to run through Parbatipur.

This is my proposal.

Secondly, in the valley regions of Jalpaiguri, Cooch Behar and Darjiling districts, circular rail service should be introduced.

Sir, in areas like Dhupguri, Phalakata, Mainaguri and Haldibari, vegetables are cultivated. The farmers are forced to sell tomatoes, chillies etc. at a throw-away price or they are mostly wasted. My demand is that rail rakes can be introduced in North Bengal's Jalpaiguri to help the vegetable growers.

I also want that everyday four pairs of trains should run from Jalpaiguri, Alipurduar and Jalpaiguri - Siliguri junction. Banarhat should also be made a halt for long distance trains.

A superfast train runs from Haldibari to Kolkata, thrice a week. This train should run daily - this is my demand. Kanchankanya and Uttarbanga Express run three days a week. These two should also run everyday.

Sir, a project had already begun in the Mainaguri-Jogikhopa stretch. In this budget, only one-third money has been allocated for this project. My demand is that this should be completed as soon as possible.

When Smt. Mamata Banerjee was the Rail Minister during the NDA regime, she had declared that Jalpaiguri

\*English translation of the Speech originally delivered in Bengali.

Road station would be developed as a model station. It is yet to be done. Kindly do it this time.

Another demand of mine is that the Jalpaiguri station and the adjoining market should be modernized. My last proposal is that the track from Jalpaiguri NJP to Alipurduar should be made a double track Gauge conversion of the track from Assam's Laming to Badarpur; from Badarpur to Silchar and Agartala should be immediately taken up. The work had started earlier but has not been completed.

With these words I conclude.

*[English]*

MR. CHAIRMAN: Now it is 9.30 p.m. Nobody is concluding in time; nobody is prepared to listen to the direction of the Chair. I will extend the time of the House only if every Member agrees to speak for only one minute; otherwise not. I will be very strict. The hon. Members should cooperate.

...(*Interruptions*)

*[Translation]*

SHRI HARSH VARDHAN (Maharajanj, U.P.): Sir, how can I express my views in a minute?...(*Interruptions*)

*[English]*

MR. CHAIRMAN: Otherwise, you can place it on the Table.

...(*Interruptions*)

MR. CHAIRMAN: We have exceeded the time allotted. All the Parties have taken more time than the time allotted.

...(*Interruptions*)

*[Translation]*

SHRI BHASKARRAO BAPURAO PATIL KHATGAONKAR (Nanded): Sir, we are waiting since ten hours...(*Interruptions*)

*[English]*

MR. CHAIRMAN: That is all right. All the Parties have exceeded their time, and now we are taking extra time, which you have to understand. So, if you conclude in one minute, we can extend the time of the House; otherwise not.

...(*Interruptions*)

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF WATER RESOURCES (SHRI PAWAN KUMAR BANSAL): Sir, the time fixed for the debate was 10 hours. I think we have taken over 16 hours. Therefore, we have to call it a day sometime. We have to finish it...(*Interruptions*)

MR. CHAIRMAN: I agree with the hon. Minister. But always in the Railway Budget discussion the hon. Members are very keen to participate. As the Members are keen to participate, we can extend the time of the House for 30 minutes more. But I will be very strict. Please understand that when you complete one minute, I will give you a ring and then I will call the next speaker. So, the time of the House is extended up to 10 o'clock.

*[Translation]*

SHRI BHAUSAHEB RAJARAM WAKCHAURE (Shirdi): I have been elected from the Shirdi constituency of Maharashtra. People from all over the country visit this place. Thousands of people from Hyderabad arrive at nagarsool station but none of the facilities are available at this station. I would request Mamta Didi to modernize this station.

Another thing is that every train should be provided stoppages at Kopargaon. Every train should be linked with Shirdi. With your permission I lay my other demands on the table of the House.

\*I thank you for giving me an opportunity to participate in the Rail Budget.

Hon. Railway Minister has mentioned many things in the Railway Budget like upgradation of many stations as world class stations, providing on board information and entertainment facilities, introduction of low fare youth train and developing model stations which is commendable.

Certain important proposals have not been included in this Rail Budget and I would like to draw the attention of the Railway Minister towards them.

I have been elected from Shirdi Parliamentary Constituency. Shirdi is a holy place and pilgrims from all over the country visit this place for Darshan. I request that Shirdi should be connected with the entire country through rail line. Manmad and Nagarsool stations are close to Shirdi. These stations have neither figured among the stations to be upgraded as world class

\*...\*This part of the Speech was laid on the Table.

stations nor as model stations. I request you to include these stations in the list of stations to be developed as model stations and multipurpose complex should also be constructed there so that the pilgrims could get adequate facilities there.

The survey work of Kopergaon-Shahpur-Mumbai rail line via Goti was announced many years ago but work on it has not started so far. I request you to kindly issue orders to initiate the work on this line and ensure the timely completion of the same.

Besides, introduction of goods trains on this route would also benefit the Railways as Shirdi and its neighbouring areas are primarily agriculture dominating regions. Farmers of this region are unable to move their produce from one place to the other in the absence of goods trains. The introduction of goods trains on this route would not only benefit the farmers but also the Railways. The hon. Rail Minister has also mentioned about farmer oriented projects in her speech. I request the Government to establish a cold storage and controlled temperature cargo centre at Shirdi at the earliest.

Once again through you would like to request the hon. Minister to kindly include my suggestions in the Rail Budget 2009-10, keeping in view the pilgrims of the entire country.

### **GENERAL RAIL BUDGET, 2009**

Mr. Chairman Sir, through you, I would like to tell the hon. Railway Minister that the rail network forms a very important part of our country. We cannot give preference to one place and ignore the other one, while sitting in this august House. Every region should get its due share. I represent the Shri Sai Baba's pilgrimage centre Shirdi. Pilgrims from India and abroad would largely be benefited with the introduction of 'Shri Sai Darshan Superfast Express' train. I hope that Hon Railway Minister, Ms. Mamtaji would definitely consider my proposal and get the blessings of Shri Sai Baba. The Shirdi Railway station should be accorded national status because a large number of Indians well as foreign citizens are devotees of Sai Baba.

### **MALPRACTICES IN RAIL RESERVATION SYSTEM**

These days malpractices are being observed on a large scale in the reservation of tickets. The misuse of computerized railway reservation system should be checked so that people could get reserved tickets easily.

Authorized or unauthorized agents create chaos by misusing the reservation system. It should be checked as it is the duty of the Railway administration to provide justice to the common man.

### **DIFFICULTY DUE TO CROWD OF BEGGARS**

The number of beggars in the trains have increased manifold. In such a situation rail passengers are put in great difficulty. The Ticket checkers and Railway Protection Force RPF look ineffective to check them. Complaints in this regard are being made to the Railway administration since long but it has failed to solve the problem so far. How long this situation would be allowed to continue? The common man prefers to stay away from the Rail journey in the fear of facing difficulties even after purchasing ticket. The beggars boarding in rails are not amiable at any cost.

Their presence in trains is an evidence of the inefficiency of Ticket checkers and Railway Protection Force. It should be dealt with strictly.

### **It is a bit unacceptable**

By introducing long distance Super fast trains railway administration is extracting ten or twenty rupees more from every passenger. But railway administration does not consider it necessary to refund that amount to passengers in case that super fast train gets very late, through doing so is necessary in the interest of passengers. It is not acceptable. Does not railway administration believe in consumer laws. Super fast trains are just a small part of rail network. It is not justifiable to extract money from the passengers by giving special importance to these trains on papers only.

### **Corruption in catering facilities**

Catering facilities in trains are a basic necessity of every passenger. It is more necessary particularly in long distance trains. But passengers are not satisfied with catering facilities. IRCTC is providing substandard food items in trains. The amount being charged from passengers to provide catering facilities is comparatively on higher side. The passengers feel that they are being robbed by railways. Does the Ministry of Railways have no solution to this problem? The passengers deserve to be served with good quality food keeping in view the amount being charged from them. If someone is found to be careless in this regard, strict action should be taken against him. Since, the passengers will not tolerate the rampant corruptions in catering department for long.

**Demand for new rail lines**

Most of the demands of Maharashtra are related to new rail lines. Railway administration is continuously neglecting these demands. I request the hon. Minister of Railways that she should pay personal attention to all these matters. Shirdi in Maharashtra is my Parliamentary Constituency. Local people are demanding that this famous pilgrimage centre should be connected with all major cities of the country. Railway should be laid from Shegaon to Jalna. A proposal has already been submitted in this regard. But no attention is being paid on this demand. Does the Railway administration not want to work in the interest of people or to provide them facilities? Should a common man come to streets to solve his each and every problem?\*

SHRI VIRENDRA KUMAR (Tikamgarh): Sir, the Minister of Railways has raised the issue of motherland and common man from the core of her heart. She has stated that not only the financial aspect but social aspect of Railway project should also be kept in mind so that poor and backward people could also be benefited by these projects.

Sir, I represent Tikamgarh Parliamentary Constituency of Madhya Pradesh. Tikamgarh and Chatarpur districts are deprived of rail services. In the absence of rail services our area has been economically, industrially and socially backward and people of this area travel 125 kilometers long to board a train from Jhansi. The construction work of Lalitpur-Singrauli rail line, sanctioned for this area is very slow. Railway station has been constructed at Tikamgarh, but no train has been introduced at that line and people are highly optimistic that one-day a train will run at Singrauli-Lalitpur track. The station wears a deserted look in absence of any train. I request that a time limit should be fixed for the construction of Lalitpur-Singrauli rail line. It will provide rail facilities to the people of backward area. With these words I conclude my speech—'Chalo jalayen deep wahan jahan abhi bhi hai andhera. The areas of country which are still deprived of rail facilities may be termed as plunged in darkness' and the pending projects of railways should be completed early there so that backwardness of the area could be removed. Lalitpur-Singrauli line in my parliamentary constituency, which will go to Singrauli via Tikamgarh-Chatarpur should be completed as early as possible. With these words I conclude my speech.

*[English]*

I also lay my rest of the speech on the Table.

*[Translation]*

\*Every year at the time of presentation of rail budget the people of every area have lots of expectation that probably in this budget their long standing demands will be fulfilled, new rail trains will be introduced, new stoppages will be introduced and stations will be modernized. On this budget also several announcements have been made, several special trains have been announced for women and youth as well as there has been a proposal to introduce a MST pass of 25 rupees for the people engaged in unorganized sector. People welcomed this proposal and a tea seller at a railway station stated in this regard that we travel 100-kilometer distance just by selling tea and samosas in the train itself and whether hawkers will be given the facility of traveling more than a distance of 100 kilometers. After maintaining a pause for a while I stated that I will definitely raise your point. An aged coolie said with much hope that they had started the struggle to be Gangmen. While others have been appointed as Gangmen but aged are still working as coolies. He asked if the Government would take steps to provide pension to the aged coolies. It was indeed touching to hear him say so. Though hon'ble Minister has not said anything regarding these aged, poor coolies who belong to backward class but I am sure that the Minister will surely take steps to provide them pension and medical facilities.

On the one hand stations are being modernized and developed but on the other hand there are many stations like Sagar and Jhansi where toilets either remain closed or are extremely dirty which is the source of various diseases. In Jhansi particularly the station is infested with so many flies that passengers are afraid to eat anything there.

Monsoon has not arrived yet and there is scarcity of water everywhere but due to leaking water taps at the stations and leaking pipelines water is getting wasted. Special drive should be launched for cleanliness and repair of faulty water taps and pipelines to check wastage of water.

Concrete efforts should be made to strengthen security. In recent years various incidents of loot have come into light between Bhopal to Bina and Bina to Agra. Railway Protection Force personnel deployed between Bina to Agra forcibly check suitcases of traders and allow them to travel further only after bringing them

---

\*...\*This part of the Speech was laid on the Table.



otherwise they are asked to deboard the train mid way and are taken to police station.

Some Rajdhani and Shatabdi Express trains have coaches, which are old and require maintenance which spoils the journey and passengers are forced to think that traveling by Super fast train would have been better. Therefore, there is a need to modernize coaches of these trains and improve catering services as well.

Delhi is the capital of our country as well as the centre of attraction for foreign tourists but when tourists board Shatabdi Express trains to Bhopal, Amritsar and other places from Delhi in the morning, they witness many people attending to natures call in open on both sides of the track and they take pictures from their cameras. One can imagine what impression they get. Steps should be taken by Railways to construct public toilets in the slum areas situated near railway stations. This matter should be considered in the Rail Budget.

Railways have large tracts of land lying vacant in the country, whose commercial exploitation has been talked about many times but concrete steps have not been taken in this regard. People have encroached upon around 500 acres of Railway land near Bina Railway station and they give the land for cultivation on contract basis. Steps should be taken to provide facilities to rail passengers by constructing shopping complexes, lodges restaurants etc on such land by removing the encroachment throughout the country.

Ministry of Railways should provide rail facilities in those areas of the country on priority basis which have been ignored so far and establish wagon factory or diesel locomotive factory particularly in Teekamgarh, Chhattarpur districts of Madhya Pradesh so that disparity could be removed and each region could be developed.

I would like to quote para 4 of page 1 of the Rail Budget wherein it has been said should benefits of development be restricted to rich people only and large population living in distant and backward areas of the country be deprived of such development. I welcome the step of improving rail facilities in Mumbai, Delhi, Chennai, Kolkata, Bangalore, Pune etc. but 70 per cent population of the country is living in villages. They should not be deprived of development.

District headquarters of my Parliamentary Constituency Teekamgarh and Chhattarpur districts are still deprived of rail services even after 62 years of

independence. People have to travel 125 kms to Jhansi to catch trains. My constituency is economically backward and lack industries too and its social impact is clearly visible as people are moving to metro cities in search of employment. Various houses remain locked for months in the villages. Lalitpur-Singroli rail line has been sanctioned for this area but work on the said rail line has been going on at such a slow pace for the past five years that even basic work has not been completed. Time limit should be fixed for completion of Lalitpur-Singroli rail line via Teekamgarh Chhattarpur and special economic package should be provided in this rail budget for the development of the area. Construction work of Teekamgarh station has been completed and basic work is under process and people are waiting for the train services to commence. People of the area expect attention as well as equal treatment for the development of this backward area.

Announcement has been made to start 12 non stop trains to connect distant areas to the various cities of the country but nothing has been said where the staff will be relieved and other personnel will resume the duties on these long distant trains, the employees will not be able to discharge their duties properly if it is not done. There is a need to consider practically as to how water and food would be provided in trains. Not a single non-stop train has been announced for Madhya Pradesh neither from Bhopal nor from Jabalpur. Development should be for all.

I went through the long list of trains, which have been announced but not a single train has been announced for Madhya Pradesh. It is not that people of the state do not require rail services in the rail budget. The state has been totally ignored in the budget though it is a large state from the point of view of population as well as area. Therefore, non-stop train should be started from Bhopal to Delhi and Mumbai.\*

SHRI BHASKARRAO BAPURAO PATIL  
Khatgaonkar (Nanded): Mr. Chairman, Sir, I rise to support the Railway budget 2009-10 and express my gratitude to the Minister of Railways, Kumari Mamata Didi. I express my gratitude railways minister, Kumari Mamata Didi that she has given an excellent railway budget to the country. The rail budget presented by Mamata Didi is an effort to provide justice to all classes of the society. All the classes, be it poor the farmers, labourers, women, youth, journalists have been benefited by this budget. It was a long pending demand of mine and the people of my constituency that a new rail line between Nanded-Degalur-Bidar may be announced.

Mr. Chairman, Sir, I am extremely happy that Mamata Didi has announced the said rail line. This new rail line passes through my constituency. I would like to thank the Hon'ble Prime Minister, Shri Manmohan Singh ji, our leader, the UPA Chairperson, Hon. Shrimati Sonia Gandhi and Minister of Railways, Mamata Didi on behalf of myself and the people of Nanded Lok Sabha Constituency.

Mr. Chairman, sir, it was a long pending demand of the people of Nanded Lok Sabha constituency that the said rail line should be a linking rail line between the two holy places *i.e.* Nanak Jheera Bidar of the first Sikh Guru, Guru Nanak Singh ji and tenth Guru, Guru Govind Singh Maharaj and the Smadhi sthal Nanded of Guru Govind Singh. More than ten thousand people come to offer their prayers at Gurudwara Nanded every day. All these devotees travel by road to Nanak Jheera Bidar from here. These devotees, particularly children and women have to face a lot of difficulties. This new rail line would help in developing the backward area of Marathwada and Karnataka and distance of Delhi-Gulbarga-Bengaluru would be reduced by 240 kms. At present, one has to go to Delhi-Hyderabad-Bikharabad and Gulbarga. But with this new rail line, it would become a direct route for Delhi-Vardha-Yavatmal-Nanded-Bidar-Gulbarga-Bengaluru.

Mr. Chairman, Sir, I would like to request the hon. Minister of Railways, Mamata Didi that this task should be accomplished during the coming five years. The people of Marathwada region have been demanding for a long time that Nanded railway division should be linked with Central railways. The people of Nanded and Marathwada region had launched an agitation for this. This is a genuine demand of our people. Marathwada region falls in Maharashtra, and the headquarters of the State is Mumbai. 95% jurisdiction of Nanded railway division is under Maharashtra. This is genuine demand.  
...(*Interruptions*)

MR. CHAIRMAN: The list you have prepared may be laid thank you.

\*SHRI BHASKARRAO BAPURAO PATIL KHATGAONKAR: Sir, I would like to support the rail budget 2009-10 and apprise the hon. Minister of Railways of the railway related problems of my constituency, through you.

Mr. Chairman, Sir, I express my gratitude to hon. Minister of Railways, Kumari Mamata Didi that she has presented an excellent rail budget to the nation. The rail budget of Mamata Didi is an effort to provide justice to all the classes. All the classes be they poor, the farmers, labourers, women, youth, journalists, have been benefited by this budget. This was a long pending demand of the people of my constituency. I feel extremely happy that survey of Nanded-Degalur-Bidar new rail line has been announced for the industrial development of Nanded Lok Sabha constituency. I had been demanding for the said new rail line. This new rail line passes through my constituency. I express my deepest gratitude and thanks on behalf of the people of my constituency to the hon'ble Prime Minister, Shri Manmohan Singh ji, our leader and UPA Chairperson, hon. Shrimati Sonia Gandhi and Minister of Railways, Mamata Didi.

This was a long standing demand of the people belonging to the Nanded Lok Sabha constituency. The proposed Nanded-Degalur-Bidar new railway line will link two sacred religious places *i.e.* Nanakhira, Bidar and Guru Goner Samadhi Sthal in Nanded, sacred places of Guru Nanak Singhji and Guru Govind Singh Maharaj respectively, the first and the tenth Guru of the Sikh religion. Everyday around 10,000 devotees come to Nanded to visit Gurudwara. All these devotees travel by the road route of Nanakhira, Bidar. These devotees particularly the women and the children have to face a lot of difficulties. This new railway line will help in developing the Marathwada region and the backward areas of the Karnataka state. This new railway line will reduce the distance of Delhi-Gulbarga-Bangalore by 240 kms. At present, if a person wants to go to Gulbarga from Delhi, he has to go via Hyderabad and Bikharabad. After completion of this new railway line, there will be direct route of Delhi-Wardha-Yavatmal-Nanded-Bidar-Gulbarga-Bangalore. It will reduce the distance by 240 kms.

Mr. Chairman Sir, I would like to request the hon'ble Minister of Railways Mamtaji to complete the said work in five years.

Mr. Chairman Sir, it is a long-standing demand of Marathwada region to bring Nanded Railway Division under Central Railway Zone. People of Nanded and Marathwada region had agitated for it and it is a long-standing demand of our region. Marathwada region falls in Maharashtra. Mumbai is the headquarters of our state. 95 percent area of Nanded Railway Division falls in Maharashtra. This is our long pending genuine demand.

\*...\*This part of the Speech was laid on the Table.

It does not require any funds since it is an administrative arrangement. Our genuine demand has been rejected since Nanded Railway Division falls in Andhra Pradesh. The headquarters of Central Railway and of our state is in Mumbai. I am unable to understand why genuine demand of our people is being rejected for the past 2 years. There is strong resentment among the youth as well as all the workers of our region on this matter. If the said demand is not fulfilled soon, people of the area would be compelled to launch a mass movement. Therefore, I request the hon. Minister to immediately call the meeting of officers and make an announcement about bringing Nanded Railway Division under Central Railway.

Mr. Chairman Sir, it is a long standing demand of my Lok Sabha Constituency, Nanded to sanction new rail line of Bodhan-Biloli-Narsi-Mukhed-Tajbar, Sheerur, Latur. Through you, I would request the hon'ble Minister of Railways, Mamtaji, to accord permission to conduct survey of the said rail line.

Mr. Chairman Sir, survey of Bodhan-Latur-Udgir rail line was conducted during the reign of Mir Nizam but no progress has been made in this regard for the past 65 years. I request Mamtaji to sanction the said work immediately.

Mr. Chairman Sir, I request the hon'ble Minister of Railways, Mamtaji to start Nanded-Mumbai Super fast Express train. Distance between Mumbai and Nanded is 650 k.m. Nanded is the farthest district from Mumbai in Maharashtra. This Superfast Express train is required for this area and it should be announced soon.

Mr. Chairman Sir, through you, I would like to tell the Minister of Railways, Kumari Mamtaji, that Wardha-Yavatmal-Nanded rail line is a joint venture of the Union Government and Government of Maharashtra. 50 percent cost is to be borne by the Government of Maharashtra and 50 percent is to be shared by the Union Government. The Chief Minister of Maharashtra Shri Ashok Rao Chavan has earmarked funds for Wardha-Yavatmal-Nanded rail line in the Budget 2009-10. I would like to ask why no provision has been made for it in the Rail Budget.

Mr. Chairman Sir, more than 20,000 students of Nanded district are receiving higher education in Pune. 100 private buses ply from Nanded to Pune every day. People of Nanded demand to run Nanded-Pune daily Express via Latur. Presently there is a train between

Nanded and Pune via Manmad which runs twice a week and takes 14 hours.

I openly accuse the railway officers of Secunderabad that they are not letting the Nanded-Pune daily Express ply as they are being bribed by the private bus operators. Officers should not behave in this arbitrary manner under her regime. I appeal to the hon. Minister to kindly start Nanded-Pune daily train via Latur in my constituency.

Mukhed-Parbhani rail line requires doubling. It is necessary to attach two AC-II tier coaches in Secunderabad-Nanded-Mumbai Revgiri Express and Nagpur-Nanded-Mumbai Express. It is necessary as passengers from Nanded to Mumbai find it difficult to find a seat from Nanded.\*

*[English]*

\*SHRI PULIN BIHARI BASKE (Jhargram): Hon. Chairman Sir, I thank you a lot for giving me the opportunity to speak here. I am a new member of this House and this is my maiden speech. Hon. Rail Minister has presented a very encouraging and attractive budget this time.

Though I support this budget, I think there are certain issues which need to be reviewed. There are definitely few problematic areas to take care of I hail from Jhargram which is a tribal belt. A new kind of proposal has been mooted for that region and we are very excited about it. Salboni-Jhargram via Lalgarh-Belpahari are proposed to be connected. As the entire stretch is a backward tribal-dominated area, if Lalgarh-Jhargram and Belpahari are linked with Bandowan and Purulia, there will be much development.

Another proposal of mine is that if Jhargram can be linked to Baripada in neighbouring Orissa through rail network, that will also help in socio-economic development of the region and the tribal people will benefit out of it.

There are a number of schools and colleges, courts and markets near Jhargram station which can be upgraded as a model station. This proposal was given earlier also. I request Hon. Minister to kindly expedite the process.

Jhargram is a very important tourist destination. And it needs to be well-connected to other places for the sake of tourism.

\*English translation of the Speech originally delivered in Bengali.

Another significant issue is that railways permission is required in the area where work is in progress under Pradhan Mantri Gram Sadak Yojana - this needs to be seriously considered. We also demand introduction of certain new trains like a train to connect Medinipur - the district headquarter and one train to run from Howrah to Jaipur via Kharagpur. The train which plys between Howrah and Jhargram should be extended beyond Santragachi. The New Jalpaiguri-Digha train should be routed through Kharagpur.

With these few proposals, I congratulate Hon. Minister and conclude my speech.

*[Translation]*

SHRI SUSHIL KUMAR SINGH (Aurangabad): Mr. Chairman Sir, I express my gratitude to you for allowing me to participate in the discussion on Rail Budget. I will come straight to the point. It has been seen in the recent years that students belonging to Hindi speaking belt have been beaten up and have faced other problems too due to which they were unable to sit in the competitive exams in Mumbai or in Mysore conducted by Ministry of Railways to fill various posts. In this regard, I would like to suggest to conduct competitive exams under eastern railway to fill the posts in Western Railway, and similarly hold competitive exam for Eastern Railway in Central Railway. Competitive exams should be conducted in this way in various parts of the country to remove the feeling of regionalism and to ensure that students from all over India can go and sit in the exams in any part of the country.

Sir, secondly, I would like to say that hon'ble Minister has announced to develop various stations in the country as model stations. I would like to put forth my demand that Anugrah Narayan Road Railway Station and Rafiganj Railway Station falling in my Parliamentary Constituency Aurangabad in Bihar should be developed as model stations.

MR. CHAIRMAN: Okay, Sushil ji. Please lay all your remaining points on the Table.

SHRI SUSHIL KUMAR SINGH: Mr. Chairman Sir, hon'ble Minister of Railways has announced in the budget to develop Gaya Station of Mughalsarai Division under E.C.R. as per international standards keeping in view its international significance. I welcome this step and congratulate her for it. I would also like to request to attach one AC-I compartment in Mahabodhi Express the

only train plying from Delhi-Gaya keeping in view the international significance of Gaya and convenience of international tourists. Besides, I would like to say that projects such as under construction mega bridge on Son river in Grand Cord line, construction of two over bridges at Anugrah Narayan Road Station on the Eastern side on N.H. 98 in Sasaram, Dehri Onson and Gaya on the same line etc. Announced by the previous Ministers of Railways with regard to Bihar may be completed within a definite time period by allocating appropriate funds for the same...(*Interruptions*)

MR. CHAIRMAN: Sushil Kumar Singh ji, please conclude now. Kindly lay all your suggestions on the Table.

SHRI SUSHIL KUMAR SINGH: Mr. Chairman Sir, I lay the rest of my speech on the Table of the House.

\*Hon'ble Minister of Railways has announced in the budget to upgrade Mughalsarai division's international famed station Gaya as a station of international standard in ECR. I welcome and congratulate this move as well as urge upon the Government that keeping in view the international importance of Bodh Gaya and facilities to international tourists, a first class Air-conditioned coach may be added in the only train running between Delhi and Gaya.

In addition to that, I would like to submit that all the projects announced for Bihar during the tenure of former Ministers of Railways may be completed within a definite time frame by providing sufficient funds for them. It includes under construction mega bridge at grand cord line on Sone River, construction of two rail over bridges on the eastern side of Anugrah Narayan road at NH 98 at Sasaram and Dehri on Sone on this line and another one in Gaya. Completion of incomplete work of Arau-Sasaram rail line, doubling and electrification of Patna-Gaya rail line, construction of rail line between Bihta and Aurangabad and Gaya to Chatra via Rafiganj, survey of which has already been conducted.

In addition, I demand to urgently introduce a train between Mohania to Patna so that people from different districts of Bihar may reach the capital city of Patna on time. The examination for recruitment to different posts should be conducted at different places of the country to enable the people to go to the different parts of the country so that problem of regionalism can be solved.

---

\*...\*This part of the Speech was laid on the Table.

2. Model station - A.N. Road

2. Rafi Ganj

National Rehabilitation Act.

4. Why there is any objection on white paper?

People should welcome the white paper if they claim that work is being done honestly.

Permanent arrangement should be made to run the trains on time and time schedule should be followed strictly. All the sections for the society which are symbol of motherland and struggle, should be taken care of.

Duranto Express - Mohania to Patna.

Thank you for upgrading Gaya station as a station of international standard. I am not making any new demand rather I urge upon the hon'ble Minister of Railways to implement the projects announced by her in the budget.

The work on projects of Ministry of Railways like Bihta, Aurangabad new rail line being implemented in Bihar may be completed urgently.

A mega bridge on broad gauge line over Sone River should be constructed.

Rail over bridge at Dehri-Sasaram-Gaya line. A first class air-conditioned coach may be added in Mahabodhi Express.

Survey should be conducted for Gaya-Chatra rail line. The work on Ara-Sasaram line is incomplete.

Gaya-Patna rail line should be doubled and electrified.

A freight corridor centre should be constructed at Sone Nagar.

Cold storages should be constructed with the consent of State Governments on the lines of hospitals being constructed by Railways and metalled road should also be constructed parallel to main rail lines.

[English]

\*SHRI ADHALRAO PATIL SHIVAJI (Shirur): On behalf of my party-Shiv Sena, I place on record my

opposition to the Railway Budget 2009-10. The Railway Minister has prepared the budget keeping in view her 'vote bank' ignoring demands of all other states. While I welcome certain measures like special trains for ladies, youngsters and Maharashtra have not been accepted.

As a result of my constant persuasion since last so many years, I am very much pleased to learn that a new line has been announced between Pune-Nashik. I profusely thank Ms. Mamta Banerjee for this. However, demand for new lines Kalyan-Ahmednagar *via* Malshej Ghat has not been fulfilled. Mumbai has received step-motherly treatment in this budget. Except for non-stop trains, a freight corridor and security issue, no special proposal has been included in the budget.

Like her predecessor, the Hon. Railway Minister has showered largesse on her own state. To mention a few, out of 309 Adarsh Stations, the share of West Bengal is 181, out of 57 new trains, 15 have been given to her home state, of the 53 new lines, 19 will be laid in West Bengal. On the other hand, only 2 new rail lines have been proposed in Maharashtra i.e. Pune-Nashik and Nanded-Bidar. This has left people of Maharashtra disappointed with the budget.

The long standing demands of Maharashtra are as follows:

New rail line between Kalyan-Ahmednagar through Malshej Ghat. An entry of this railway route has already been made in the Pink Book of the Railway Board. This route, when completed would give major thrust to industrial development, tourism & pilgrimage, transport of agri-products, generation of employment will bring Marathwada, Vidharbha and South India closer.

Construction of newly announced Pune-Nashik rail to commence early.

Doubling of lines and electrification of Daund-Manmad route, which will save time of pilgrims visiting Shirdi.

Electrification of Lonawala-Daund section has been sanctioned long back. But the work is yet to start. The work should commence immediately. After completion of this work, Lonawala-Pune locals could run up to Daund, which will help passengers from rural areas.

There is only one train from Pune to Kolkata *i.e.* Azad Hind Express, which is having heavy rush round

the year. Therefore, one more Super fast train is required on this route.

There is heavy rush of passengers going from Pune to Rajasthan. Pune-Jodhpur-Pune runs once a week. The frequency may please be increased to thrice a week.

Innumerable pilgrims and tourists go to Ajmer, Udaipur and Jaipur round the year. At present, a Holiday special train was running on this route till June, 2009. A regular train is essential on this route.

Only one train between Pune & Hyderabad is available since last many years. In view of the increased population, second train may be introduced on this route.

Pune-Kanyakumari train should run *via* Panvel-Konkan.

Mumbai-Shirdi *via* Pune train has only 8 bogies. In view of the increased passenger flow, the number of bogies should be increased up to 15.

Mumbai-Pune Indrayani Express has been extended up to Solapur as a Special train till 30.09.2009. This facility should be made permanent.

For convenience of passengers going towards W. Begnal, U.P. and Bihar, Pune-Mumbai-Pune Pragati Express be given a stoppage at Kalyan station.

Generally, offices in Mumbai open at 10.00 A.M. Pune-Mumbai Deccan Queen reaches Mumbai at 10.30 A.M., causing late marks to office goers. Therefore, Deccan Queen should start from Pune at 06.45 AM.

Pantry cars are not attached to Pune-Jodhpur and Bhusawa-Nizamuddin-Gondwana Express. As a result, passengers have to consume food items from un-authorized hawkers at exorbitant prices.

Ms. Mamata Banerjee was more focussed on her home state as most of the major projects have been earmarked for West Bengal like Lalgarh, Nandigram & Singur. Maharashtra has not figured in her scheme of things, at all. The Railway Budget was opportunistic and lacking long-term perspective. A lot more was definitely expected from Ms. Mamata Banerjee. In a nutshell, it is just a cover-up operation for the 'unrealistically high targets' set by Lalu Ji.

*[Translation]*

SHRI SOHAN POTAI (Kanker): Mr. Chairman, Sir, hon'ble Minister of Railways while presenting the rail budget stated that this budget aimed at the welfare of the poor and backward people and developing the backward regions. In the State of Chhattisgarh, there is a sizable population of people belonging to the Scheduled Castes, Scheduled Tribes and other backward class. Around 96 per cent population of the state is poverty ridden and belongs to the above class. Chhattisgarh is famous in the country for Iron ore, Aluminum ore and Coal... (*Interruptions*)

MR. CHAIRMAN: Sohan Potaiji, please conclude now and lay the rest of your speech on the table.

SHRI SOHAN POTAI: Mr. Chairman, sir, you are giving one minutes time to each member, will you not allow me to speak even for a minute. As you are insisting, I will lay rest of my speech just after speaking about my area.

Mr. Chairman, Sir, you have given one minutes time to each member, will you not allow me to speak even for a minute? All right, if you are insisting, I will speak only about my area. There has been a long pending demand of introducing rail services in my constituency. Hon'ble Minister is sitting here. I would like to state that including my constituency Kanker, seven districts of Chhattisgarh are deprived of rail services. A survey should be conducted in this regard to lay a rail line there and the narrow gauge line passing through Raipur Dhamtari railway station should be converted into broad gauge and if that line is extended upto 60 kilometers then it can reach Kanker. It will not incur huge expenditure and the total amount of compensation in lieu of forest and private land will be around rupees 60 crore only...(*Interruptions*)

*[English]*

MR. CHAIRMAN: If you have any more suggestion, please lay it here on the Table. Please take your seat.

*[Translation]*

SHRI SOHAN POTAI: I will conclude my speech within half minute. Secondly, It has been announced that will run thrie Durg-Nizamuddin Chhattisgarh Express which runs twice a week a week. I request that service of that train should be made regular. Thirdly, the route

of New Delhi-Bilaspur Rajdhani Express should be extended upto Howrah...*(Interruptions)*

*[English]*

MR. CHAIRMAN: You can give that suggestion in writing. There is no time please.

*[Translation]*

SHRI SOHAN POTAI: I would conclude it in just five seconds. It has been extended upto Howrah and the people of Chhattisgarh are not getting tickets for its capital city Raipur, therefore, two more coaches should be attached to it so that people of Chhattisgarh could also be benefited.

*[English]*

I am also laying my rest of the speech on the Table.

*[Translation]*

\*Hon. Minister has mentioned in her speech that everyone should have the right of development like the right to vote in a democracy. Time has come that they should be given their share in development. The upliftment of the poor and the dalits should be the major welfare act of any Government.

Nowhere in the budget it has been reflected that the development would help large number of poor or backward people of the country. People of the unorganised sector having less than Rs. 1500 income per month in would be issued in MST in 25 rupees for travelling upto 100 kilometers and no surcharge would be levied on it. It would facilitate journey of lakhs of people with respect. How the people belonging to the unorganized sector having an earning of 1500 rupees per month would be identified, because even the labourer earn 70 to 100 rupees per day which exceeds 1500 rupees in a month, it should be clarified.

Sir, the Scheduled Castes/Scheduled Tribes and backward people are in majority in Chhattisgarh. Many districts of the state are not covered by rail services, whereas iron ore, coal, aluminium ore, lime stone and other minerals are in abundance here. Major industries like steel, energy and cement are based on it and are established here in large number. So much so that when the railways were using sal tree for laying railway tracks, Chhattisgarh was contributing the maximum demand.

\*...\*This part of the Speech was laid on the Table.

The South Eastern Central Railway Zone, Bilaspur earns maximum revenue for the railways in comparison to the other zones and our state is the most backward one regarding rail facilities.

Even today many districts such as Kanker, Kawardha, Jashpur, Narayanpur, Bijapur do not have rail facilities, then how it would help in the development of backward regions.

Through you, I would request the hon. Rail Minister that other issues related to the railways of Chhattisgarh including the construction of a new rail route in my constituency should be included in the budget.

1. There is a need to lay new line by conversing the narrow gauge line of Raipur-Dhantari into broad gage and extend it upto Trek Gurur, Charma, Kanker.

Or

The Durg-Delhi Rajhara rail line should be linked with by laying a new line from Pondi station at the 6th kilometer stone of Tandula canal to Karhibhadar Manguchuva, Pitechuva, Roptola gram Bheja district Durgh via Charama, Dargahan, Telgra, Makri, Thelkaboand and Kanker.

Or

2. The passenger of Chhattisgarh do not get seats in adequate numbers in New Delhi-Bilaspur Rajdhani Express due to its extension upto Howrah. Therefore, there is a need to attach two more coaches in it.
3. The frequency of Durg-Nizamuddin Chhattisgarh Sampark Kranti express has been increased upto thrice instead of twice in a week, it should be run daily.
4. Introduction of a new train between Durg-Bilaspur-Jammu.
5. Introduction of a new train between Durg-Guwahati.
6. A computerized reservation centre should be opened at Balod district Durg.\*

SHRI HARSH VARDHAN (Maharajganj, U.P.): Hon. Chairman Sir, I express my gratitude to you for giving me an opportunity to express my views on the Railway Budget. I congratulate the Railway Minister on her presentation of the Railway Budget and I have to mention two three things only.

First of all 62 years have passed since we get independence and Buddhist pilgrims visit India in large numbers but even today Shrawasti, the birthplace of Mahatma Budha, Kapilvastu and Lumbini, his place of Nirvana, Kushinagar and Shrawasti, where he used to spent his four months (Chaumash) are not linked by the railways. Bodh Gaya and Sarnath are linked by the railways. If these three places are linked by the railways, if Gorakhpur to Hetimpur, Balrampur to Shrawasti, and Naugarh to Kapilvastu are linked by the rail line then certainly there would be an increase in the number of the Buddhist 'Bhikshu' and Buddhist who visit these places. The tourism industry of India would grow tremendously and our country would be able to earn foreign exchange.

I would like to draw the attention of the hon. Minister towards two other points also. There is a rail line from Anand Nagar to Maharajganj *via* Ghugli in my area. Maharajganj district is not linked by the rail services. An enegineering cum traffic survey was done in this regard and I would like to quote a few lines of it.

*[English]*

"The construction of the project line will provide an alternative between Gonda and Muzaffarpur *via* Narkatiaganj. As such the over-saturated Gonda-Gorakhpur Section and Gorakhpur Junction in particular, will get relief."

*[Translation]*

Still it has not been considered due to political considerations. There was only one reason, minus 7.83, the socio economic reason and these rail lines have been laid whereas four reasons each have been given here. It is my humble request to the hon. Minister to lay these lines. This is the report of the railways and not mine. I would like to mention the third thing that even after 62 years of independence, the name of railway stations are in the name of Britishers which shows our mentality of slavery. In my own constituency, Pepeganj, Compareganj and Bridgemanganj stations are named after Mr. Pepe, Mr. Compare and Mr. Bridgeman. Hon. Minister should do every thing to rename such stations but she could say that it should be done by the Home Ministry. I would say that the Home Ministry has been requested many times. If the Home Ministry is doing nothing then Hon. Minister, it shows the mentality of slavery...*(Interruptions)*

*[English]*

MR. CHAIRMAN: It is a very good suggestion. The Minister has noted that.

*[Translation]*

SHRI HARSH VARDHAN: I am concluding. Hon. Minister should take the suggestions of M.Ps. to get the details of such railway stations named after the Britishers.

*[English]*

MR. CHAIRMAN: You made that point. Please conclude.

*[Translation]*

SHRI HARSH VARDHAN: I am concluding just after making one more point that gauge conversion of Gorakhpur-Nautanva rail line is being done. I have to state that this work was supposed to be completed in a period of 3 months from 26th September. Today, more than seven months have passed but the work is yet to be completed. It is a serious matter...*(Interruptions)*

MR. CHAIRMAN: Your point has been noted.

SHRI HARSH VARDHAN...*(Interruptions)* Since, it would be there and Barabanki...*(Interruptions)*

MR. CHAIRMAN: Hon'ble Minister has noted your point. You may take your seat.

SHRI HARSH VARDHAN: Barabanki...*(Interruptions)* the electrification work...*(Interruptions)* it should be modified to cover Gorakhpur also...*(Interruptions)*

\*Sir, due to induction of the coolies in the Railways during the previoius years, the number of coolies in railways has come down considerably which is causing hardship to the passengers at railway stations.

There is an urgent need to recruit new coolies.

In addition, the rates of remuneration of coolies should be re-fixed and it should be enhanced. Railway management should also take appropriate action to prevent coolies from charging remuneration from passengers arbitrarily so that they are not harassed.

Sir, unfair means in recruitment of Group 'D' employees is a serious matter, as it is entirely related to corrupt practices. Thousands of recruitments made



during the year 2005-2006 and 2006-2007 by the then General Manager of North-Eastern Railways suggest that it was done more to fulfill the vested interest than to fulfil the requirement because no HOD had raised any such demand for the same. The similar situation is prevailing in other railway zones also and I personally know about it. It is a clear cut case of corruption and action should be taken against the guilty officers to fulfil the need of justice and in the public interest.\*

SHRI GOVIND PRASAD MISHRA (Sidhi): Sir, I would like to thank hon'ble Minister of Railways for giving importance to social aspect rather than economic aspect of rail services and she deserves thanks for this.

Sir, I represent Sidhi Parliamentary Constituency. Sidhi and Singrauli are two important places. I would like to draw attention of the Minister of Railways towards the fact that there is no rail line in Sidhi District as on date. You may appreciate my point that Sidhi is still deprived of rail services. Singrauli falls in my constituency. Around 20 thousand megawatt of electricity is generated there and an MOU has been signed for generation of around 25 thousand megawatts of electricity more. There are 12 Coal Mine projects of MCL in Singrauli. Even after being such an important place, local people have no facility of transportation to reach Delhi and Mumbai from there. There is only one train which runs between Howrah and Jabalpur and this train runs from Howrah to Bhopal once a week. Except this, there is no other train in that area.

Mr. Chairman, Sir, through you, I would like to state that new trains should be introduced from Singrauli to Delhi and Mumbai. Foundation stone of the office of DRM was laid there in 1997 and the then Chief Minister of Madhya Pradesh and a former Union minister were also present during that ceremony but no work has been commenced there so far. 200 hectares of land is also available there for this purpose. I would like to submit to the Minister of Railways that Singrauli is the highest revenue generating station of that division so, DRM office should be opened there...*(Interruptions)*

MR. CHAIRMAN: Mishraji you may give rest of your suggestions in writing.

\*SHRI GOVIND PRASAD MISHRA: Through you, I would like to convey my thanks to hon'ble Minister. Financial gain has its own importance but, social aspect

of development should also be given equal importance. It is a historical decision, which deserves to be welcomed.

My Parliamentary Constituency, Sidhi consists of district Sidhi and These districts have been victim of lopsided district Singrauli area. Both the districts are backward and poor. These districts have been victim of lopsided development since last 60 years.

Mining in around 10 Coal Mines by NCL in Singrauli district is going on in Sidhi Parliamentary constituency. NTPC is generating around 20,000 megawatts of electricity in the radius of thirty kilometers area. In addition, new plants are being set up to generate 25,000 megawatts of electricity. People from all parts of the country are engaged in different projects in Singrauli. But, there is no facility of transportation.

Train between Howrah to Jabalpur plies daily and Howrah-Bhopal runs in a week. Moreover, a passenger train is running between Katni to Dhopan and it is becoming difficult to travel.

1. The Howrah-Bhopal train running once a week should be plied three day a week.
2. There is no train from Singrauli to Delhi and Mumbai. Trains for Delhi and Mumbai should be introduced or other trains should be extended upto there.
3. The DRM office a Singrauli inaugurated by the then Railway Minister in 1997 (13.11.97) but work has not started till date whereas 200 hectares of land is available there. Railway land has been encroached upon. Kindly open the office of the DRM there.
4. The Lalitpur-Satna-Rewa-Singrauli railway line has been included in the budget but the budget has not been made available on priority basis. Please make arrangement to lay the 80 kilometer rail line of Rewa-Sidhi by providing budget on priority basis to link the district directly with rail.
5. Howrah-Jabalpur (Shaktipunj) train passes from Sidhi district touching its southern border but does not stops at railway stations situated at the boder of Sidhi district. Therefore, approval should be given to provide halt at any of the two stations of Madwas or Bhadaura so that people of Sidhi district could get the benefit of it.\*

\*...\*This part of the Speech was laid on the Table.

\*SHRI CHANDRAKANT KHAIRE (Aurangabad): I my laying my speech on rail Budget on the Table of the House. I belong to Sambhajinagar (Aurangabad) of Marathwada region, hon. Minister of Railways had presented her first rail budget in 1999. Today five projects of Marathwada region are being completed out of that budget. The work would not have commenced had the hon. Minister not provided 117 crores rupees at that time.

My only demand is that a new route from Sheregaon (scrly) Vaijapur to Purnatamba be constructed and it would entail only 37 crores rupees. With the completion of this route Shirdi would be linked directly to Tirupati which would facilitate the pilgrims.

The Janshatabdi express from Aurangabad to Mumbai and Mumbai to Aurangabad should be provided a stoppage of two minutes at Sheregaon (scrly) station.

Marathwada region falls in south central railway. It is a marathi - speaking region. I would request and the Government of Maharashtra and Andhra Pradesh have also requested that it should be brought under Central Railway. It is a long-standing demand and kindly make the Marathi people happy by according approval to it.

SHRIMATI SANTOSH CHOWDHARY (Hoshiarpur): Mr. Chairman, sir, through you, I would like to thank hon. Minister of Railways, who is a strong railway minister in this august House that she has presented a budget which is in favour of common man. The people of India are overwhelmed. I would like to congratulate and thank her generously.

Sir, the time is short, I, therefore, would express my viewpoint on two issues only. The first is related to my constituency from where I have been elected, and the other is about which the hon. Minister has mentioned in her rail budget speech, *i.e.* arrangements would be made for cleanliness and sanitation alongside the railway tracks. All the hon. members have made their point about the cleanliness arrangements, but nobody has said anything about the person who is going to perform the task. I would like to submit that I got the opportunity to serve as chairperson of Rashtriya Safai Karmchari Aayog from November, 2004 to March, 2009. I have seen the hardships of scavengers very closely working at railway stations in metro-politan cities to scavengers working at small railway stations throughout the country and

empathized with them. Most of the scavengers at railway stations are on contract basis.

Sir, it has been mentioned here that 14 lakh scavengers are working at present, it is a matter of great pleasure. But, perhaps, these 14 lac scavengers are those who are permanent. But people who are working on contract basis are countless. I would like to submit to hon. Minister that they are being exploited. They are not being awarded minimum wages. According to a notification dated 8th August, 2008, the scavengers in India have been categorized in three classes. Under which, a minimum of Rs. 180, Rs. 150 and Rs. 120 Rupees have been prescribed for 'A', 'B', 'C' categories respectively. Since I have left my job recently, I know that they are not being remunerated according to the prescribed rates. It is an important issue. When hon. Minister is inclined to work for the welfare of poor people, she should see that jobs provided on contract basis neither provide job security nor any...(*Interruptions*)

MR. CHAIRMAN: Santosh ji, please give remammg suggestions in writing...(*Interruptions*)

SHRIMATI SANTOSH CHOWDHARY: My other point which I would like to discuss concerns my constituency...(*Interruptions*)

[*English*]

MR. CHAIRMAN: You can give that suggestion in writing. Thank you.

[*Translation*]

SHRIMATI SANTOSH CHOWDHARY: I have been elected from Hoshiarpur...(*Interruptions*)

[*English*]

MR. CHAIRMAN: You can give remaining suggestions in writing. Whatever suggestions you are going to give about your constituency, please give them in writing.

[*Translation*]

SHRIMATI SANTOSH CHOWDHARY: Please let me speak for a minute. A new rail line for a stretch of only 40 km. is required there. Please get its survey done. I will give remaining 2-3 points in writing.

\*Mr. Chairman, Sir, I would like to congratulate hon. Minister of Railways, a truly empowered woman that she has realized the vision of UPA Government for the poor people whose mandate brought it into power.

Mr. Chairman, Sir, hon. Minister has put a question before the largest court of India through her rail budget speech whether rail projects should be measured on economic scale or should there be viewed from a social point of view. This question of hon. Minister is important in itself and at the same time, it is demand of time.

The same question bothered the first Prime Minister of India Pandit Jawahar Lal Nehru many years ago. India was a poor country, she was not in a position to manufacture even a pain. His concern was as to how to look after all the classes. That is why he prepared a draft of five-year plan. Big factories were established, Bhakhra dam was built, Government schools were opened so that the poor and rich both may move on the path of progress by getting their families educated to alleviate poverty from India.

Mr. Chairman, Sir, hon. Minister of Railways has quoted those lines of Construction which confer equal rights upon all the citizens of India in this context only.

Mr. Chairman, Sir, hon. Minister's intention to do something for common man is reflecting in her whole speech. Lot of people like me have given her the name of Messiah.

But, I would like to draw hon. Minister's kind attention towards scavengers working with Railways. I was appointed chairperson of Rashtriya Safai Karmchari Aayog from 2004 to March, 2009 by Dr. Man Mohan Singhji and Shrimati Sonia Gandhi and I got the opportunity to listen to the sufferings of scavengers working at various railway stations from Metros to small stations. Their condition is quite miserable. Posts are not being filled up and work is being done on contract basis. Contractors exploit them and they do not get full wages on time. Hon'ble Minister is requested to pay special attention towards the poor scavengers who take care of sanitation and make thing better for others.

A single doctor can attend to the needs of passengers travelling by Shatabdi or Rajdhani Express but a 'safai karmchari' cannot manage to do the huge task of cleanliness singlehandedly.

At last, I request you to provide new railway line on priority basis in my Parliamentary Constituency Hoshiarpur which is a reserved seat and upgrade it into Model Railway Station. Hoshiarpur has get even more recognition since hon'ble Prime Minister has close association with Hoshiarpur. He completed his M.A. (Economics) in the year 1953-54, 54-55 from here. He was the topper and he also worked there as a teacher. Hence, Hoshiarpur assumes even more importance. Hon'ble Prime Minister has said in his speech that everybody has a right to get benefits of development just as they have the right to vote.

I would like to submit to hon'ble Minister that I have been elected to 15th Lok Sabha from Hoshiarpur parliamentary constituency of Punjab. Railway Station was constructed here during British reign in 1905 and a train consisting of 16 bogies used to run from Hoshiarpur to Peshawar but unfortunately Railways have taken away this facility from people of Hoshiarpur and reduced the number of bogies from 16 to 3-4. Moreover, these bogies are attached to Jammu Mail, which reach Jalandhar at 4.30 hrs. in the morning from Delhi and another engine is attached to these bogies for Hoshiarpur and same engine brings the bogies back to Jalandhar from Hoshiarpur in the evening at 7.15. Others are DMU trains.

I would like to tell hon'ble Minister that Hoshiarpur is a backward area of Doaba region in Punjab. Most of the area is hilly and adjacent to the border area of Himachal Pradesh. It is the state of 'Rishi', 'Muni' and 'Pir Paigambers'. Lakhs of pilgrims visit Chintapurni, Jwalaji, Chamunda Devi pilgrimages through this route only. Hoshiarpur is the main gate of Himachal Pradesh. Industrialists of other states have set up factories in Himachal Pradesh after the state was given industrial package. Hence, they too are waiting for more railway facilities there.

Numerous demands have been put before hon'ble Minister but nobody has made any effort to remove backwardness of Hoshiarpur by including it in the list of backward districts.

I hope that hon. Minister may lead the people of Hoshiarpur on the path of development under the leadership of Soniaji and the hon. Prime Minister.

1. New Rail line - Hoshiarpur should be connected to Una for which only 40 k.m. rail line is required to be laid. Jalwara to Mukarian; Ranjit Sagar

Dame-Railway line was there but is no longer there.

2. New Train Services - (A) Hoshiarpur to Amritsar (with engine)

(B) Pathankot to Amritsar (with engine) (It is the demand of people of Tanda, Dasuha and Mukarian)

(C) Hoshiarpur-Jalandhar-Ferozpur (with engine)

3. Model Station - (A) Hoshiarpur - District Hoshiarpur

(B) Phagwada-District Kapurthala

At last, I would like to say to hon'ble Minister before concluding my speech -

'Kanton Ko Mat Nikal Chaman Se Ae Bagwan Hum Bhi Gulon Ke Saath Khile Hain Bahar Mein'.

This is what the people of Hoshiarpur would like to tell the hon. Minister.\*

SHRI MAKANSINGH SOLANKI (Khargone): Sir, I thank you for giving me an opportunity to speak on Rail Budget. I have been elected as a Member of Parliament from Khargone (Madhya Pradesh) constituency for the first time. Kindly take note of my views. The area, which is well connected with rail, is being paid much attention whereas the underdeveloped areas, which required people attention, are being neglected. Why is it so?

Khargone and Badvani districts of Madhya Pradesh are most backward and 70 percent tribals live there. For the last 50 years, former M.P. had made this demand but I do not know why the same is not fulfilled. But it is my demand and the demand of the people of my area to hon'ble Minister of Railways that laying rail line from Khandva of Madhya Pradesh to Khargone, Badvani, Dhar and from Sabua to Dahod (Gujarat) will check unemployment in Khargone and Badvani districts and tribals migrating to Maharashtra and Gujarat will get employment. Factories and big industries will be set up wherein people will get employment. There will be all round development of the region because of transportation. The development of Western Madhya Pradesh would be possible only after laying rail line from Nimad to Khargone, Badvani and Dhar.

I would like to submit to the hon'ble Minister of Railways if social justice and welfare for the poor are targeted in the Rail Budget then, how our region is deprived off this social justice?

I again request hon'ble Minister of Railways that rail line should be laid in Khargone and Badvani in near future. This is the demand from me and people of my constituency.

*[English]*

SHRI PRADEEP MAJHI (Nabarangpur): Respected Chairman Sir, I am a first-timer and thank you for giving me this opportunity. I will try my best to finish my speech within one minute.

*[Translation]*

Today, Member of Parliament from BJD were raising slogans and demonstrating out side the Parliament House. They were jeering Mamtaji honting Hai-Hai, Mamta ji down-down. I would like to say something in this regard. It has happened for the first time in the history of Orissa that

*[English]*

out of five new railway lines, four are meant for backward regions.

*[Translation]*

It is a record in itself and I would like to thank Mamtaji for this that she has allotted four new rail lines for backward region. She has also sanctioned a new train for backward region. I thank a lot to Mamtaji, U.P.A Government, hon'ble Prime Minister and Sonijai for this. do not approve of slogan given by the BJD.

*[English]*

MR. CHAIRMAN: Now, it is 10 o'clock and our time is over. There are seven more Members to speak. I will request them to take one minute each. So, with the consent of the House, I extend the time for another 15 minutes and we will hear all the seven Members. So, please do not send any more slips.

Shri Arjun Ram Meghwal.

**22.00 hrs.**

*[Translation]*

SHRI ARJUN RAM MEGHWAL (Bikaner): Mr. Chairman Sir, I thank you for allowing me to speak on the Rail Budget. Let me come straight to the point and

I would conclude in two minutes. I have been elected from Bikaner Parliament Constituency of Rajasthan. A matter related to the gauge conversion in Bikaner has been laying pending since long,

*[English]*

and the Railways had promised that this gauge conversion would be finished by January 2010. Therefore, I request, through you, to the hon. Railway Minister to please ensure that it is finished by January 2010. This is my first request.

Secondly, as regards the Railway Workshop, it is a very old workshop.

*[Translation]*

Railways has also many times tried to close it. Through you, I want to request hon'ble Minister of Railways that railway workshop in Bikaner should not be closed as it is a technically competent rail workshop. This workshop should be upgraded and modernized. Anupgarh area falls under Bikaner. There is requirement of ROB on strategic point of view should also be considered in railways. My request is that rail line should be laid from Anupgarh to Bikaner via Khajuwala.

My submission is that there should be a national policy for the construction of underbridges and over bridges. These overbridges are required in my constituency. My demand there is if the overbridges are constructed after conducting the survey of the area, we can overcome the problem of railway crossing in Bikaner. If gauge conversion of Bikaner is done, there were three trains on Delhi-Bikaner route, the same was the condition in pre-independence era, but there is no direct train even today. There is a train, which arrives via Bhatinda. It is my request that overnight train should be sanctioned till the gauge conversion between Bikaner and Delhi is undertaken.

Mr. Chairman Sir, I would like to give some small suggestions. Mobile charging facility is available everywhere so it should be provided here also. Choak room facility should be provided in railway as passengers remain worried about their luggage. My demand is if a cloak room is provided in a coach, it would be a good facility. Ticket is provided to one companion of an M.P. The session is on and if we are coming by plane then companion cannot come by train. My suggestion is that if companion is allowed for five to seven days, then the problems of all MPs would be solved.

*[English]*

I also lay my rest of the speech on the Table.

*[Translation]*

\*I thank you for giving me an opportunity to participate in the Rail Budget presented by Ms. Mamta Banerjee and put forward certain suggestions through you.

### **Gauge Conversion**

The target for gauge conversion of 1300 kilometers has been fixed, in which the gauge conversion work from Delhi to Bikaner, which has been completed upto Sadulpur, has not been included and it has resulted in resentment among the people living in the border areas like Bikaner Parliamentary Constituency.

The target of completing gauge conversion from Bikaner to Delhi was scheduled to be achieved by January 2010 in the previous Rail Budget too, but the work is progressing at a rail's pace due to non-availability of sleepers. Therefore, its progress is likely to get much slower due to its non-inclusion in the Rail Budget. I therefore, demand that the gauge conversion work from Delhi to Bikaner should be completed by January 2010 itself as per the policy announced earlier.

### **New Rail Lines**

New Rail lines have been mentioned at page no. 32 in the Rail Budget. Anoopgarh in Bikaner Parliamentary Constituency is not linked by rail. This area is adjacent to Pakistan border. In view of its strategic importance even the Army has demanded to link Anoopgarh to Bikaner via Khajuwala and I reiterate the same demand, through you.

### **Rail Factory**

A rail workshop was established in Bikaner before Independence. There are only four rail factories in Rajasthan, one each in Bikaner and Jodhpur and two in Ajmer. There has been a long pending demand to upgrade and modernize the Bikaner factory. The Railway Employees Association are staging agitation. Officers of the Railways had assured that it would be modernized soon. I, therefore, demand that the Bikaner Rail Factory should also be included in the list of modernization.

\*...\*This part of the Speech was laid on the Table.

**(a) Rail Overbridge/Underbridge**

There should be a national policy for constructing overbridges underbridges by the Railways. I represent the Bikaner Parliamentary Constituency and the common men are facing difficulty because the railway gates remain closed for mon of the day. I demand that this problem should be solved at the earliest. The construction of rail overbridge at Gajner road in Bikaner is going on slowly. Similarly, the proposal for construction of rail overbridge at Chaukhunti road has been approved but the work has not been initiated till now. I also demand for the construction of a rail over bridge at Koyale Walon Ki Gali in Bikaner. This is the biggest problem of Bikaner city and it is important to solve it.

(b) In Bikaner Parliamentary Constituency Nokha and Lunakransar are two big municipal areas, and the railway crossing in the midst of both the towns has led to a major traffic problem. Therefore, I demand, through you, that separate overbridge should be constructed at Nokha and Lunakransar.

(c) No facility is available to cross the railway crossing to reach prominent villages on trades such as Sadaipur to Bikaner, Bikaner to Nagaur, Bikaner to Ratangarh and Bikaner to Kolayat. Earlier people used to cross it through their own means but gauge conversion has raised the level of ground which has increased the problems of people to visit their fields and neighbouring villages. Therefore, I demand, through you, to the Railway Minister to construct unmanned level crossings after conducting proper survey on all these four rail routes.

**New Passenger trains**

(a) The introduction of Bikaner-Kolkata express has been announced in the budget but it will run once in a week. I demand to run it daily in view of the number of passengers.

(b) The announcement for the introduction of a new train between Mumbai and Bikaner via Jodhpur has been made but it will run twice in a week. I demand to run it daily in view of the number of passengers.

(c) I had requested the honourable Railway Minister earlier to introduce a train to link Southern India with Bikaner, It was requested that Bikaner should be linked with Pune, Chennai, Puri and Bengaluru. I demand, through you, that trains for above places which are available from Jaipur and Jodhpur should be extended up to Bikaner.

(d) It is proposed to close passing of trains via Shridoorangarh railway station due to gauge conversion work by the railway authorities since 1st of August. I would like to submit to the hon. Minister of Railways through you, that rail tracks should be closed up to Bikaner from the said date so that work of gauge conversion may expedite and a new train from Bikaner to Delhi and vice-versa for overnight journey should be started till the work of gauge conversion gets completed.

**Suggestions for rail amenities for passengers**

- (1) Almost all the rail passengers use mobile phones due to a revolution in the field of telecommunications. I would, therefore, like to submit that facility of charging mobile phones should be provided in all the coaches of each train.
- (2) A water point with at least four taps should be set up between every two coaches of each train as it is seen that most of the taps at railway stations are not running because of the nexus of railway authorities with vendors of packaged drinking water.
- (3) A water cooler should be installed under PPP mode in each coach of every train so that passengers may get cold drinking water.
- (4) At railway junctions, where 4-5 trains halt together the driver honks the horn and it creates confusion. I, therefore, would like to suggest that more than one horn should be installed in each train so that passenger could immediately connect.
- (5) Prior to arrival of the stations, announcements may be made in trains on the lines of Delhi Metro.
- (6) A part of each coach in each train may be developed as cloak room so that luggage of the passengers may be kept safely. For this, a sum should be charged from the passengers and the personnels keeping vigil may be remunerated and the department may get fare of the cabin.
- (7) When companion of a Member of Parliament travels along by trains, the journey is free of cost. but when the M.P. travels alone by air and as per the instruction of the Member, his/her companion should be provided a limited free ticket.

[English]

MR. CHAIRMAN: These are very good suggestions. Thank you very much.

SHRI M.K. RAGHAVAN (Kozhikode): Hon. Chairman, Sir, I am very thankful to you for giving me an opportunity to participate in this debate in this august House.

I congratulate the hon. Railway Minister, hon. Mamata Didi for presenting the Railway Budget, which represented the wishes of the *'Aam Aadmi'* of the Nation. It brings out the aspirations of the people who voted back the UPA Government, which is committed towards ensuring social security and social justice to the millions of people of this country. I must congratulate UPA Government; hon. Prime Minister Dr. Manmohan Singhji for his visionary leadership; and our hon. Chairperson Shrimati Soniaji for materializing the aspirations of the poor. I once again thank hon. Mamata Didi for her revolutionary approach in preparing this marvelous Railway Budget, which caters to all the sections of the society including women, youth, and people with less income groups.

I hail from Kozhikode which was once the most significant trading center for the entire world. About 511 years ago, a Portuguese navigator arrived at the Kozhikode harbour with a few bags of gifts for our King Samudiri, who was the owner of the largest fleet of ships in the world at that time. His name was Vasco-da-Gama. From that moment, the history of the world changed and colonialism was born.

The British introduced Railways to transport goods and labour for their own profit. The people revolted against colonial rule. I think that all of you know very well that one of the tragic events of anti-colonial fight of the people of Malabar is known as Wagon Tragedy. The Wagon Tragedy took place when Mapplas revolted against the British Rule. The British forces, as an attempt to punish the revolting Mapplas, put them in airtight wagons and hundreds of revolutionaries were cruelly killed in this manner. It heralded a new chapter of freedom movement in the country, which Mahatma Gandhiji acknowledged.

I appeal to you, Madam Didi, to start a commemorate train service by the name of Wagon Tragedy. Further, considering the importance of this tragedy, you may also initiate setting up a Railway Museum at this site.

Please allow me to make following suggestions for kind necessary action and for the improvement of the Railways in the Malabar Region, which are as follows:

- Upgrade Kozhikode Railway Station to world-class standards;
- Completion of the doubling work from Shornur to Mangalore;
- Commence work of the Guruvayoor line, which is the pilgrim road to the famous lord Krishna Temple;
- Construction of Panniyankara, Calicut (Level Crossing No. 178) Road Over Bridge;
- New Suburban line connecting Kozhikode Railway Station with the Karipur International Airport leading to Malapuram and Angadipuram Railway Stations, which may be commenced immediately;
- Upgradation of Farook and West-Hill Railway Stations;
- Urgent improvement of living conditions of the Railway Staff;
- Trivandrum-Palakkad daily train Amritha Express may be extended to Kozhikode;
- Declare a new Railway Zone for Kerala;
- Take urgent steps to start the proposed Coach-factory and Wagon-factory in Kerala; and
- To start pit line at West-Hill, Calicut.

Didi, you are aware about the visionary Railway architect Shri E. Sreedharan who is the proud son of Malabar. I must congratulate Mr. Sreedharan for the miracle created by him for the Railway sector of this Nation. He has built the prestigious Konkan Railway route and the Delhi Metro. Further, the people of Kerala are very happy to get the respected Shri E. Ahmed, who belongs to this region, as the Minister of State in Railways.

MR. CHAIRMAN: Thank you, Mr. Raghavan. If there are any more suggestions, then you can place it on the Table of the House.

SHRI M.K. RAGHAVAN: Thank you, Sir.

\*Didi, the Kozhikode Railway Station needs your utmost priority. This is the heart of Malabar region from where lakhs of people daily pass. This station needs a lot of infrastructure development. There is acute shortage of staff in the Kozhikode Railway Station, which brings more than Rs. 20 lakh daily to the Railways. Once again, I request you, Didi, to improve the Kozhikode Railway Station, and put it in the list of world-class Railway Stations. Only this ambitious project can meet the wishes, demands and needs of millions of people of Kozhikode.

With these words, I conclude my speech. I congratulate and support the marvelous, '*Aam Aadmi*'—friendly, socialistic and visionary Railway Budget presented by you. Thank you, hon. Mamata Didi. I thank you for your consideration to Kerala this time. Hope you will care for the demands of people of Northern Kerala also.\*

*[Translation]*

SHRI A.T. NANA PATIL (Jalgaon): Mr. Chairman, Sir, through you, would like to thank hon'ble Minister for presenting a common man oriented railway budget. We have been demanding for a passenger train for Maharashtra particularly Jalgaon district for years. The passenger train on Bhusawal-Mumbai route has been discontinued for the last four to five years. Jalgaon is a big producer of banana and supplies it to the entire country. It is a good producer of cotton also. So in view of a thriving market it is necessary to start Bhusawal-Mumbai passenger train as early as possible. Former MPs from my area had raised this demand time and again but it has not been sanctioned as yet. It would be a welcome step if hon'ble Minister of Railways will start a new train to my constituency and Northern Maharashtra. The work of doubling of railway track on Bhusawal-Surat route is going on at a very slow pace and it has been discontinued for the last one year. So, it is necessary to speed up this work to complete it soon. It would be commendable and in favour of business to extend the service of Amrawati-Surat passenger train upto Ahmedabad and to give its stoppage at Dhargaon. Dhargaon is a thriving market. We request the hon. Minister to fulfill the demand. We would request Railways to provide special racks for transportation of Banana produced there, as it can become an ensuing market. I would request the hon'ble Minister to include our demand in the budget which relates to starting new train and providing stoppage at our constituency.

\*...\*This part of the Speech was laid on the Table.

*[English]*

DR. PRABHA KISHOR TAVIAD (Dahod): Sir, I thank you for sparing some time for me. I stand up to thank Mamata Didi for presenting the Railway Budget for *aam aadmi* with a human touch. It has the blessings of our UPA Chairperson, Soniaji, guidance from the hon. Prime Minister Dr. Manmohan Singh, and support from the Finance Minister Pranab Mukherjee Sahib. I am from Dahod, Sir. It is the poorest district in India.

The following trains pass through Dahod: Jammu Tawi to Bandra – four days; Hapa-Rajkot-Ahmedabad; Gujarat Sampark Kranti; Bandra-Ajmer; Rajdhani, Bombay-Delhi; Rajdhani August Kranti; and Garib Rath. Though the train is called 'Garib Rath', it is not having a stoppage at Dahod. Dahod is situated 150 kilometres away from Baroda, and it is 115 kilometres away from Ratlam. The passengers from Dahod have to go to these two stations to catch the train.

Sir, we have got four trains which stop at Dahod. The Jammu Tawi-Bandra train would no longer be stopping at Dahod from 25th of July, 2009 onwards.

MR. CHAIRMAN: Please conclude.

DR. PRABHA KISHOR TAVIAD: Sir, I expect you to give me only two minutes to complete my speech, and I wish that Mamata Didi would allow the stoppage of the above train at Dahod for only two minutes.

I wish to make one more point. Dahod is having ample space for development of a railway workshop because once, in early 1980s, bogie manufacturing was also planned for.

But for some reason, it has been taken away from Dahod. We have thought that Kumari Mamata Didi will help us. We have got multi-complexes in other stations like Baroda, Gandhidham. We have got Ahmedabad and Porbandar. But we have not got any centre from Gujarat in the list of 375 centres. We hope, there is an ample scope in this regard.

There are three important railway level crossings. These crossings are kept closed. We would request that a guard be kept at these railways level crossings.

I also lay my rest of the speech on the Table.

\*I thank Mamata Didi for presenting the Railway Budget for *Aam Aadmi* with human touch.

\*...\*This part of the Speech was laid on the Table.



I am from Dahod-Gujarat, the tribal dominated District which is the poorest district in India.

The people of Dahod District have been facing lot of difficulty as the following trains do not stop at Dahod Railway Station:-

1. For Jammu Tavi-Bandra - 2471-2472, 2473-2474  
Mapa, Rajkot, A'bad - 2475-2476, 2477-2478
2. Gujarat Sampark Kranti - 2917-2918 – 3 days
3. Bandra-Ajmer - 2995-2996
4. Rajdhani-Bombay-New Delhi - 2951-2952
5. Rajdhani-August Kranti - 2953-2954
6. Garib Rath - 2909-2910 – (3 days)

Dahod is 150 Km. away from Vadodara, and 115 Km. from Ratlam. If the trains which I have mentioned above stop ever for 2-3 minutes at Dahod Railway Station, it will help the people of this District to a greater extent as they will have not to go to Vadodara or Ratlam. Hope you will get it done.

Further, Dahod Railway Workshop is having ample scope for manufacturing. Railway at present manufacturing Mamu coaches, Electric Engines, Steel Wagons, M.S. Boxes, etc.

If Dahod Workshop is utilized, we can manufacture more Wagons, Coaches, Steel & Engines etc. instead of acquiring 18000 Wagons from outside.

#### **Adarsh Station**

I am happy to know that 375 Adarsh Stations are to be selected. Some of 309 has been selected, I hope you will include our Dahod in the list of Adarsh.

#### **Backlog-in Railway Recruitments**

I am happy to know that you are going to fill up the back-log of ST/SC and you are going to have better representation to minorities, women & economically backward class.

#### **Guards at Railway Crossing**

I request for guard at level Railway Crossing as under:-

1. 54-C between Dahod-Meghnagar at Anasa Station. Bombay to New Delhi Via Ratlam.

2. Gate No. 16 and 24 on Bombay to New Delhi Railway Line *via* Ratlam.

#### **Nursing and Medical Colleges**

I am happy to know that medical colleges & nursing colleges are started at Railway Hospitals and premises.

Acres of unutilized land is available at Dahod Railway Workshop (Western Railway). So, it will be more feasible if medical and nursing colleges are provided at Dahod Railway premises. These colleges must be without capitations fees and for all students.

I congratulate Railway Minister Madam Mamataji for starting separate trains for youth, women. And also providing facility for unorganized workers to travel 100 Km. daily by paying Rs. 25/- only.

I once again congratulate the Railway Minister for presenting productive, growth oriented and Aam Aadmi Railway Budget.

I am here to thank Mamata Didi for the Railway Budget.

I am from Dahod-Gujarat, the tribal dominated District which is the poorest district in India.

We are asking for two minutes stoppage for few trains as under:

- |                          |  |
|--------------------------|--|
| – For Jammu Tavi-Bandra  | – 2471-2472, 2473-2474, 2475-2476, 2477-2478 |
| – Gujarat Sampark Kranti | – 2917-2918–3 days                           |
| – Bandra-Ajmer           | – 2995-2996                                  |
| – Rajdhani-Bombay        | – New Delhi 2951-2952                        |
| – Rajdhani-August Kranti | – 2953-2954                                  |
| – Garib Rath             | – 2909-2910–(3 days)                         |

Dahod is 150 km from Vadodara and 115 km from Ratlam.

Dahod Railway Workshop is having ample scope for manufacturing. We are at present manufacturing Mamu Coaches, Electric engines, Steel wagon, M.S. boxes, etc.

If our Dahod workshop is utilized, we can manufacture more wagons as we are going to acquire 18000 wagons in the near future.

**Adarsh Station:**

I am happy to know that 375 Adarsh Stations are to be selected. Some 309 has been selected. I hope you will include our DAHOD in the list.

**Backlog in Railway Recruitment**

I am happy to know that you are going to fill up the backlog of ST, SC and you are going to have better representation to minorities, women and economically backward.

I request for Railway Crossing guards at 54-C between Dahod and Meghnagar at Anasa.

I am happy to know that medical colleges and nursing colleges are to be started at Railway hospital but I agree with MP Dr. Tarunbhai that it should not be on capitation fees and it should be available to all and there is unutilized land is also available in railway premises.

Cleanliness in train—The staff is not responding, so the TC should be given instruction to supervise it.\*

*[Translation]*

SHRI C.R. PATIL (Navsari): Mr. Chairman, Sir, first of all I would like to congratulate hon'ble Minister of Railways for presenting a common man oriented budget.

While presenting the Rail Budget hon'ble Minister of Railways has spoken about the dignity of poor people repeatedly. she must believe in it but these big announcements of rail budget seldom benefit the common man. I feel the poor man will have to become poorer to get the benefit of these announcements.

I would request the hon'ble Minister of Railways to increase the ceiling of rupees 1500 upto rupees 2500 or rupees 3000 for issuing monthly rail pass of rupees 25 for common man so that more and more poor people could get its benefit.

I would like to remind the Minister or Railways that she is a Cabinet Minister. She is a Minister of Railways for the entire country. Hon'ble Minister of Railways had said during his speech that "Lalu ji has done a lot for Bihar now its my turn to do something for West Bengal". Coming from her, it is not an appropriate remark. She should think about the entire country without being partial towards any State.

\*Hon'ble Minister of Railways has announced to upgrade all the railway stations including Ahmedabad and Porbandar in Gujarat into world-class railway stations. Dandi in Gujarat has a historical importance and the tourist from India and abroad frequent this place. Surat city is famous for its diamond and textile industry in India and abroad. The specialty of the railway station of this city is that people are surprised to see that trains arrive at first floor of the station. The people of this city are very generous and they will come forward to help in upgrading into an international level station. So, I would request the Minister of Railways to include Surat railway station also in the list of the stations which are to be upgraded as world class railway stations. The Ministry of Railways has announced several new trains but no new train has been introduced or extended in Gujarat.

There is a shortage of trains starting from Surat in Gujarat. Surat city has been given step motherly treatment for many years. The demand for Surat-Mehsana train has been pending for several years and has not been fulfilled till date. There is an urgent need for a train from Surat to Mumbai in the morning. Hence, Gujarat Queen from Balsaad should be extended to Mehsana.

People from different states of the entire country reside in Surat. Most of these people belong to middle class. The person who can board Puri Express train running from Ahmedabad and Okha at Surat should be awarded since it is extremely difficult to board the overcrowded train there. I demand that extra coaches should be attached to this train at Surat.

Laluji announced three years ago to run Ahmedabad Shatabdi Express daily. All that has been done during the last three years is instead of Fridays Shatabdi. This much is the progress. Trains from Amaravati to Mumbai and Amaravati to Surat were inaugurated by the hon. President. In this budget, the hon. Minister has announced that Amaravati-Mumbai train would ply dialy. I request the hon. Minister that Amaravati-Surat train should be plied daily too.

Rs. 714 crore had been sanctioned to double Udhana-Jalgaon rail line out of which Rs. 70 crore were granted last years, but no work has been done on it and this grant has lapsed. I request you to take action immediately for doubling of this rail line.

---

\*...\*This part of the Speech was laid on the Table.

15-20 lakh people of U.P. Bihar, Andhra Pradesh and Orissa live in Surat and play an important role in the development of Surat. The development of Surat means the development of the country. The people of different states who have an important role in the development of Surat are not getting proper railway facilities. Keeping these things in view Amaravati train should be extended to Warangal.

Mr. Chairman, Sir, about 53,000 people travel from Surat station daily. 5000 people are present at Surat station round the clock. Railway Department earns Rs. 47 lakh from Surat Railway Station everyday which include Rs. 25 lakh from reservation and Rs. 22 lakh from general tickets. My constituency is Navsari. There are almost ten lakh voters from Surat city. 90 percent people use Surat and Navsari stations. Our demand for granting stoppage to different trains at Navsari has been pending for many years. Hon. Minister of Railway should pay attention towards this.

Surat is the financial of the state. Everybody has admitted it. Surat is becoming metropolitan now. More than 20 lakh people visit Surat station every year. Keeping in view all these things and to ease rush at Surat Railway Station, development of nearby railway station Udhana is necessary. Besides, I request the hon. Minister that some trains should start from Udhana.

Surat is famous worldwide for its sanitation. If you visit Surat Railway Station without prior information, then you will find heaps of garbage at the station. I think Surat will easily secure the position of dirtiest railway station in the country. This is a matter of shame for us. Hon. Minister should pay attention in this regard.

Mr. Chairman, Sir, through you, I request the hon. Minister of Railways that the issues I mentioned in my speech should be addressed. With this hope I conclude.\*

**SHRI KUNWARJIBHAI MOHANBHAI BAVALIA** (Rajkot): Mr. Chairman, Sir, I thank you for giving me time to speak. I thank Mamtaji for making an announcement to the effect that Porbandar Station of Saurashtra will be converted into a world-class station. I suggest that since Rajkot of Saurashtra is just like Manchester, therefore, this station should also be included in the list of world-class stations.

My second request is that people have to travel via Ahmedabad to get to Delhi from Rajkot. Since the work of laying tracks between Viramgaon and Mehsana from

Rajkot has been completed, therefore, if a direct train from Rajkot to Delhi is introduced it will save time up to 4-5 hours as well as fare. I would like to say that there was a narrow gauge line Botad-Patni-Jasdan, in my parliamentary constituency, Rajkot, and now the extension work of this line from Jasdan to Gondal *i.e.* 25 km. has been included in the Budget. I request that this work should be started immediately after conducting the required survey.

This track may also be extended up to Bhavnagar from Rajkot to Junagarh and Viramgaon...*(Interruptions)*

*[English]*

I lay rest of the speech on the table.

*[Translation]*

\*I feel honoured that you gave me an opportunity to speak on the Railway Budget. I thank you for including Porbandar in Saurashtra, the birth place of Bapuji in the list of world class station International facilities are going to be provided there. Rajkot is the biggest city centre in Saurashtra.

All Saurashtrians have to come via Ahmedabad from Rajkot to come to Delhi which is a time consuming and costly affair. Now the work on Viramgaon to Mehsana line has been completed. Therefore, if a new route is opened from Rajkot to Mehsana via Viramgaon it will reduce the travel time by 4-5 km. and reduce the fare as well. Besides traffic will increase on this route. Therefore, I demand that a new route should be opened from Rajkot to Delhi and 'not *via* Ahmedabad'.

There was an old narrow gauge rail route between Botad to Jasdan in my Parliamentary Constituency. The said narrow gauge rail line has been dismantled now and only land exists there. Our ex-Minister of Railways Shri Narayanbhai Rathwa had ordered to extend the said rail route of Botad to Jasdan, *i.e.* Botad-Jasdan-Gondal and to lay a broad gauge line on this 25 kilometer rail route and it was included in the Budget too, but nothing has been done so far. Construction work on the said line should be started at the earliest. People from Delhi visit Somnath Mandir frequently, It is our old pilgrim centre, is a new short distance route from Somnath to Junagarh. Gondal, Jaiden, Botad to Ahmedabad line be introduced, then it would cut short this journey which would also save time and provide

\*...\*This part of the Speech was laid on the Table.

new facilities. Furthermore, our people working in numerous factories at Jaiden would be benefitted too.

Many state level crossings on Junagarh, Rajkot, Viramgaon railway track are unmanned which results frequent accidents. At all such places automatic gate closure system of manned railway crossing should be put in place to save human lives.

Hon. Minister has announced the introduction of Yuva trains.

Youths have been allowed to travel 1000 kilometers by paying Rs. 299 only. It was also announced that they can travel 2000 kilometers on making the payment of Rs. 399. These announcements are not going to benefit youth. Crores of youths of the country are unemployed and they need jobs. I request Ms. Mamtaji to provide jobs to the youths, as it would contribute in the development of the nation.

Survey work for laying of 270 kilometer new rail line from Nanded-Vardha to Yavatmal (Maharashtra) has been completed. The Government of Maharashtra have contributed its 50 percent share to the centre. Therefore, construction work of the rail from Nanded to Yavatmal should be started at the earliest.

Hingoli railway station, which is also a part of my Parliamentary Constituency, should be included in the list of Model Railway Stations and a new train for Mumbai from there should also be introduced. There is not only the need to improve the train services, therefore, Hingoli railway station should be constructed.\*

*[English]*

MR. CHAIRMAN: Those who have laid their speeches on the Table will not be called again.

SHRI SHIVARAMA GOUDA (Koppal): Respected Chairman, Sir, I thank the hon. Railway Minister Kumari Mamata Banerjee for sanctioning the Koppal-Alamatti new train. There is continuous delay in taking up the work of survey on Munirabad-Mahboobnagar line. Disbursement of Rs. 497 crore is pending. An amount of only Rs. 5 crore has been spent on this in 2007-08 and the work has not progressed at all. It has also come to light that the survey report on Sindhanur- Mandvi is missing due

to negligence. I, therefore, urge that early action be taken to conduct the survey and take the work forward.

I would request the Railway Minister to allow stoppage of the following trains at Koppal railway station: Yashwantpur-Shirdi (Train 0685); Yashwantpur-Ajmer (Train 6532); Yashwantpur-Jodhpur (Train 6534); Vasco-Howrah (Train 8048). I would also request that Hubli-Bangalore Hampi Express should be allowed to halt at Banapur station.

Koppal railway station should be upgraded to ensure proper development of the surrounding areas. There is heavy traffic there. Koppal is called the steel zone of the area. Koppal handicrafts are very popular. Rice and pomegranate are exported from this area. That new train should be started early and facilities should be given to our area. Otherwise our suffering will continue.  
*...(Interruptions)*

MR. CHAIRMAN: Shri Kamal Kishore, you have laid your speech on the Table and it has gone on record. You may have a copy of your speech with you but Rule does not permit me to allow you. I cannot go against the Rules. Please understand. Hon. Members, please bear with me. We cannot go against the Rules.

Now the discussion on Railway Budget is complete. A total of 131 hon. Members participated in the discussion on the Railway Budget and the discussion is complete. I thank all the hon. Members who participated and all who patiently listened to the speeches.

MR. CHAIRMAN: Hon. Members, Hon. Railway Minister will reply to the debate tomorrow.

Now, the discussion on the Railway Budget is complete.

The House stands adjourned to meet tomorrow, the 9th July, 2009 at 11 a.m.

**22.20 hrs.**

*The Lok Sabha then adjourned till Eleven of the Clock on Thursday, July 9, 2009/Asadha 18, 1931 (Saka).*

-----

## ANNEXURE I

*Member-wise Index to Unstarred Questions**Member-wise Index to Starred Questions*

Sl.No.	Member's Name	Question Number
1.	Shri Chitthan, N.S.V.	69
2.	Shri Deshmukh, K.D.	71
3.	Shri Gaikwad, Eknath Mahadeo	74
4.	Shri Joshi, Mahesh	61
5.	Dr. Joshi, Murli Manohar	76
6.	Shri Kalmadi, Suresh	68
7.	Shri Kashyap, Virender	65
8.	Shri Kataria, Lal Chand	72
9.	Shrimati Mahajan, Sumitra	67
10.	Shri Mahato, Narahari	73
11.	Shri Mahtab, B.	62
12.	Shri Majhi, Pradeep	79
13.	Shri Majumdar, Prasanta Kumar	73
14.	Shri Nama, Nageswara Rao	66
15.	Shri Owaisi, Asaduddin	64
16.	Shri Patel, Kishanbhai V.	79
17.	Prof. Ram Shankar	70
18.	Shri Reddy, M. Raja Mohan	66
19.	Shri Reddy, K.J.S.P.	63
20.	Shri S. Semmalai	64
21.	Shri Satpathy, Tathagata	78
22.	Shri Sethi, Arjun Charan	69
23.	Shri Sharma, Jagdish	74
24.	Shri Siddeshwara, G.M.	78
25.	Shri Sidhu, Navjot Singh	80
26.	Shri Singh, Brijbhushan Sharan	77
27.	Shri Singh, Rajiv Ranjan <i>Alias</i> Lalan Singh	71
28.	Shri Siricilla, Rajaiah	72
29.	Shri Swamy, N. Cheluvvaraya	63
30.	Shri Thakor, Jagdish	68
31.	Shri Thakur, Anurag Singh	65
32.	Dr. Thambidurai, M.	80
33.	Shri Venugopal, K.C.	75
34.	Yogi, Aditya Nath	61

Sl.No.	Member's Name	Question Number
1	2	3
1.	Shri Guddu, Premchand	578
2.	Shri 'Baba', K.C. Singh	537, 592
3.	Shri Acharia, Basu Deb	557
4.	Shri Adhalrao Patil, Shivaji	549, 550, 555, 612, 657
5.	Shri Adsul, Anandrao	549, 550, 612, 659, 690
6.	Shri Agarwal, Jai Prakash	546, 562, 623, 667
7.	Shri Agrawal, Rajendra	531
8.	Shri Ahir, Hansraj G.	528, 634, 675, 698, 709
9.	Shri Ananth Kumar, Hegde	597, 607, 689
10.	Shri Azad, Kirti	535, 558
11.	Shri Baalu, T.R.	553, 563, 659, 671, 714
12.	Shri Bhadana, Avtar Singh	548, 640, 651
13.	Shri Bhagora, Tarachand	605
14.	Smt. Botcha, Jhanshi Lakshmi	556
15.	Shri Chauhan, Sanjay Singh	568, 574, 642, 664, 705
16.	Shri Chauhan, Praphatsinh P.	579, 610
17.	Shri Chavan, Harishchandra	538, 593, 647, 683, 702
18.	Shri Chitthan, N.S.V.	602
19.	Shri Chowdhury, Adhir	554, 619
20.	Shri Dasgupta, Gurudas	553, 566, 628, 671
21.	Shri Deo, Kalikesh Narayan Singh	534, 639, 676
22.	Shri Deora, Milind	539, 594
23.	Shri Deshmukh, K.D.	603, 653, 688, 704

1	2	3	1	2	3
24.	Shri Dubey, Nishikant	542, 600, 631, 673, 697	50.	Shri Muttemwar, Vilas	552, 555, 618, 665, 695
25.	Shri Gadhvi, Mukesh Bhairavdanji	575, 604	51.	Shri Nama, Nageswara Rao	606
26.	Shri Gaikwad, Eknath Mahadeo	609, 653, 657	52.	Shri Narayanrao, Sonawane Pratap	581
27.	Smt. Gandhi, Maneka	544, 640, 678, 700, 711	53.	Shri Owaisi, Asaduddin	536, 629, 672, 696
28.	Shri Gopal, L. Raja	559, 661	54.	Shri Pal, Jagdambika	558, 621, 666, 708
29.	Haque, Sk. Saidul	569, 602	55.	Shri Panda, Baijayant	576, 641, 679, 701, 712
30.	Shri Jaiswal, Gorakh Prasad	558	56.	Shri Panda, Prabodh	566
31.	Shri Jawale, Haribhau	550	57.	Shri Pandey, Ravindra Kumar	574, 613, 664
32.	Shrimati Jayaprada	580, 600	58.	Dr. Pandey, Vinay Kumar	617
33.	Shri Jindal, Naveen	527, 568, 588, 674	59.	Dr. Patasani, Prasanna Kumar	570, 574, 638
34.	Shri Joshi, Pralhad	526, 583, 664	60.	Shri Patel, Kishanbhai V.	600, 613, 620, 660
35.	Shri Kalmadi, Suresh	606, 627, 670	61.	Shri Pathak, Harin	561, 610, 622, 661
36.	Shri Karunakaran, P.	552, 553, 571, 602, 613	62.	Shri Ram, Purnmasi	563, 625
37.	Shri Kashyap, Virender	599, 650, 686	63.	Shri Rao, K.S.	540, 596, 677, 699, 710
38.	Shri Kataria, Lal Chand	604, 705	64.	Shri Rao, Sambasiva Rayapati	545
39.	Shri Khaire, Chandrakant	565, 574, 600, 620, 653	65.	Shri Rathra, Ramsinh	661
40.	Shri Kishor, Kamal "Commando"	558	66.	Shri Rawat, Ashok Kumar	554, 563, 572, 636, 715
41.	Shri Laguri, Yashbant	624, 639, 668	67.	Shri Ray, Rudramadhab	570, 659
42.	Shri Lingam, P.	553	68.	Shri Reddy, Gutha Sukhender	661
43.	Shri Madam, Vikrambhai Arjanbhai	530, 585, 643, 681, 703	69.	Shri Reddy, M. Raja Mohan	555, 600, 651, 713
44.	Smt. Mahajan, Sumitra	584, 652, 687	70.	Shri Reddy, M. Sreenivasulu	541, 614, 661, 692, 706
45.	Shri Mahato, Baidyanath Prasad	715	71.	Shri Reddy, K.J.S.P.	587, 643, 645, 700
46.	Shri Mahato, Narahari	529, 605, 654	72.	Shri Roy, Nripendra Nath	529
47.	Shri Mahtab, B.	598, 648, 684	73.	Shri Roy, Mahendra Kumar	661
48.	Shri Majhi, Pradeep	613, 660, 691, 705			
49.	Shri Majumdar, Prasanta Kumar	586, 608			

1	2	3
74.	Shri S., Semmalai	595, 649, 685
75.	Shri S.S., Ramasubbu	533, 552, 590, 608
76.	Shri Sampath, A.	564, 626, 669
77.	Shri Sardinha, Francisco Cosme	659
78.	Shri Sethi, Arjun Charan	608, 656
79.	Shri Sharma, Jagidsh	597, 655, 689
80.	Shri Siddeshwara, G.M.	559, 582, 644, 654
81.	Shri Sidhu, Navjot Singh	616, 663, 694
82.	Shri Singh, Dushyant	548, 611, 628, 658
83.	Shri Singh, Ganesh	547, 617, 664
84.	Shri Singh, Pashupati Nath	574
85.	Shri Singh, Radha Mohan	573, 637, 705
86.	Dr. Singh, Raghuvansh Prasad	567
87.	Shri Singh, Sushil Kumar	555, 600
88.	Shri Singh, Brijbhushan Sharan	610
89.	Shri Singh, Rajiv Ranjan <i>Alias</i> Lalan Singh	607, 655
90.	Shri Siricilla, Rajaiah	567, 591, 608, 680

1	2	3
91.	Shri Sugavanam, E.G.	553, 580
92.	Shrimati Sule, Supriya	546, 600, 632, 633, 671
93.	Shri Suresh, Kodikkunnil	543
94.	Shri Swamy, N. Cheluvarayya	562, 589, 646, 682
95.	Shrimati Swaraj, Sushma	555, 628
96.	Shri Tewari, Manish	560
97.	Shri Thakor, Jagdish	601
98.	Shri Thakur, Anurag Singh	527, 599, 635, 650
99.	Dr. Thambidurai, M.	600, 618, 620
100.	Shri Thomas P.T.	577
101.	Shri Vasava, Mansukhbhai D.	532, 624, 668
102.	Shri Verma, Sajjan	567, 578, 600
103.	Shrimati Verma, Usha	567
104.	Shri Wakchaure, Bhausahab Rajaram	551, 615, 662, 693, 707
105.	Shri Yadav, Anjan Kumar M.	654, 688
106.	Shri Yadav, Om Prakash	558, 628
107.	Shri Yaskhi, Madhu Goud	609, 653, 657
108.	Yogi, Aditya Nath	630.

## ANNEXURE II

*Ministry-wise Index to Starred Questions*

<i>Prime Minister</i>	:	
<i>Atomic Energy</i>	:	
<i>Coal</i>	:	79
<i>Culture</i>	:	70, 78
<i>Earth Sciences</i>	:	77
<i>Environment and Forests</i>	:	62, 63, 68, 80
<i>External Affairs</i>	:	71
<i>Health and Family Welfare</i>	:	64, 65, 66, 67, 72
<i>Overseas Indian Affairs</i>	:	73
<i>Parliamentary Affairs</i>	:	
<i>Personnel, Public Grievances and Pensions</i>	:	
<i>Planning</i>	:	74, 76
<i>Science and Technology</i>	:	
<i>Space</i>	:	
<i>Statistics and Programme Implementation</i>	:	
<i>Water Resources</i>	:	61, 69, 75.

-----

*Ministry-wise Index to Unstarred Questions*

<i>Prime Minister</i>	:	
<i>Atomic Energy</i>	:	534, 547, 562, 568, 671, 694, 711
<i>Coal</i>	:	528, 535, 557, 590, 615, 617, 622, 636, 648, 662, 673, 675, 676, 690, 698
<i>Culture</i>	:	584, 645, 652, 679, 681, 702
<i>Earth Sciences</i>	:	577, 623, 653, 682, 683
<i>Environment and Forests</i>	:	532, 536, 537, 538, 539, 545, 551, 554, 556, 561, 564, 570, 587, 599, 601, 616, 624, 625, 627, 629, 631, 632, 640, 647, 659, 670, 672, 678, 691, 693, 701, 713
<i>External Affairs</i>	:	546, 549, 553, 560, 575, 576, 579, 581, 593, 597, 606, 607, 610, 618, 626, 705, 714, 715
<i>Health and Family Welfare</i>	:	526, 527, 531, 533, 540, 542, 552, 555, 566, 571, 573, 582, 583, 585, 586, 589, 591, 592, 594, 596, 600, 602, 603, 604, 605, 608, 609, 611, 613, 619, 621, 630, 637, 643, 644, 646, 649, 651, 654, 657, 658, 664, 666, 668, 674, 680, 684, 685, 687, 688, 692, 699, 703, 704, 707, 708, 709, 710



<i>Overseas Indian Affairs</i>	:	543, 588, 667, 669, 706
<i>Parliamentary Affairs</i>	:	
<i>Personnel, Public Grievances and Pensions</i>	:	530, 541, 563, 574, 638, 660, 665
<i>Planning</i>	:	567, 598, 612, 620, 628, 634, 650, 656, 663, 712
<i>Science and Technology</i>	:	614, 696
<i>Space</i>	:	641
<i>Statistics and Programme Implementation</i>	:	565, 677
<i>Water Resources</i>	:	529, 544, 548, 550, 558, 559, 569, 572, 578, 580, 595, 633, 635, 639, 642, 655, 661, 686, 689, 695, 697, 700.

-----

### INTERNET

The Original version of Lok Sabha proceedings is available on Parliament of India Website at the following address:

<http://www.parliamentofindia.nic.in>

### LIVE TELECAST OF PROCEEDINGS OF LOK SABHA

Lok Sabha proceedings are being telecast live on Lok Sabha T.V. Channel. Live telecast begins at 11 A.M. everyday the Lok Sabha sits, till the adjournment of the House.

### LOK SABHA DEBATES ON SALE

Printed copies of Lok Sabha Debates of Original version, English version, Hindi version and indices thereto, DRSCs reports and other Parliamentary Publications and Souvenir items with logo of Parliament are available for sale at the Sales Counter, Reception, Parliament House, (Tel. Nos. 23034726, 23034495, 23034496) New Delhi-110001. The information about all these publications and items is also available on the website mentioned above.

---

---

© 2009 BY LOK SABHA SECRETARIAT

Published under Rules 379 and 382 of the Rules of Procedure and Conduct of Business in Lok Sabha  
(Thirteenth Edition) and printed by M/s. Dhanraj Associates Pvt. Ltd., New Delhi.

---

---